

Panel on Transport

List of outstanding items for discussion
(position as at 21 February 2005)

**Proposed timing for
discussion**

1. Measures to enhance road safety and safety of public light bus operations

18 March 2005

The subject was discussed at the Panel meeting on 14 December 2004. At the meeting, a motion was passed urging the Administration to adopt all possible and practical measures to improve the design of road junctions and the display of traffic light signals to ensure the effective detection of deliberate red-light jumpers before considering raising the driving offence points against such offences.

Members agreed that the Panel would convene another meeting in about two months' time to continue the discussion of the subject, and deputations would be invited to take part in the discussion.

2. Tuen Mun Road reconstruction and improvement

18 March 2005

The item was last discussed at the Panel meeting on 23 April 2004. The Finance Committee approved funding for the detailed design and site investigation works of the project on 11 June 2004.

In response to the Panel's request, the Administration agreed to review the feasibility and practicability of widening the whole Tuen Mun Road to dual 4-lane during the detailed design of the project.

The Administration has advised that while the study on the feasibility of the dual-4 lane option is near completion, the cost effectiveness of the widening should be considered, particularly in the context of the overall traffic need in North West New Territories. As such, the Administration proposes to revert to the Panel on the Tuen Mun Road project together with the Northwest New Territories and Infrastructures Review which is scheduled for discussion at the March Panel meeting.

Proposed timing for discussion

3. Northwest New Territories Traffic and Infrastructure Review

18 March 2005

The item was last discussed at the Panel meeting on 25 June 2004 in the context of the paper on “Hong Kong-Zhuhai-Macao Bridge and the Northwest New Territories Traffic and Infrastructure Review”.

The Panel was concerned about the traffic impact on Tuen Mun and Yuen Long upon the commissioning of the Hong Kong Shenzhen Western Corridor and Deep Bay Link. The Panel urged the Administration to expedite the decision process and come up with a definite programme for the four proposed highway development packages as set out in the Northwest New Territories Traffic and Infrastructure Review (LC Paper No. CB(1)2291/02-03(04)). The Panel was also concerned about the outcome of the Administration’s negotiation with Route 3 Company on measures to divert traffic from Tuen Mun Road to Route 3, as well as the construction of an easterly link road to promote the diversion of traffic to Route 3.

4. Hong Kong-Zhuhai-Macao Bridge

The item was last discussed at the Panel meeting on 25 June 2004 in the context of the paper on “Hong Kong-Zhuhai-Macao Bridge and the Northwest New Territories Traffic and Infrastructure Review”.

The Panel noted that the Hong Kong-Zhuhai-Macao Bridge Advance Work Co-ordination Group (AWCG) had commissioned the China Highway Planning and Design Institute (HPDI) to conduct a feasibility study for the Hong Kong-Zhuhai-Macao Bridge (HZMB). The study was scheduled for completion by end 2004. On completion, the study report would be submitted to the National Development and Reform Commission for approval to create a project item for the Bridge. The Administration had also commissioned an investigation and preliminary design study on the Hong Kong Section of HZMB and Connection with North Lantau Highway. The study was scheduled for completion by end 2004.

In examining the proposed HZMB project, the Panel called on the Administration to make early planning for the provision of local connecting infrastructure in addition to the proposed North Lantau Highway Connection to meet the additional

Originally scheduled for discussion on 18 March 2005 in conjunction with item 3 above. The Administration proposes to defer the item to April – June 2005.

Proposed timing for discussion

traffic generated by the Bridge.

The Administration has advised that the HPDI has submitted a first draft of its study findings, and the AWCG would need some time to examine the draft report before it can be finalized. As such, the Administration proposes to revert to the Panel on the project in the 2nd quarter of this year.

5. Progress update on the Intelligent Transport Systems

The item was last discussed at the Panel meeting on 21 March 2003.

At the Panel meeting, members noted the progress of the development and implementation of Intelligent Transport Systems (ITS) in Hong Kong since May 2002. Apart from the progress of the various core projects undertaken by the Administration, members would like to know the prospect of value-added ITS services with the participation of the private sector, and the Administration's past and future work in facilitating such development.

Originally scheduled for discussion on 18 March 2005. The Administration proposes to defer the item to 22 April 2005

6. Proposed registration scheme for the vehicle maintenance trade

The item was discussed at the Panel meeting on 30 January 2004.

In view of the concerns and views expressed by members, the Administration undertook to refine the proposal and further consult the trade.

According to the Administration's recent advice, outcome of the consultation with the trade is being analysed. The Administration should be able to revert to the Panel in April 2005.

Originally scheduled for discussion on 18 March 2005. The Administration proposes to defer the item to 22 April 2005.

Proposed timing for discussion

7. Procurement of Specialized Vehicles for the Route 8 Control Area (R8CA)

22 April 2005

The Administration intends to consult the Panel on the procurement of some specialized vehicles for the R8CA before a submission is made to the Finance Committee. The R8CA is an expressway linking Sha Tin and Tsing Yi. It will be open in 2 phases in 2007 and 2008 respectively. Necessary operational and service vehicles are essential to the management and operation of the R8CA.

8. Loading/unloading and parking facilities for coaches

Originally scheduled for discussion in the April/May 2005. The Administration proposes to defer the item to June 2005.

At the Panel meeting on 29 October 2004, Mrs Selina CHOW suggested and members agreed that the Panel should review with the Administration the demand and supply of loading/unloading and parking facilities for coaches. She in particular highlighted the lack of coach loading/unloading facilities at some popular sightseeing spots at present and the need to plan for additional facilities to meet future demand. The Administration shall include the review in the "Report on Parking Demand and Supply and Progress of Improvement Measures" for submission to Panel in June 2005.

9. Western Coast Road, Tseung Kwan O

April – June 2005

The item was referred to the Panel for follow up by Members attending the meeting-cum-luncheon with Sai Kung District Council (SKDC) members on 1 April 2004.

The planning of Western Coast Road has been included in the Feasibility Study for Further Development of Tseung Kwan O conducted by the Territory Development Department (TDD). Taking into account the development details of various projects under the study, TDD is conducting a detailed traffic impact assessment and would draw up an implementation programme for WCR. Results of the study will be available by March 2005. The Administration has undertaken to brief the Panel on the project during the 2004-05 legislative session.

Proposed timing for discussion

10. Possible Merger of MTR Corporation Limited and Kowloon-Canton Railway Corporation

To be confirmed

Last discussed at the Panel meeting on 27 February 2004, following the announcement by the Administration on 24 February 2004 that the two railway corporations would be invited to commence negotiations on a possible merger.

A joint report was submitted to the Government on 16 September 2004 by the two railway corporations regarding the possible merger of the two corporations. The Government is studying the report carefully and further discussions between the Government and the two corporations on the details are required before the Government would be able to take a view on the way forward.

11. Fare adjustment mechanism

To be confirmed

- Fares of Lantau franchised bus services
- Review on fare scales of franchised bus companies

Last discussed at the meeting on 1 August 2003. The Administration is developing the details of the proposed fare adjustment mechanism and will revert to members in due course.

At the Panel's Policy Briefing held on 14 January 2004, the Administration advised that it would continue with the study on introduction of a more objective and transparent fare adjustment mechanism. Discussion would be held with the Panel after the findings had been compiled.

In this connection, the Administration suggests that the two outstanding items in relation to fares of Lantau franchised bus services and Review on fare scales of franchised bus companies be discussed together.

At the meeting on 28 November 2003, members agreed that the Panel would keep in view the Administration's progress in following up on the motion "Improving public transport fare system" passed by the Council on 12 November 2003, in particular regarding the ways to improve the existing fare structures of franchised bus operators, including the setting of full and sectional fares of each bus route according to the distance of the journey.

Proposed timing for discussion

12. Public transport facilities and arrangements at cross boundary control points

To be confirmed

The item was last discussed at the Panel meeting on 25 June 2004.

Members would like to follow up on measures to permit different modes of public transport to operate to various cross boundary control points.

13. Review on the composition and role and functions of the Transport Advisory Committee

To be confirmed

At the Panel meeting on 26 November 2004, Mr WONG Kwok-hing suggested and members agreed that the Panel should discuss the subject. To facilitate the discussion, the Administration should provide detailed background information regarding the composition and role and functions of the Transport Advisory Committee. Moreover, the Administration should specifically consider whether the membership of TAC should be open to representatives from the labour unions and trade associations of the transport trade.

14. Cross-boundary coach services

To be confirmed

The subject was discussed at the meeting of the Panel on Transport on 25 June 2004. The Panel noted that for the purpose of better ensuring proper operation and order at both control points, the Administration had decided with the Mainland authorities to allocate some new quotas and invite applications from the existing cross-boundary coach operators to operate six cross-boundary routes running between various districts in Hong Kong and the Huanggang Control Point. At the same time, enhanced enforcement actions would be taken against any unauthorized services. The new short-haul routes were introduced in August 2004.

Mr WONG Kwok-hing has written to the Panel Chairman raising the concern that since the introduction of the new regulatory measures over short-haul cross-boundary coach services, the coach fares have increased significantly and the pick-up/drop-off points for the cross-boundary routes have reduced. As more and more Hong Kong people are going to the Mainland for work and leisure, the service quality and the fares of the cross-boundary

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coach services have important bearing on the livelihood of Hong Kong people. He suggests that the Panel should discuss the subject and review the existing measures.

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