



新創建集團成員 Members of NWS Holdings

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Legislative Council Secretariat
Hong Kong Special Administrative Region

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Opinion towards “Two Proposed Resolutions under the Fixed Penalty (Traffic Contraventions) Ordinance and the Fixed Penalty (Criminal Proceedings) Ordinance”

Opinions of New World First Bus (“NWFB”) and Citybus over the Government’s plan to raise fixed penalty charges for congestion-related traffic offences are summarised below.

Being a major mode of public transport in Hong Kong, bus services are often affected by illegal parking. Illegal parking as well as loading/unloading passengers and goods in restricted zones and even at bus bays often occupy the traffic lane near the pavement. These illegal activities greatly reduce the volume of traffic flow through the roads and lead to traffic congestion. Traffic congestion prolongs bus journey unnecessarily and sometimes even results in lost trips, making bus service unreliable and unattractive. Consequently, fare revenue of bus companies is affected because of passenger loss due to unpredictable waiting time and longer journey time. Operating cost of bus companies also increases because of the need to deploy more buses to cope with traffic congestion. Lower fare revenue and higher operating cost create strong pressure for fare adjustment.

Illegal parking at bus stops by other vehicles obstructs buses setting down and picking up passengers adjacent to pavement. This creates inconvenience and even poses safety hazard to boarding and alighting passengers, especially wheelchair users.

NWFB and Citybus have repeatedly lodged complaints to the Transport Department and Police on illegal parking that affects bus operations. There does not seem to have any improvement despite the issuance of fixed penalty tickets by the Police. The 97% increase of police prosecution in the past five years clearly reflects the seriousness of the aggravating problem and reveals the insufficient deterrence of the current penalty charges. It is noted that fixed penalty charges for congestion-related traffic offences has not been raised since 1994 but the Composite Consumer Price Index has recorded 53% increment between 1994 and 2016. Hence, the penalty charges should be raised correspondingly to restore their deterrent effect.

For the above reasons, NWFB and Citybus fully support the Government’s proposed increase in penalty charges to restore their original deterrent effect. The proposed 50% increase is reasonable to catch up with inflation. We look forward to the passing of the amendments to the Ordinance by the LegCo as soon as possible so that the Government can implement the increase in penalty to alleviate traffic congestion attributable to illegal parking and loading/unloading passengers and goods in restricted zones.

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