

立法會

Legislative Council

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by the Administration)

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Panel on Transport and Panel on Security

**Minutes of joint meeting held on
Tuesday, 14 January 2003, at 10:45 am
in the Chamber of the Legislative Council Building**

Members present : Members of the Panel on Transport

Hon Miriam LAU Kin-ye, JP (Chairman)
Dr Hon David CHU Yu-lin, JP
Ir Dr Hon Raymond HO Chung-tai, JP
Hon Mrs Selina CHOW LIANG Shuk-ye, GBS, JP
Hon CHAN Kwok-keung
Hon Andrew CHENG Kar-foo
Hon Tommy CHEUNG Yu-yan, JP
Hon Albert CHAN Wai-yip
Hon LEUNG Fu-wah, MH, JP
Hon LAU Ping-cheung

Members of the Panel on Security

* Hon LAU Kong-wah (Chairman)
Hon WONG Yung-kan
Hon Howard YOUNG, JP
Hon Ambrose LAU Hon-chuen, GBS, JP
Hon Michael MAK Kwok-fung
Hon IP Kwok-him, JP

Non-Panel Member : Hon Cyd HO Sau-lan
attending

Members absent : Members of the Panel on Transport

Hon Abraham SHEK Lai-him, JP (Deputy Chairman)
Hon Albert HO Chun-yan
Hon Andrew WONG Wang-fat, JP
Hon LAU Chin-shek, JP
Hon TAM Yiu-chung, GBS, JP
Dr Hon TANG Siu-tong, JP
Hon WONG Sing-chi

Members of the Panel on Security

Hon James TO Kun-sun (Deputy Chairman)
Dr Hon LUI Ming-wah, JP
Hon Margaret NG
Hon CHEUNG Man-kwong
Hon Audrey EU Yuet-mee, SC, JP

(* Also member(s) of the Panel on Transport
Also member(s) of the Panel on Security)

Public Officers attending : Environment, Transport and Works Bureau

Mr Arthur HO
Deputy Secretary for the Environment, Transport and Works

Mr Patrick HO
Principal Assistant Secretary for the Environment, Transport
and Works

Security Bureau

Mr Michael WONG
Deputy Secretary for Security

Hong Kong Police Force

Mr FUNG Kin-man
District Commander, Border District

Architectural Services Department

Mr Gary CROW
Project Manager

Transport Department

Mr Peter LUK
Assistant Commissioner for Transport/New Territories

Immigration Department

Mr LAW Yiu-tung
Commander, Border Division

Attendance by invitation : Environmental Light Bus Alliance

Mr Robert MA
Spokesperson

Hong Kong Kowloon and New Territories Public & Maxicab Light Bus Merchants Ltd. Association

Mr LEUNG Hung
Chairman

Mr TAM Chun-tat
Vice Chairman

Hong Kong Tele-call Taxi Association

Mr WONG Yu-ting
Chairman

Mr IP Yiu-leung
Vice Chairman

HK Public-Light Bus Owner & Driver Association

張漢華先生
主席

黎銘洪先生
秘書

The Hong Kong Taxi and Public Light Bus Association Ltd

Mr TRAN Chau
Chairman

Mr NG Fong
President

Hong Kong and Kowloon Taxi Merchants' Joint Committee

Mr AU-YEUNG Kan
Chairman, United Friendship Taxi Owners Association

Taxi Dealers & Owners Association Limited

Mr TONG Yeuk-fung
Chairman

Mr MAK Tsan-kan
President

Public Light Bus General Association

Mr NG Mou-shing
Chairman

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

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

Miss Winnie CHENG
Legislative Assistant 5

Action

I Election of Chairman

Due to an absence of a quorum for the joint meeting, members agreed that the meeting would commence as a meeting of the Transport Panel until there was a quorum for the joint meeting. A quorum of the joint meeting was attained at 10:55 am. Members agreed that Ms Miriam LAU, Chairman of the Transport Panel, would continue to chair the meeting.

2. The Chairman recapped that the joint Panels had held a meeting on 6 January 2003 to discuss various issues relating to the implementation of 24-hour passenger crossing at the Lok Ma Chau-Huanggang checkpoint. At the meeting, members noted the Administration's intention to conduct 3-month trial schemes to allow regulated

Action

access of taxis/green minibuses (GMBs) to the Lok Ma Chau Control Point (LMCCP) during the extended hours. It was envisaged that the trial schemes would be ready for implementation before Easter in late March/early April. Subsequently, members had conducted a site visit to LMCCP on 10 January 2003 together with representatives of the transport trades. The purpose of the present meeting was to continue discussion with the Administration and the transport trades.

3. The Chairman then invited the deputations to take turn and express their views.

II Introduction of 24-hour passenger crossing at Lok Ma Chau Control Point

Meeting with deputations/the Administration

Environmental Light Bus Alliance

4. Mr Robert MA of Environmental Light Bus Alliance expressed support for the early implementation of the proposed trial schemes to facilitate the cross-boundary passengers. While acknowledging the need to ensure the orderly operation of the immigration and custom facilities as well as freight transportation at the control point, the Alliance considered that if the trial schemes were successful, taxis and GMBs should be allowed 24-hour access to LMCCP. The same arrangement could subsequently be extended to other land boundary crossings. A submission from the Alliance was tabled at the meeting and subsequently circulated to members vide LC Paper No. CB(1)730/02-03(01).

Hong Kong Kowloon and New Territories Public & Maxicab Light Bus Merchants Limited Association (LC Paper No. CB(1)667/02-03(01))

5. Mr LEUNG Hung of the Hong Kong Kowloon and New Territories Public & Maxicab Light Bus Merchants Limited Association expressed support for the implementation of the trial schemes. In this respect, the Association would co-operate with the Administration so that appropriate transport and traffic arrangements could be worked out. Citing the difficult operating conditions of the public light bus (PLB) trade, he said that both GMBs and red minibuses (RMBs) should be given equal opportunity to access LMCCP. In the long term, the Administration should formulate a clear policy to allow 24-hour operation of other public transport services at LMCCP and other boundary control points.

Action

*Hong Kong Tele-call Taxi Association
(LC Paper No. CB(1)699/02-03(01))*

6. Echoing other deputations' support for the trial schemes, Mr WONG Yu-ting of Hong Kong Tele-call Taxi Association referred to the further submission from the Association and introduced its proposal to convert the operational carpark at LMCCP into temporary taxi/GMB stands as follows:

- (a) Provision of a taxi drop-off area and a GMB waiting area respectively at the left hand and right hand sides of the entrance to be located at the westerly part of the carpark.
- (b) Provision of three laybys, two for New Territories (NT) taxis and one for urban taxis, at the eastern side of the carpark.
- (c) Provision of an access at the northern end of the carpark for inbound passengers.
- (d) Provision of a wide egress at the southern end of the carpark to facilitate traffic flow.

Mr WONG further said that the Association's proposal only involved minor modification works which should be completed within two weeks.

(Post-meeting note: The Association's further submission was subsequently circulated to members vide LC Paper No. CB(1)730/02-03(02).)

*HK Public-Light Bus Owner & Driver Association
(LC Paper No. CB(1)699/02-03(02))*

7. 黎銘洪先生 of HK Public-Light Bus Owner & Driver Association was strongly of the view that RMBs should be allowed to compete on level grounds with other public transport services and hence, they should not be deprived of the opportunity to participate in the trial schemes. Highlighting the flexibility of RMB operation, 黎銘洪先生 said that if RMBs were allowed to operate to LMCCP during the extended hours, RMBs could be readily deployed to operate four routes to the control point from various parts of the territory. Such an arrangement could be implemented at the same time with the 24-hour passenger clearance at LMCCP before Chinese New Year.

Action

The Hong Kong Taxi and Public Light Bus Association Ltd
(LC Paper Nos. CB(1)699/02-03(03) and CB(1)712/02-03(01))

8. Mr TRAN Chau of the Hong Kong Taxi and Public Light Bus Association Ltd. highlighted the salient points of the Association's submissions (LC Paper Nos. CB(1)699/02-03(03) and CB(1)712/02-03(01)) and called on the Administration to expedite the modifications works to enable the early implementation of the trial schemes to facilitate the passengers.

Hong Kong and Kowloon Taxi Merchants' Joint Committee
(LC Paper No. CB(1)699/02-03(04))

9. Mr AU-YEUNG Kan of Hong Kong and Kowloon Taxi Merchants' Joint Committee considered that the trial schemes should be implemented as early as possible to tie in with the introduction of 24-hour passenger crossing at LMCCP. To ensure success of the trial, he also called on the Administration to widely publicize the relevant transport and traffic arrangements to the passengers and the transport trades. In the long term, taxis should be allowed to access all boundary control points at all times.

Taxi Dealers & Owners Association Limited
(LC Paper No. CB(1)699/02-03(05))

10. Mr TONG Yeuk-fung of Taxi Dealers & Owners Association Limited reiterated the Association's view that the trial schemes should be implemented as early as possible. Elaborating on the Association's proposed layout of the temporary taxi/GMB stands (Annex to LC Paper No. CB(1)699/02-03(05)), he suggested that an access could be provided at the northern end of the operational carpark for inbound passengers. Pedestrian crossing facilities would be provided at the western side of the carpark for outbound passengers. The Association considered that the necessary modifications could be completed within a few weeks.

11. Mr TONG further said that if the trial schemes were successful, taxis should be allowed 24-hour access to the control point. The Administration should also consider setting up a monitoring committee to ensure the smooth implementation of the trial schemes and to review the arrangements.

Public Light Bus General Association

12. While stating support for the taxi and GMB trial schemes, Mr NG Mou-shing of Public Light Bus General Association said that a limited number of RMB routes should also be allowed to operate to LMCCP so as to maintain healthy competition in the market. This would also give passengers a greater choice in terms of transport modes to the control point.

Action

Meeting with the Administration

(LC Paper No. CB(1)699/02-03(06) - Information paper provided by the Administration)

13. The Deputy Secretary for the Environment, Transport and Works (DS for ETW) apologized to members for late submission of the Administration's paper (LC Paper No. CB(1)699/02-03(06)). Introducing the paper, he stressed that it was the Government's policies to forge closer economic co-operation with the Mainland and to expedite economic integration with the Pearl River Delta. In pursuance of this objective, the Administration's transport policy was that, where circumstances allowed, different modes of public transport would be permitted to operate at the cross boundary control points as far as possible. In implementing this policy, the Administration would have to consider the conditions and constraints at each of the control points. The arrangements for the provision of transport services to control points must be implemented in a progressive manner to ensure an orderly and safe environment and maintain smooth passenger and cargo flow.

Commencement of the trial schemes

14. DS for ETW further said that taking into account the suggestions made by members and transport trade deputations at the joint meeting on 6 January 2003 and site visit on 10 January 2003, the Administration had worked out the details of the trial schemes for taxis and GMBs during the extended hours at LMCCP in accordance with the five guiding principles on the provision of public transport modes at control points as set out in paragraph 4 of the Administration's paper. Another important consideration was that there should not be any disruption to the operation or programme of any on-going construction works taking place inside LMCCP.

15. On the target dates for implementation, DS for ETW said that having reviewed all relevant factors, the Administration envisaged that the trial schemes could commence in mid-March 2003 at the earliest. These factors included:

- (a) With accelerated progress, the necessary modifications works to prepare for the trial schemes would be completed by mid-March.
- (b) With more accurate assessment of the passenger travel pattern based on the actual traffic situation after implementation of 24-hour operation of LMCCP on 27 January 2003, the planning and arrangements for taxis and GMBs could be reviewed to ensure an effective traffic control and management system.
- (c) Time was needed to work out the details with the shuttle bus operator and the relevant Mainland authorities on the provision of additional shuttle bus

Action

services to carry the taxi and PLB passengers between LMCCP and Huanggang.

Stressing that it was the common aspiration of the Administration and the public for the trial schemes to be successful, DS for ETW called on the understanding of members and transport trade deputations that the Administration was planning for the trial schemes in a cautious and prudent manner. The Administration would strive to complete all necessary preparatory work as soon as practicable.

16. To ensure success of the trial schemes at the outset, Mr LAU Kong-wah considered it prudent to commence the trial schemes when the necessary preparatory work were ready. However, the Administration should still make every effort to implement the trial schemes as early as possible, preferably in late-February, when the on-going improvement projects were completed.

17. In view of the programme of on-going construction works at LMCCP, Mr IP Kwok-him said that he could accept the trial schemes to commence after 27 January 2003. While calling on the Administration to expedite the modification works, he opined that if the trial was successful, other public transport modes should be allowed to operate to LMCCP at all times. For this purpose, the Administration should formulate a detailed work plan taking into account the experience gained in the trial.

18. On behalf of Legislative Council Members from the Democratic Party, Mr CHENG Kar-foo stressed that there should be no compromise in terms of passenger safety and smooth operation of freight traffic when planning for the detailed arrangements of the trial schemes. On this premise, the Administration should try its best to expedite the necessary modification works. He also opined that in the long run, other public transport services should be allowed to operate to LMCCP and other control points at all times. Noting the Administration's stance that the scope for further expansion of public transport services at LMCCP was limited by site and space constraints, Mr CHENG suggested that the Administration could consider resuming the derelict fish pond land nearby to enable better planning and provision for the necessary transport facilities so as to meet the rising demand and expectation of the public.

19. Considering that the trial schemes should be well-planned to ensure success in the first instance, Mr Albert CHAN did not object to their commencement in March. However, the Administration should strive for early implementation as best as it could. He opined that as a matter of policy, other public transport modes should be gradually allowed to access LMCCP and other boundary control points at all times if the trial schemes were successful.

20. In reply, the Project Manager of the Architectural Services Department (PM/ASD) advised that the modification works for the trial schemes were relatively simple and could be completed in a few weeks' time. However, the opening of the

Action

permanent EVA at the end of January would coincide with the commissioning of the Fixed Vehicle X-ray System at the new Container Vehicle Examination Building opposite to the operational carpark on 31 January 2003. The “operability and testing period” of the Fixed Vehicle X-ray System would commence immediately after its commissioning on a 24-hour basis for a minimum of 30 days, or until the system met its specified performance levels. This would require the use of the permanent EVA as the circulation route for inbound container vehicles. On the other hand, the temporary EVA would have to be closed down to allow the contractors to finish the remaining construction works in the carpark, such as kerbing and paving as well as bay-markings. The site was also needed as a works area for the construction of inbound and outbound coach holding areas. All these posed constraints on the use of the permanent and temporary EVA for the trial schemes.

21. PM/ASD added that apart from construction and modification works, suitable road signs, road markings and new signage would have to be put in place. Taking into account the need to co-ordinate all these activities, mid-March was a prudent and sensible target date for completion of the necessary construction and physical works. It would also allow time for the Administration to give due notice to the public about the relevant arrangements for the trial schemes.

22. Responding to members' view about the provision of public transport services at the control points, DS for ETW reiterated that the Government's transport policy was to allow different modes of public transport to operate at the control points as far as possible, subject to the conditions and constraints at each control point. It would also be as important to implement the necessary transport and traffic arrangements in a progressive manner to ensure an orderly and safe environment and maintain smooth passenger and cargo flow at the control points. The Administration would also make provision of public transport services at new control points where appropriate. He also referred to the planned provision of a public transport interchange (PTI) at the Lok Ma Chau Spur Line Terminus for the operation of franchised buses, taxis and PLBs as part of the Administration's work towards this direction.

Provision of adequate and efficient connecting shuttle bus services

23. Mr LAU Kong-wah enquired about the provision of shuttle bus services to cater for the additional taxi/GMB passengers during the trial schemes. In response, DS for ETW advised that the operator had agreed to operate the cross boundary shuttle bus services at frequencies of 10 to 15 minutes during the extended hours. The Administration's initial thinking was that if operating at such frequencies, the shuttle buses would have adequate capacity to transport the additional taxi/GMB passengers to Huanggang after they had completed the immigration procedures. Subject to the actual demand after the implementation of 24-hour passenger crossing at LMCCP on 27 January 2003, the Administration would review the level of shuttle bus services to be provided for the trial schemes in consultation with the operator and the Mainland

Action

authorities.

24. DS for ETW further said that since taxi operation was not subject to any regulation on service frequency, if there was a sudden increase in taxi passengers to LMCCP and there was not adequate additional shuttle bus service to cater for this demand after they had completed the immigration procedures to transport them to Huanggang, it would create a lot of problems to the orderly operation at LMCCP and the shuttle bus stop. Therefore, the Administration considered that it was necessary to ensure that there would be adequate and timely provision of shuttle bus services and possibly additional standby service to cater for the additional demand for shuttle bus service at LMCCP from taxi and GMB passengers. The Transport Department (TD) was exploring with the shuttle bus operator the best arrangements and would discuss with the relevant Mainland authorities when the details were ready.

Layout of the temporary taxi/GMB stands

25. The Assistant Commissioner for Transport/New Territories (AC for T/NT) referred to Annexes A and B to the Administration's paper and took members through the proposed layout plans of the temporary taxi/GMB stands at LMCCP as well as the transport and traffic arrangements to be put in place for the trial schemes. The main features included:

- (a) Separate NT taxi and urban taxi pick-up points would be provided along the eastern, northern and western perimeters of the carpark.
- (b) One double-width bay as taxi drop-off and two bays as GMB layby would be provided in the middle of the carpark with pedestrian crossing facilities connecting to the immigration hall.
- (c) Due to construction works in the vicinity, there was no proper access for inbound passengers to go to the proposed taxi and GMB stands. Removable posts would be erected at the Emergency Vehicular Access (EVA) to separate the passengers from the traffic at the EVA.

26. To supplement, PM/ASD stressed that when planning for the passenger/vehicular flow inside the temporary taxi/GMB stands, the prime concern was the safety of passengers, in particular the conflict between inbound passengers and the contra-flow of taxis/GMBs through the EVA. It would also be important to have proper and efficient taxi/GMB operational arrangements at LMCCP to ensure no obstruction to the smooth operation and security of the control point.

27. Commenting on the proposal from Hong Kong Tele-call Taxi Association, AC for T/NT advised that:

Action

- (a) As designed, there would be inadequate space at the right hand side of the ingress for GMBs to manoeuvre around.
- (b) The provision of single-width taxi laybys at the eastern side of the carpark was not desirable from the operational point of view as it could easily create congestion.
- (c) The egress of the proposed taxi/GMB stands was very near to the exit of the new Container Vehicle Examination Building. The suggestion to widen the egress would create potential conflict at the permanent EVA between taxis/GMBs and the large container vehicles leaving the Building. To minimize the conflict, the Administration's proposed layout had slightly shifted the egress to the east.

28. As regards the suggestion from Taxi Dealers & Owners Association Limited, AC for T/NT stated that it was quite similar to the Administration's proposal except for the provision of pedestrian crossing facilities in the middle of the taxi passenger waiting area. Given the potential conflict between taxis/GMBs and the passengers in this location, the Administration considered the suggestion not desirable from the road safety point of view.

29. On the suggestion to use the existing temporary EVA as a foot passageway between the northern part of the operational carpark and the temporary inbound coach holding area, PM/ASD advised that the idea was not supported by the Administration as it would disrupt the on-going improvement works at LMCCP. As explained earlier, the programme required that upon the completion of the permanent EVA at the end of January, the temporary EVA be closed down to complete the remaining construction at the northern part of the carpark and to extend the hoarding to enclose the site as a works area for the construction of inbound and outbound coach holding areas. These were critical parts of the improvement works and must be proceeded with. As an alternative, the Administration would consider whether inbound passengers could be directed to turn right while still inside the immigration hall and then to exit on the western side to share the same covered walkway with outbound passengers. In this way, the inbound passengers could then come southwards through the pedestrianized area adjacent to the outbound coach drop-off area and arrive at the northern part of the carpark without the need to pass any traffic. This route would be possible if the demand was not very high during the extended hours.

30. Notwithstanding the stated initial observations, the Chairman called on the Administration to further consider the deputations' proposal so that their ideas could be incorporated into its proposed layout where appropriate. To avoid congestion within the taxi/GMB stands, Mr CHENG Kar-foo also said that the Administration should consider a wider egress as suggested by some deputations. AC for T/NT noted the members'

Action

views and stated that appropriate adjustments could be made subject to the findings of the trial schemes.

Trial scheme for GMB operation

31. Responding to some deputations' suggestion that RMBs should also be allowed to operate to LMCCP, DS for ETW explained that GMBs were selected instead of RMBs because they were better regulated and monitored in term of service level, frequency and fares, and it was consistent with the Government's established policy of encouraging RMBs to convert to GMB operation. TD was considering the GMB routes to be covered in the trial scheme and drawing up the arrangements for inviting operators in the PLB trade to submit their applications for any new GMB routes to be introduced. As such, RMB operators could take part in the scheme through this channel. Moreover, RMBs could continue to operate along Castle Peak Road outside the San Tin PTI.

32. Concerned about the operating environment of RMB trade, Mr CHENG Kar-foo called on the Administration to conduct a comprehensive review on its PLB policy, in particular the progress of RMBs' conversion to GMBs. Without an equitable policy, RMB operators would feel that they had been deprived of a healthy environment to compete and operate.

33. Referring to paragraph 11 of the Administration's paper, Mr Albert CHAN expressed concern about the long time required for the GMB operator selection exercise for the trial. He asked whether the Administration would consider allowing existing GMB operators to participate by extending their routes and/or operating hours to enable an early implementation of the trial scheme. On the GMB routes to be covered in the trial scheme, Mr CHAN opined that at least three routes, viz. one route each from LMCCP to East New Territories, West New Territories and Mongkok, should be provided in the first instance when the trial commenced in mid-March to facilitate the passengers.

34. In response, AC for T/NT explained that the Administration's initial thinking was that one to two GMB routes would be provided. At present, there were two existing GMB routes which terminated at San Tin PTI, i.e. GMB Route 44B connecting with Tuen Mun town centre and GMB Route 77 connecting with Tin Shui Wai town centre. To tie in with the 24-hour operation, the operators of these routes would provide overnight services at frequencies of 15 to 20 minutes during the extended hours. While acknowledging that less time would be needed if these routes were allowed to extend their service to LMCCP, AC for T/NT said that TD was still considering the matter. He added that although no long haul route to urban areas in Kowloon was being contemplated, the Administration would examine the need for such a route as suggested by Mr Albert CHAN.

Action

35. The Chairman however cautioned that such an expedient measure might attract criticism from other GMB operators. Moreover, these routes still failed to serve the passengers in East New Territories. The Administration might need to consider whether operators for new routes should be selected for the purpose. Similar concerns were expressed by Mr LAU Kong-wah who saw the need for different GMB routes serving East New Territories (such as Sha Tin/Tai Po/Sheung Shui), West New Territories (such as Tuen Mun/Yuen Long), and urban areas in Kowloon (such as Mongkok).

36. Mr Robert MA of Environmental Light Bus Alliance expressed support for allowing existing GMB operators to extend their service for the trial. This would allow the trial scheme to proceed at the earliest time.

Traffic at San Tin PTI

37. Members noted that the Administration planned to introduce a ticket system and would identify a holding area outside LMCCP for empty taxis which wanted to enter the LMCCP to queue. The taxi drivers would be given a ticket to indicate their order of entrance to LMCCP.

38. Citing the limited space available at LMCCP, Mr CHENG Kar-foo considered that the provision of the said holding area was vital for avoiding congestion in the control point or at San Sham Road. In this connection, he enquired about the provision and traffic arrangements for the taxi holding area in San Tin PTI.

39. DS for ETW replied that the Administration would be responsible for the management of San Tin PTI. With the mounting of adequate publicity and co-operation of the transport trades, the orderly operation of taxis and GMBs in LMCCP and San Tin PTI could be maintained. To supplement, the District Commander, Border District of Hong Kong Police Force said that suitable personnel would be deployed at the taxi/GMB stands in LMCCP and the designated taxi holding area at San Tin PTI. Details of these arrangements were being worked out by TD and the Police. If too many taxis were waiting at the taxi holding area at San Tin, the coach holding area inside LMCCP could also be used as a reserve. In the long term, the Administration would consider whether electronic display panels and public address system should be installed.

40. Mr LAU Kong-wah expressed concern about the provision of parking facilities near San Tin PTI. In reply, DS for ETW said that there were privately operated carparks in the vicinity of San Tin PTI. Adequate parking spaces should be available.

Passenger clearance at LMCCP

41. Mr LAU Kong-wah referred to the undertaking made by the Chief Executive in his Policy Address 2003 to complete within 30 minutes clearance procedures on both

Action

sides of the boundary for passengers and asked whether this pledge would be met during the forthcoming Chinese New Year holidays.

42. In response, the Deputy Secretary for Security said that this was a target which the Administration would strive to achieve. While a performance pledge had yet to be set, the Hong Kong Special Administrative Region Government would hold discussions with the Mainland authorities on possible ways to expedite the clearance procedures on both sides. To address fundamentally the challenge of moving people, goods and vehicles between Hong Kong and the Mainland smoothly and expeditiously, the Administration would continue to effect improvements at LMCCP as well as other crossings, and accelerate the construction of new boundary control points.

Admin

43. Concluding the discussion, the Chairman called on the Administration to actively solicit the views of the transport trades on the transport and traffic arrangements to be made for the trial schemes. In this connection, the Administration was requested to revert to the joint Panels on the detailed arrangements of the trial schemes before implementation. As a matter of policy, members generally took the view that the Administration should make provision for 24-hour public transport services at all existing and future boundary control points to ensure choice and convenience for the passengers. Members agreed to follow up on this matter when the Administration reverted to the joint Panels on the outcome of the trial schemes at LMCCP.

Admin

III Any other business

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