

## Panel on Transport

### List of outstanding items for discussion (position as at 15 March 2005)

#### Proposed timing for discussion

#### 1. 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 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 2<sup>nd</sup> quarter of this year.

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

#### 2. Progress update on the Intelligent Transport Systems

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

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

**Proposed timing for discussion**

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.

item to 22 April 2005

**3. 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 item is scheduled for discussion in May/June 2005.

Originally scheduled for discussion on 18 March 2005. The Administration proposes to defer the item to May/June 2005

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

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.

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

**5. Loading/unloading and parking facilities for coaches**

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

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

**Proposed timing for discussion**

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.

**6. 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.

**7. 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.

**Proposed timing for discussion**

**8. 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.

**9. 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.

**Proposed timing for discussion**

**10. 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 (TAC). 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.

**11. 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 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.

**12. Return toll charge for taxi passengers using harbour crossings**

22 April 2005

**Proposed timing for  
discussion**

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| <b>13. Sha Tin New Town, Stage 2 - pedestrian and cycle subways at Lion Bridge</b> | 22 April 2005 |
| <b>14. Sha Tin New Town, Stage 2 - Trunk Road T4</b>                               | 22 April 2005 |

Council Business Division 1  
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