

立法會
Legislative Council

LC Paper No. CB(4)860/19-20
*(These minutes have been seen
by the Administration)*

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Panel on Transport

Minutes of meeting
held on Friday, 15 May 2020, 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 Abraham SHEK Lai-him, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
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 Andrew WAN Siu-kin
Hon CHU Hoi-dick
Dr 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 Tony TSE Wai-chuen, BBS

Members attending : Hon KWONG Chun-yu

Public officers attending : **Agenda item III**

Ms Mable CHAN, JP
Commissioner for Transport

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

Ms Candy KWOK
Assistant Commissioner /
Management and Paratransit
Transport Department

Mr Honson YUEN
Principal Transport Officer / Ferry and
Paratransit
Transport Department

Miss Ezrela CHEUNG
Assistant Secretary for Transport and Housing
(Transport)4A
Transport Department

Agenda item IV

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

Mr Patrick HO
Assistant Commissioner for Transport / Planning
Transport Department

Mr Stephen LEE
Chief Engineer/Transport Planning
Transport Department

Mr Richard NG
Assistant Director/Development
Highways Department

Ms Doris YAU
Chief Highway Engineer/Works
Highways Department

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

Staff in attendance : Ms Angela CHU
Senior 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)107/19-20(01) - Administration's response to item 1 of the Panel's list of follow-up actions regarding "MTR fare adjustment for 2019" raised at the meeting on 26 April 2019
- LC Paper No. CB(4)551/19-20(01) - Administration's response to item 5 of the Panel's list of follow-up actions regarding "6875TH - Noise enclosures at Gascoigne Road Flyover" raised at the meeting on 17 January 2020
- LC Paper No. CB(4)473/19-20(01) - Administration's response to item 3 of the Panel's list of follow-up actions in respect of the material composition of the body of and the safety standard and requirements for a franchised bus raised at the meeting on 20 December 2019
- LC Paper No. CB(4)473/19-20(02) - Administration's response to the three motions passed under agenda item "Fare Increase Applications from Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited" raised at the meeting on 20 December 2019

- LC Paper No. CB(4)474/19-20(01) - Administration's response to item 4 of the Panel's list of follow-up actions regarding "Fuel subsidy and one-off subsidy to transport and logistics trades" raised at the meeting on 17 January 2020
- LC Paper No. CB(4)475/19-20(01) - Administration's response to the joint submission from non-franchised bus unions requesting to raise the level of one-off subsidy
- LC Paper No. CB(4)558/19-20(01) - Letter from Hon Alvin YEUNG proposing to discuss the provision of public transport subsidy under the Anti-epidemic Fund

Members noted the above papers issued since the last meeting.

2. The Chairman referred to the letter from Mr Alvin YEUNG above (LC Paper No. CB(4)558/19-20(01)) and agreed to put the item under the Panel's "List of outstanding items for discussion" as the matter was related to transport policy. As regards the suggestion to discuss the provision of subsidy to front-line drivers which was also raised in the letter, the Chairman suggested Mr YEUNG to follow-up with the Administration at other avenues for a quicker response in view of the urgency of the matter. Members agreed.

II. Items for discussion at the next meeting

- LC Paper No. CB(4)532/19-20(01) - List of outstanding items for discussion

LC Paper No. CB(4)532/19-20(02) - List of follow-up actions

3. Members agreed to discuss the following items at the next regular meeting to be held on 19 June 2020:

- (a) Proposed revision to the reference occupancy rate for franchised bus service frequency adjustment; and
- (b) Review of the use of Electric Mobility Devices in Hong Kong

4. Ms Tanya CHAN proposed to discuss the final report of Commission of Inquiry into the construction works at and near Hung Hom Station Extension under Shatin to Central Link Project ("the Final Report"), which was issued on 12 May 2020. Ms CHAN asked whether the matter should be followed up by the Panel or the Subcommittee on Matters Relating to Railways ("RSC"). The Chairman said that he would discuss with the Chairman of RSC on the appropriate avenue to discuss the item.

(Post-meeting note: Matters related to the Final Report was followed up by RSC at the meeting on 5 June 2020 under the item "Progress update of the construction of Shatin to Central Link").

5. Noting that the Panel would discuss "Review of the use of Electric Mobility Devices in Hong Kong" at the meeting scheduled for June 2020, Mr Jeremy TAM proposed to invite representatives from the Hong Kong Police to attend the meeting and brief the Panel on matters relating to law enforcement. The Chairman said that he would discuss with the Administration on the attendance of representatives from government bureaux or departments relevant to the discussion of the item.

III. Introducing the "Central – Hung Hom" ferry and "water taxi" services

LC Paper No. CB(4)532/19-20(03) - Administration's paper on introducing the "Central – Hung Hom" ferry and "water taxi" services

LC Paper No. CB(4)532/19-20(04) - Paper on the introduction of "Central – Hung Hom" ferry and "water taxi"

services prepared by the
Legislative Council
Secretariat (Background
brief)

- LC Paper No. CB(4)542/19-20(01) - Submission from a member of the public relating to the "Central – Hung Hom" ferry and "water taxi" services

Briefing by the Administration

6. At the invitation of the Chairman, Commissioner for Transport ("C for T") briefed members on the introduction of "Central – Hung Hom" ferry and "water taxi" services with the aid of a powerpoint presentation. Details of the briefing were set out in the Administration's paper. TD announced in March 2020 that an operator had been selected for granting licences for operating the two ferry services for five years. The "Central – Hung Hom" ferry route would commence operation on 28 June 2020, while "water taxi" service was anticipated to commence operation by the end of 2020.

(Post-meeting note: the powerpoint presentation material was issued to members vide CB(4)574/19-20(01) on 15 May 2020).

"Central – Hung Hom" ferry services

7. Ms Claudia MO and Dr Helena WONG welcomed the revival of the "Central – Hung Hom" ferry services. They said that there was keen demand for in-harbour ferry services. Noting that the basic schedule for the service would be every 20 minutes during peak hours, both members suggested increasing the service frequency to provide better service. Mr Andrew WAN also commented on the servicing hours of the ferry route and opined that the last departure ferry from Central to Hung Hom at 7:20 pm was too early as people nowadays would have long working hours. He called on the operator to review the operating schedule to better suit passengers' need.

8. C for T took note of members' suggestions and explained that the operating schedule of "Central – Hung Hom" ferry route were determined having regard to the operating hours and passenger demand of other similar

in-harbour ferry routes. In addition, two vessels each with a seating capacity of 200 seats would be deployed to serve the route, but in situation where there were left-behind passengers who could not board the ferry due to huge demand, the operator would deploy an additional vessel to serve the left-behind passengers if situation allowed. To facilitate passengers to better plan their journey, the operator would disseminate real-time arrival and departure information of ferry routes via mobile applications. The operator would also keep in view the passenger demand and strengthen ferry services as necessary.

9. Ms Claudia MO and Mr Andrew WAN commented that adult fare of the "Central – Hung Hom" service, which was \$9 per trip was on the high side and might not be competitive enough. They said that adult fare of previous "Central – Hung Hom" ferry route, which was suspended in 2011, was only \$5.3 per trip then. In addition, adult fare of the present Star Ferry routes plying between Central/Wan Chai and Tsim Sha Tsui was only \$3.7 per trip the highest.

10. C for T replied that the fare of the suspended "Central – Hung Hom" ferry services was already years ago and could not reflect the present operation situation. She added that when comparing to other public transport services such as MTR and buses, the fare of "Central – Hung Hom" ferry services was considered competitive and would offer an alternative choice for passengers crossing the harbour in addition to land-based transport.

11. Ms MO and Mr WAN suggested the operator to consider offering promotional packages and interchange concessions to passengers to increase the attractiveness of the service. C for T took note of members' suggestions.

12. The Deputy Chairman, Dr Priscilla LEUNG and Mr Tony TSE welcomed the revival of the "Central – Hung Hom" ferry service. As the previous "Central – Hung Hom" and "Wan Chai – Hung Hom" ferry services were suspended due to prolonged deficits, these members expressed concern about the operational sustainability of the revived ferry service. Mr Tony TSE urged the Administration to prudently assess the financial viability of the services and consider ways to enhance its efficiency. Dr LEUNG expressed that ferry services were cultural heritage and formed part of the collective memory of Hong Kong people. She called on the Administration to provide all necessary assistance to ensure the sustainability of the ferry services. In this respect, the Deputy Chairman asked if the Administration would extend the coverage of special helping measures ("SHM") provided to

outlying island ferry services to in-harbour ferry routes as well.

13. C for T explained that the Administration adhered to the policy that public transport services should be run by the private sector according to commercial principles to ensure efficiency and cost-effectiveness. For the provision of SHM, as ferry services were the only means of transport for residents living on most outlying islands, the Administration considered it appropriate to offer SHM to operators of outlying island ferry services to enhance their financial viability. The Administration had no plan to extend the SHM to cover in-harbour ferry routes. On ways to enhance the operating income of the "Central – Hung Hom" ferry services, C for T said that similar to other in-harbour ferry services, the operator were allowed to utilize pier premises for rental or advertising income for generating non-farebox revenue to cross-subsidize their ferry operations. In addition, the provision of subsidy under the Anti-epidemic Fund also covered in-harbour ferry routes, which could offer assistance to the operator amidst the present gloomy economic situation.

14. Noting that the licence period of the two ferry routes was granted for five years, Mr CHAN Chi-chuen enquired if there would be any exit clauses specified in the licence should the operator cease to operate due to unsatisfactory financial return. C for T replied that the licence had specific terms relating to the cessation of operation by the operator including the required notice period, the handling of residual asset of the operator and the level of penalty imposed on irregularities. The Administration would monitor closely the operator's performance to ensure that they could offer quality ferry services in a sustainable manner.

15. As the ferry licences for operating the "Central – Hung Hom" ferry and "water taxi" services were granted to the same operator, Mr POON Siu-ping and Mr Jeremy TAM asked if one service ceased to operate, whether the other service would be affected. Assistant Commissioner/Management and Paratransit of TD explained that the ferry licences for the two services were issued independently and would not affect each another. The operator was required to comply with the respective licence requirements.

16. On Mr POON Siu-ping's enquiry on fare adjustment, C for T said that application for fare increase would need to be assessed and approved by the Transport Department ("TD"). In considering fare increase applications submitted by the operator, TD would take into account a host of factors such as the financial position of the company, public acceptability of the proposed fare and so forth.

17. Dr Priscilla LEUNG enquired whether the Administration had plans to revive the "Wan Chai – Hung Hom" route. The Deputy Chairman and Mr Andrew WAN also suggested the Administration to consider introducing ferry routes plying between Tuen Mun, Tsing Yi, Tsuen Wan and the Hong Kong Island to facilitate commuters going to work. C for T replied that the Administration welcomed operators to submit applications for the operating rights of new ferry services. The Administration would consider new service proposals through appropriate means such as open tender and review all relevant factors holistically, such as passenger demand, operation and financial viability of the services and so on.

18. Noting that the operator of "Central – Hung Hom" ferry route would install LED lighting on the external walls of the piers, the Chairman asked for the location where such works would be carried out and whether it would affect the overall outlook of the pier. Also, as TD would put up signage in the vicinity of the piers, the Chairman asked whether legislative amendment to existing regulations would be required. C for T replied that the proposed works would be carried out at the Hung Hom (South) Ferry Pier to beautify the exterior of the pier, and it would not affect the outlook of the Central pier. Also, legislative amendments to existing regulations were not required for putting up directional signage for the piers.

"Water taxi" services

19. Noting that the five calling points of the "water taxi" services were located at tourist spots, Ms Claudia MO and Dr Helena WONG asked whether the "water taxi" mainly served tourists. Since there would also be keen demand for "water taxi" from local residents, they asked if there would be more calling points serving local residents. The Deputy Chairman suggested that the Administration should allow greater flexibility in designating additional calling points of "water taxi" if there was demand for "water taxi" from the local community.

20. C for T replied that in taking forward the suggestion of introducing "water taxi" proposed in the Development Blueprint for Hong Kong Tourism Industry, the calling points of "water taxi" were carefully selected with a view to injecting vibrance to the Hong Kong harbourfront and promoting tourism in Hong Kong. Also, the Administration had gauged the views of relevant stakeholders including the ferry trade, the tourism, hotel and catering industries on "water taxi" services to better meet the needs of users. Even though the calling points of water taxi were mainly located at tourist

spots, some sectional routes could also serve local communities. Depending on passenger demand after service commencement, the operator would examine the need of increasing service frequency and operating other short-working routes on both sides of the Victoria Harbour on the conditions that such routes would not overlap or cause obstruction to existing in-harbour franchised or licenced ferry routes.

21. Dr Priscilla LEUNG urged the Administration to explore more calling points along the harbourfront. Given the development of new tourist attractions in Tsim Sha Tsui East and the West Kowloon Cultural District, she suggested setting up new routes serving these areas. Dr LEUNG also reminded the Administration to closely monitor the water quality along the calling points. C for T took note of Dr LEUNG's suggestions.

22. Dr Helena WONG commented that some calling points of "water taxi" were too far away from the tourist attractions and not convenient for users. For instance, the calling point of the West Kowloon Cultural District was located near a construction site that was far away from the M+ Museum. Also, she suggested to put the calling point for Kai Tak near the Hong Kong Children's Hospital to facilitate local users. Dr WONG recommended the Administration to consult the West Kowloon Cultural District as well as local communities on the location of calling points to better meet users' needs. Mr Jeremy TAM added that the calling point of Kai Tak was far away from the Kai Tak Cruise Terminal, and there was insufficient feeder service to facilitate passengers to reach for other destinations.

23. C for T advised that the calling point of the West Kowloon Cultural District at present was only a temporary landing point. From there, passengers could get to the nearest bus interchange and the Kowloon MTR station for other destinations. The West Kowloon Cultural District Board would provide pier facilities near the M+ Museum soon and the Administration would follow up with the Board on the commission date of the marine land facilities of the West Kowloon Cultural District. As regards the calling point at Kai Tak, C for T advised that there would be public transport connections for access to the Children's Hospital and the Kai Tak Cruise Terminal. TD would ensure that adequate public transport connections would be provided at the calling points to facilitate passengers going to different destinations.

24. Mr YIU Si-wing welcomed the introduction of "water taxi" to promote tourism in Hong Kong. As the COVID-19 pandemic still prevailed with little sign of subsiding, Mr YIU expressed concern whether the "water taxi" could commence operation as planned. Since a five-year licence had been

granted for the operation, Mr POON Siu-ping also shared the same concern, and asked if there would be a deadline for service commencement.

25. C for T replied that the operator was at present actively gearing up for the introduction of "Central – Hung Hom" ferry route in June 2020. Given that the "water taxi" services were more diversified and involved a wider service area coverage, more time would be needed for its preparatory work. TD would discuss with the operator the appropriate time to commence operation having regard to the readiness of the service and other external factors such as the revival of tourism in Hong Kong and the latest situation of the COVID-19 pandemic.

26. On Mr YIU's enquiry, C for T said that public transport services including "water taxis" were exempted from the observation of Prevention and Control of Disease (Prohibition on Group Gathering) Regulation (Cap. 599G).

27. Dr CHENG Chung-tai cast doubt on the operation viability of "water taxi" services. Given the drastic drop in the number of tourists visiting Hong Kong and the gloomy economic outlook at present, and that the Star Ferry was offering ferry services along similar routes at a much lower fare level, Dr CHENG did not consider that "water taxi" services would be warmly received and sustainable in the long-term. He was also concerned that eventually the service might require the Administration's assistance.

28. C for T explained that as "water taxi" was positioned as a tourist attraction, its operation would entail not only the provision of public transport service. Additional tour services such as catering, photography services and guided tours would be provided on-board to enrich the ferry experiences. In addition, the operator would work with the tourism trade in offering tour packages for tourists to further promote the services. She added that "water taxi" was operated by the private sector according to commercial principles and the Administration had no plan to offer subsidy to assist its operation.

29. Mr CHAN Chi-chuen asked if the above services on board the "water taxi" would be charged. C for T replied that wifi and battery charging service would be provided to passengers free of charge. Services such as catering, photography and guided tour mentioned above would be offered at a price.

30. In order to enhance financial viability, Mr YIU Si-wing suggested allowing greater flexibility in setting the section fare of "water taxi" services

having regard to passengers' demand and feedback. He also suggested enhancing pier facilities such as the setting up of ticketing office at a convenient location and the provision of supplementary services at the pier.

31. C for T took note of the suggestions and added that the faretable of "water taxi" would require the approval from TD. The section fares for adult for one calling point were proposed to range from \$10 to \$24 taking into account factors such as the journey time and fare level of comparable routes. The operator would ensure that fare level was attractive for tourists and added-value services would be offered to enrich tour experience.

32. Mr Jeremy TAM commented that the full fare for the whole route which was proposed at \$136 would be too high. As section fare for one calling point was only \$10 to \$24, fare of the whole route would be higher than the fare of individual calling points added together. C for T explained that the entire route was a round-trip, which consisted of eight separate sections among the five calling points, with fares of each section ranging from \$10 to \$24. The full fare of the whole trip was the result of adding up the fares of these eight sections. In addition, the faretable for "water taxi" was still pending the approval by TD at present. The Administration would ensure that the faretable was reasonable.

33. Mr POON Siu-ping enquired about the introduction of green ferries. C for T replied that the operator had pledged to introduce three greener ferries to its fleets within two-and-a-half years after the granting of licence, i.e. around mid-2022.

IV. Improvement works of cycle track networks in new towns and latest situation of automated dockless bicycle rental services

LC Paper No. CB(4)532/19-20(05) - Administration's paper on improvement works for cycle track networks in new towns and operation of automated dockless bicycle rental services

Briefing by the Administration

34. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the improvement works for cycle

track networks in new towns and the latest operation of automated dockless bicycle rental services ("ADBRS") in Hong Kong. Details of the briefing were set out in the Administration's paper. USTH said that as at March 2020, the cycle tracks were about 225 kilometers ("km") in total length with more than 60 500 public bicycle parking spaces over the territory. Improvement works on existing cycling facilities were carried out to enhance safety of cyclists and pedestrians. On the other hand, the rapid development of ADBRS in recent years had given rise to concerns over illegal parking of bicycles and public nuisance. The Administration had stepped up clearance operations and introduced a code of practice ("CoP") for ADBRS with a view to addressing the problems.

Discussion

(At 12:15 pm, 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)

Improvement of cycling facilities

35. Mr POON Siu-ping, Dr Junius HO, Mr Kenneth LAU and Ir Dr LO Wai-kwok expressed support to the promotion of cycling in Hong Kong for recreation and as a mean of short-distance commuting. Referring to Annex A of the Administration's paper setting out the distribution of cycle track length in the 18 districts, Mr POON and Dr HO expressed that there were not much expansion and developments in cycle tracks in the past few years, especially in the urban areas. In addition, progress in constructing and aligning cycle track networks in the New Territories was far from satisfactory. They urged the Administration to be more proactive in developing new cycle tracks and cycling facilities to foster a bicycle-friendly environment.

36. On the cycle track network extension in Hong Kong, Assistant Commissioner for Transport/Planning of TD ("AC/P") explained that the works were implemented under the purview of the Development Bureau ("DEVB") and the Civil Engineering and Development Department ("CEDD"). The Transport and Housing Bureau and TD were responsible for enhancing existing cycle tracks and cycling facilities. On Mr POON's enquiry about the latest progress of extending the cycle networks in the New Territories, AC/P advised that CEDD implemented improvement works in phases to enhance the connectivity and alignment of existing cycle tracks across New Territories East to New Territories West, which involved cycle tracks of 82 km in total. Among these, 50-km cycle tracks had been completed and opened for public use, including sections from Sheung Shui

to Ma On Shan and from Tuen Mun to Yuen Long. The construction of the cycle tracks between Yuen Long and Sheung Shui also commenced in 2016 for completion in the second half of 2020.

37. Dr Kenneth LAU commented that bicycle was a major short-haul transport tool in rural areas. He enquired about the progress of constructing the cycle tracks running between Tsuen Wan and Tuen Mun, and whether the widening works of the Castle Peak Road would affect the progress. AC/P replied that the construction works for cycle tracks from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan, with a length of 2.3 km, had commenced in 2018. It was expected that the works would be completed by the fourth quarter of 2020.

38. Mr Wilson OR commented that cycle tracks and cycling facilities such as bicycle parks were mainly provided for in the New Territories. He enquired whether more cycling facilities such as bicycle parks could be provided in urban areas such as Kowloon East. Dr Junius HO shared a similar view. USTH said that as urban areas were more densely populated with busy traffic, due consideration would be given on the suggestion having regard to traffic management, road usage and road safety. The Government would not encourage the public to use bicycles as a mode of transport in urban areas due to road safety considerations. Regarding the request for more bicycle parking spaces in urban areas, he would relay members' views to relevant departments for consideration.

39. Mr LUK Chung-hung and Dr Kenneth LAU expressed concern on the management of cycle tracks. They said that at major road junctures of the cycle tracks, cyclists were often required to dismount to give way to pedestrians or other public transport such as light rail, thereby affecting the connectivity of the cycle track and causing inconvenience to cyclists. In addition, some pedestrians might walk on bicycle-only lane and posed road safety issues. Mr LUK and Dr LAU enquired about any new measures to improve the above situations.

40. AC/P replied that TD had carried out improvement works at existing cycling facilities in new towns, including provision of additional safety facilities at sharp bends, steep ramps and pedestrian crossings such as collapsible plastic bollards, in order to enhance safety of cyclists and pedestrians. In addition, traffic signs were installed at suitable locations to delineate cycle tracks from footpaths.

41. Ir Dr LO Wai-kwok expressed concern about the increasing number of road accidents involving cyclists. He suggested legislating on the

wearing of protective gear for cyclists to minimize the severity of casualty involved in bicycle-related accidents. USTH took note of Ir Dr LO's suggestion and said that the Administration had rolled out publicity campaigns to promote the importance of road safety to cyclists. Having regard to the acceptance level of cyclists and actual implementation in mandating the wearing of protective gear, the Administration considered that public education was a more preferred option than legislation. The Administration would continue its efforts in promoting cycling safety.

Latest development of ADBRS

42. Mr YIU Si-wing observed that the operation of ADBRS had shrunk rapidly from seven operators deploying 26 000 bicycles in 2018 to only three operators deploying about 5 200 bicycles in 2020. He commented that the Administration had not assumed an effective monitoring role to administer the development of ADBRS industry, leading to problems such as illegal parking and abandonment of bicycles on the street. He opined that the Administration should regulate the development of the industry and invite interested parties to apply for the operating rights of ADBRS through open tender, so that the Administration could specify relevant terms required of the operator, such as business scale, service quality and so forth. Mr POON Siu-ping shared a similar view and added that in overseas countries like Singapore where ADBRS operation was successful, the operation was regulated through a licencing regime. Mr POON enquired whether the Administration would consider licencing the operation of ADBRS.

43. USTH replied that the Administration considered it appropriate for the ADBRS to be operated by private entities according to commercial principles. In addressing local concerns over illegal parking or abandonment of bicycles, the Administration had formulated a two-pronged approach to tackle the issues through conducting clearance operations and introducing CoP for operators to comply with. TD would also meet with operators regularly to discuss relevant issues.

44. Mr YIU reiterated the necessity of regulating the ADBRS industry through a licencing regime, and CoP was insufficient to ensure proper management as no penalty was involved. Ir Dr LO Wai-kwok and Dr Junius HO also supported introducing a licencing regime for ADBRS. Noting that the problem of abandoned bicycles was quite serious, Mr Wilson OR asked if there was effective measure to tackle the problem.

45. AC/P replied that relevant government departments had stepped up clearance operations pursuant to the Land (Miscellaneous Provisions)

Ordinance (Cap. 28) and the Summary Offences Ordinance (Cap. 228) to remove illegally parked bicycles. The Administration would discuss with District Councils to identify black spots with frequent illegal parking problems for targeted clearance operations.

46. Mr Jeremy TAM sought information on the number of bicycles that had been cleared by the Administration. He also expressed support to a licencing regime as ADBRS was operated by making use of public spaces and hence it was necessary to charge the operator a licence fee. Also, the clearance operations involved administrative resources so it was important that penalty could be imposed on ADBRS operators for their mismanagement.

47. USTH replied that in 2018 and 2019, about 780 clearance operations were conducted with about 29 000 bicycles being removed. Among them, some 6 600 were bicycles from ADBRS. As regards regulating ADBRS operation, USTH said that the Administration saw the merit of promoting CoP to facilitate operators to self-regulate whilst allowing flexibility for the development of the trade. TD would keep in view the need for updating CoP in the light of the ADBRS operation and the market development.

48. Pointing out that ADBRS was not quite successful, Mr LUK Chung-hung suggested that the Administration explore automated point-to-point bicycle rental services where there would be designated docks for returning rental bicycles. The benefit of such services was that it would be easier to manage the return of bicycles and hence avoiding the problem of illegal parking or abandonment of bicycles.

49. Noting that the Administration would identify suitable locations for building additional public bicycle parking spaces, Dr Junius HO enquired whether the Administration would consider automated parking system ("APS") for provision of more parking spaces. He also enquired about the deployment of electric mobility devices ("EMD") on Hong Kong roads.

50. USTH replied that the Administration was studying the feasibility and cost-effectiveness of adopting APS for bicycles in Hong Kong. As regards EMD, the Administration would brief the Panel on the proposed regulatory framework for EMD and related issues at the meeting scheduled for 19 June 2020.

Motion

51. Mr CHU Hoi-dick proposed a motion relating to the construction of

cycle tracks in urban areas. The Chairman ruled that since the item under discussion was about the improvement works for cycle track networks in new towns and operation of ADBRS, the motion proposed by Mr CHU which requested the Administration to construct more cycling parks and facilities in urban areas was not directly related to the agenda item under discussion. The Chairman directed that the motion would not be dealt with. As there was an item relating to the carriage of bicycles in public transport services/vehicles being put under the Panel's "List of outstanding items for discussion", the Chairman suggested Mr CHU raise the matter when the Panel discussed that item.

V Any other business

52. There being no other business, the meeting ended at 12:54 pm.

Council Business Division 4
Legislative Council Secretariat
12 August 2020