

立法會 *Legislative Council*

LC Paper No. CB(1)2501/03-04
(These minutes have been seen
by the Administration and
cleared with the Chairman)

Ref : CB1/PL/TP/1

Panel on Transport

**Minutes of meeting held on
Friday, 25 June 2004, at 10:00 am
in Conference Room A of the Legislative Council Building**

Members present : Hon LAU Kong-wah, JP (Chairman)
Hon Andrew CHENG Kar-foo (Deputy Chairman)
Hon Albert HO Chun-yan
Ir Dr Hon Raymond HO Chung-tai, JP
Hon Mrs Selina CHOW LIANG Shuk-yee, GBS, JP
Hon CHAN Kwok-keung, JP
Hon Andrew WONG Wang-fat, JP
Hon LAU Chin-shek, JP
Hon Miriam LAU Kin-yee, JP
Hon TAM Yiu-chung, GBS, JP
Dr Hon TANG Siu-tong, JP
Hon Abraham SHEK Lai-him, JP
Hon Tommy CHEUNG Yu-yan, JP
Hon Albert CHAN Wai-yip
Hon WONG Sing-chi

Non-Panel Member : Dr Hon Eric LI Ka-cheung, GBS, JP
attending

Members absent : Dr Hon David CHU Yu-lin, JP
Hon LEUNG Fu-wah, MH, JP
Hon LAU Ping-cheung

**Public Officers
attending : Agenda item III**

Miss Margaret FONG
Acting Permanent Secretary for the Environment, Transport
and Works

Ms Elizabeth TAI
Principal Assistant Secretary for the Environment, Transport
and Works T2

Ms Ernestina WONG
Principal Assistant Secretary for the Environment, Transport
and Works T5

Mr C K MAK
Director of Highways

Mr C H LAM
Project Manager/Hong Kong-Zhuhai-Macao Bridge
Highways Department

Mr T K LEE
Chief Engineer/Major Works
Highways Department

Mr Joseph LAU
Senior Engineer/Deep Bay Link
Highways Department

Mr K B TO
Chief Engineer/Transport Planning
Transport Department

Mr Y M LEE
Chief Engineer/New Territories West
Transport Department

Agenda item IV

Miss Margaret FONG
Acting Permanent Secretary for the Environment, Transport
and Works

Ms Ernestina WONG
Principal Assistant Secretary for the Environment, Transport
and Works T5

Mr C K MAK
Director of Highways

Mr C H LAM
Project Manager/Hong Kong-Zhuhai-Macao Bridge
Highways Department

Mr K B TO
Chief Engineer/Transport Planning
Transport Department

Agenda item V

Ms Annie CHOI
Deputy Secretary for the Environment, Transport and Works

Ms Elizabeth TAI
Principal Assistant Secretary for the Environment, Transport
and Works T2

Mr T K LEE
Chief Engineer/Major Works
Highways Department

Mr Joseph LAU
Senior Engineer/Deep Bay Link
Highways Department

Mr Y M LEE
Chief Engineer/New Territories West
Transport Department

Agenda item VI

Ms Annie CHOI
Deputy Secretary for the Environment, Transport and Works

Mr Patrick CHAN
Principal Assistant Secretary for the Environment, Transport
and Works T6

Mr Stephen IP
Assistant Commissioner for Transport/New Territories

**Attendance by
invitation** : **Agenda item III**

Tuen Mun District Council (TMDC)

Mr SO Shiu-shing
Chairman, Traffic & Transport Committee, TMDC

Mr NG Kwai-wah
Co-opted member, Traffic & Transport Committee, TMDC

Route 3 (CPS) Co. Ltd. (Route 3 Company)

Mr Gary LUK
Representative, Operator of Route 3 Company

Mr Vincent FONG
General Manager, Route 3 Company

Mr Dickson HUI
Director, LD ASIA

Mr Roger LI
Associate Director, MVA Hong Kong Ltd.

Mr Johan WONG
Associate Director, Black & Veatch Hong Kong Ltd.

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

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

Miss Winnie CHENG
Legislative Assistant 5

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I Endorsement of the report of the Panel for submission to the Council

(LC Paper No. CB(1)2181/03-04 - Draft report of the Panel for submission to the Council)

Members endorsed the draft report (LC Paper No. CB(1)2181/03-04) to be tabled at the Council meeting on 7 July 2004.

II Information papers issued since last meeting

(LC Paper No. CB(1)1976/03-04(01) - Administration's response to the submission from the Transport and Traffic Committee of the Sai Kung District Council;

LC Paper No. CB(1)2011/03-04(01) - Submission dated 27 May 2004 from the Traffic Services Employees Association on Route 7 (now renamed as Route 4), South Hong Kong Island Line and West Hong Kong Island Line;

LC Paper No. CB(1)2077/03-04(01) - Administration's response to the submission from the Traffic Services Employees Association circulated vide LC Paper No. CB(1)2011/03-04(01);

LC Paper No. CB(1)2035/03-04(01) - Submission dated 20 May 2004 from 無障礙城市關注聯席(Joint Concern Group on Barrier-free City) on Meeting the transport needs of disabled persons;

LC Paper No. CB(1)2233/03-04(01) - Administration's response to the submission from 無障礙城市關注聯席 (Joint Concern Group on Barrier-free City);

LC Paper No. CB(1)2039/03-04(01) - Submission dated 2 June 2004 from Lok Ma Chau China-Hong Kong Freight Association on Provision of transport infrastructure in the Northwest New Territories;

LC Paper Nos. CB(1)2117/03-04(01) - A written complaint dated 20 April 2004 from a member of the public addressed to the Transport Complaints Unit on ferry services and the Administration's reply dated 8 June 2004;
- (02)

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LC Paper Nos. CB(1)2224/03-04(01) - Administration's responses to the referral from Duty Roster Member on Students' travel subsidy and Sectional fares of franchised buses circulated vide LC Paper No. CB(1)1934/03-04(01))
- (02)

2. Members noted the above information papers issued since last meeting.
3. Members agreed to convene a special meeting on 19 July 2004 to discuss the following items:
 - (a) Franchised bus services on Hong Kong Island; and
 - (b) Review of the regulatory framework and licensing system for non-franchised bus operation.

III Meeting with deputations/the Administration to receive views on Hong Kong - Zhuhai - Macao Bridge, the Northwest New Territories Transport Review and improvement to traffic conditions of Tuen Mun Road and provision and operation of tunnels and tollways
(LC Paper No. CB(1)2180/03-04(01) - Executive Summary of Comparative Study on Easterly Link: Option 4 vs. Option 6A)

4. The Chairman welcomed the deputations to the meeting to give views on "Hong Kong - Zhuhai - Macao Bridge, the Northwest New Territories Transport Review" and "Improvement to traffic conditions of Tuen Mun Road and provision and operation of tunnels and tollways".
5. Mr SO Shiu-shing, Chairman of Traffic & Transport Committee, Tuen Mun District Council (TMDC T&T), and Mr NG Kwai-wah, Co-opted member of TMDC T&T, presented the following views of TMDC for members' consideration:

- (a) The local community was gravely dissatisfied that notwithstanding the repeated calls from the Legislative Council and TMDC, the Administration had not taken concrete actions to implement the programme for the provision of supporting infrastructure in the Northwest New Territories (NWNT) to meet the increasing transport demand arising from the commissioning of Hong Kong-Shenzhen Western Corridor (HK-SWC)/Deep Bay Link (DBL) in late 2005. Notwithstanding the four proposed packages of highway projects, the Administration had yet to make a firm commitment on their implementation timetable and priorities. As it would take time for

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massive transport infrastructure to be constructed, this indecisive state of affairs was highly unsatisfactory.

- (b) TMDC strongly requested that Package D comprising Tuen Mun Western Bypass (TMWB) and Tuen Mun Chek Lap Kok Link (TM-CLKL) should be taken forward together with the Hong Kong-Zhuhai-Macao Bridge (HZMB) project as its connecting infrastructure. Instead of waiting until the HZMB project was created, the Administration should embark on planning studies for TMWB and TM-CLKL immediately.
- (c) TMDC remained unconvinced by the Administration's claim that the existing highway network in NWNT had adequate capacity to cope with the traffic demand arising from the commissioning of HK-SWC/DBL because this assertion would only be valid if there was effective traffic diversion from Tuen Mun Road (TMR) to Route 3. However, in the absence of any progress for the negotiations between the Administration and Route 3 (CPS) Co., Ltd. (Route 3 Company) on toll concessions, it was unlikely that many cross boundary vehicles coming from HK-SWC/DBL would switch to Route 3 which was tolled.

6. Mr Vincent FONG, General Manager of Route 3 Company, presented members with the findings of a consultancy study commissioned by Route 3 Company on "Comparative Study on Easterly Link: Option 4 vs. Option 6A". Mr Dickson HUI, Director of LD ASIA (Consultant of Route 3 Company), then gave a PowerPoint presentation on the comparative advantages and disadvantages of Option 4 and Option 6A for the Easterly Link Road (ELR). Having assessed the two options from various multi-sectoral aspects, the study concluded that Option 4 generally performed better than Option 6A in the perspectives of planning/landuse, traffic, visual/urban design, environment, ecology, cultural heritage, engineering feasibility, cost, programme, degree of public objection, and planning and community gain.

(Post-meeting note: A set of presentation materials tabled at the meeting was subsequently issued to members vide LC Paper No. CB(1)2260/03-04(01).)

7. The Chairman thanked the deputations for their views.

IV Hong Kong - Zhuhai - Macao Bridge and the Northwest New Territories Transport Review (Progress update)
(LC Paper No. CB(1)2180/03-04(02) - Information paper provided by the Administration)

8. Members agreed that as the present item and the following item were closely related, the two items would be discussed together.

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V Improvement to traffic conditions of Tuen Mun Road and provision and operation of tunnels and tollways

(LC Paper No. CB(1)1912/03-04(26) - Information paper provided by the Administration for the meeting on 28 May 2004)

9. Members noted the information papers provided by the Administration in relation to the item on "Hong Kong - Zhuhai - Macao Bridge and the Northwest New Territories Transport Review (Progress update)" and "Improvement to traffic conditions of Tuen Mun Road and provision and operation of tunnels and tollways" (LC Paper Nos. CB(1)2180/03-04(02) and CB(1)1912/03-04(26) respectively).

HZMB and development of highway infrastructure in NWNT

10. Mr Albert HO was dissatisfied that the Administration had not reported any substantial progress in taking forward the proposed highway development packages as set out in the NWNT Traffic and Infrastructure Review (NWNT Review). Notwithstanding the need to incorporate the latest planning data in the process, he said that the Administration should at least have some preliminary traffic forecasts on hand and be able to present members with a tentative list of the relative priorities of these packages. Given the rapid pace of development in cross boundary movements, Mr HO said that the Administration should not drag on the decision process for providing the necessary connecting infrastructure on the Hong Kong side. Referring to the views expressed by TMDC, he sought the Administration's stance on the timing for the provision of TMWB and TM-CLKL.

11. Mr TAM Yiu-chung opined that the Administration should plan ahead and seriously consider the provision of new transport infrastructure such as TMWB to meet long-term traffic demand.

12. Dr TANG Siu-tong said that the Tuen Mun and Yuen Long District Councils had been requesting for the construction of Route 10 to meet the anticipated increase in traffic demand in NWNT. He asked whether the Administration would re-consider the Route 10 project and expedite the construction of TMWB.

13. The Acting Permanent Secretary for the Environment, Transport and Works (PSET(Atg.)) responded that the Administration was aware of the call from both members and the local community for an early decision on the development priorities of the four proposed packages of highway projects. She called on members' understanding that in planning the transport infrastructure for NWNT, the Administration would have to consider a number of major strategic developments in Lantau which were under planning. These included the revised development concept plan for Lantau being formulated by the Lantau Development Task Force, the development of a Value Added

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Logistics Park in Tai Ho, and the possibility of future port development in northwest Lantau as identified in the Study on Hong Kong Port - Master Plan 2020.

14. PSET(Atg.) further said that the proposed highway projects formed part of the long term strategy for the development of highway infrastructure in NWNT and North Lantau region. They would be subject to continuous review to suit changing circumstances and planning assumptions. As these projects were all massive undertakings with substantial funding commitment, the Administration must have regard to all relevant factors and carefully consider the need of and timing for individual highway development packages. It was expected that a clearer picture on the planning of various strategic developments in Lantau having an impact on the programme for the provision of major highway infrastructure would be available by early 2005. The Administration would then work out a proposed programme for the necessary infrastructure support for NWNT and Lantau, and would brief the Panel on its working plan. The timing of provision of TMWB under Package D would also be considered in the same context.

15. Ir Dr Raymond HO however did not agree that the Administration should procrastinate a decision on the matter by claiming that time was needed to observe the effect of the implementation of the Mainland and Hong Kong Closer Economic Partnership Agreement and the Individual Visit Scheme on cross boundary movements. He stressed that it would be most important for the Administration to ensure the timely provision of transport infrastructure to meet the challenges presented by the increasing integration between Hong Kong and the Mainland.

16. Expressing similar view, Mr Abraham SHEK urged the Administration to expedite the decision process and come up with a definite programme for the provision of the four proposed highway development packages.

Traffic impact on TMR upon the commissioning of SWC and DBL

17. The Chairman also said that during previous discussions on the matter, members had stated clearly the view that the Administration should actively take forward all possible measures to achieve traffic diversion from TMR including the offer of financial incentives as well as the provision of additional transport infrastructure. He was disappointed that no progress had been made in either front at all.

18. Mr Albert HO reiterated that both members and the local community were skeptical about the Administration's claim that the existing highway network in NWNT had adequate capacity to cope with the additional traffic demand arising from the commissioning of HK-SWC/DBL. He sought elaboration from the Administration the basis of such assessment.

19. Ms Miriam LAU expressed grave dissatisfaction that no new progress was achieved by the Administration in devising effective traffic diversion arrangements for

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TMR in anticipation of the impending commissioning of HK-SWC/DBL since last reporting to the Panel on the matter in January 2004. Stressing the need for more urgent and sincere efforts by the Administration, she enquired about the way forward for the Administration's negotiations with Route 3 Company on measures to divert traffic from TMR to Route 3, as well as the construction of ELR.

20. Mr Abraham SHEK shared the concern raised by other members on the lack of progress on the Administration's part to negotiate an agreement with Route 3 Company on toll concessions. Stressing the importance of upholding the spirit of contract, he said that any arrangement to divert traffic from TMR to Route 3 by the offer of toll concessions must have the agreement of Route 3 Company which was a private business.

21. Mr TAM Yiu-chung also said that the discussions with Route 3 Company should proceed according to the spirit of contract. However, the Administration should learn from this experience and review its policy of funding major transport infrastructure through the "Build-Operate-Transfer" arrangement.

22. Mr Andrew WONG considered that the burden of relieving the anticipated traffic congestion at TMR as a result of the commissioning of HK-SWC/DBL should not be placed on Route 3 Company. Instead, the Administration should face up to its responsibility of addressing the anticipated traffic congestion at TMR as a result of the commissioning of HK-SWC/DBL.

23. Mr Albert CHAN considered that the present problem would not have arisen if Route 10 had been provided. Instead of urging the Administration to reach an early agreement with Route 3 Company, he said that the Administration should make an early decision on the provision of additional transport infrastructure in NWNT such as TMWB so as to cope with the overloading of TMR. As the construction of major transport infrastructure would take years to complete, it would not be fair to make the local residents suffer if serious congestion at TMR was already envisaged. It would be even more unfair if the local residents were forced to switch to West Rail as a result of the unacceptable congestion at TMR.

24. The Deputy Secretary for the Environment, Transport and Works (DS for ETW) said that as explained previously to the Panel, the Administration considered that ELR per se would not help channel motorists from TMR. Its effectiveness in diverting vehicles to Route 3 would hinge largely on the toll levels of Route 3. The Administration had been encouraging Route 3 Company to offer more concessions to more classes of vehicles. The promotion packages launched by Route 3 Company had succeeded in boosting the patronage of and revenue from the vehicle types concerned. Apart from toll concessions, the Administration was also actively exploring with Route 3 Company the feasibility of some form of public-private-partnership in the construction of ELR.

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25. Mr Tommy CHEUNG however queried the Administration's assessment that ELR per se would not be useful in diverting traffic from TMR. As the Administration's stance was to consider the provision of ELR together with its negotiations with Route 3 Company on toll reduction, he considered that the Administration should provide members with information on the estimated level of toll reductions it was seeking from Route 3 Company. Ms Miriam LAU also said that without ELR as an additional road link for DBL, cross boundary freight vehicles would not use Route 3 as they would have to go as far as Lam Tei before heading for Route 3.

26. In view of the public interest at stake, Mr CHENG Kar-foo opined that the Administration should adopt a more forward-looking attitude in considering the suggestion of buying back the ownership of Route 3, say through securitization. It was quite unacceptable that the traffic congestion at TMR should be allowed to deteriorate while no concrete action was taken by the Administration. Mr Andrew WONG however stated his objection to any proposal of buying back the ownership of tunnels or bridges that were bound by contractual agreements.

27. In response, DS for ETW said that she could not divulge any details on the on-going discussions with Route 3 Company as sensitive commercial information was involved. As regards the suggestion of buying back the ownership of Route 3, she said that the option involved substantial capital payment from the public coffer, it would not be considered in the short to medium term, i.e. five to seven years. However, the Administration would continue to explore other options with Route 3 Company for the purpose of enhancing the traffic distribution between TMR and Route 3.

28. While noting members' call for expediting progress, DS for ETW said that the discussion with Route 3 Company was by no means simple as it involved public interest and commercial considerations of a private company. The Administration would need to carefully consider the implications involved including the prudent use of public funds. The Administration hoped to be able to come up with a proposal that would bring about a win-win-win situation which would achieve the desired traffic management objective, meet the cost-effectiveness test for the public money spent and at the same time, make commercial sense to Route 3 Company.

29. Mr Vincent FONG said that Route 3 Company had been offering different concessions in the hope that such concessions could help boost patronage and more importantly additional revenue for the Company. However, it was found that some concessions had resulted in a loss for the Company. Nonetheless, Route 3 Company would continue to co-operate with the Administration and explore actively any proposals that could bring about a win-win situation for both the Company and the community.

30. Responding to members' enquiry about the traffic forecasts, the Chief Engineer/Transport Planning of Transport Department (CE/TP) said that in assessing the adequacy of the capacity of any existing highway network, the Administration

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would take into account the total capacity of the strategic roads in the area concerned as a whole. For HK-SWC/DBL, the assumption was that traffic from HK-SWC/DBL would use TMR and Route 3 for access to the urban areas and container ports. The two roads had a daily combined capacity of about 250 000 vehicles. Taking into account the anticipated increase in cross boundary traffic after completion of HK-SWC/DBL and population growth in the region, it was estimated that the daily traffic using TMR and Route 3 would be about 203 500, with an overall average volume to capacity ratio in the morning peak of about 1.06 in 2011. The Administration would provide further details in writing to members after the meeting.

(Post-meeting note: The information was circulated to members vide LC Paper No. CB(1)2420/03-04(01).)

31. Addressing members' concern about the congestion at TMR, PSET(Atg.) advised that improvement measures to the existing highway infrastructure, viz. Yuen Long Highway, Castle Peak Road and TMR would be implemented to cope with the increase in forecast demands, in particular the Town Centre Section (TCS) of TMR. DS for ETW referred members to paragraphs 5 to 12 of LC Paper No. CB(1)1912/03-04(26) for details of the improvement works to be carried out to the TCS of TMR, including their scope, timetable and traffic benefits.

ELR alignment options

32. Referring to the study findings presented by Route 3 Company on the alignment options for ELR, Ms Miriam LAU said that from the point of view of the transport trade, Option 4 offered the advantage of fuel economy as it adopted a more direct route. She thus asked whether the Administration would re-consider Option 4 for ELR.

33. In response, DS for ETW said that according to the Administration's detailed analysis on various ELR alignment options, Option 6A would be the most preferred one. Unlike Option 4 which would cut across the Hung Shui Kiu New Development Area (HSK NDA), Option 6A would allow greater flexibility for further land use planning and development of the area.

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34. DS for ETW also said that in Route 3 Company's study, a "sunken" road was adopted for the main section of Option 4, which was different from the one used by the Administration. As Route 3 Company's study findings were only made available to the Administration recently, the Highways Department would need time to examine the engineering feasibility of this alignment option. Director of Highways advised that as a preliminary observation, it should be noted that ELR would have to be connected to the DBL mainline/viaduct at a high level and the gradient requirements would effectively mean that the length of a sunken road would be very limited. The Administration would revert to the Panel on its response to Route 3 Company's study findings.

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(*Post-meeting note:* The Administration's response was circulated to members vide LC Paper No. CB(1)2420/03-04(01).)

35. Mr Abraham SHEK expressed grave dissatisfaction that the Administration had placed greater emphasis on the future development of HSK NDA than the dire traffic congestion faced by the local residents in Tuen Mun. He called on the Administration to stay focussed on the traffic problems on hand and set its work priorities right.

36. Mr TAM Yiu-chung cautioned that when considering the alignment options, the Administration must give due regard to the disturbance and noise impact of the new link road which was mainly used by heavy vehicles on the local residents in Tin Shui Wai.

Optimizing the utilization of road harbour crossings

37. Ms Miriam LAU stressed that it was the Administration's responsibility to identify workable solutions to achieve a more balanced traffic distribution among the three road harbour crossings. The role of tunnel operator was only confined to that of a facilitator. Considering the matter from this perspective, she said that the guiding principles adopted by the Administration in its discussions with the tunnel operators would not be conducive to any favourable outcome as they failed to achieve a give-and-take resolution that benefited both parties.

38. Mr CHENG Kar-foo said that as demonstrated by the experience of the Mainland Authorities, the option of buying back the ownership of tolled facilities could help achieve a more equitable traffic distribution. He thus reiterated his call for the Administration to adopt a more forward-looking attitude in considering the suggestion. Referring to the discussions between the Administration and tunnel operators, he remarked that while it was understandable for tunnel operators to give commercial considerations to the issues involved, they should also give regard to their corporate social responsibility.

39. DS for ETW said that over the past three years, the Administration had been discussing with the Western Harbour Tunnel Company Limited possible approaches to achieve a more balanced traffic distribution among the three road harbour crossings that might meet the guiding principles set by the Administration. Notably, any option to be considered must bring about overall benefit to the public and protect the General Revenue. There should be a fair valuation of the road harbour crossings, especially the Cross Harbour Tunnel, as it was a valuable asset of the public. It would also be important that the option should make commercial sense to the franchisee. However, there were major differences in some of the fundamental parameters and assumptions held by the two sides. It was not easy to reconcile the different objectives and interests of different parties. Nonetheless, the Administration maintained an open mind and had been trying to maintain a dialogue with the tunnel operator on possible measures to enhance the traffic distribution.

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VI Improvements to transport facilities and traffic arrangements at boundary control points

(LC Paper No. CB(1)2180/03-04(03) - Information paper provided by the Administration)

40. Members noted the information paper provided by the Administration on the subject (LC Paper No. CB(1)2180/03-04(03)).

41. The Chairman enquired about the proposed measures to regulate cross-boundary coach services operating via the Lok Ma Chau (LMC) and Huanggang (HG) control points. DS for ETW advised that for the purpose of better ensuring proper operation and order at both the LMC and HG control points, the Administration and the Mainland authorities had decided to allocate some quotas and invite applications from the existing cross-boundary coach operators to operate five groups (six routes) of cross-boundary routes plying between various districts of Hong Kong and HG control point or its vicinity. It was intended that these short-haul routes would be introduced in July/August 2004. At the same time, enhanced enforcement actions would be taken against any unauthorized services. At the Chairman's request, the Administration would provide details of the proposed short-haul cross-boundary routes for members' information after the meeting.

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42. While supporting the Administration's intention to better regulate cross-boundary coach services at LMC/HG, Ms Miriam LAU was concerned that the introduction of short-haul routes between Hong Kong and HG might represent a policy change as cross-boundary coach services would take on a new role of providing shuttle services to LMC/HG. This would directly impact on the businesses of those existing public transport operators including taxis, public light buses and LMC-HG Cross-boundary Shuttle Bus which had been providing services to the control point. As cross-boundary coach services were popular among cross-boundary travellers, the Chairman considered that the Administration must ensure a balance between providing a reasonable choice for commuters and minimizing impact on other existing public transport operators.

43. DS for ETW responded that the proposed measures were aimed at addressing the problems of cross-boundary coach operators overrunning their quotas and operating short-haul services terminating at the HG control point without authorization. With better regulation, it was expected that the level of services provided by cross-boundary coaches would be reduced. This would help maintain a more balanced operating environment for various public transport modes serving the cross-boundary market. The short-haul cross-boundary coach routes should suitably address the demand of the cross-boundary travellers.

44. DS for ETW further said that there was no immediate plan to introduce any new routes. Ms Miriam LAU considered that in case of any future proposal to introduce new cross-boundary coach routes, the Administration should consult the existing public

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transport operators as well as the Panel before implementation. DS for ETW noted Ms LAU's view and said that any proposal to introduce new routes must have the agreement of the Mainland authorities, and should not impact on the smooth operation of freight traffic at the control point. If new routes were contemplated, the Administration would arrange to consult the Panel.

VII Any other business

45. There being no other business, the meeting ended at 12:50 pm.

Council Business Division 1
Legislative Council Secretariat
31 August 2004