

Panel on Transport

List of follow-up actions (position as at 19 June 2006)

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
1. West Hong Kong Island Line, South Hong Kong Island Line and Route 4	25.2.05	<p>At the meeting, the Panel passed the following three motions-</p> <p>“In view of the fact that the residents of the Western District of Hong Kong Island have been striving for the construction of the West Hong Kong Island Line (WIL) for as long as 20 years, this Panel urges the Government to expeditiously reach an agreement with the MTR Corporation Limited on the construction of WIL which will connect Sheung Wan with Kennedy Town, so as to fully meet the transport needs of the residents of Western District of Hong Kong Island.”</p> <p>“In order to resolve the long-standing transportation problems faced by both the Western and Southern Districts of Hong Kong Island, this Panel supports the early implementation of the railway and road network development plans in these areas,</p>	A Legislative Council Brief on the subject was issued to Members on 30 June 2005.

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		<p>including a westward extension of the MTR Island Line to Kennedy Town at the earliest time possible, which must have stations located at Sai Ying Pun and the University, as well as the early construction of the South Island Line and Route 4. This Panel urges the Government to proactively discuss with the MTR Corporation Limited to work out a financial arrangement which is in the best interests of the public, so that the relevant works can commence soon, and there should be full consultation with local residents on the location and design of the new railway stations.”</p> <p>“This Panel urges the Government to expedite the comprehensive planning and implementation of tourism and commercial developments in the Southern District of Hong Kong Island, and also discuss with the MTR Corporation Limited the construction of a cost-effective South Island Line, so as to ensure that there will be adequate transport facilities to support the development of the Southern District and to cater for the transport needs of local residents.”</p>	

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2. Review of the existing system and arrangements for the issue of taxi driving licence	27.5.05	The Panel passed the motion “That this Panel urges the Transport Department and other relevant departments to expeditiously amend the relevant legislation to plug the loophole whereby non-local residents without a valid employment visa can obtain a taxi driving licence, and to set the timetable for amending the legislation.”	Progress report from the Administration is awaited.
3. Review on the composition, role and functions of the Transport Advisory Committee	22.7.05	The Panel passed the motion that “This Panel urges the Government to review the representativeness of the Transport Advisory Committee and to consider appointing representatives from the transport trades to the Committee.”	Progress report from the Administration is awaited.
4. Report by the Task Force on Emergency Transport Coordination	22.7.05	The Panel urged the Administration to take prompt actions to implement the recommendations of the Task Force on Emergency Transport Coordination. The Administration was requested to update members on the progress of the matter in the 2005-06 legislative session.	Progress report from the Administration is awaited.
5. Measures to combat drink driving and use of hand-held mobile phone while driving	24.2.06	The Administration was requested to take the following actions – (a) To provide in July statistics on the penalties imposed by the court for drink	Information from the Administration is awaited.

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		<p>driving offences after the Administration had conveyed to the Judiciary members' concern about the levels of penalties imposed; and</p> <p>(b) To update the Panel in October the Administration's views on the proposal to require drivers who had committed the offences of drink driving and use of hand-held mobile phone while driving to attend driving improvement courses.</p>	
<p>6. Replacement of toll field equipment at Tseung Kwan O Tunnel (TKOT), Shing Mun Tunnels (SMT) and Lion Rock Tunnel (the replacement project)</p>	<p>24.2.06</p>	<p>The Administration undertook to examine and report back on the Chairman's proposals to take the opportunity of the replacement project to rectify the following situations –</p> <p>(a) the undesirable distribution of autotoll lanes at TKOT and SMT; and</p> <p>(b) the sharp bend at the autotoll lanes at SMT.</p> <p>The Administration undertook to provide to the Panel before July 2006 details on the technical problems which had to be solved to make toll collection by Octopus Card feasible.</p>	<p>Information from the Administration is awaited.</p> <p>Information from the Administration is awaited.</p>

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7. Review of the roles and functions of taxis and van-type light goods vehicles (LGVs) in the public transport services sector	24.3. 06	<p>The Administration was requested to take the following actions –</p> <p>(a) To examine and report back in October 2006 the need for and feasibility of amending the Road Traffic Ordinance (RTO) (Cap. 374) and its subsidiary legislation to better confine the operation of van-type LGVs to carriage of goods for hire or reward. The requested report should include relevant enforcement figures; and</p> <p>(b) To provide details of its plan to clarify grey areas of RTO and enhance publicity to let the transport trades and the general public better understand that van-type LGVs could only be used for carriage of goods but not passengers for hire and reward.</p>	<p>Information from the Administration is awaited.</p> <p>Information from the Administration is awaited.</p>
8. Expansion of the Journey Time Indication System (JTIS)	24.3. 06	The Administration agreed to consider conducting an opinion survey to ascertain whether motorists found JTIS useful, and report the results to the Panel before seeking the endorsement of the relevant funding proposal from the Public Works Subcommittee.	Information from the Administration is awaited.

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<p>9. Merger of MTR and Kowloon-Canton Railway Systems — Fare-related issues</p>	<p>22.5.06</p>	<p>The Administration/MTR Corporation Limited (MTRCL) was requested to provide the following information -</p> <p>(a) Details of concessionary fares provided to passengers travelling on the Airport Express Line, including any special fares provided to staff of commercial corporations working at the Hong Kong International Airport; and</p> <p>(b) Basis of pitching the productivity factor at 0.1%.</p>	<p>The Administration's response was issued vide LC Paper No. CB(1)1680/05-06 on 5 June 2006.</p>
<p>10. Merger of MTR and Kowloon-Canton Railway Systems — Financial and property packages</p>	<p>23.5.06</p>	<p>The Administration was requested to provide additional information, including but not limited to the following –</p> <p>(a) Detailed breakdown of individual property development including valuation details, site area, plot ratio, gross floor area for the residential and commercial development, number of flats that could be built, expected completion date, etc;</p> <p>(b) Detailed breakdown of individual investment properties including valuation details, current rents received, gross floor</p>	<p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06, CB(1)1678/05-06, CB(1)1686/05-06 and CB(1)1702/05-06 on 3, 5, 6 and 7 June 2006 respectively.</p> <p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06 and</p>

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		<p>area for the commercial and residential properties, etc;</p> <p>(c) Detailed breakdown of management businesses and rights relating to properties at the 33 sites including valuation details, gross floor area for the property sites, revenue derived from such businesses, etc;</p> <p>(d) Justifications for including the purchase of the Kowloon-Canton Railway Corporation (KCRC)'s property management business by MTRCL as an integral part of the deal;</p> <p>(e) Whether the disposal of KCRC's properties without going through a public tender would be in the best interest of the general public, and whether and how the general public could benefit from the proposed property package, bearing in mind KCRC's assets were owned by Hong Kong people;</p> <p>(f) Whether Government would consider putting out for tender KCRC's properties and using the proceeds for the purpose of subsidizing railway operations and fare reductions, and hence avoiding the disposal of KCRC's assets at a severely</p>	<p>CB(1)1702/05-06 on 3 and 7 June 2006 respectively.</p> <p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06 and CB(1)1702/05-06 on 3 and 7 June 2006 respectively.</p> <p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06 and CB(1)1702/05-06 on 3 and 7 June 2006 respectively.</p> <p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06 and CB(1)1702/05-06 on 3 and 7 June 2006 respectively.</p> <p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06 and CB(1)1702/05-06 on 3 and 7 June 2006 respectively.</p>

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		<p>diminished value;</p> <p>(g) Whether and how the rail merger and the proposed property package could achieve synergy;</p> <p>(h) Justifications for introducing a mechanism to enable the Government to exercise control on the level of flat production arising from tender programmes for railway property development as the proposal to restrict the level of flat production might give rise to public concern about the possible collusion between the Government and property developers and the resultant transfer of benefits;</p> <p>(i) Basis of calculation of the amount of payments for the service concession; and</p> <p>(j) Rationale for setting the duration of the concession agreement at 50 years and whether consideration would be given to</p>	<p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06 and CB(1)1702/05-06 on 3 and 7 June 2006 respectively.</p> <p>Information from the Administration is awaited.</p> <p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06 and CB(1)1702/05-06 on 3 and 7 June 2006 respectively.</p> <p>The Administration's response was issued vide LC Papers Nos. CB(1)1675/05-06 and</p>

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		shortening the concession period to 20 or 30 years, with an option to extend for a further period subject to an interim review.	CB(1)1702/05-06 on 3 and 7 June 2006 respectively.
11. Rail Merger - Proposed steps for the legislative exercise	26.5.06	<p>The Administration was requested to take the following actions -</p> <p>(a) To provide a comparison of the existing best practices adopted by MTRCL and KCRC respectively in the areas of service performance and customer service pledges, maintenance standards and service improvements, and fare concessions and promotion programmes;</p> <p>(b) Notwithstanding that there would be fare reduction on Day One of the rail merger, members were concerned that given the time required for dealing with the merger exercise, railway fares might be adjusted upwards shortly after the rail merger. In this connection, the Administration was requested to confirm in writing the earliest date on which railway fares could be adjusted upwards in accordance with the proposed fare adjustment formula;</p> <p>(c) As KCRC would cease to have any railway operating function after the rail merger,</p>	Information from the Administration is awaited.

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		<p>members queried whether KCRC's residual administrative, accounting and treasury work could be absorbed by other Government departments, thereby saving the need for allocating additional resources to sustain the continued operation of the corporation and its Managing Board. Members requested the Administration to provide detailed justifications for keeping the corporation and its Managing Board in operation and the related estimates of expenditure, including the honorarium for Board members;</p> <p>(d) To consider introducing legislative provisions to provide for a mechanism for recognizing trade unions in conducting collective bargaining and handling appeals arising from the rail merger;</p> <p>(e) To clearly delineate the role of Government officials sitting on the Board of the post-merger corporation and set out how Government could balance the conflicting interests of the general public and the corporation, namely the public interest to request for the provision of a reliable, safe, and high quality railway service at low fare vis-à-vis the</p>	

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		commercial interest of the corporation to maximize its profit; and (f) To address members' concerns raised at previous meetings and include the relevant information in a consolidated written response before the bill to implement the proposed rail merger was introduced into the Legislative Council.	

Note: The Administration was reminded on 1 June 2006 to provide the information requested by members.

Council Business Division 1
Legislative Council Secretariat
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