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**Panel on Economic Services
Meeting on 18 September 2007**

**Background brief on
the incident of the falling of a cabin of Ngong Ping Skyrail**

Purpose

This paper sets out the background of the incident of the falling of a cabin of Ngong Ping (NP) Skyrail on 11 June 2007 (the Incident) and summarizes the major views and concerns expressed by Members of the Legislative Council (LegCo Members).

Safety of NP Skyrail

2. NP 360¹, with the Mass Transit Railway Corporation Limited (MTRCL) as the project franchisee and the Skyrail-ITM (Hong Kong) Limited (Skyrail-ITM) as the operator², was officially opened to the public on 18 September 2006. The Electrical and Mechanical Services Department (EMSD) is responsible for monitoring the safety of the cable car system in accordance with the Aerial Ropeway (Safety) Ordinance (Cap 211) (AR(S)O).³ Regular inspections are

¹ Ngong Ping 360 comprises Ngong Ping Skyrail and Ngong Ping Village.

² In November 2003, the Government entered into a Project Agreement with MTRCL for a franchise of 30 years based on a Build-Operate-Transfer model for the finance, design, construction, operation and maintenance of the Tung Chung Cable Car System which is presently known as NP Skyrail. The Government also granted MTRCL a 30-year land lease for the development of complementary tourist facilities in the form of a themed village which is presently known as NP Village. MTRCL appointed the Skyrail-ITM to operate and manage the whole project.

³ According to the Administration, MTRCL is responsible for monitoring the operation and performance of NP Skyrail. Skyrail-ITM is required to submit annually, for MTRCL's approval, a Business Plan (containing a financial budget, marketing plan and Key Performance Indicators for operation and maintenance of NP 360). The MTRCL and Skyrail-ITM have monthly management meetings to review and evaluate the business and operational performance. In addition, MTRCL will monitor the performance of Skyrail-ITM on the basis of the Key Performance Indicators covering a wide scope of areas including safety, maintenance, cableway reliability, finance, sales and marketing. On top of compliance with relevant safety requirements, Skyrail-ITM will also conduct safety and financial audits during the course of the year and report to MTRCL.

conducted by EMSD to check the cable car system to ensure Skyrail-ITM has complied with the safety requirements in operational and maintenance aspects. Skyrail-ITM also conducts safety inspections, including daily, weekly, bi-weekly and an annual ropeway survey to ensure the safety of the system.

3. Separately, as stipulated by AR(S)O, an annual survey of all aspects of the cableway system is required to be conducted by an independent external expert accredited by EMSD. In early 2007, MTRCL has, in addition to regular surveys, commissioned an internationally recognized testing and certification agency to conduct an independent system review on the design, components, operation and maintenance of the cable car system.

Dislodgement of a cabin from NP Skyrail

4. On 7 June 2007, Skyrail-ITM commenced an annual ropeway survey for NP Skyrail which was expected to last for six days to test different system components. The tests were conducted by an accredited ropeway surveyor from Europe after the operating hours of the cable car system. According to the report from MTRCL and Skyrail-ITM, on 11 June 2007, a series of tests were conducted under the surveyor's direction to determine the performance of the brake system. At around 8:00 pm, one cabin dislodged and fell on the ground next to Tower 2B of the cableway. No one was online during the time of the Incident. The area was immediately cordoned off and major immediate technical measures were undertaken by MTRCL and Skyrail-ITM, including an initial check of Tower 2B for mechanical and structural damage and checking of all cabins on line to ensure no damage existed. After consultation with EMSD and MTRCL, Skyrail-ITM moved the damaged cabin off site to MTRCL's Siu Ho Wan Depot for detailed examination.

Actions taken in response to the Incident

5. After the Incident, in accordance with the AR(S)O, EMSD has immediately ordered MTRCL to suspend NP Skyrail from operation and investigate into the Incident including to conduct a comprehensive review and submit a report. In the meantime, EMSD had, inter alia, conducted investigation at the incident site, reviewed the computer records at the material time of the incident and conducted interviews with the independent ropeway surveyor, manufacturer's staff and maintenance personnel.

6. On 12 June 2007, Skyrail-ITM undertook a detailed check in daylight of the structure of Tower 2B and the equipment, and positioned personnel at all towers and stations to check all mechanical structures and equipment. It had also checked all cabins on line from the access trail and by helicopter and met with concerned parties to formulate proposed course of action.

7. MTRCL subsequently set up an investigation panel comprising senior engineers from the company and invited overseas cableway experts from TUV SUD, the world's leading cable car consultant, to render professional assistance in and advice on the investigation. It has also involved the system's manufacturer, Leitner GmbH in the investigation.

8. On 15 June 2007, the Government appointed an Expert Panel to investigate into the cause of the Incident and to recommend proposals for enhancing the safety of NP Skyrail. Two renowned overseas experts in ropeways industry were appointed as the Chairman and Vice-chairman⁴ respectively to conduct the investigation jointly with EMSD. After considering the respective reports to be submitted by the Expert Panel and MTRCL and having regard to the cause of the Incident, the Government would formulate the necessary remedial and improvement measures to ensure the safety operation of NP Skyrail.

Discussion by LegCo Members

9. The Incident has sparked off wide public concern over the safety of NP Skyrail. The Panel on Economic Services (the Panel) held a special meeting on 15 June 2007 with the Administration, MTRCL and Skyrail-ITM to follow-up the matter. Furthermore, an oral question on the Incident was raised at the LegCo meeting on 11 July 2007. Extracts of the Hansard (floor version) are in **Appendix I**. Concerns and views expressed by LegCo Members are summarized in the ensuing paragraphs.

Investigation and remedial actions

10. Noting the top priority of ensuring the safety of NP Skyrail, Panel members supported the immediate suspension of cable car service until the cause of the Incident was identified and remedial actions taken. They also welcomed the appointment of the Expert Panel to conduct a full investigation into the Incident, covering all aspects of the cableway system including its design, management and maintenance. The Expert Panel was urged to complete its work as early as possible in order to restore public confidence in NP Skyrail.

11. Panel members stressed the importance to preserve the evidence on the site of the Incident, and records and information of the cable car traffic for the investigation of the Expert Panel. Members were assured that before removing the cabin wreckage from the incident site, pictures were taken to facilitate further detailed investigation. Moreover, EMSD had examined the cabin wreckage on site and collected all loose parts there. The cable car traffic record was stored in

⁴ Professor Gabor Oplatka is an expert in ropeways in Switzerland. Professor Dr Josef Nejez is an expert in the investigation of ropeway accidents and has been engaged as court-appointed expert witness in Austria in investigations.

the system's computer and records taken at the material time of the Incident had been kept for the examination of the Expert Panel.

Performance of Skyrail-ITM

12. LegCo Members expressed grave concern about repeated suspension of cable car service since commissioning of NP Skyrail and considered the Incident had further revealed the poor performance of Skyrail-ITM in operating the cable car system. There was strong call for the Administration to order MTRCL to terminate the service contract with Skyrail-ITM with a view to restoring public confidence on the cable car system. The Administration was also urged to review the entrustment of NP 360 project to MTRCL. As investigations were underway, the Administration pointed out that it was inappropriate to speculate on the causes and faults of parties.

Measures to restore visitors' confidence in NP Skyrail and to help tenants of NP Village

13. Given the negative impact of the Incident on Hong Kong's tourism, Panel members stressed the needs for the Administration to strengthen promotion on Hong Kong's multi-faceted appeal to tourists, to continue attracting visitors to NP Village, as well as to help Village tenants. To address shop tenants' concern about viability of their business during the suspension period, there were suggestions for MTRCL/Skyrail-ITM to compensate tenants for their business losses in addition to waiving their rents, as well as to provide free shuttle service plying between NP Village and Po Lin Monastery. MTRCL undertook to consider the suggestions.

Latest development

14. The Administration will brief members on the latest developments in following up the Incident at the special meeting of the Panel on 18 September 2007.

References

15. A list of the relevant papers is in **Appendix II**.

~~家也明白，我們這次的情況是很不幸，是我們控制不來的，那是客觀環境，因為有一宗官司，所以導致出現種種障礙，令我們一直不能動用這筆款項。~~

~~現在正正給予了我們少許時間，讓我們重新定位，作出部署，這也未必是一件壞事。~~

~~主席：最後一項口頭質詢。~~

昂坪纜車車廂墜毀事故

Cabin Crash Incident of Ngong Ping Skyrail

6. **林健鋒議員**：主席女士，昂坪纜車發生車廂墜毀事故至今剛好 1 個月。就此，政府可否告知本會：

- (一) 政府委任的專家委員會的工作進展，包括查找事故成因的進度和提交報告的日期；纜車服務預計何時可以恢復；
- (二) 有沒有估計纜車停駛至今，本港旅遊業和昂坪市集商戶的損失；如果有估計，金額是多少；及
- (三) 營運纜車服務的公司進行了哪些改善工程，以及該公司有甚麼措施恢復市民和遊客對乘搭纜車的信心？

商務及經濟發展局局長：主席女士，我首先回答林議員第(一)及第(三)部分的質詢。

(一)及(三)

對於 2007 年 6 月 11 日昂坪纜車其中一個車廂墜下的事故，政府認為事態非常嚴重，必須嚴肅處理。為此，機電工程署即時責成地鐵有限公司（“地鐵公司”）作出調查及全面檢討，並提交報告。地鐵公司亦成立了調查小組，邀請海外著名纜車顧問協助提供專業意見，調查內容包括纜車的運作、設計、保養和管理。有關調查報告會提交機電工程署。地鐵公司承諾會以認真及專業的態度處理調查，竭力恢復公眾對纜車系統的信心。

同時，政府於 6 月 15 日成立專家委員會，由獨立海外專家領導調查事故原因，並為改善昂坪纜車安全操作提出建議。我們已委任了兩位國際知名的吊車專家分別出任專家委員會主席及副主席，與機電工程署共同作出調查。現時的調查工作進度良好，專家委員會已完成實地視察檢查損毀車廂、纜索及制動系統，現正就取得的數據及資料（包括電腦紀錄）進行詳細分析。報告可望在 9 月內或以前完成。由於調查正在進行中，現時我們不宜揣測事故的原因。

政府會小心考慮專家委員會及地鐵公司的報告，並會就事故原因，訂定所需的補救和改善措施，再由地鐵公司的獨立測量員測試及認證系統的安全，確定纜車安全可靠後，機電工程署才會准許纜車重開，以確保乘客和公眾安全。

安全是我們的首要考慮，由於政府成立的專家委員會現正進行調查工作，目前我們不宜估計纜車重開的日期。但是，我們會繼續進行推廣昂坪市集和鄰近景點的工作，為纜車重開作積極準備。

- (二) 回覆林議員第(二)部分的質詢。昂坪纜車初期運作略欠暢順，在總結經驗後已作出改進，在發生事故前，那是一項甚受旅客歡迎的旅遊項目。在營運的 9 個月期間，昂坪纜車已接載超過 150 萬名乘客，這已超越了以往遊訪天壇大佛平均每年 100 萬人次的數目。在纜車服務恢復前，昂坪市集的商戶肯定有所損失，但我們未能評估損失的金額。為紓緩對商戶造成的影響，地鐵公司一直與商戶保持緊密聯繫及提供協助，包括在纜車停駛期間豁免租戶租金，並與新大嶼山巴士有限公司合作，為市集員工提供接駁交通服務。

同時，政府亦與香港旅遊發展局（“旅發局”）、旅遊業界、地鐵公司和纜車公司積極商討，如何在纜車停駛期間，繼續吸引旅客前往昂坪市集。現時已推出的措施包括：

- (i) 纜車公司為旅客提供地鐵及大嶼山巴士乘車優惠；
- (ii) 纜車公司為旅行社推出套票優惠，包括讓團體客免費進入“靈猴影院”；

- (iii) 纜車公司為旅客提供免費穿梭巴士服務，往來昂坪市集及寶蓮禪寺；
- (iv) 昂坪市集多間商店和食肆提供不同的優惠；
- (v) 昂坪市集舉行特別節目吸引旅客，除原有的中國雜技表演及特色茶藝文化表演外，亦會加插嘉年華巡遊和街頭表演；及
- (vi) 旅發局會透過不同渠道向業界推廣昂坪市集及建議行程，並向旅客一併宣傳鄰近景點，包括天壇大佛、寶蓮禪寺、心經簡林、大澳及梅窩等。

此外，地鐵公司和纜車公司正計劃陸續推出更多優惠和活動，以進一步支持商戶及加強宣傳昂坪市集，有關措施的詳情待確認後會盡快公布，旅發局亦會在推廣宣傳方面加以配合。

香港擁有豐富及多元化的旅遊資產，昂坪 360 是眾多景點之一，旅發局和旅遊業界已即時就纜車事故調整了有關的推廣活動和旅客的行程安排。整體而言，相信對旅遊業不會有長遠的影響。政府、旅發局和旅遊業界會繼續共同努力，加強推廣及提升香港旅遊景點的吸引力，以及提高旅遊業界的服務質素，以維持香港作為亞洲國際都會的地位，從而令旅遊及相關行業得以穩健發展。

林健鋒議員：主席女士，局長在回應時提到調查內容包括纜車的管理。局長也聽聞香港很多市民對 *Skyrail* 的表現失去信心，有些市民、甚至有旅客表示，即使纜車重開，也未必敢乘搭，而上任局長葉澍堃先生亦提過，他不排除會撤換 *Skyrail* 的管理層。我想問局長，政府作為地鐵公司的大股東，有否考慮過終止或提早終止 *Skyrail* 的合約，或更換現有的管理層呢？

商務及經濟發展局局長：林議員，正如我剛才所說，安全是我們首要關注的問題，在現階段，我們不會就事件成因作出任何揣測，但我們不排除採取任何進一步行動的可能性，一切均視乎調查結果而定。如果證實事故涉及纜車公司的管理、運作或維修的安排，政府是會依法處理的。

主席：共有 11 位議員在輪候，希望提出補充質詢。

黃定光議員：自昂坪 360 啟用以來，事實證明它已成為香港旅遊設施中相當受歡迎、亦相當重要的一環。很可惜，營運纜車服務的公司由始至終都經常出現這樣或那樣的錯誤，導致現時纜車服務停開。我想問政府，對於纜車停止服務，有否計算過造成大約多少損失呢？纜車公司會否承擔損失的責任呢？

商務及經濟發展局局長：其實，損失可從多方面來看，第一是旅遊方面，有些來港的旅客沒有機會前往乘搭昂坪 360 纜車，那便是香港的損失。但是，我相信不會有旅客專誠來港乘搭昂坪 360 纜車，因為我們還有很多景點讓他們參觀，從這個角度來看，所造成的經濟損失應該是很輕微的。

我剛才在主體答覆中亦提過，商戶本身也有損失。我曾於星期天前往該處跟商戶聊天，無可否認，他們的生意受到很大影響。雖然地鐵公司也做了很多紓緩的工作，可是，坦白說，前往該處的人數較平時周日減少了很多，那是一方面的損失。當然，地鐵公司和纜車的營運者本身也有損失，因為他們沒有收入。

所以，從數方面來看，纜車事故確實引起了一連串的損失，但實際上損失多少，我相信是難以量化的。然而，正是由於這種原因，政府希望能盡快調查出事故原因，然後研究採取甚麼善後工夫。

梁君彥議員：局長剛才提到，專家報告會約在 9 月中才完成，這意味着這兩三個月內也未必會重開纜車。其實，在之前的數個月，商戶也賺不到錢，只能賺回成本。現時的情況是沒有顧客，雖然政府做了大量救亡工作，但根本不足以……雖然已免租，但商戶仍須繳付燈油火蠟等成本（如果大家是做生意的便會知道）。對於這種情況，地鐵公司有否全面跟他們商討一些賠償方案？由於還有 3 個月才重開纜車，很多商戶說他們真的等不到 3 個月，有些中小企更說不如結束營業算了。對於此情況，地鐵公司有否正面跟他們商討一些賠償方案呢？

商務及經濟發展局局長：梁議員，第一，正如我在主體答覆中所說，我們希望報告在 9 月或以前完成。其實，我們也希望專家調查小組盡快完成工作，

但他們的工作一定要全面和透徹，所以，我們並不會催促他們，從而希望他們作出一份很全面的報告，讓政府瞭解實際情況。

至於商戶，正如我所說，我也很明白他們的生意會有損失。據我瞭解，由於地鐵公司與商戶有合約關係，地鐵公司跟商戶是有非常多溝通的。當我於星期天跟他們聊天時，他們也完全明白為何不會在調查尚未完成以前重開纜車。我相信地鐵公司會繼續跟他們進行溝通，看看有何辦法幫助他們。

李華明議員：主席，自 6 月 11 日發生了事故後，*Skyrail* 負責人很快便出來表示那與營運方面無關，意思好像是歸咎於纜車或天氣本身的問題，總之是與管理方面無關，但當時尚未進行任何調查。地鐵公司代表後來出席我們立法會的經濟事務委員會特別會議時又表示滿意 *Skyrail* 的表現，他們是這樣直接回答的。局長可否告知我們，你們進行的專家調查範圍是否包括 *Skyrail* 的營運角色和表現？因為我看你的報告時發現，似乎是由地鐵公司進行這方面的工作，你們則請專家專門研究技術方面的事情；而由於地鐵公司和 *Skyrail* 也有合約，我們擔心 *Skyrail* 可能會跟地鐵公司互相包庇。所以，局長如何能令調查公平、公正，以及讓我們看到那是可以信任的呢？

商務及經濟發展局局長：回應李議員的補充質詢。政府的調查委員會報告是全面的，絕對不會單方面看某一個環節。正如我剛才所說，調查會包括整個纜車及營運操作等各方面。所以，各位議員可以放心，我們的調查是全面的。

林偉強議員：主席，局長提到專家的調查報告要到 9 月中才完成，我想問局長可否告知我們，這是否意味着當局就報告作出小心考慮後，纜車服務會在 9 月內或以後重開？或是將會在何時重開？

商務及經濟發展局局長：主席女士，正如我剛才所說，我們說報告在 9 月內或以前完成，其實意味着 9 月是最遲的，可是，由於我們不能催促那些專家，以免因時間關係而導致他們的報告做得不夠全面。我們是要徹底調查這件事情。我不排除在 9 月底前完成報告。可是，大家也明白安全第一，我們希望專家向我們提交的是一份非常透徹的報告，希望大家明白。

陳鑑林議員：主席，我們也覺察昂坪 360 在營運以來所出現的問題。最近，台灣亦有類似型號的纜車展開營運，第一天也出現了很大的問題。我想知道，政府會否在調查意外中，另外調查究竟這一類纜車在香港繼續運行會出現的安全性問題，是達致甚麼程度的呢？

商務及經濟發展局局長：回答陳議員的補充質詢，專家會全面進行檢討，審視陳議員剛才提出的所有問題。

劉慧卿議員：主席，局長指地鐵公司承諾會以認真和專業的態度來處理事件，以竭力恢復公眾對纜車系統的信心。事件在 6 月發生時，很多市民也感到很震驚，並覺得有沒有弄錯，整個纜車車廂竟然會掉了下來的？他們很害怕。我想問局長是否知道將來如何恢復市民的信心呢？有否看過外國有沒有像我們這樣的例子，是整個纜車車廂掉了下來的呢？他們後來如何恢復公眾的信心？局長和行政長官等官員會否一起乘搭纜車，抑或如何才能令市民敢再乘搭纜車呢？

商務及經濟發展局局長：我可以肯定地向各位議員承諾，在纜車重開的一天，我會第一個前往乘搭。（眾笑）

對於回復信心的問題，坦白說，公眾一定要知悉整件事情的始末，所以，我們的報告是會相當徹底的，然後才向公眾宣布，並解釋為何會發生這事件。從這個角度來看，各位市民便會有信心乘搭纜車。再者，如果要令市民有信心，當然還要進行很多宣傳，以及讓市民瞭解我們進行了甚麼改善工作。有關這數方面，我們屆時一定會做。所以，待我們的調查報告公布後，便會看看如何作出跟進，然後才部署下一步的工作。

劉慧卿議員：主席，局長沒有回答有否參考外國的經驗，有沒有一些好像我們的情況般驚人，即整個纜車車廂掉了下來的？在纜車修理好後，他們做了甚麼來恢復市民的信心？

商務及經濟發展局局長：兩位政府委任的主席和副主席皆是海外人士，他們對纜車系統的認識是相當專業的，所以，我相信他們一定也會參考外國的經驗的。

主席：本會就這項質詢已用了超過 18 分鐘。口頭質詢到此為止。

議員質詢的書面答覆

WRITTEN ANSWERS TO QUESTIONS

2008 年立法會選舉安排

Arrangements for 2008 Legislative Council Election

7. 黃宜弘議員：主席，隨着香港與內地的商務關係日益密切，很多市民可能經常須短期離港工作。另一方面，在香港的服務型經濟下，有不少人士須在星期天上班。就此，政府可否告知本會，會否在 2008 年立法會選舉引入措施（例如預先投票安排），以便於投票日不在香港或未能抽空前往投票的選民行使投票權；若會，詳情為何；若否，原因為何？

政制及內地事務局局長：主席，政府曾在《1999 年立法會（修訂）條例草案》中建議，在 2000 年立法會選舉引入預先投票的實驗計劃，於正式投票日前訂定預先投票日，讓未能在正式投票日投票的選民在指定的投票站投票。然而，當時有立法會議員指出，如果調查機構或傳媒在正式投票日前公布於預先投票日進行的票站調查結果，有關調查結果可能會影響選民在正式投票日的投票意向，損害選舉的公正性。

一直以來，選舉管理委員會（“選管會”）透過選舉活動指引，呼籲傳媒及有關機構，應在正式投票日投票結束後，才公布票站調查結果。如果傳媒或有關機構沒有遵從指引，選管會可發表公開聲明譴責。有意見認為，如果引入預先投票安排，由於預先投票日與正式投票日相距較長，現行透過指引呼籲的做法可能不足以確保有關機構在正式投票日投票結束後才公布票站調查結果。為確保選舉的公平，有建議認為應立法禁止在正式投票日投票結束前公布票站調查結果。然而，亦有意見認為有關的立法建議可能會有違言論自由的原則。我們考慮過議員的意見後，同意不應在如此重大的問題未獲解決前，在 2000 年立法會選舉實行預先投票安排。

至於可否在 2008 年立法會選舉中考慮引入預先投票安排，現時就如何防止有關票站調查結果在正式投票日投票結束前公布，仍然是一個未能解決的問題。由於我們的首要考慮是要確保選舉公平公正，在此關鍵性問題未得到圓滿解決之前，我們認為不適宜在 2008 年立法會選舉引入預先投票的安排。

**Background brief on
the incident of the falling of a cabin of Ngong Ping 360**

List of relevant papers

| Panel/Committee | Date | Paper |
|--|------------------|--|
| Panel on Economic Services Panel (ES Panel) | 3 July 2002 | Legislative Council brief on Tung Chung Cable Car (File Ref.: ESB CR 6/2091/98 (02) Pt. 24) http://www.legco.gov.hk/yr01-02/english/panels/es/papers/esb_cr_6_2091_98_02_pt24.pdf Minutes of the meeting (LC Paper No. CB(1)2428/01-02) http://www.legco.gov.hk/yr01-02/english/panels/es/minutes/es020703.pdf |
| ES Panel | 25 November 2002 | Administration's information on the Tung Chung Cable Car Bill http://www.legco.gov.hk/yr02-03/english/panels/es/papers/es1125cb1-327-3e.pdf Minutes of the meeting (LC Paper No. CB(1)658/02-03) http://www.legco.gov.hk/yr02-03/english/panels/es/minutes/es021125.pdf |
| Bills Committee on Tung Chung Cable Car Bill | | Legislative Council brief on the Tung Chung Cable Car Bill http://www.legco.gov.hk/yr02-03/english/bills/brief/b29_brf.pdf Report of the Bills Committee to the House Committee (LC Paper No. CB(1)1681/02-03) http://www.legco.gov.hk/yr02-03/english/hc/papers/hc0516cb1-1681.pdf |
| Subcommittee on Proposed Resolution | | Proposed resolution on the Tung Chung Cable Car Bylaw http://www.legco.gov.hk/yr04-05/english/subleg/positive/sc10-04-e.pdf |

| Panel/Committee | Date | Paper |
|---|---------------|---|
| under Section 22 of the Tung Chung Cable Car Ordinance (Cap. 577) | | Report of the Subcommittee to the House Committee (LC Paper No. CB(1)32/05-06) http://www.legco.gov.hk/yr05-06/english/hc/papers/hc1014cb1-32-e.pdf |
| ES Panel | 24 April 2006 | Administration's paper on the update on the Ngong Ping 360 Project (LC Paper No. CB(1)1303/05-06(05)) http://www.legco.gov.hk/yr05-06/english/panels/es/papers/es0424cb1-1303-5e.pdf Minutes of the meeting (LC Paper No. CB(1)1496/05-06) http://www.legco.gov.hk/yr05-06/english/panels/es/minutes/es060424.pdf |
| Panel on Environmental Affairs (EA Panel) | 24 April 2006 | Administration's paper on measures to mitigate the the environmental impacts arising from the Tung Chung - Ngong Ping Cable Car Project (LC Paper No. CB(1)1300/05-06(08)) http://www.legco.gov.hk/yr05-06/english/panels/ea/papers/ea0424cb1-1300-8-e.pdf Background brief (LC Paper No. CB(1)1309/05-06) http://www.legco.gov.hk/yr05-06/english/panels/es/papers/es0424cb1-1309-e.pdf Minutes of the meeting (LC Paper No. CB(1)1482/05-06) http://www.legco.gov.hk/yr05-06/english/panels/ea/minutes/ea060424.pdf |
| EA Panel | 22 May 2006 | Administration's further information paper on measures to mitigate the the environmental impacts arising from the Tung Chung - Ngong Ping Cable Car Project (LC Paper No. CB(1)1483/05-06(05)) http://www.legco.gov.hk/yr05-06/english/panels/ea/papers/ea0522cb1-1483-5-e.pdf Minutes of the meeting (LC Paper No. CB(1)1737/05-06) http://www.legco.gov.hk/yr05-06/english/panels/ea/minutes/ea060522.pdf |

| Panel/Committee | Date | Paper |
|-----------------|-----------------|--|
| Council meeting | 28 June 2006 | Hon James TIEN raised an oral question on the operation of Ngong Ping Skyrail http://www.legco.gov.hk/yr05-06/chinese/counmtg/floor/cm0628ti-confirm-c.pdf |
| ES Panel | 18 July 2006 | Administration's paper on the update on the Ngong Ping 360 Project (LC Paper No. CB(1)1972/05-06(01)) http://www.legco.gov.hk/yr05-06/english/panels/es/papers/es0718cb1-1972-1e.pdf Background brief (LC Paper No. CB(1)1973/05-06) http://www.legco.gov.hk/yr05-06/english/panels/es/papers/es0718cb1-1973-e.pdf Minutes of the meeting (LC Paper No. CB(1)2298/05-06) http://www.legco.gov.hk/yr05-06/english/panels/es/minutes/es060718.pdf |
| ES Panel | 23 October 2006 | Administration's paper on update on Ngong Ping 360 (LC Paper No. CB(1)121//06-07(03)) http://www.legco.gov.hk/yr06-07/english/panels/es/papers/es1023cb1-121-3-e.pdf Background brief (LC Paper No. CB(1) 121/06-07(04)) http://www.legco.gov.hk/yr06-07/english/panels/es/papers/es1023cb1-121-4-e.pdf Minutes of the meeting (LC Paper No. CB(1)345/06-07) http://www.legco.gov.hk/yr06-07/english/panels/es/minutes/es061023.pdf |
| ES Panel | | Administration's information paper on update on Ngong Ping 360 (LC Paper No. CB(1)1496/06-07(01)) http://www.legco.gov.hk/yr06-07/english/panels/es/papers/escb1-1496-1-e.pdf |
| Press release | | Press release on "EMSD investigates into the fall of cable car cabin" http://www.info.gov.hk/gia/general/200706/11/P200706110288.htm |

| Panel/Committee | Date | Paper |
|-----------------|--------------|--|
| ES Panel | 15 June 2007 | <p>Administration's paper on the incident of the falling of a cabin of Ngong Ping Skyrail (LC Paper No. CB(1)1906/06-07(01)) http://www.legco.gov.hk/yr06-07/english/panels/es/papers/es0615cb1-1906-1-e.pdf</p> <p>Submission from Liberal Party regarding on agenda item "The incident of the falling of a cabin of Ngong Ping 360" (Chinese version only) [CB(1)1923/06-07(01)] (15 June 2007) http://www.legco.gov.hk/yr06-07/chinese/panels/es/papers/es0615cb1-1923-1-c.pdf</p> <p>Powerpoint presentation material on "Background on the incident of 11 June 2007" http://www.legco.gov.hk/yr06-07/english/panels/es/papers/es0615cb1-1923-2-e.pdf</p> <p>Minutes of the meeting (LC Paper No. CB(1)2342/06-07)</p> |
| Council meeting | 11 July 2007 | <p>Hon Jeffrey LAM raised an oral question on the cabin crash incident of Ngong Ping Skyrail (Hansard p.79 to 85) http://www.legco.gov.hk/yr06-07/chinese/counmtg/floor/cm0711-confirm-ec.pdf</p> |

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