

Panel on Transport

List of issues suggested to be considered (position as at 12 October 2004)

Proposed timing for discussion

1. Tsim Sha Tsui Extension

Last discussed at the Subcommittee on matters relating to railways (the Subcommittee) meeting on 29 June 2004.

The Subcommittee called on the Administration and Kowloon-Canton Railway Corporation (KCRC) to formulate a competitive pricing strategy and introduce convenient interchange facilities and feeder services to boost the attractiveness of the new railway extension.

KCRC invites Panel members to visit the railway extension on 15 October 2004, followed by a briefing for the Panel on the commissioning of the railway extension

2. Kowloon Southern Link

Last discussed at the Subcommittee meetings on 3 and 24 June 2004.

In discussing the Kowloon Southern Link (KSL) project, the Panel was concerned about the possible disturbance caused by the use of the cut-and-cover construction method along Salisbury Road and called on KCRC to re-consider the matter.

The Panel also asked the Administration to continue to discuss with KCRC and Wharf Estate Development Limited the provision of Canton Road Station under the KSL project and report the outcome of the discussions to the Subcommittee at the earliest opportunity.

Administration proposes to provide an update on the project at the next regular Panel meeting

3. Ma On Shan Rail

Last discussed at the Subcommittee meeting on 29 June 2004.

The Subcommittee was concerned about the public transport reorganization plan after the opening of the Ma On Shan Rail and measures to be taken by KCRC to ensure smooth running of the new railway line. The Subcommittee also called on the Administration and KCRC to formulate a competitive pricing strategy and introduce convenient interchange facilities and feeder services to boost the attractiveness of the new railway line.

To be confirmed

**Proposed timing
for discussion**

4. Regulatory framework and licensing system for non-franchised bus operation

To be confirmed

Last discussed at the Panel meeting on 19 July 2004.

The Panel noted the results of the review on the regulatory framework and licensing system for non-franchised bus (NFB) operation conducted by a working group of the Transport Advisory Committee, and the concern expressed by the NFB trade that the working group's recommendations might unduly restrict their scope of operation and take away the current flexibility of NFB operation.

The Panel asked the Administration to consult the NFB trade and revert to the Panel before implementing the new measures proposed by the working group.

At the meeting between Legislative Council Members and Sham Shui Po District Council (SSPDC) members on 10 June 2004, SSPDC members expressed views on the issue and considered that the Administration should consult District Councils on matters relating to residents' coach services.

5. Hong Kong-Zhuhai-Macao Bridge and the Northwest New Territories Traffic and Infrastructure Review

To be confirmed

Last discussed at the Panel meeting on 25 June 2004.

The Panel noted that the Hong Kong-Zhuhai-Macao Bridge Advance Work Co-ordination Group had commissioned the China Highway Planning and Design Institute 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 Panel was also 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.

6. 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 on 16 September 2004 by the two railway corporations regarding the possible merger of the two corporations.

**Proposed timing
for discussion**

7. 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.

8. West Hong Kong Island Line, South Hong Kong Island Line and Route 4

To be confirmed

Last discussed at the Panel meeting on 28 May 2004.

Some members considered that the implementation of South Hong Kong Island Line (SIL) and West Hong Kong Island Line (WIL) should proceed without further delay so as to address the transport needs of local residents and facilitate tourism development in the areas. Some other members however were of the view that the Administration should shelve any further development and planning for the SIL and WIL pending its review on the latest population growth in the southern and western districts, as well as its land-use planning for the districts. In the meantime, the Administration should expedite its study and decision process for the implementation

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of Route 4 so as to cope with the transport needs of the local residents. On 28 May 2004, the following motion was passed by the Panel:

"本事務委員會促請政府暫時擱置港島南、西鐵路的發展規劃，並重新評估港島南、西區的人口增長，以及發展南區成為旅遊／商業中心的計劃，在此期間則盡快研究並落實興建四號幹線(前稱七號幹線)，以應付該等地區居民的交通需求。"

9. Western Coast Road, Tseung Kwan O

To be confirmed

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. The study is planned to be completed by end 2004. The Administration has undertaken to brief the Panel on the project during the 2004-05 legislative session.

10. Disneyland Resort Line

To be confirmed

Last discussed at the Subcommittee meetings in July 2002.

The rail link is scheduled for completion in 2005 to tie in with the opening of the Hong Kong Disneyland Theme Park.

11. Shatin to Central Link

To be confirmed

Last discussed at the Subcommittee meetings on 7 May 2004 and 3 June 2004.

The Administration was reviewing the final scheme for the Shatin to Central Link (SCL), pending the outcome of the discussions on the possible merger of the two railway

corporations.

At the meeting between Legislative Council Members and Kowloon City District Council (KCDC) members on 4 March 2004, KCDC members expressed various concerns about SCL, including the progress of the project and the scheme design of SCL in relation to Ho Man Tin and Hung Hum areas.

12. Northern Link

To be confirmed

Last discussed at the Subcommittee meeting on 29 June 2004.

The Northern Link (NOL) will provide a new boundary rail service for the New Territories. According to the Administration, the implementation of NOL would depend on the projected demand of cross-boundary passenger traffic and the programme of the new development areas in the New Territories. KCRC has recently conducted a preliminary study on the NOL indicating that the project would bring considerable transport benefits. To enable it to better assess the transport and economic case for the project, the Administration has asked KCRC to do further work on the technical, environmental and financial aspects of the project.

13. Guangzhou-Shenzhen-Hong Kong Express Rail Link

To be confirmed

Last discussed at the Subcommittee meeting on 29 June 2004.

The Panel noted that the Administration had set up a Joint Expert Group with the Ministry of Railways to take forward the strategic planning of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (ERL), of which Regional Express Line was the Hong Kong section. The Joint Expert Group had confirmed the strategic value of the rail link, and a study was now underway to establish the technical feasibility and commercial viability of ERL.

14. Port Rail Link

To be confirmed

Last discussed at the Subcommittee meeting on 29 June 2004.

The proposed PRL will provide a freight rail corridor from Lo

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for discussion**

Wu to a new port rail terminal at Kwai Chung, via either East Rail or West Rail. According to the Administration, the timing for this rail line will depend on the build-up of rail freight demand. KCRC is now studying the feasibility of this rail link.

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