

Panel on Transport

List of outstanding items for discussion (position as at 20 June 2005)

Proposed timing for discussion

1. 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.

(The Panel has requested the Administration to provide an information paper on this item on 22 March 2005)

2. 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 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.

22 July 2005
(Previously scheduled for 24 June 2005. The Administration proposes to defer to 22 July 2005)

**Proposed timing
for discussion**

3. 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.

4. 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**

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

To be confirmed
(Previously
scheduled for 24
June 2005)

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.

6. Cross-boundary coach services

To be confirmed
(Previously
scheduled for 24
June 2005)

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.

**Proposed timing
for discussion**

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

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.

22 July 2005
(Previously scheduled for 24 June 2005. The Administration proposes to defer to 22 July 2005)

8. Employment arrangements for franchise bus drivers and safety of bus operation

This item is proposed by Mr WONG Kwok-hing. In recent years, with the Kowloon Motor Bus Company (1933) Limited taking the lead, some franchised bus operators have changed the employment terms for their bus drivers to contract terms and in some cases, the contract period only lasts for one year. Further employment of bus drivers upon expiry of their employment contracts is subject to review, resulting in a lack of job security for bus drivers. Mr WONG is concerned that the new employment arrangements would pose immense psychological pressure on bus drivers, which in turn would directly affect the safety of franchised bus operation.

To be confirmed

It was agreed at the Panel meeting on 18 March 2005 that the Panel should discuss the issue with the Administration from the angle of ensuring the safety of franchised bus operation.

9. Measures to improve the distribution of traffic among the three road harbour crossings

The subject was last discussed at the meeting on 22 April 2005. Members reiterated their concerns on the matter at the meeting on 27 May 2005. The Clerk has written to the Administration requesting it to speed up the related work and report to the Panel, at the earliest opportunity, on measures to improve the distribution of traffic among the three road harbour crossings and the outcome of the discussions with the two tunnel companies on the matter.

To be confirmed

**Proposed timing
for discussion**

10. Concessionary public transport fares at 50% for the disabled

22 July 2005

The subject was raised by Mr CHENG Kar-foo on behalf of Mr CHEUNG Chiu-hung on 27 May 2005. Mr CHEUNG requested that the Panel discuss the subject of providing concessionary public transport fares at 50% for the disabled who were eligible for receiving the disability allowance under the Social Security Allowance Scheme.

Members agreed that the subject be discussed at the regular meeting of the Panel in July 2005.

Council Business Division 1
Legislative Council Secretariat
20 June 2005