



**HONG KONG SOCIETY FOR
TRANSPORTATION STUDIES (HKSTS) LIMITED**

Clerk to Subcommittee on Two Proposed Resolutions
under the Fixed Penalty (Traffic Contraventions) Ordinance and
the Fixed Penalty (Criminal Proceedings) Ordinance
Legislative Council Secretariat
Legislative Council Complex
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24 April 2017

Dear Sir/Madam,

**Two Proposed Resolutions under the Fixed Penalty (Traffic Contraventions) Ordinance
and the Fixed Penalty (Criminal Proceedings) Ordinance**

I, on behalf of the Hong Kong Society for Transportation Studies (HKSTS), support Government's proposal to increase the fixed penalty charges for Congestion-related Traffic Offences by 50% with effect from 1 June 2018.

These Congestion-related Traffic Offences include:

(a) *All offences stipulated in Cap. 237:*

These are parking-related offences, the commission of which will reduce road capacity, thus affecting the smooth flow of the general traffic.

(b) *The following six offences stipulated in the Schedule to Cap. 240:*

These are road traffic offences, the commission of which will cause obstruction to local traffic, resulting in traffic queues upstream or affecting the operation of critical road junctions -

- (i) picking up / setting down passengers in restricted zone;
- (ii) loading / unloading goods in restricted zone;
- (iii) unlawfully entering box junction;
- (iv) making 'U' turn causing obstruction;
- (iv) unauthorized stopping at bus stop, public light bus stand, taxi stand or public light bus stopping place; and
- (v) public bus, public light bus or taxi making stops longer than necessary when picking up / setting down passengers.

Currently, the penalty is \$320 for each of the offences under Cap. 237; and the penalty for the offences of items (i) and (ii) under Cap. 240 is \$450 while that for items (iii) to (vi) is \$320. The level of fixed penalties of the above Congestion-related Traffic Offences has remained unchanged since the last adjustments in 1994.

In recent years, illegal parking and loading / unloading activities in restricted zones, etc. are increasing. According to the Police records, the number of fixed penalty tickets issued against the relevant offences increased significantly by 97% from 821,989 in 2011 to 1,621,514 in 2016. It shows that the deterrent effect of the fixed penalty charges has been reduced.



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As the level of fixed penalties for the Congestion-related Traffic Offences had not been increased for more than 20 years, the Composite Consumer Price Index (CCPI) had however been increased by 53% in the past two decades. It is essential to raise the fixed penalty charges in order to restore the deterrent effect eroded by inflation over the years and the increase in CCPI. The proposed 50% increase in fixed penalty charges is in line with the increase in CCPI from 1994 to 2016.

It is expected that the proposed increase in fixed penalty charges will help reduce the commissioning of Congestion-related Traffic Offences so as to increase the efficiency of traffic management, improve the overall capacity of the road system, and enhance road safety in Hong Kong. From traffic viewpoint, I strongly support to the Government stance to increase the fixed penalty charges for Congestion-related Traffic Offences.

Thank you for your kind attention.

Yours sincerely,

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