

**立法會**  
**Legislative Council**

LC Paper No. CB(4)725/20-21  
*(These minutes have been seen  
by the Administration)*

Ref : CB4/PL/TP/1

**Panel on Transport**

**Minutes of meeting**  
**held on Friday, 19 February 2021, 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 Abraham SHEK Lai-him, GBS, JP  
Hon Tommy CHEUNG Yu-yan, GBS, JP  
Hon CHAN Hak-kan, BBS, JP  
Hon WONG Kwok-kin, SBS, JP  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon YIU Si-wing, BBS  
Hon LEUNG Che-cheung, SBS, MH, JP  
Hon POON Siu-ping, BBS, MH  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP  
Dr Hon Junius HO Kwan-yiu, JP  
Hon Holden CHOW Ho-ding  
Hon SHIU Ka-fai, JP  
Hon Wilson OR Chong-shing, MH  
Hon LUK Chung-hung, JP  
Hon LAU Kwok-fan, MH  
Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Dr Hon CHENG Chung-tai  
Hon Tony TSE Wai-chuen, BBS, JP

**Member attending** : Hon KWOK Wai-keung, JP

**Members absent** : Dr Hon Priscilla LEUNG Mei-fun, SBS, JP

**Public officers attending** : **Agenda item III**

Ms Gillian LAM  
Principal Assistant Secretary for  
Transport and Housing (Transport) 5

Mr NG Wai-keung, JP  
Deputy Director of Highways

Mr Richard NG  
Assistant Director / Development  
Highways Department

Mr Roy TSE  
Senior Engineer / New Territories 3  
Highways Department

Mr Alex AU  
Chief Traffic Engineer / Hong Kong  
Transport Department

**Agenda item IV**

Ms Amy WONG, JP  
Deputy Secretary for Transport and Housing  
(Transport) 2  
Transport and Housing Bureau

Ms Jerry JI  
Principal Assistant Secretary for  
Transport and Housing (Transport) 1  
Transport and Housing Bureau

Ms Candy KWOK  
Assistant Commissioner for Transport /  
Administration & Licensing  
Transport Department

Mr William SHUM  
Chief Electrical and Mechanical Engineer /  
Vehicle Safety and Standards  
Transport Department

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

**Staff in attendance :** 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)434/20-21(01) | - Submission from Hong Kong Federation of Handicapped Youth against the extension of the coverage of "Parking Certificate for Drivers Who Carry People with Mobility Disabilities" to on-street parking spaces designated for disabled drivers (Chinese version only) |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Members noted the above paper issued since the last meeting.

## II. Items for discussion at the next meeting

- LC Paper No. CB(4)510/20-21(01) - List of outstanding items for discussion
- LC Paper No. CB(4)510/20-21(02) - List of follow-up actions

2. Members agreed to discuss the following items at the next regular meeting to be held on 19 March 2021:

- (a) Route 11 (section between Yuen Long and North Lantau) – Investigation;
- (b) Replacement of Traffic Control and Surveillance System at Lion Rock Tunnel; and
- (c) Traffic e-Enforcement System.

## III. 6170TB – Braemar Hill Pedestrian Link

- LC Paper No. CB(4)510/20-21(03) - Paper provided by the Administration
- LC Paper No. CB(4)510/20-21(04) - Paper prepared by the Legislative Council Secretariat (Background brief)

3. At the invitation of the Chairman, Principal Assistant Secretary for Transport and Housing (Transport) 5 ("PAS/T(5)") briefed members on the funding proposal for upgrading 170TB "Braemar Hill Pedestrian Link" ("the Project") to Category A. The capital cost of the Project was estimated to be about \$766.8 million in money-of-the-day prices. Details of the briefing were set out in the Administration's paper. PAS/T(5) said that upon the approval by the Public Works Subcommittee ("PWSC") and subsequently the Finance Committee ("FC") of the Legislative Council ("LegCo") within the current legislative session, the Administration would commence the construction works of the Project in the fourth quarter of 2021. It was estimated that most of the pedestrian subways/walkways proposed under the Project would be completed in four years' time and would be opened for

public use first, while the remaining parts would take two further years to complete.

4. Senior Engineer/New Territories 3 of the Highways Department supplemented the briefing on the construction works of the Project with the aid of a powerpoint presentation.

*(Post-meeting note: the powerpoint presentation materials were issued to members on 19 February 2021 vide LC Paper No. CB(4)542/20-21(01))*

## Discussion

### *Implementation progress of the Project*

5. A majority of members present, including the Chairman, Mr SHIU Ka-fai, Mr POON Siu-ping, Ir Dr LO Wai-kwok, Dr CHENG Chung-tai, Mr LEUNG Chi-cheung and Mr KWOK Wai-keung expressed deep concern about the sluggish progress of the Project. Mr SHIU said that the Project had been proposed by the Eastern District Council ("EDC") back in 2008. Although the Project was ranked second amongst the 18 hillside escalator links and elevator systems ("HEL") proposals assessed by the Administration in 2009 in terms of implementation priority, it was until now, some 12 years later, that the Administration consulted the Panel on funding application in taking forward the Project. He said that residents living in the Braemar Hill districts had been waiting long for the construction of the Project, which when completed would offer a safe and convenient means for the elderly and persons with disabilities travelling to and from uphill areas. It would also ease the serious congestion problem along Wan Tin Path especially during morning peak periods. Mr KWOK Wai-keung sought reasons for the prolonged delay in taking forward the Project.

6. PAS/T(5) explained that the Project was a large-scale public works project involving complicated technical issues. In addition, much time was needed for public consultation as residents living in uphill and downhill areas had diverse views on the proposal. Considerable time was needed to reconcile their different concerns and views on the alignment of the Project.

7. The Chairman and Mr LEUNG Che-cheung expressed serious concern on the efficacy of the Administration in spearheading the implementation of the Project. The Chairman called on the Administration to review the existing regime which was found inefficient. Mr LEUNG opined that it was the Administration's duty to unfailingly press ahead its

implementation as quickly as possible given that the Project could bring great benefits to the community. He wondered why it was necessary to bring up the 12 unresolved objections received during the gazettal of the Project to the Chief Executive-in-Council ("CE-in-Council") for consideration.

8. PAS/T(5) advised that in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap. 370), for works projects that involved the closure of roads or altering the use of land for that purpose, it was a statutory procedure to allow members of the public to raise objections to the gazetted scheme and plan of the Project. Such objections would be submitted, as part of the statutory procedures to the CE-in-Council for consideration. PAS/T(5) pledged that HyD would press ahead with the implementation of the Project expeditiously after obtaining funding approval from the LegCo.

9. Noting that ten out of 18 HEL proposals were still under investigation and design stages as of April 2020, Dr CHENG Chung-tai asked about the timetable for implementing these remaining projects. He also expressed the view that projects not involving the resumption of land should be accorded higher priority as they could be rolled out more readily than those involving complicated land ownership issues. PAS/T(5) advised that in light of the different circumstances surrounding each project, it would take time to resolve various issues such as dangerous slopes or private land, diverse local views towards project alignment, relocating underground utilities and so forth.

*Prioritizing works items for implementation*

10. Pointing out that the construction works comprised two stages under which the pedestrian subways/walkways would be completed in four years' time while the lift tower connecting to the underground concourse of the MTR Fortress Hill Station would take two further years to complete, Mr POON Siu-ping and Mr SHIU Ka-fai urged the Administration to explore ways to squeeze the completion timeline further, for instance, by commencing the construction works items concurrently so that the lift tower at the MTR Fortress Hill Station could be completed sooner. Mr Tony TSE suggested prioritizing works items that could meet immense needs. He also enquired about the feasibility of contracting out the works items to different contractors to expedite the construction progress.

11. Assistant Director/Development of HyD ("AD/HyD") explained that it normally took around four years to complete the construction of a hillside

escalator link and elevator system. Taking into account the need for maintaining normal pedestrian flow at King's road and the operation of the MTR Fortress Hill station, limited working areas, and complicated excavation works, more time would be needed for constructing the subway connecting the proposed lift tower and the MTR Fortress Hill Station as compared to other parts of the Project. HyD would expedite the construction works as far as practicable. To ensure better coordination and interfacing of different works items, HyD planned to award the Project under one single works contract. On the request of Mr TSE, the Administration agreed to provide written information on the timetable for the phased completion of different works items under the Project, and the justifications for implementing the Project under one works contract after the meeting.

*Collaborative Scheme with MTR Corporation Limited ("MTRCL")*

12. Mr KWOK Wai-keung opined that the Collaborative Scheme with MTRCL, which included the construction of a pedestrian subway connecting the lift tower at King's Road to the concourse of MTR Fortress Hill Station, would benefit more the residents of Fortress Garden and Fortress Metro Tower than passengers accessing the lift tower via King's Road. He suggested MTRCL not to abandon its original Station Improvement Scheme ("SIS"), which involved demolishing and rebuilding existing lift tower at King's Road which was connected to the concourse level of MTR Fortress Hill Station to offer convenience to passengers accessing the station from King's Road.

13. AD/HyD explained that the Collaborative Scheme would be a more optimal solution as it could enhance the connectivity of the pedestrian network for the Project and also provide a barrier-free access facility for the MTR Station without affecting the service of the existing lifts at King's Road during the course of the construction of the Project. The design capacity of the proposed two lifts could cater for the passenger demands from Fortress Hill area to the MTR station. Upon completion of the Project, MTRCL would, having regard to the demand for lift service from King's Road and Fortress Garden/Fortress Metro Tower, suitably adjust the operation of the two lifts in order to achieve a smooth passenger flow at the MTR station.

14. Mr YIU Si-wing enquired whether there would be a standard practice or guidelines for collaborative projects in the construction of HEL proposals involving private enterprises such as MTRCL or property developers on issues like land use, allotment of expenditure and repair and maintenance cost between the parties etc., so as to expedite the construction progress in future HEL proposals. Deputy Director of HyD advised that as

each project had its own geographic and technical circumstances, details of the collaboration would need to be determined on a case-by-case basis.

15. On Mr POON Siu-ping's enquiry on the allotment of repair and maintenance cost of the Collaborative Scheme between HyD and MTRCL, Deputy Director of HyD replied that HyD and MTRCL would share the cost of repair and maintenance in accordance with the proportion on expenditure sharing as stipulated in the agreement, i.e. MTRCL would bear an amount equal to the cost of the its original SIS, plus 50% of the additional cost over and above that. In reply to Mr. Tony TSE's enquiry, AD/HyD advised that the estimate of \$766.8 million had already included the share of the cost to be provided by the MTRCL, which would be reimbursed to the Government subsequently. Dr CHENG Chung-tai requested the Administration to provide a detailed breakdown of expenditure sharing between HyD and MTRCL when the funding proposal was to be submitted to PWSC for approval.

#### *Project cost*

16. Mr LUK Chung-hung asked about the timetable for the tender exercise, and enquired whether the Administration would complete the tender exercise before submitting the funding proposal to PWSC and FC for approval. Deputy Director of HyD responded that the tender exercise was being conducted. By the time when HyD submitted funding proposal to PWSC for approval in April 2021, the Administration should have gauged the range of bids submitted by tenderers for the Project. Based on this information, HyD would prepare funding proposals for approval by PWSC. Works contracts would only be awarded upon the approval of the Project by FC. Both Mr LUK and the Chairman urged the Administration to consider concluding the tender evaluation exercise before submitting the financial proposals to PWSC and FC for approval, so that bidders could not submit the bid price closest to the approved budget amount.

#### *Other issues*

17. Ir Dr LO Wai-kwok noted from the Administration's presentation that the construction of covered escalators along Wan Tin Path was only one-way going uphill. He enquired whether it was feasible to provide for a dual-way escalator for the convenience of passengers going downhill as well. The Chairman expressed concern about the height of the fence along the escalator and suggested raising the height to avoid accidents. He also suggested increasing the number of escalator exits for the convenience of residents living in nearby buildings.

18. AD/HyD replied that due to geographical constraint, it was only feasible to install one-way escalators along the Wan Tin Path. As the existing buildings had entrance/exit points along the Wan Tin Path, passenger exits of the escalator system would be provided at appropriate locations to offer convenience for residents. As regards fence height, it was a standard height adopted by HyD in all works projects. HyD would keep in view pedestrian safety issues associated with the usage of the escalator, especially at those areas with high clearance height.

19. As the pedestrian link project might adversely affect some of the short-haul minibus routes plying between areas near the Fortress Hill MTR station and Braemar Hill districts, the Chairman urged the Administration to maintain close dialogue with the trade and offer other service routes as appropriate. The Administration took note of the suggestion.

#### Conclusion

20. The Chairman concluded that members raised no objection to the Administration submitting the funding proposal of the Project to PWSC and FC for further consideration. He requested the Administration to provide further details with cost breakdown of the Project and expedite the construction of the Project for the benefits of residents living in Braemar Hill districts.

#### **IV. The introduction of alternative means of emergency exits for light buses**

LC Paper No. CB(4)510/20-21(05) - Paper provided by the Administration

#### Briefing by the Administration

21. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport) 2 ("DS/T2") briefed members on the Administration's proposal to amend the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) ("the Regulations") for introducing alternative means of emergency exits for light buses ("LBs"). Details of the briefing were set out in the Administration's paper. DS/T2 said that according to the Regulations, Hong Kong currently accepted emergency doors as the only means of emergency exit for LBs, thus limiting the choice of LB models for the trades. The Transport Department ("TD")

had engaged a consultant to conduct a technical study on emergency exits of LBs which revealed that an increasing number of jurisdictions had already adopted various escape means for LBs, including emergency door, driver's door, emergency window and escape hatch etc. The technical study also analyzed the traffic accidents involving LBs in Hong Kong in the past ten years and compared the impact on the ease of escape and required safety egress time when the passengers used emergency exits of different design. The analysis showed that other than emergency door, driver's door, emergency window and escape hatch were also safe and reliable escape means. As such, the Administration proposed to amend the existing legislation to allow the use of driver's door, emergency window and escape hatch together as an alternative means of emergency exits for LBs. The Administration had consulted the relevant trades who welcomed the proposal.

## Discussion

### *Introducing alternative means of emergency exits for LBs*

22. Mr YIU Si-wing enquired about the statistics on the number of casualties due to the malfunctioning of emergency doors during accidents involving the overturning of LB. He also asked if the Administration had any plans to extend the arrangement to other transport means such as franchised buses ("FBs"). DS/T2 replied that according to the technical study, accidents involving the overturning of public and private LBs constituted only 0.2% and 0.1% respectively of their total number of accidents. In other words, the vehicles remained in upright position after the accident in over 99% of LB accidents. Hence emergency doors as an escape means for passengers were effective in most of the accidents. In evaluating the effect of adopting different design of emergency exits on the ease of escape and the required safe egress time for passengers to get out of the vehicle in an accident, the study concluded that the level of safety of using driver's door together with emergency window and escape hatch was similar to that of using an emergency door only under different collision scenarios. As regards adopting similar arrangements in other transport means such as FBs, DS/T2 said that as most overseas jurisdictions used single-deck rather than double-deck buses, there was insufficient information available to support the adoption of similar arrangements for buses at this stage.

23. Mr Kenneth LAU concurred with the Administration on introducing alternative means of emergency exits for LBs. Taking note that some overseas jurisdiction such as Japan and the European Union would determine

the number of emergency exits on LBs having regard to the passenger capacity of different LB models, Mr LAU enquired about the consideration in setting the number of exits on LBs in Hong Kong at two. Given that the passenger capacity of public LBs had been raised to 19, he further asked if TD would consider adjusting the number of exits on public LBs.

24. DS/T2 explained that under the legislative proposal, LB manufacturers might also use the driver's door, emergency window and escape hatch together instead of the emergency door. Hence the actual number of emergency exits proposed would be three while the same level of passenger safety in terms of required safe egress time and ease of escape would be upheld. On the Chairman's further enquiry, DS/T2 added that the three emergency exits would be situated at the front half, rear half, and on the top of the vehicle respectively, while the driver's door and service door must not be on the same side of the LB.

25. Mr Holden CHOW enquired whether the legislative proposal would require LB operators to replace their fleets. DS/T2 replied that the proposed legislative amendments would allow flexibility on the part of the LB operators to choose among different LB models adopting different means of emergency exits, depending on operational needs. They could choose to keep their existing fleets.

26. Mr POON Siu-ping sought the reasons why Australia and Japan were still adopting emergency door as the only means of emergency exit on LBs. Chief Electrical and Mechanical Engineer / Vehicle Safety and Standards, TD ("CEME/VSS") advised that the design of LBs for both jurisdictions had followed the safety standards adopted by the United Kingdom previously. A number of other jurisdictions had already adopted, in addition to emergency doors, various escape means for LBs to allow more flexibility in the design of the vehicles. The Administration considered it desirable to introduce alternative means of emergency exits for LBs to keep in pace with widely recognized international vehicle safety standards.

#### *Safety of public LBs*

27. Mr Tony TSE and Mr Holden CHOW expressed concern on the safety of passengers as the problem of speeding of public LBs was serious. They opined that TD should take the opportunity to enhance the safety of LBs as well and step up enforcement actions against improper driving behavior. CEME/VSS advised that public LBs were already required to install a number of speed control devices, including speed limiter, electronic data recording device, which was commonly known as "blackbox", and

speed display device to monitor the speed of public LBs. If public LBs were travelling in excess of the speed limit of 80 kilometers per hour allowed for public LBs under the Road Traffic Ordinance (Cap. 374), the speed display device would alert both the driver and passengers by giving out a beep sound. LB passengers could then record down the plate number stated on the speed display device to facilitate follow up actions with the enforcement authorities.

28. Mr Tony TSE and Mr Holden CHOW urged the Administration to consider the application of advanced technology to assist TD in detecting speeding of public LBs. They suggested installing devices that allow notifications on the exterior of the vehicle such as flashing lights to alert the public and enforcement authorities. The Chairman suggested TD work closely with the Innovation and Technology Bureau on the latest technology available in the market for monitoring speeding of public LBs.

29. DS/T2 advised that the Administration always welcomed the application of latest technology to enhance passenger safety of public LBs. TD had been inspecting the speed data of public LBs on a regular basis, and the Police would make prosecutions when situations warranted. There were around 3 000 - 5 000 prosecutions made by the Police annually and the cases mainly involved dangerous driving and speeding. Relevant departments and authorities would continue to step up efforts in this regard. Assistant Commissioner /Administration and Licensing, TD ("AC/AL") added that TD would be installing the Green Minibus (GMB) Real-time Arrival Information System ("the System") to facilitate passengers' trip planning. The System would capture relevant operating data of GMBs including the travelling time. Should irregularities be observed, TD would follow up with the relevant stakeholders including the operator accordingly. It was anticipated that the System would be installed on all GMB routes by end of 2022. On the Chairman's further enquiry about information of speeding in respect of red minibus routes, AC/AL advised that TD had been monitoring the problem by making periodic inspection. TD would also step up efforts in this regard.

### Conclusion

30. The Chairman concluded that members did not raise any objection on the legislative proposal. He urged the Administration to closely keep in view and explore possible technological means to enhance the safety of LBs. Besides, other means like heavier fines should be considered to deter speeding of LBs.

**V. Any other business**

31. There being no other business, the meeting ended at 12:37 pm.

Council Business Division 4  
Legislative Council Secretariat  
7 April 2021