

立法會

Legislative Council

LC Paper No. CB(1)2136/00-01
(These minutes have been seen
by the Administration and
cleared with the Chairman)

Ref : CB1/PL/TP/1

Legislative Council Panel on Transport

Minutes of Meeting held on Friday, 27 April 2001, at 10:45 am in the Chamber of the Legislative Council Building

- Members present** : Hon Mrs Miriam LAU Kin-ye, JP (Chairman)
Hon Abraham SHEK Lai-him, JP (Deputy Chairman)
Hon David CHU Yu-lin
Hon Albert HO Chun-yan
Ir Dr Hon Raymond HO Chung-tai, JP
Hon CHAN Kwok-keung
Hon LAU Chin-shek, JP
Hon LAU Kong-wah
Hon Andrew CHENG Kar-foo
Hon TAM Yiu-chung, GBS, JP
Dr Hon TANG Siu-tong, JP
Hon Tommy CHEUNG Yu-yan, JP
Hon Albert CHAN Wai-yip
Hon WONG Sing-chi
Hon LAU Ping-cheung
- Non-Panel member attending** : Hon Audrey EU Yuet-mee, SC, JP
- Members absent** : Hon Mrs Selina CHOW LIANG Shuk-ye, JP
Hon Andrew WONG Wang-fat, JP

**Public officers
attending**

: Agenda Item IV

Transport Bureau

Mr Nicholas NG
Secretary for Transport

Mr Kevin HO
Deputy Secretary for Transport

Ms Shirley LAM
Principal Assistant Secretary for Transport (5)

Transport Department

Mr Tony SO
Chief Engineer/Strategic Roads

Highways Department

Mr R H LLOYD
Director of Highways (Atg.)

Mr W P MAK
Deputy Project Manager/Major Works (1) (Atg.)

Agenda Item V

Transport Bureau

Mr Nicholas NG
Secretary for Transport

Ms Doris CHEUNG
Principal Assistant Secretary for Transport (6)

Security Bureau

Mrs Margaret CHAN
Principal Assistant Secretary for Security

Transport Department

Mr Daniel AU
Assistant Commissioner for Transport

Customs & Excise Department

Mr David TONG
Assistant Commissioner of Customs & Excise

Immigration Department

Mr TANG Man-kit
Senior Principal Immigration Officer

Attendance by invitation : **Agenda Item IV**

Action Group Against Route 10

Mr NG Kwai-wah
Spokesman

Ms Susanna CHAN
Member

Save Our Shorelines Society

Ms Sarah CUNICH
Vice Chair-person

Mr Winston CHU Ka-sun
Advisor

Mr John Bowden
Secretary

屯門掃管笏老青山村居民聯會

Mr LEUNG Kwok-kau
Secretary

Clerk in attendance : Mr Andy LAU
Chief Assistant Secretary (1)2

Staff in attendance : Ms Alice AU
Senior Assistant Secretary (1)5

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I Confirmation of minutes and matters arising

- (LC Paper No. CB(1)1047/00-01 - Minutes of special meeting on 15 February 2001; and
LC Paper No. CB(1)1017/00-01 - Minutes of joint meeting held with the Environmental Affairs Panel on 27 February 2001)

The above minutes of meeting were confirmed.

II Information papers issued since last meeting

- (LC Paper No. CB(1)912/00-01 - Area Traffic Control Systems for Tai Po and North Districts;
LC Paper No. CB(1)979/00-01 - Submissions on the controlling of idling engines;
LC Paper No. CB(1)1067/00-01 - Transport Information System & Journey Time Indication System;
LC Paper No. CB(1)1068/00-01 - Creation of one Chief Engineer and one Chief Systems Manager in Transport Department;
LC Paper No. CB(1)1076/00-01(01) - Reconstruction and improvement of Tuen Mun Road;
LC Paper No. CB(1)1077/00-01(01) - Route 9 - Section between Tsing Yi and Cheung Sha Wan and Section between Cheung Sha Wan and Sha Tin;
LC Paper No. CB(1)1078/00-01 - West Rail (Phase I) - Essential Public Infrastructure Works for Kam Tin Section - Proposed Road to Kam Sheung Road Station; and
LC Paper No. CB(1)1080/00-01 - Submission on Intelligent Transport System Development in Hong Kong)

2. Members noted the above information papers and agreed that the Panel would hold two special meetings in May 2001 to discuss the relevant financial proposals to be submitted to the Finance Committee and its Subcommittees for consideration. To accommodate such an arrangement, the meeting of the Subcommittee on matters relating to the implementation of railway development projects originally scheduled for Monday, 7 May 2001 at 10:45 am would be deferred to make way for the Panel's special meeting to discuss LC Paper Nos. CB(1)1076/00-01, CB(1)1077/00-01 and CB(1)1078/00-01.

3. At the request of Mr CHENG Kar-foo, members agreed that the Administration's policy on Electronic road pricing would also be included in the agenda of another special meeting scheduled to discuss the two funding proposals in

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relation to the Intelligent Transport Systems (ITS), i.e. LC Paper Nos. CB(1)1067/00-01 and CB(1)1068/00-01.

(Post-meeting note: The above special meeting was subsequently scheduled to be held on 18 May 2001.)

4. At the suggestion of Mr LAU Chin-shek, members agreed that the submission from a member of the public on ITS Development in Hong Kong (LC Paper No. CB(1)1080/00-01) would be forwarded to the Administration for comments.

(Post-meeting note: The Administration's response was subsequently circulated to members vide LC Paper No. CB(1)1247/00-01.)

III Items for discussion at the next meeting scheduled for 25 May 2001

(LC Paper No. CB(1)1059/00-01(01) - List of outstanding items for discussion; and

LC Paper No. CB(1)1059/00-01(02) - List of follow-up actions)

5. Members agreed to discuss the following items at the next meeting scheduled for 25 May 2001:

(a) Use of vehicle headlamps and hazard warning lights; and

(b) Proposed Mass Transit Railway (Amendment) Bylaw 2001.

6. The Chairman referred to item 1 on the list of outstanding items for discussion and suggested that the Panel should follow-up on matters relating to the monitoring and control of road opening works after the Public Accounts Committee had completed its examination on the subject of "Follow-up review on control of utility openings" as raised in the Director of Audit's Report No.36.

IV Route 10 — North Lantau to Yuen Long Highway section between North Lantau and So Kwun Wat

(LC Paper No. CB(1)647/00-01 - Information paper provided by the Administration;

LC Paper No. CB(1)1059/00-01(03) - Information paper provided by the Administration;

LC Paper No. CB(1)1059/00-01(04) - Submission provided by Save Our Shorelines Society;

LC Paper No. CB(1)1059/00-01(05) - Submission provided by Action Group Against Route 10;

LC Paper No. CB(1)1086/00-01(01) - Further submission provided by Action Group Against Route 10;

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- LC Paper No. CB(1)1103/00-01(01) - Submission provided by 屯門掃管笏老青山村居民聯會; and
- LC Paper No. CB(1)1103/00-01(02) - Submission provided by the Conservancy Association)

7. The Deputy Secretary for Transport (DS for T) briefed members on the latest position of the project Route 10 - North Lantau to Yuen Long Highway (NLYLH) as set out in the Administration's paper (LC Paper CB(1)1059/00-01(03)). He stated that under the recently introduced Strategic Highway Project Review System, a thorough review was conducted on the need of Route 10 - NLYLH to ensure that the project would be completed at the appropriate time to meet the traffic needs. The review results indicated that while the southern section of Route 10 - NLYLH (between North Lantau and So Kwun Wat) should be completed by 2007 to provide an additional road link to the Lantau Link as soon as possible, the northern section (between So Kwun Wat and Yuen Long) was not as urgently required as previously envisaged. Traffic figures indicated that the northern section would not be required until after 2010. Since Siu Lam Link Road was planned for connecting the northern section of Route 10 - NLYLH, its completion should also be deferred to tie in with the programme for the northern section.

8. DS for T further said that the Administration had been considering the following issues having regard to the views of the objections received after the project was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in July 2000:

- (a) alternative alignments for the Siu Lam Link Road and the possibility of shifting the Route 10 mainline at Siu Lam further away from Palatial Coast;
- (b) the alignment of So Kwun Wat Link Road; and
- (c) the possibility of providing direct connection between Tsing Lung Bridge and the North Lantau Highway.

Taking into account the objections raised by members of the public, the results of the Strategic Highway Project Review and the latest changes in planning parameters including the uncertainties as to the need and timing of container port facilities in Lantau and of Route 10 - Hong Kong Lantau Link (HKLL), the Administration was reviewing the proposed alignment of the section of Route 10 - NLYLH south of Tsing Lung Bridge and would also explore the possibility of shifting the alignment of So Kwun Wat Link Road so that the impact on the villages in the area could be further minimized. It was expected that the review on these outstanding issues would be completed in a few months' time.

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9. The Chairman drew members' attention to the submission provided by the Conservancy Association (LC Paper No. CB(1)1103/00-01(02)) which was not able to attend the meeting. She then invited Save Our Shorelines Society, Action Group Against Route 10 and 屯門掃管笏老青山村居民聯會 to take turn and present their views to members.

Meeting with deputations

Save Our Shorelines Society

10. Before addressing the Panel, Mr Winston CHU of Save Our Shorelines Society declared his interest as the Vice-chairman of Route 3 (CPS) Company Limited. He explained that as the Administration had already decided to defer the northern section (between So Kwun Wat and Yuen Long) of Route 10, his interest in that capacity had been resolved. He then highlighted the salient points of the briefing paper submitted by the Society (LC Paper No. CB(1)1059/00-01(04)). A set of presentation materials was tabled at the meeting and subsequently circulated to members vide LC Paper No. CB(1)1127/00-01(01).

11. Mr CHU pointed out that since the original planning of Route 10, the following major changes and events had occurred which significantly affected the function, justification and rationale for its construction:

- (a) Postponement and likely cancellation of the container port facilities in Lantau as a result of the development of Disneyland at Penny's Bay;
- (b) Cancellation of the Green Island Reclamation;
- (c) Saturation of Tuen Mun Road;
- (d) Unexpected spare capacity of Route 3;
- (e) Completion of West Rail in 2003;
- (f) Government's newly announced rail-based transport policy; and
- (g) High level of infrastructural spending and Government fiscal deficit.

Notwithstanding the Administration's on-going work as regards the proposed alignment of the section of Route 10 - NLYLH south of Tsing Lung Bridge and So Kwun Wat Link Road, Mr CHU said that as the project would cost more than \$35 billion, an urgent review would be required to carefully scrutinize the whole concept and alignment of Route 10, in particular Tsing Lung Bridge, before any further public funds were allocated to this highly questionable highway project. The Government

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should justify to the public that the proposed project was really necessary and was the best solution.

Action Group Against Route 10

12. Expressing general agreement with the views expressed by Save Our Shorelines Society, Mr NG Kwai-wah of Action Group Against Route 10 referred to the Group's submissions on the proposed project (LC Paper Nos. CB(1)1059/00-01(05) and CB(1)1086/00-01(01)) and highlighted the following points for members' consideration:

- (a) On the Administration's revised proposal for the southern section of Route 10, the Group was concerned that its circuitous and inconvenient routing for Kowloon and Hong Kong Island traffic to Tsing Lung Bridge via So Kwun Wat Link Road and Tai Lam Tunnel would negate the objectives of improving connections from these areas to Lantau and the Airport and providing relief to Tsing Ma Bridge. Secondly, the cost effectiveness of So Kwun Wat Link Road was questionable as the projected throughput of this dual 2-lane link would only be about 100 to 1 100 passenger car units. Thirdly, the provision of the link road would create additional traffic for the already highly-congested Tuen Mun Road. Hence, the Administration should conduct an overall review on the whole alignment of Route 10 taking into account the changes in the strategic functions of the highway and the location of new container port facilities. In this respect, the provision of an additional access to the International Airport at Chek Lap Kok should be considered separately;
- (b) As the implementation of the northern section would be deferred, the Group was worried that the Administration would use this as an excuse to put aside the 577 objections raised by the public on the proposed project and proceed with the southern section. In this way, the Administration had actually bypassed the approval condition imposed upon the endorsement of the Environmental Impact Assessment (EIA) report for the southern section that construction of this section should not commence pending EIA approval for the northern section; and
- (e) From the funding point of view, the Group cautioned that in view of the shortcomings in the revised proposal, the Administration should not be allowed to put forward separate funding requests for the southern and northern sections. If the southern section was committed and constructed without a comprehensive review, there would be a great danger that the mistake would have to be compounded by building the other sections as well at a later stage. Should this happen, more public moneys might be wasted.

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屯門掃管笏老青山村居民聯會

13. Mr LEUNG Kwok-kau of 屯門掃管笏老青山村居民聯會 introduced the Association's further submission on the proposed project which was tabled at the meeting and subsequently issued to members vide LC Paper No. CB(1)1127/00-01(02). He said that more than 4 000 residents were living at Lo Tsing Shan Tsuen in So Kwun Wat. The livelihood of the local residents and natural environment in the area would be seriously affected by the proposed project. Hence, the residents of Lo Tsing Shan Tsuen were strongly opposed to the passing of Route 10 through Lo Tsing Shan and called on the Administration to fundamentally review the planning of the whole project. However, should the Administration insist on going ahead with its proposal, he suggested that consideration be given to shifting the alignment to the northern So Kwun Wat valley so as to minimize disturbance on the local population concentrated in the southern valley.

Discussion with the Administration

14. Referring to the original objective of building Route 10 to improve the existing road network connecting the boundary to the North-west New Territories (NWNT), North Lantau and Hong Kong Island, Mr Albert CHAN pointed out that many of the planning assumptions had been changed or invalidated and the scope of the whole project had been seriously distorted with sections of the Route being deferred or suspended. He thus questioned whether the project was still justified as under the Administration's latest proposal, essential function would only be served by Tsing Lung Bridge for providing access to the Disneyland. In this respect, he considered that instead of proceeding with a dysfunctional project, the Administration should suspend the implementation of the project altogether and make new planning for transport infrastructure to address the strategic functions originally planned for Route 10. Sharing similar views, Mr CHENG Kar-foo was concerned about the Administration's over-ambitious and excessive planning for the Route 10 project. Mr David CHU also remarked that without a complete picture, members could hardly decide on the merits of the project. Hence, the Administration should not seek to consult the Panel on a piecemeal basis.

15. Mr TAM Yiu-chung was concerned about the uncertainties involved and said that he found it difficult to accept the Administration's proposal to proceed with the southern section only while no commitment was made about either the northern section or Route 10 - HKLL. Given the hefty sums of public money involved, he considered that the Administration should adopt a prudent approach and review the overall planning of Route 10 before construction for any sections commenced. Mr LAU Ping-cheung also called on the Administration to review the whole project before further funding was committed on the southern section.

16. In order to come up with a clearer picture for Route 10, Mr TAM Yiu-chung considered that it might be helpful if the Shenzhen Western Corridor project could be

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expedited so that early planning could be made for its connection with the local transport network. As regards the provision of access to new container port facilities, he asked whether the Administration had considered the option of widening Yuen Long Highway for connection with Route 3 (Country Park Section) (Route 3 (CPS)) as an alternative to Route 10 if new container terminals were to be constructed in Deep Bay. In reply, DS for T explained that Route 10 would still be required even if Tuen Mun were chosen as the location because the spare capacity of Yuen Long Highway and Route 3 (CPS) would largely be taken up by the traffic demand emanating from the expanded facilities at the existing container terminals. Yuen Long Highway and Route 3 (CPS) alone would not be adequate to meet the new traffic demand generated by the new container port facilities contemplated.

17. DS for T emphasized that the Administration had already reviewed the Route 10 project and necessary changes had been made to the original proposal to reflect the changing circumstances. He did not agree that this was a piecemeal approach and stated that the Administration was certain about the long-term need of Route 10 as a strategic north-south link running from North Lantau to Shekou via the proposed Deep Bay Link and the Shenzhen Western Corridor. As past experiences had shown, it was logical to implement highway projects by phases according to actual demand. It was indeed no different for the present case where the more urgently-required southern section would be constructed first for completion by 2007 to meet the projected traffic needs, while the northern section would be more critically reviewed in the next few years taking into account updated traffic figures and changing circumstances. Meanwhile, the Administration could also develop alternative alignments for the Siu Lam Link Road to minimize the impact on nearby residents.

18. DS for T further said that as currently planned, the southern section of Route 10 - NLYLH would continue to serve the strategic functions of providing an upgraded route for the increasing traffic emanating from strategic new developments in NWNT and of accommodating the increases in cross-boundary traffic. In particular, Route 10 would serve as an alternative access to the Airport and other developments on Lantau. According to the latest traffic forecasts, Tsing Ma Bridge would become saturated in 2008. Thus, it was essential to plan ahead and address the growing traffic demand in Lantau. He assured members that the project was taken forward to serve these functions which were vital to the continued development of Hong Kong.

19. Mr Albert CHAN however questioned whether it was the Administration's policy to provide an alternative route for major trunk routes in Hong Kong. In response, the Secretary for Transport (S for T) further elaborated on the strategic role to be played by Tsing Lung Bridge in providing the vital security of a second land crossing to the Airport. He stressed that while there was no policy as such, it would be most important to ensure that access to the Airport was maintained at all times. To this end, the Administration had to plan for another external connection for the Airport to prepare for emergency situation where the operation of Tsing Ma Bridge

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was disrupted. Coupled with the fact that Tsing Ma Bridge would be operating to capacity in 2008, there was indeed an urgent need to proceed with the southern section of Route 10 and funding approval would be sought accordingly.

20. Given the circuitous and inconvenient routing, Mr Albert CHAN remained unconvinced that Tsing Lung Bridge could effectively divert traffic from Tsing Ma Bridge. Moreover, he was concerned that without a corresponding increase in the capacity of the North Lantau Highway, congestion might be created in the bottleneck. In this connection, both Mr CHAN and Mr CHENG Kar-foo referred to the lack of updated traffic projections for Route 10 in the Administration's information paper and requested that such data, including the forecast demand of Tsing Ma Bridge and cross-boundary traffic from Shekou, be provided to members after the meeting to facilitate their understanding.

Admin.

21. The Chief Engineer/Strategic Roads agreed to provide the information as requested and advised that taking into account all the planned developments in Lantau, Tsing Ma Bridge would only be able to cope with the traffic demand until 2008. As it was forecasted that a large number of trips would be generated between NWNT and Lantau associated with the Airport, Tung Chung New Town and other possible developments, the existing highway networks would not be able to handle the number of new traffic trips generated in the catchment area without Route 10. Route 3 (CPS) was also expected to reach saturation sometime after 2010. S for T supplemented that the Administration would also plan ahead to address the capacity problem with the North Lantau Highway.

22. While acknowledging the need to provide a second connection to the Airport, Mr Albert HO maintained that only limited functions would be served by the proposed southern section. He opined that all the outstanding issues regarding the other sections of Route 10 should be satisfactorily resolved first before any funding request for the southern section was submitted. Otherwise, the interest of the public would be seriously affected. In this connection, Mr Tommy CHEUNG suggested that the construction of Tsing Lung Bridge should be taken out as a separate project. Dr TANG Siu-tong shared other members' view that a review of the Route 10 project was necessary, and opined that the alignment of Tsing Lung Bridge should be further improved.

23. Mr LAU Ping-cheung shared the concerns raised by the deputations about the circuitous and inconvenient routing of the proposed alignment, and asked whether better connection could be provided between Tsing Lung Bridge and Tuen Mun Road. In reply, the Director of Highways (Atg.) explained that the location of the bridge was highly constrained by the busy traffic and fast current within the marine channel. In view of possible risk from ship impact, it was physically not feasible to build a safe connection between Tsing Lung Bridge and Tuen Mun Road.

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24. Concluding the discussion, the Chairman pointed out that given all the uncertainties, no real commitments could be made by the Administration on the northern section. For all practical purposes, members were generally not convinced that the northern and southern sections should still be regarded as one intact project as planning for the two sections was undertaken separately. Citing the lack of justifications and supporting data, members generally considered an overall review was required before the project could be taken forward. Noting members' views and suggestions, S for T said that the Panel would be briefed again on the project when the Administration's on-going review on the outstanding issues was completed.

V Traffic conditions in Lok Ma Chau

(LC Paper No. CB(1)1059/00-01(06) - Information paper provided by the Administration; and

LC Paper No. CB(1)1086/00-01(02) - Site plan of Lok Ma Chau)

25. At the invitation of the Chairman, the Assistant Commissioner for Transport (AC for T) introduced the Administration's paper on the subject (LC Paper No. CB(1)1059/00-01(06)) which set out the current passenger and vehicular traffic conditions at Lok Ma Chau (LMC) and the various measures being implemented or planned by the Administration to smoothen passenger and vehicular flows at the control point.

Vehicular traffic

26. Mr CHENG Kar-foo expressed concern about the effectiveness of improvement measures taken by the Administration to ease the overcrowding situation at LMC. In reply, AC for T advised that the total number of kiosks for immigration and customs clearance of cross-boundary vehicles had been increased from 14 to 24 pairs after the completion of the Phase I LMC Control Point Expansion Programme in December 1999. As a result, the congestion at LMC, for northbound traffic in particular, had been much alleviated. To supplement, the Principal Assistant Secretary for Transport (6) (PAS for T(6)) stated that the number of congestion reports at the approach roads leading to the control point had been significantly reduced from 152 in 1999 to 37 in 2000. According to a recent survey, the average waiting time for vehicles to proceed from the approach roads to LMC control point was only about 10 minutes.

27. Elaborating on the operation of the emergency response and liaison mechanism for LMC control point, the Principal Assistant Secretary for Security (PAS/S) advised that traffic incidents on the approach roads leading to the control point would be classified into three stages of alert according to the extent of the congestion and length of tailback. If congestion was caused by traffic tailing back from the Mainland side, and depending on the stage of alert, boundary liaison officers and officials of the Security Bureau at the Principal Assistant Secretary or Deputy

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Secretary level would liaise with their Mainland counterparts to ensure that the necessary measures were taken to help ease traffic flow as soon as possible. In 2000, there were 30 Stage I and 7 Stage II alert incidents while no Stage III alert was issued.

28. Referring to paragraph 21 of the paper, Ir Dr Raymond HO said that given the uncertainties surrounding the northern section of Route 10 and the Deep Bay Link, he was concerned about the progress of the Shenzhen Western Corridor (SWC) project and expressed dissatisfaction about the delay in its completion. In reply, S for T assured members that the Administration was committed on the implementation of both projects. As the Environmental Impact Assessment and preliminary design of the Deep Bay Link were being undertaken, the Administration had also been liaising with the Mainland authorities on implementation arrangements for SWC. It was hoped that these two projects could be completed on or before 2008.

Passenger traffic

29. PAS for T(6) drew members' attention to the on-going Phase II LMC Control Point Expansion Programme which was scheduled for completion in September 2003. She advised that by then, the handling capacity of the LMC control point would be increased from 25 000 to 35 000 passengers a day.

30. As for the LMC - Huanggang shuttle bus service, AC for T said that various measures for service enhancement had been taken and the peak operating frequency could be increased from 12-16 to 20-21 departures per hour. Dr TANG Siu-tong however was concerned that there was still serious congestion at San Tin shuttle bus terminus at peak periods which had resulted in long waiting time for passengers and asked whether further improvements could be made.

31. In response, AC for T stated that with the increased passenger inflow at festive periods, the demand for shuttle bus service far exceeded the maximum operating capacity of the bus fleet. Hence, the passengers would normally have to queue up for two to three hours during the morning peak. With the introduction of larger vehicles, the seating capacity of the new shuttle bus would increase from 54 to 70 and the two-door configuration would allow quicker boarding and alighting by passengers. In addition, special traffic management measures would be implemented during peak periods to give priority to shuttle buses so that they would not be held up by congestion of other vehicular traffic. To supplement, S for T advised that shuttle bus service enhancement would depend upon the immigration/customs clearance capacity in the LMC Passenger Terminal. Subject to the provision of additional clearance facilities, there would be scope for further expanding the service as necessary.

32. In this connection, Mr LAU Kong-wah asked whether the special arrangement of deploying two additional shuttle buses could also apply during weekends. AC for

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T responded that the Administration had been following up on the matter with the shuttle bus operator.

33. In order to make full use of the spare immigration/customs clearance capacity at LMC, Mr WONG Sing-chi suggested that the Administration should consider whether other alternatives could be provided to travellers for crossing the boundary. With the provision of suitable facilities such as a loading/unloading area in the vicinity of the border control area and a connecting walkway, cross-boundary commuters could travel to LMC by other means of transport and then walk over to the LMC Passenger Terminal. In this way, relief could be provided to the overcrowding at the shuttle bus terminus and Lo Wu Station. In response, PAS/S advised that the commuters might have to walk a very long distance. However, she agreed to further examine the member's suggestion upon completion of Phase II LMC Control Point Expansion Programme.

34. Mr LAU Kong-wah considered that the operating hours of LMC crossing should be extended to keep in line with the Lo Wu cross-boundary control point which was open from 6:30 am to 11:30 pm. Sharing this view, Mr Albert CHAN called on the Administration to take the initiative to discuss relevant arrangements with the Mainland authorities. PAS/S responded that at present, there were five land boundary crossings in Hong Kong and their operating hours were adequate to cope with demand. However, the Administration would closely monitor the situation and take up the matter with the Mainland authorities where necessary.

VI Any other business

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