

## Panel on Transport

List of follow-up actions

(position as at 8 October 2007)

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 February 2005	<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, including a westward extension of the MTR Island Line to Kennedy Town at the earliest</p>	<p>A Legislative Council Brief on the subject was issued to Members on 30 June 2005.</p> <p>The Subcommittee on Matters Relating to Railways received a briefing on the progress of WIL at its meeting on 30 March 2007.</p>

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		<p>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>	
<p>2. Private bill proposed by Hon Andrew CHENG Kar-foo</p>	<p>15 December 2006</p>	<p>The Administration was requested to speed up the related work on introducing additional measures to combat drink driving and enhance road safety, consult the motoring associations and transport trades on the</p>	<p>Information from the Administration is awaited.</p>

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		related matters and thereafter start to draft the relevant legislation.	
3. Traffic and transport arrangements for the commissioning of Shenzhen Bay Port (SBP) and Sheung Shui to Lok Ma Chau Spur Line (the Spur Line)	27 April 2007	The Administration was requested to report to the Panel the actual cross-boundary vehicle flow of SBP six months after its commissioning.	Information from the Administration is awaited.
4. Lok Ma Chau Spur Line fares	25 May 2007	<p>At the meeting, the Panel passed the following motion -</p> <p>"That this Panel urges the Government and the Kowloon-Canton Railway Corporation to conduct a comprehensive review of the rail fare policy, in particular the issue of cross-boundary passengers subsidizing domestic passengers, and to study the provision of concessionary fares and monthly ticket schemes for passengers who frequently use cross-boundary railway service."</p> <p>The Administration was requested to respond to the above motion. The Administration was also requested to take the following actions and report the outcome back to the Panel during its site visit to take a trial ride on</p>	<p>The Administration has provided the following response at the site visit held on 3 July 2007 –</p> <p>The main service target of Lo Wu service is different from the domestic railway services. There are historical reasons to maintain a different fare structure of the Lo Wu service which helps maintain relatively low fare levels for the East Rail between Sheung Shui and Tsim Sha Tsui East.</p> <p>As regards fare concessions, people who work in the Lok Ma Chau Spur Line terminal building, or live in the nearby</p>

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		<p>the Spur Line –</p> <p>(a) To discuss further with Kowloon-Canton Railway Corporation (KCRC) on the proposed granting of concessionary fares for passengers who needed to travel between Hong Kong and Shenzhen frequently, as well as the provision of Spur Line and Shenzhen MTR interchange discount; and</p> <p>(b) To liaise further with the Shenzhen authority with a view to extending the operating hours of the Spur Line to 12:00 midnight.</p>	<p>Lok Ma Chau Village and Ha Wan Village, are currently enjoying a special discount under the “railcard scheme” operated by KCRC. KCRC will continue to explore new packages for the Lok Ma Chau Spur Line.</p> <p>The Lok Ma Chau Spur Line control point will operate from 6:30 am to 10:30 pm during its initial opening period to facilitate passengers for interchange with the last train of the Shenzhen metro line 4 at 11:00 pm. Authorities of the Shenzhen and Hong Kong Special Administrative Region will review the operating hours of the control point taking into account the operating condition and passenger flow three months after its opening.</p>
<p>5. Safety of reversing goods vehicles</p>	<p>25 May 2007</p>	<p>The Administration was requested to provide the following information to the Panel –</p> <p>(a) A monthly update on the progress of the improvement works on the 132 priority</p>	<p>The requested monthly updates were issued vide LC Papers</p>

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		<p>road sections identified in consultation with District Councils for detailed investigations on measures that could be implemented to enhance the safety of reversing vehicles; and</p> <p>(b) The number of goods vehicles which had technical difficulties in installing reversing video devices and those which did not have such difficulties.</p>	<p>Nos. CB(1)1970/06-07, CB(1)2177/06-07, CB(1)2294/06-07 and CB(1)2386/06-07 on 22 June, 23 July, 22 August and 24 September 2007 respectively.</p> <p>Information from the Administration is awaited</p>
<p>6. Safety of franchised bus operation</p>	<p>9 July 2007</p>	<p>The Administration was requested to take the following actions –</p> <p>(a) To report in writing the outcome of its consideration of Mr WONG Kwok-hing's proposal of restricting buses which did not have seat belts in their exposed seats from operating on expressways; and</p> <p>To provide a paper to report on the outcomes of its talks with the bus companies on advancement of the replacement programme of pre-1997 design buses, and on deploying new buses or buses equipped with seat belts to operate on expressways as far as possible.</p>	<p>Information from the Administration is awaited</p>

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7. Proposed tolls and other charges for Tsing Sha Control Area (TSCA)	9 July 2007	The Administration was requested to provide in the paper on the relevant subsidiary legislation information on the estimated diversion effect of TSCA at the proposed toll levels, and further information on the estimated traffic flow at TSCA.	Information from the Administration is awaited
8. Operation of taxis and light goods vehicles at the airport	20 July 2007	The Airport Authority (AA) and the Administration were requested to provide a paper to explain in detail why the traffic management measures recently implemented for light goods vehicles and taxis at the airport would be more effective.	Information from AA and the Administration is awaited
9. Tendering arrangements and the operation of outlying island ferry services in Hong Kong	29 August 2007	The Administration was requested to provide its projections on the changes in the frequency of ferry services to Mui Wo and Peng Chau, as well as on the changes to the fare levels and other aspects.	Information from the Administration is awaited

Note: The Administration was reminded on 24 September 2007 to provide the information requested by members.