

立法會
Legislative Council

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Panel on Economic Services
Meeting on 23 October 2006

Background brief on Ngong Ping 360
(Updated version as at 20 October 2006)

Purpose

This paper sets out the background to the development of the Tung Chung Cable Car system (“the Cable Car System”), and the themed cultural village and associated attractions and facilities in Ngong Ping (collectively known as “Ngong Ping 360”), the problems encountered during trial runs of the Cable Car System and the initial operation since its official opening on 18 September 2006. The paper also summarizes members’ deliberations over the related issues.

Background

2. In 1998, the Financial Secretary announced Government’s decision to proceed with the construction of a cable car project (“the Project”) linking Tung Chung and Ngong Ping on Lantau Island as a tourist attraction. Under the framework approved for implementing the Project, the Government would grant a 30-year franchise for the financing, design, construction, operation and maintenance of the Cable Car System on a Build-Operate-Transfer basis. The Government also provided the land required for the Cable Car System.

3. In July 2002, the Government entered into a Provisional Agreement with the MTR Corporation Limited (“MTRCL”) to allow the latter to commence preparatory work on the Project before the grant of the franchise. Meanwhile, the Government proceeded with the enactment of the enabling legislation for the franchise and worked with MTRCL to prepare a Project Agreement to provide a legal framework for the granting of the franchise and the construction, operation and maintenance of the Cable Car System.

Tung Chung Cable Car Bill

4. On 12 February 2003, the Administration introduced the Tung Chung Cable Car Bill (“the Bill”) into the Legislative Council (LegCo). The Bill sought to provide the legal framework for the grant of a franchise for the operation of the Cable Car System.

5. A Bills Committee was formed to study the Bill. In the course of deliberation, the Bills Committee had examined, inter alia, issues including the franchise for the financing, design, construction, operation and maintenance of the Cable Car System and the mechanism for resolving disputes between the Government and the franchisee, financial penalties on the franchisee in the event of persistent failure to comply with the statutory requirements and substantial breaches of the Project Agreement, power conferred on the franchisee to make bylaws and prosecute offences under the bylaws made under the Bill, operation and safety standards of the Cable Car System (including the impact of sudden change of wind speed on the operation of the Cable Car System¹), environmental implications of the Cable Car System, and impacts of the Cable Car System on public transport operators.

6. On 28 May 2003, the LegCo passed the Tung Chung Cable Car Bill (i.e. Tung Chung Cable Car Ordinance (Cap. 577)).

Project Agreement with MTR Corporation Limited

7. 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 Cable Car System. The Government also granted the MTRCL a 30-year land lease for the development of complementary tourist facilities in the form of a themed village leading from the Ngong Ping Terminal of the Cable Car System to the core area of Ngong Ping.

8. MTRCL appointed the Skyrail-ITM (Hong Kong) Limited (Skyrail) to operate and manage the whole Project. According to the Administration, Skyrail has experience in operating the Rainforest Cableway in Cairns, Australia, which is considered one of the best ecotourism projects in the world.

¹ At the request of the Bills Committee, the Administration provided the wind data collected by MTRCL through their temporary wind monitoring stations along the cable car route for the period between December 2002 to February 2003. The information is in **Appendix I**.

9. Skyrail launched a marketing campaign for the Project in April 2005. It announced the new name of the Project as the “Ngong Ping 360”, implying the panoramic views of the North Lantau Country Park, Tung Chung Bay, the Hong Kong International Airport and the Giant Statue of Buddha at Ngong Ping that visitors would enjoy from the Cable Car System. The new name of the Cable Car System is “Ngong Ping Skyrail”, while that of the themed village is the “Ngong Ping Village”.

Tung Chung Cable Car Bylaw

10. In June 2005, the Secretary for the Economic Development and Labour (“the Secretary”) gave notice to move a motion at the LegCo meeting of 29 June 2005 seeking LegCo’s approval for the Tung Chung Cable Car Bylaw (“the Bylaw”) made by MTRCL under section 22 of the Tung Chung Cable Car Ordinance. The Bylaw has the following purposes:

- (a) To provide safety precautions to passengers on the Cable Car System and people in the Cable Car System area;
- (b) To avoid causing any inconvenience or nuisance to other passengers by authorizing MTRCL to manage certain conduct of passengers on the Cable Car System;
- (c) To provide a system for the effective management of the Cable Car System such as the ticketing arrangement and the handling of property found on the Cable Car System and in the Cable Car System area; and
- (d) To provide for proper traffic management in the Cable Car System area such as dealing with vehicles left there and regulating the conduct of drivers and vehicles in the Cable Car System area.

11. A Subcommittee was formed to examine the Bylaw. In the course of deliberation, the Subcommittee had examined, inter alia, issues including the mechanism for notifying the general public and the travel and tourism trades of any fare adjustments by the operator, conduct of persons on the Cable Car System or in the Cable Car System area, and enforcement of the Bylaw.

12. The LegCo passed the resolution moved by the Secretary on 2 November 2005.

Discussion by LegCo Members

Preparation for the commencement of Ngong Ping 360

13. The Administration and Skyrail briefed the Panel on Economic Services (ES Panel) at its meeting on 24 April 2006 on the preparatory work for the commencement of the Ngong Ping Skyrail, including the ticketing arrangements, pricing strategy, passenger safety, rescue plan, crowd management strategy, impact of the Cable Car System on other public transport operators, outcome of the discussions with Po Lin Monastery on the commencement and operation of Ngong Ping 360, and environmental measures to safeguard the natural environment of North Lantau. The Panel on Environmental Affairs also discussed with the Environmental Protection Department and Skyrail on measures to reduce the environmental impacts of the Tung Chung Cable Car Project on the ecology of Ngong Ping and to prevent hill fire associated with the Cable Car System and in country parks at its meetings on 24 April 2006 and 22 May 2006.

Deferred opening of Ngong Ping 360 and operation of the Cable Car System under inclement weather

14. Skyrail conducted trial runs on the Cable Car System involving invited guests from 8 June 2006 onwards before opening the system to the public on 24 June 2006. During the trial run on 17 June 2006, a service interruption incident occurred leading to some passengers being stranded in the cable cars while repair works were in progress. Skyrail subsequently announced the postponement of the launch of the service until further notice.

15. After investigation, Skyrail was of the view that the suspension of service on 17 June 2006 was caused by three technical problems that occurred closely together, namely–

- (a) a fault with the system that controls the spacing of cable cars in Ngong Ping Skyrail Terminal;
- (b) a friction-related problem with the conveyor rail system that transports cable cars around the contour of the Ngong Ping Skyrail Terminal; and
- (c) a failure of the gate leading into the cable car parking area at Ngong Ping Skyrail Terminal which blocked the parking of the cable cars.

16. The operation of Ngong Ping Skyrail under inclement weather is another issue of concern to the public. During the trial run on 8 June 2006, the Cable Car System had temporarily ceased operations due to strong winds exceeding 90 kilometres per hour. Skyrail subsequently issued a press statement on 9 June 2006, providing details of the operations of the Cable Car System in the circumstances of adverse weather conditions, the notification mechanism and refunding arrangements. The press statement is in **Appendix II**.

17. In an oral question raised at the LegCo meeting on 28 June 2006, Members expressed concerns about the operation of the Cable Car System under strong wind and contingency measures to deal with service suspension. According to the Administration's reply, there will be temporary suspensions of the Cable Car System in the circumstances of adverse weather conditions, including Typhoon Signal No. 8 and above, black rainstorm warning, lightning or strong winds, i.e. wind speed of 90 kilometres per hour persistent wind and 135 kilometres per hour gust wind. On the advice of the Cable Car System manufacturer, Skyrail defines persistent wind speed as the average wind speed over a period of 30 seconds and the gust wind speed over a period of one second. This definition is also adopted by some similar cable car systems overseas. The Administration also clarifies that according to the wind speed data collected at Ngong Ping by the Hong Kong Observatory over the past four years during the operating hours of the cable car, i.e. between 9 am and 6.30 pm, there were on average 7 days in a year (totalling 23 hours) when such wind conditions (i.e. wind speed exceeded 90 kilometres per hour) existed. As to the decision on whether the operation of the Cable Car System should be temporarily suspended, it will be made by the operator having regard to the safety and comfort of the passengers. Under the Aerial Ropeways (Safety) Ordinance, the operator has the power to suspend the operation on safety grounds. The operator may suspend the cable car service having regard to a host of factors including wind speed.

18. On the contingency measure, the Administration advises that Skyrail has formulated a rescue plan and a transport contingency plan to deal with suspension of cable car service. The rescue plan involves the Fire Services Department, the Government Flying Service and the Civil Aid Service providing assistance as appropriate. The transport contingency plan includes mechanisms for notifying the Transport Department to deploy relief buses to take visitors from the Ngong Ping Village to Tung Chung, arranging publicity for the traffic and transport arrangements, as well as disseminating information on the suspension of services to the public through various channels.

19. The ES Panel was briefed on the problems associated with the trial run in June 2006 and improvement measures to address the problems at the special meeting on 18 July 2006. At the meeting, members expressed concerns about

problems revealed in the stoppages of cable cars during the trial run. Skyrail was urged to strengthen contingency measures in the event of suspension of the Cable Car System, including crisis handling and crowd control procedures, communication with the operational staff at the terminals/angle stations, the passengers inside the cable cars as well as the media. Members also called upon Skyrail to enhance the transport arrangements for visitors during the evacuation process and step up efforts in promoting the cable car service in order to restore the public confidence.

Latest development

20. In the wake of the stoppages of the Cable Car System on 17 June 2006, Skyrail and the cable car manufacturer, Leitner GmbH, have made adjustments to finetune the system and conducted reliability tests. A new series of trial run resumed from 30 August 2006 onwards involving more than 8 000 people. Following the successful conclusion of the trial run, the Cable Car System was officially opened to the public on 18 September 2006.

21. On 22 September 2006, media reports revealed that Skyrail had discovered a crack on a structural beam of the Tung Chung terminal during a routine inspection in July 2006. Skyrail notified the Tourism Commission and Buildings Department after receiving enquiries from the media. Skyrail pointed out that the crack, which has already been buttressed with temporary supports, posed no danger.

22. Since its launch, the Cable Car System has experienced a series of stoppages and delay in services due to strong wind and signal problems. Visitors have expressed grave dissatisfaction about Skyrail's failure to notify the public on the possibility of suspension or delay in services in a timely manner and urged Skyrail to improve its notification mechanism by disseminating such information at major MTR stations and through the media.

23. An oral question on the Ngong Ping 360 Cable Car System was raised at the LegCo meeting on 18 October 2006. The question and the Administration's reply are in **Appendix III**.

24. The Administration will update members on the operation of Ngong Ping 360 at the meeting of the ES Panel on 23 October 2006.

References

25. A list of the relevant papers is in **Appendix IV**.

Council Business Division 1
Legislative Council Secretariat
20 October 2006

Appendix I

Wind data from the Temporary Wind Monitoring Stations Collected by MTRCL

Month	Prevailing wind direction (degrees)	Mean wind speed (km/h)	Maximum gust (km/h)
Wind Sensor #1			
Dec-02	50	14	50
Jan-03	60	13	82
Feb-03	180	14	75
Wind Sensor #2			
Dec-02	130	16	45
Jan-03	130	17	81
Feb-03	140	17	71
Wind Sensor #3			
Dec-02	30	19	70
Jan-03	60	17	77
Feb-03	150	21	135
Wind Sensor #4			
Dec-02	150	21	77
Jan-03	90	23	85
Feb-03	150	20	78



Hong Kong, 9 June 2006

**Ngong Ping 360 Media Statement
From Bill Calderwood, Managing Director of Ngong Ping 360**

Ngong Ping Skyrail Operations in Adverse Weather

The safety and comfort of visitors to Ngong Ping 360 are the top priority for Skyrail-ITM (Hong Kong) Ltd., the operators of Ngong Ping 360, whose Australian parent company built and operates the world-famous Skyrail Rainforest Cableway in Cairns, which has operated successfully and safely for over 10 years in similar weather conditions to Hong Kong

Ngong Ping Skyrail will need to temporarily cease operations at times due to adverse weather conditions, including Typhoon Signal No. 8, black rainstorm warning, electrical storms and excessively strong winds.

In the case of electrical storms and strong winds in the local area, Ngong Ping Skyrail will usually be able to resume operations within a short time period.

The decision on whether to temporarily suspend operations of Ngong Ping Skyrail is made by Skyrail-ITM (Hong Kong) Ltd, taking into account all wind indicators, including the speed and direction of the wind as well as the persistence of the wind and wind gusts, rain and other weather conditions

The cableway, its equipment and structures are designed to operate at wind conditions of up to 90kmh persistent wind and 135kmh gust wind. If these wind speeds are exceeded, the operation of the cableway is to cease while these conditions persist.

There may also be rare instances where the decision is taken to cease operations under lower wind conditions depending on the circumstances at the time.

The final decision is always determined by the operating experienced personnel based on ensuring the comfort and safety of our passengers.

Situations that may cause the operator to temporarily halt operations of Ngong Ping Skyrail includes the following:

Typhoon Signal No. 8

When the typhoon signal no. 8 is hoisted, or immediately beforehand, the cableway is to cease operations and the cable cars are returned to the storage area at Tung Chung Terminal

Black Rainstorm Warning

Ngong Ping 360 has no special conditions for amber rainstorm warning and will continue to operate, unless other adverse weather conditions dictate otherwise. In black rain conditions Ngong Ping 360 follows the guideline advice of the Hong Kong Observatory which suggests that individuals refrain from unnecessary travel.

Lightning

In the event of an impending electrical storm in the vicinity of the cableway, operation of the cableway is to cease until the storm has passed. The reason for this is that a lightning strike on the cableway could result in a stoppage, and the first priority is always to ensure that no passengers are stranded on line for a prolonged period. In the unlikely event that passengers were on line during a strike however, they would not be in any danger.

Ngong Ping 360 does not automatically cease operations when there is a thunderstorm warning, only when there is an electrical storm (lightning) associated.

High Winds

High winds and wind direction can affect the behaviour of the cable cars. Because the cableway changes direction and traverses the hills and valleys of the North Lantau Country Park with the alignment changing direction between Tung Chung and Ngong Ping, its behaviour in one area may be different to another. A seemingly favourable wind direction at a certain tower does not mean that there are favourable conditions along the entire route.

The speed that the cabins of Ngong Ping Skyrail move can be decreased to reduce the effects of the wind on the cabins.

Ngong Ping Village will be closed when a Typhoon Signal No. 8 or black rainstorm warning are hoisted.

Duration and Frequency of Stoppages

The frequency of stoppages obviously depends on weather conditions so it is difficult to accurately predict their frequency. However, it is highly unlikely that stoppages caused by strong winds other than typhoon 8 signals would last for a protracted period.

In most cases of strong winds, it is our expectation the Ngong Ping Skyrail service would probably be suspended for less than an hour, so it is highly unlikely to cause frequent protracted delays.

During the period 2002-5, information from the Hong Kong Observatory shows that wind speeds exceeded 90kmh on an average of 56 days per year. However, these speeds generally were not maintained for a protracted period, so this does not in any way mean that Ngong Ping 360 is likely to be suspended for 56 days a year.

Notifying the Public in Case of Suspension

If Ngong Ping Skyrail temporarily ceases its operations, the public will be informed through the following means:

- ☞ Through station notice and public announcement in selected MTR stations
- ☞ Through signage at the Tung Chung Skyrail Terminal and Ngong Ping Skyrail Terminal
- ☞ Through Guest Service officers of Ngong Ping 360
- ☞ Through the Ngong Ping 360 hotline number 2109 9898
- ☞ Where necessary, through news statement to the media and communications to the travel trade, including travel agents
- ☞ On the Ngong Ping 360 website

Alternative Arrangements and Refunds

Should Ngong Ping 360 visitors be unable to enjoy the ticket package due to a temporary halt in Ngong Ping Skyrail operations, Skyrail will offer them the alternative of either coming on another day or refunding them for the unused portion of the ticket. All refunds should be arranged at point of purchase.

Should operations of Ngong Ping Skyrail halt service, complimentary buses will be arranged for visitors who are at Ngong Ping Village to return to Tung Chung.

For travel agents, a change of date or refund is available upon application with the operator.

About Ngong Ping 360

Ngong Ping 360 is a dynamic new tourism experience which combines a stunning 5.7 km cable car journey with an impressive cultural themed Village and easy access to the Tian Tan Buddha Statue, the world's largest, seated, outdoor, bronze Buddha statue.

Ngong Ping 360 is destined to become one of Hong Kong's 'must do' attractions, providing a fully integrated and memorable visitor experience.

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Press Release

LCQ5: Ngong Ping 360 cable car system

Following is a question by the Hon Lau Kong-wah and a reply by the Secretary for Economic Development and Labour, Mr Stephen Ip, in the Legislative Council today (October 18):

Question:

Regarding the Ngong Ping 360 cable car system, which was commissioned last month, will the Government inform this Council:

(1) of the number of incidents in which cable car service was suspended due to system failures or weather conditions since the commissioning of the system, and the details of each incident;

(2) whether it has looked into the reasons for the frequent failures of the cable car system within a short period from commissioning; and

(3) whether the operator of the cable car system has immediately reported to the relevant authorities on each of the system failures, and whether the existing notification mechanism requires a public announcement to be made immediately in the event of any accident or system failure?

Reply:

Madam President,

(1) Since the commissioning of Ngong Ping cable car system on September 18 this year (up to October 16), the operator Skyrail-ITM (Hong Kong) Ltd. (Skyrail) has suspended the cable car services three times due to weather conditions and four times due to system and mechanical failure. Details are as follows:

(a) on September 23, 24 and 30, the cable car services were suspended due to strong winds, with a period of suspension ranging from 15 minutes to 39 minutes, to ensure passengers' safety and comfort;

(b) on September 30, the cable car service was suspended for 38 minutes due to technical problems associated with the adjustor device in adjusting the spacing between cabins in Tung Chung Skyrail Terminal. On October 8, the cable car stopped for 33 minutes, triggered by a signal from the safety system. On October 15, the commencement of the cable car service was delayed for 59 minutes in the morning because Skyrail took time to adjust the spacing between cabins. On the same day from 6.05 pm to 7 pm, the cable car service intermittently stopped also because of the signal from the safety system. Under the Aerial Ropeways (Safety) Ordinance, Skyrail has to submit a report to the Electrical and Mechanical Services Department (EMSD) on any failure of the cable car system. Skyrail has already submitted reports on the incidents on September 30, October 8 and October 15 to the EMSD.

(2) The September 30 incident was attributable to technical problems associated with the adjustor device in adjusting the spacing between cabins. Skyrail fine-tuned its staff's code of practice immediately after the incident.

As indicated in Skyrail's report, the incident on October 8 was triggered by a signal from the safety system to suspend operation. In accordance with the safety measures, the cable car system should not resume service until it had been inspected by operational staff to make sure everything was in order. On the day Skyrail, following the code of practice, immediately deployed its staff to check the related equipment at various terminals and aerial towers to ensure that the cable car system was safe before it resumed operation. After investigation, the EMSD believed the safety system was over sensitive and had therefore requested the Mass Transit Railway Corporation (MTRC) and Skyrail to make improvements.

Turning to the delay in cable car service on October 15, the cause of the incident was the over close spacing between cabins as a result of the maintenance carried out on the night of October 14. To ensure safety, Skyrail had to adjust the spacing between cabins on October 15 morning before activating the system and therefore boarding was delayed. As regards the intermittent stoppages that afternoon, they were triggered by the technical problems with the sensors at Lei Nak Shan Angle Station. Skyrail immediately deployed its staff to the Angle Station to make emergency repairs.

The design, construction, operation and maintenance of Ngong Ping cable car system are under the supervision of the EMSD in compliance with the Aerial Ropeways (Safety) Ordinance. The Department has been closely monitoring the operation and maintenance of the cable car system before and after its commissioning. The Department considers that both the design and construction of the cable car system meet the safety requirements.

(3) Skyrail has put in place a notification mechanism whereby the departments concerned will be informed in the light of different situations. For instance, any failure in the cable car system with passengers on board has to be reported immediately to the EMSD; any requirement for special traffic arrangements arising from an incident has to be reported to the Transport Department. If an incident will give rise to other problems, Skyrail may need to report to the Hong Kong Police Force and the Fire Services Department depending on the nature of the problems.

For each suspension of the cable car service, the MTRC and Skyrail have undertaken to inform the public through placards, notices and announcements in the MTR stations on the Tung Chung Line and the Tung Chung and Ngong Ping Skyrail Terminals. Skyrail has also promised to deploy its staff to explain the situation to visitors on site and notify the tour groups that have made advance bookings to ensure that the affected visitors are aware of the situation on the spot as soon as possible.

The recent incidents on suspension of service reflect that there is still room for Skyrail to improve its notification mechanism. We have already asked the MTRC and Skyrail to enhance transparency in their operation and improve the notification mechanism to minimise inconvenience to visitors.

Ends/Wednesday, October 18, 2006
Issued at HKT 13:06

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**Background brief on Ngong Ping 360
(Updated version as at 20 October 2006)**

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 Hansard
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

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