

立法會

Legislative Council

LC Paper No. CB(1)2423/09-10

Ref : CB1/PL/TP

Report of the Panel on Transport for submission to the Legislative Council

Purpose

This report gives an account of the work of the Panel on Transport during the 2009-2010 legislative session. It will be tabled at the Council meeting on 14 July 2010 in accordance with Rule 77(14) of the Rules of Procedure.

The Panel

2. The Panel was formed by a resolution passed by the Legislative Council (LegCo) on 20 December 2000, 9 October 2002, 11 July 2007 and 2 July 2008 for the purpose of monitoring and examining Government policies and issues of public concern relating to transport matters. The terms of reference of the Panel are at **Appendix I**.

3. The Panel comprises 18 members, with Hon CHEUNG Hok-ming and Hon Andrew CHENG Kar-foo elected as Chairman and Deputy Chairman respectively. The membership list of the Panel is at **Appendix II**.

Major Work

Public transport fares

4. The Panel continued to closely monitor the proposed public transport fare increases as these would add to the financial burden on the general public. The Panel has urged that public transport operators should provide more fare concessions to the elderly and the under-privileged, and that the fare adjustment mechanism should adequately strike a balance between the interests of the passengers and the trade.

Adjustment to MTR fares in 2010

5. The Panel was gravely concerned about the adjustment to MTR fares in 2010 which was the first MTR fare adjustment since the rail merger in 2007. The Panel noted that the new MTR fares took effect from 13 June 2010 and were made in accordance with the Fare Adjustment Mechanism (FAM), and FAM was part of the merger agreement between the MTR Corporation Limited (MTRCL) and the Government. As a result of the fare adjustment, 83.3% of MTR passenger trips had a fare adjustment of 20 cents or less, including about 10% who would not see any change in their fares. The overall rate of adjustment was 2.05%.

6. Panel members considered that the 2010 fare adjustment would add to the pressure of living costs borne by the general public, particularly the grassroots, and would cause public resentment. The fare increase was most inappropriate given that MTRCL had accumulated a net profit of over \$77 billion, and that in 2009, MTRCL's net profit was over \$9.6 billion. Some members suggested that the Administration should review FAM which failed to take into account public affordability, or consider using the dividends it received as a MTRCL shareholder to set up a fare stabilization fund to moderate MTRCL's rate of fare increases.

7. The Administration explained that the proposal to set up a fare stabilization fund was not in keeping with the general framework of public finance management, according to which income received for the purposes of the Government should be paid into the general revenue, and withdrawal of money from the general revenue should be subject to the approval of the Finance Committee of LegCo. To mitigate the impacts of the 2010 fare adjustment, the Panel urged MTRCL to provide more fare concessions. In particular, members called upon MTRCL to provide the \$2 concessionary elderly fare on all days instead of only on Wednesdays, and to introduce monthly and weekly passes for residents of remote new towns. MTRCL subsequently announced a series of additional promotions to be offered, including enhanced \$2 fare promotion for the elderly, extension of the Monthly and Day Pass promotions, enhanced interchange discount in Tung Chung, etc.

8. Regarding the concern that the MTR Single Journey fares for about 100 journeys would be slightly lower than Octopus fares, MTRCL explained to the Panel that only a small number of Single Journey fares were 10 to 20 cents lower than the Octopus fares of the same journey. Passengers using Octopus would still pay a lower fare than using Single Journey tickets in most journeys and could benefit from a wide variety of promotions offered by MTRCL.

Concessionary public transport fares for persons with disabilities

9. MTRCL had launched a fare concession scheme since 22 December 2009 for recipients of Comprehensive Social Security Assistance with 100%

disability aged 12 to 64 and recipients of the Disability Allowance of the same age group. The Panel held a joint meeting with the Panel on Welfare Services in June 2010 to discuss requests for extension of fare concessions for persons with disabilities (PwDs) from railway service to franchised bus service with the Administration, franchised bus operators and groups of PwDs. Panel members strongly requested franchised bus operators to also favourably consider offering fare concessions to PwDs in order to fulfill their corporate social responsibility and help PwDs integrate into the society. The bus operators, however, indicated that because of the significant financial implications, they would only consider offering fare concessions to PwDs provided that the Administration would reimburse to them the discrepancy in revenue between normal fare and concessionary fare charged to PwDs. Some Panel members criticized the Administration for failing to play an active role in pursuing the offer of fare concessions by bus operators for PwDs. The Administration explained that should any public transport operators be mandated to provide specific types of fare concession for specific groups of passengers, the financial impact on the operators would eventually be reflected in the basic fares. The Panels considered it necessary to follow up on the matter and requested the Administration to coordinate with the bus operators the provision of an estimate of the financial implications that would be incurred to the bus companies arising from the above proposal if it was to be taken forward.

Review of fare adjustment arrangement for franchised buses

10. The existing fare adjustment arrangement for franchised buses was put in place in January 2006 to enhance the responsiveness and objectivity of the bus fare adjustment process. Under the current arrangement, the Chief Executive-in-Council (CE-in-Council) considered fare increase applications by taking into account all relevant factors, including changes in operating costs and revenue since last fare adjustment; forecasts of future costs, revenue and return; the need to provide the operator with a reasonable rate of return; the quality and quantity of service provided; the outcome of the relevant formula; and public acceptability and affordability. When the current fare adjustment arrangement was introduced in 2006, the Administration undertook to review the arrangement in three years' time as it was a new approach which warranted monitoring of its effectiveness. The Administration had completed the review and reported to the Panel on the outcome in October 2009. The Administration advised that the bus fare adjustment formula had provided an objective starting point for considering fare adjustment applications. In considering public acceptability and affordability, reference was made to the median monthly household income and also changes in Composite Consumer Price Index, which could reflect the macro economic situation. The Administration had also decided not to accede to a request from bus operators for inclusion of a fuel price change element to the bus fare adjustment formula which served as the reference indicator in bus fare adjustment. The Panel expressed support for the Administration's decision and pointed out that

passengers would otherwise have to bear frequent and drastic fare adjustments due to short-term changes in fuel costs and that bus operators might pass their fuel cost to passengers. Panel members further highlighted the heavy financial burden arising from transport expenses on the grassroots and called for measures to help alleviate the burden.

Road safety

Safety of public light buses

11. The safety of public light bus (PLB) operations continued to be a major concern of the Panel. Following its last discussion on specific measures for PLBs in June 2009, the Panel followed up the implementation of such measures to enhance safety of PLB operation, and the progress with the improvements of the traffic condition at the junction of Sai Yeung Choi Street South and Mong Kok Road in the light of the findings of the Transport Department's (TD) investigation into a serious traffic accident involving a Green Minibus (GMB) at that junction last year.

12. The Panel expressed support for TD's new plans to make speed limiter a basic equipment of PLBs and require all registered PLB owners to retrofit their PLBs with speed limiter that was endorsed and approved by TD. The Panel also welcomed TD's plan to include blackbox as a basic equipment of newly registered PLBs. Under the proposal, all newly registered PLBs must be installed with blackboxes endorsed and approved by TD. Some members, however, opined that blackbox should be included as a basic equipment of all PLBs instead of only the newly registered PLBs. The Administration explained that given the variety of existing PLB models, there was difficulty in identifying a reliable standard model of blackbox that would suit the different models of PLBs.

13. The Panel was keenly concerned about whether or not the pay systems for GMB drivers, in particular the so-called revenue sharing arrangement, had adverse effect on the driving attitude of GMB drivers. It was reported by the media that some GMB drivers might drive at excessive speed in order to reduce the travelling time so as to earn a higher income. To address such concerns, the Panel urged the Administration to seriously review the pay systems and working hours of GMB drivers. The Administration advised that according to information collected, only 6% of drivers of GMB routes were remunerated on a solely revenue sharing basis. The findings of TD's analysis did not indicate any direct correlation between the pay systems for GMB drivers and the safety of GMB operation. Nevertheless, the Administration undertook to continue to closely monitor the safety performance of GMBs and co-operate with the Police on enforcement against speeding by PLBs. As regards concerns about the adequacy of rest time allowed for drivers, the Panel expressed concern as to whether the working hours specified in the current PLB Guidelines could

ensure the safety of PLB operation. The Administration pointed out that the specified working hours had been determined in consultation with the PLB trade, and that the PLB Guidelines basically followed those for franchised bus drivers. Some members proposed that the Administration should consider reducing the maximum daily duty hours under the PLB Guidelines from 14 to 10 whereas the maximum daily driving duty hours from 11 to eight. The Administration agreed to further study the issue by making reference to the arrangements of the working hours and rest breaks of bus captains¹ in some overseas cities.

Safety of franchised buses

14. A serious traffic accident involving a bus of the Kowloon Motor Bus Company (1933) Limited (KMB) that occurred in Tseung Kwan O (TKO) on 9 November 2009 had aroused wide public concern about bus service safety. To follow up the public concerns, the Panel discussed the existing training and monitoring mechanism regarding their bus captains' driving skills and behavior as well as measures to enhance safety of franchised bus operation with the Administration and the franchised bus operators.

15. The Panel noted that following the traffic accident in TKO, major bus companies had strengthened the manpower in their inspections carried out by plainclothes inspectors as well as their speed checks using laser guns, in particular for the night-time shifts and routes involving higher speed sections. To enhance its employees' awareness of the monitoring system, KMB had since November 2009 disseminated the results of internal monitoring of bus captains via internal circulars and urged them to drive safely. The Panel was particularly concerned about the work and rest arrangements for the bus captains. The franchised bus operators informed members that their companies had followed TD's Guidelines on Working Schedule for Franchised Bus Drivers (the Guidelines) in scheduling the working hours and rest breaks of bus captains. The bus companies would also from time to time consult the trade unions of the bus captains and review the scheduling arrangements. Subsequent to the accident in TKO, the bus companies had immediately tightened the relevant measures to ensure as far as possible that the bus captains had proper rest after each trip. In case of any delay due to various reasons such as traffic jam, the bus regulators would take necessary measures such as asking the bus captain concerned to drive the bus directly to an en route stop or the terminus, to cancel one bus trip, or to try their best to arrange a relief driver to serve the coming trip.

16. The Panel stressed the need to ensure that the bus captains had proper rest after each trip. The Panel also urged TD to ensure that the working schedules of bus drivers were reasonable and to further review the Guidelines

¹ According to the Administration, no public transport services similar to GMB services in Hong Kong are provided in overseas cities.

to ensure that bus captains had adequate rest time. The Administration subsequently reported in June 2010 on the review outcome and proposed that TD was pursuing improvements to the working hour and rest time arrangements, such as lengthening the duration of the break between two successive working days and that the meal break time for bus captains would be no less than 45 minutes initially, with further improvement to no less than one hour. Panel members criticized the Administration for failing to provide a concrete timetable for implementation of the improvement with regard to the meal break time, which was a very basic right of employees. They also urged the Administration to consult the trade unions concerned on the proposed improvements and fully consider their views in taking forward the improvements.

17. Some Panel members considered that to enhance safety, new buses should be required to provide seat belts on all seats instead of only on the exposed seats, particularly for buses plying highways. The Administration advised that the proposal would need to be examined in the light of actual need and practicability. Some Panel members also urged the Administration to study whether the employment of drivers by KMB on contract terms and the work stress so arising had adversely affected drivers' performance.

Effectiveness of new arrangements under the Driving-offence Points System

18. The Panel discussed the Administration's review outcome on the effectiveness of the Road Traffic (Driving-offence Points) (Amendment) Ordinance 2009 (the Amendment Ordinance) in tackling the circumvention problem in the service of summons under the Driving-offence Points (DOP) system. With the enactment of the Amendment Ordinance on 29 May 2009, when a driver had accumulated 15 or more DOPs within a period of two years and had been served with a summons by ordinary post, if he/she failed to appear in court at the date and time specified in the summons, the summons would be served to him/her again by registered post. The summons was deemed to have been served to the driver even if it was returned undelivered to him/her. The Administration informed the Panel that all the new DOP summonses issued after the coming into operation of the Amendment Ordinance had been dealt with smoothly, i.e. in about 88% of the cases, the drivers appeared in court at the first or second hearing, while for the other 12% of the cases court hearings had been scheduled or non-appearance arrest warrants (NAWs) issued. The Administration considered the Amendment Ordinance effective in resolving the circumvention problem in the service of summons and had succeeded in bringing the drivers concerned to the court for disqualification hearings.

19. The Panel noted that the number of drivers who remained uncaught and hence not yet disqualified despite the issue of NAWs against them was about 190. The Panel called for greater efforts to track these drivers down and bring

them before the court.

Enhancement of professional drivers' health awareness

20. The Panel noted that to arouse the attention of professional drivers to the importance of safe driving attitude and good health condition, TD launched a "Safe Driving and Health Campaign for Professional Drivers" from December 2009 to April 2010. The Campaign was composed of three major elements, namely publicity, health check and safety seminars. Apart from organizing a series of publicity activities and seminars, "Health Check Days" were held to provide health check in January 2010 at five different locations to facilitate drivers to participate conveniently. It was estimated that altogether 2 500 health checks were conducted for professional drivers on these Health Check Days. The Panel called for more active efforts to encourage drivers to receive health checks, and urged the Administration to discuss with the Hospital Authority or other non-governmental organizations on the provision of health checks for professional drivers free of charge or at concessionary rates.

Transport infrastructure, facilities and traffic arrangements

Traffic and transport arrangements in South Lantau including Tung Chung Road

21. In March 2008, the Panel was consulted on the proposed traffic and transport arrangements for south Lantau, including Tung Chung Road (TCR). The Administration undertook to report the outcome of a review of the proposed arrangements after their implementation. In April 2010, the Administration reported to the Panel on the findings of such a review.

22. The Panel noted that upon completion of improvement works on TCR, the overall traffic conditions were satisfactory and the traffic was smooth at peak hours during the 12-month period after its full opening in February 2009. As regards the arrangements for tour coaches accessing south Lantau, the Panel noted that a maximum of 30 tour coaches were allowed to access south Lantau via TCR since its full opening. Taking into account that the existing 30 daily coach quota was able to cater for the demands of tour groups to south Lantau, the Administration recommended that the current arrangement of allowing a maximum of 30 coaches daily to access south Lantau via TCR should remain unchanged.

23. Some members considered that the public generally expected that the completion of the improvement works on TCR would help boost the development of tourism economy in the area. The imposition of the coach quota system might, however, hinder the economic development in south Lantau. While a motion was passed by the Panel urging for abolition of the quota system for tour coaches for Lantau so as to facilitate the development of local tourism economy, some members expressed the view that the coach quota

system should be maintained in the interest of the sustainable development of south Lantau. The Administration subsequently advised that, taking into account the environmental concerns, sustainable development of Lantau Island and also the relevant data collected, the coach quota system to allow a daily maximum of 30 coaches should be maintained. The Administration undertook to continue to monitor the applications for access to south Lantau by coaches and stay in touch with the local communities, the tourism and transport sectors, as well as green groups, and conduct further reviews on the access arrangements for coaches to south Lantau where appropriate.

Traffic benefits from the opening of Tsing Sha Highway

24. The Panel discussed the use and benefits of Tsing Sha Highway (i.e. the eastern half of Route 8) upon its full commissioning in December 2009. The Panel noted that Tsing Sha Highway was able to relieve the traffic burden of the Lion Rock Tunnel (Route 1), Tate's Cairn Tunnel (Route 2) and Cheung Tsing Tunnel (Route 3), all of which had experienced or were expected to experience capacity problem in the near future due to the increasing traffic flow. Some Panel members considered that the vehicular traffic flow on the Shatin to Cheung Sha Wan section of Route 8 was still low. They suggested that in order to better utilize Route 8, consideration should be given to reducing its toll rate so as to attract more motorists to use it. The Administration advised that the overall vehicular traffic flow of Route 8 was expected to increase when motorists gradually became familiar with the entire Route 8. As the current toll rate of Route 8 had already taken into account public concerns about traffic expenses and should be largely affordable to the general public, there is no plan to adjust the toll rate of Route 8 at the present stage.

Improvement measures to existing cycling facilities

25. The Panel expressed support for the implementation of various measures by TD to improve existing cycling facilities and to promote cycling safety. The Panel noted that the Civil Engineering and Development Department was recently constructing a trunk cycle network with ancillary facilities linking the existing new towns between Ma On Shan and Tuen Mun (with possible extensions to Tsuen Wan and Sai Kung) in phases. In addition, TD was implementing various measures with a view to enhancing the connectivity of cycle tracks in the existing new towns, providing more cycle parking spaces at major transport hubs, and promoting cycling safety. Panel members also welcomed the recent provision of over 300 new cycle parking spaces near two public transport interchanges in TKO and Shatin, and a two-year retrofitting programme under which the existing cycle parking racks near railway stations and public transport termini would be replaced by new parking racks based on newly designed guidelines. An additional 1 000 parking spaces would be provided as a result of the programme. The Panel considered all these measures important in enhancing cycling safety and in facilitating the cycling public.

26. The Panel noted that TD had commissioned in May 2010 a consultancy study to review the existing cycle track networks in the nine existing new towns with a view to proposing an implementation programme for the necessary improvement works to the cycle track networks. The Panel requested the Administration to report on the study results, which were expected to be available around mid 2011.

Application for toll increases by Tate's Cairn Tunnel Company Limited

27. Tate's Cairn Tunnel Company Limited (TCTC) applied for its sixth toll increase in July 2009, proposing a \$1 toll increase for each vehicle category. When consulted on TCTC's application in December 2009, Panel members expressed grave concern about the impacts of the proposed toll increase as it might induce public transport operators to raise fares of public transport services and divert more vehicles to Lion Rock Tunnel. The Panel requested TCTC not to increase tolls. Having regard to the Panel's views and following further consultations with the Administration, TCTC submitted a revised application in January 2010. While maintaining its earlier proposal of a \$1 toll increase for most vehicle categories, TCTC proposed not to increase the toll for PLBs (and to provide \$1 promotional discount for empty taxis between midnight and 6 a.m). The revised toll increases ranged from 0% to 9% for different vehicle types. At the meeting of the Executive Council on 11 May 2010, TCTC's application for toll increases was approved. Taking into account concerns about public sentiment on the proposed toll increases, it was also decided that the new tolls should take effect from 25 December 2010.

Bus route rationalization

28. The Panel held two joint meetings with the Panel on Environmental Affairs (EA Panel) to discuss how bus resources could be better utilized to help reduce the number of bus trips so as to provide some relief to traffic congestion and improve air quality. The Panels noted the implementation of the various rationalization schemes over the past few years and the environmental benefits of such efforts. The Panels also received a briefing on the results of TD's annual consultation with District Councils (DCs) on the bus service rationalization proposals in the Franchised Bus Route Development Programme (RDP) for 2010-11. The proposed RDP 2010-11 included 68 items of service cancellation/reduction or route rationalization, involving a total of 73 bus routes. If all these items were implemented, there would be a saving of 37 buses (including 28 double-deck and 9 single-deck buses), and 58 double-deck buses of 34 routes could be replaced with new single-deck buses with lower emission.

29. Panel members considered that in order to garner public support for bus rationalization efforts, the Administration should encourage franchised bus

operators to offer fare concessions to passengers affected by bus service rationalization. Panel members pointed out that as a result of the rationalization of bus routes, many residents of remote new towns often had to interchange to other bus routes. However, because of the small fare discounts offered in the relevant bus-bus interchange (BBI) schemes and reluctance of the franchised bus companies to implement section fares, these residents had to bear more travelling expenses than otherwise required if point-to-point service had been made available. The Administration undertook that it would continue to encourage bus companies to offer greater interchange discounts. In respect of the items proposed in the RDP for 2010-11, members noted that the bus companies would provide five BBI schemes, covering 19 bus routes, and offer fare discounts ranging from \$2.5 to \$4.8. The two Panels urged the Administration to play a greater coordinating role to ensure that the BBI schemes for new towns could really meet residents' needs for bus service, and that more concessions such as section fares should be provided in order to gain public support for bus rationalization efforts.

Private Driving Instructors' Licences

30. The Administration had agreed with the driving instructor trade in 1999 that the number of valid Private Driving Instructors' (PDI) licences prevailing at the time for the three groups of PDIs (1 050 for Group 1, 130 for Group 2 and 230 for Group 3)² be used as benchmarks. The trigger point for the Commissioner for Transport to consider issuing new PDI licences for a particular group was when the number of valid licences falls below the benchmark by 10%. Since 1999, biennial reviews had been conducted to assess the need for issue of new PDI licences and, in the 2008 review, the Administration noted some suggestions from members of the trade of revamping the regime of issuing PDI licences. One suggestion was merging the three existing PDI groups into one (hereafter the "3 in 1 proposal"). The Administration subsequently reviewed the grouping of PDIs making reference to overseas experience, and reported in March 2010 to the Panel on the findings of the review and three preliminary options that the Administration intended to further consult the trade.

31. The Panel noted that amongst the three options (A, B, and C) presented, option B (i.e. to lift the benchmark for individual groups but maintain a benchmark for overall number of PDI licences) was similar to the "3 in 1" proposal under which all existing holders of PDI licences, irrespective of the groups they belonged to, would be allowed to give driving instructions to learner drivers of other groups, so long as they possessed the driving licences of the relevant vehicle classes. While some Panel members expressed support

² The three groups of PDI are :

Group 1 - private cars and light goods vehicles

Group 2 - bus and public light bus

Group 3 - articulated vehicles, heavy goods vehicles and medium goods vehicles

for this option which they considered would enhance flexibility of the PDI trade in tackling problems such as the decreasing demand for driving instructions, some members reminded the Administration that adoption of the "3 in 1" proposal might entail a higher threshold for entry into the PDI market because new entrants of the PDI trade would then be required to possess driving licences of all vehicle classes under the existing three PDI groups. The Panel urged the Administration to have due regard to the impact of each of the options on the structure of the trade and on the livelihood of PDIs and examine the options in close consultation with the trade.

Review on ferry services for outlying islands

32. In May 2008, the Administration committed to conduct a review on the outlying island ferry services with a view to enhancing the long-term financial viability of these services and maintaining fare stability. The Panel discussed the progress of the review and the Administration's proposals in April 2010.

33. The Panel noted the Administration's proposal to step up measures to help sustain the financial viability of the outlying island ferry services. The enhanced measures included, among others, a proposal of reducing the magnitude of fare increases. Under this proposal, when a fare increase was considered justified, the Government would share some of the burden of the commuters so that the rate of fare increase could be reduced by half (after netting of the rate of general inflation) by reimbursing to the operators the vessel maintenance cost that had been incurred. Therefore, when there was a need to increase fare, passengers would bear the fare increase up to the rate of general inflation since the previous fare increase as well as half of the residual rate of the fare increase. The other half would be subsidized by the Government. The Administration explained that the chronic problems faced by the outlying island ferry services included a lack of growth in demand and highly volatile fuel costs which inevitably led to the pressure of continued fare increase. On the other hand, the Administration considered that the outlying island ferry services were essential services that had to be provided to the outlying island residents and that the fare should be maintained at a stable level. The Administration had therefore come up with the above proposal with a view to ensuring the long-term financial viability of the ferry services and maintaining fare stability.

34. Panel member had divided views on the above proposal of providing government subsidies to reduce the magnitude of the rate of fare increases. While some members expressed concern that the proposal would set a precedent for other public transport operators also facing operational difficulty to follow suit and demand for government subsidies, some members were supportive of the proposal in order to ensure the continuation of the ferry services when the relevant licences expired. These members urged that greater efforts should be made in the long run to help operators of the ferry

services to generate more non-fare box revenue to cross subsidize ferry operation, so as to minimize their reliance on government subsidies. Noting that the Administration would launch a series of consultations with all relevant stakeholders with a view to finalizing the measures, the Panel requested the Administration to provide more detailed information, particularly on cost comparisons of the different options (e.g. the option of the Government purchasing vessels for operators) that had also been explored by the Administration, for members' further discussion.

Improving pedestrian environment

Provision of hillside escalator links and elevator systems

35. The Administration reported to the Panel on the assessment results on the proposals for the provision of hillside escalator links and elevator systems using TD's assessment system for determining the merits and relative priority of such proposals. The Panel noted that of the 20 proposals assessed, 18 had been prioritized, while two had been screened out in the initial screening stage. The Administration would conduct feasibility studies on the 18 prioritized proposals, starting with those ranked top 10 in the assessment. The actual works programme for implementing the proposals would be worked out at a later stage taking into account factors such as structural and geotechnical complexity of the proposals, land resumption requirements, etc.

36. Panel members urged the Administration to conduct feasibility studies on the proposals in one go instead of by stages. The Administration explained that due to manpower and resource constraints, feasibility studies would be conducted on the top 10 proposals in one go. As for the remaining eight proposals, feasibility studies would be conducted when resources were released after the implementation of the proposals in the first batch reached an advanced stage. Since the studies on the top 10 proposals might not commence at exactly the same time, it might take 24 to 48 months for completion of all these studies. With a view to expediting the work of taking forward the 18 prioritized proposals, the Panel passed a motion urging the Administration to include all the 18 proposals for provision of hillside escalator links and elevator systems in its feasibility studies in one go.

37. Regarding the screening out of the two proposals to provide an additional escalator link system between Central and Mid-levels and an escalator link system at Ap Lei Chau, the Panel passed a motion strongly requesting the Administration to include these two proposals for feasibility study as well. As members considered that one of the main purposes of the provision of the hillside escalator links and elevator systems was to benefit the senior citizens, the Panel further passed a motion strongly requesting the Administration to increase the maximum score for the evaluation criterion of 'existing population of 65 year-old or above within catchment' under the assessment system, so as to benefit areas with an aging population.

Improvements to the pedestrian environment in Causeway Bay and Mongkok

38. The Administration reported to the Panel on its work of developing conceptual alignment options for a proposed pedestrian subway in Causeway Bay and also for a pedestrian footbridge in Mong Kok. The Panel noted with concern the proposed alignment option via Matheson Street for the subway extension from Kai Chiu Road to Wong Nai Chung Road, as the site concerned could only accommodate a subway of a width of three metres pending redevelopment of the buildings along both sides of Matheson Street. Panel members urged the Administration to explore other better alignment options in close consultation with the Wan Chai DC. As for the pedestrian footbridge in Mong Kok, Panel members stressed the need to conduct thorough public consultation to ensure public acceptance of the project and to devise the necessary mitigation measures for the relevant works.

Railway matters

39. Railways play a key role in Hong Kong's transport system strategy. A subcommittee has been formed under the Panel to continue to follow up on matters relating to railway planning, implementation and operation³. The work of the Subcommittee is detailed in its report at **Appendix III**.

40. The Panel held a further meeting in the current session to follow up the complaints made by MTRCL staff about changes introduced by the Corporation to staff salary and benefits. The Panel reminded MTRCL of its obligation to honour the commitment made by the two pre-merger railway corporations to safeguard staff's existing salaries and benefits associated with each staff member's existing grade, and to maintain the same working hours for staff under the new grading structure after the rail merger. MTRCL advised that it had provided job security to more than 8 000 frontline staff and provided salary protection for all staff as committed in the context of the rail merger. MTRCL explained that with regard to working arrangements such as rosters, rest time, rest day and meal break as well as work-related allowances, the Corporation had to align them based on the operational needs after the rail merger. Notwithstanding the alignments made, the various arrangements after the merger were comparable to those before the merger.

41. The Panel noted that the Hong Kong Railway Workers General Union had expressed strong objection to outsourcing of MTRCL's services and asked about MTRCL's future plan in this regard. In response to members' concerns, MTRCL advised that where job security was concerned, MTRCL had been able to uphold its commitment to staff that no existing staff would be made

³ According to the terms of reference of the Subcommittee, matters relating to corporate governance of the post-merger MTRCL and fares should be dealt with by the Panel.

redundant as a result of the outsourcing of services. As to future outsourcing plans, MTRCL informed the Panel that, barring unforeseeable circumstances that rendered MTRCL's operation very difficult, it would not further contract out existing services before 2014. The Panel pointed out that the Government, being the major shareholder of MTRCL, was obliged to ensure that MTRCL would properly communicate with its staff to fully address their concerns about their work arrangements, so as to obviate escalation of such concerns to management problems.

Other issues

42. The Panel received a briefing from the Administration on the policy initiatives relating to the land transport portfolio as set out in the 2009-2010 Policy Agenda in October 2009, and discussed a funding proposal on the provision of a Traffic and Incident Management System in TD. The Panel also discussed the following staffing proposals -

- (a) retention of one supernumerary Principal Government Engineer post and one supernumerary Chief Engineer post; and extension of redeployment of one Chief Engineer post in the Hong Kong Zhuhai-Macao Bridge Hong Kong Project Management Office of the Highways Department; and
- (b) creation of one permanent Principal Transport Officer post in the Bus and Railway Branch of TD.

Meetings held

43. During the period from October 2009 to June 2010, the Panel held a total of 14 meetings (including two joint meeting with EA Panel and one with the Welfare Panel), and the Subcommittee on Matters Relating to Railways held a total of 10 meetings.

Council Business Division 1
Legislative Council Secretariat
6 July 2010

Appendix I

Legislative Council

Panel on Transport

Terms of Reference

1. To monitor and examine Government policies and issues of public concern relating to transport.
2. To provide a forum for the exchange and dissemination of views on the above policy matters.
3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy area prior to their formal introduction to the Council or Finance Committee.
4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.
5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.

**Legislative Council
Panel on Transport**

Membership list for 2009 - 2010 session

Chairman	Hon CHEUNG Hok-ming, GBS, JP
Deputy Chairman	Hon Andrew CHENG Kar-foo
Members	Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP Hon LAU Kong-wah, JP Hon Miriam LAU Kin-yee, GBS, JP Hon Abraham SHEK Lai-him, SBS, JP Hon LI Fung-ying, SBS, JP Hon Tommy CHEUNG Yu-yan, SBS, JP Hon WONG Kwok-hing, MH Hon LEE Wing-tat Hon Jeffrey LAM Kin-fung, SBS, JP Hon Ronny TONG Ka-wah, SC Hon KAM Nai-wai, MH Hon WONG Sing-chi Hon IP Wai-ming, MH Hon Mrs Regina IP LAU Suk-yee, GBS, JP Hon LEUNG Kwok-hung (up to 28 January 2010) (rejoined on 19 May 2010) Hon Albert CHAN Wai-yip (up to 28 January 2010) (rejoined on 19 May 2010)
	(Total: 18 members)
Clerk	Ms Joanne MAK
Legal Adviser	Mr Kelvin LEE
Date	6 July 2010

立法會
Legislative Council

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**Report of the Subcommittee on Matters Relating to Railways
for submission to the Panel on Transport**

Purpose

This report gives an account of the work of the Subcommittee on Matters Relating to Railways (the Subcommittee) during the 2009-2010 legislative session.

The Subcommittee

2. The Panel on Transport (the Panel) decided at its first meeting in the current session on 15 October 2009 to form a subcommittee to oversee matters relating to railways. The terms of reference and membership list of the Subcommittee are at **Appendices I and II** respectively.

3. Under the chairmanship of Hon Miriam LAU, the Subcommittee has held 10 meetings with the Administration and the MTR Corporation Limited (MTRCL).

Major work

West Island Line (WIL)

4. WIL is an extension of the existing MTR Island Line, running from Sheung Wan to Kennedy Town with two intermediate stations at Sai Ying Pun and Hong Kong University. The construction of WIL has commenced in July 2009 and is expected to be completed in 2014.

5. The Administration and MTRCL briefed the Subcommittee at its meeting on 9 February 2010 on the progress of the WIL project. The Subcommittee urged the Administration to actively address the concerns raised by the local community, particularly the residents' objection to the construction of ventilation shafts at Hill Road and Bonham Road. MTRCL explained that the air coming from railway ventilation shafts did not contain any undesirable emissions, and all possible ways would be explored to minimize the size of the ventilation shafts in question. In particular, MTRCL had incorporated a requirement into the tender documents

requiring the tenderers to provide solutions for reducing the size and impact of the ventilation shafts. Some members, however, considered it inadequate to require the tenderers to only explore reducing the size of the ventilation shafts. These members opined that consideration should be given to entirely removing the proposed ventilation shafts at Hill Road and Bonham Road from the project scope. The Subcommittee further passed the following motion at the meeting on 9 February 2010 -

"That this Subcommittee strongly requests the Government and MTRCL to designate the option of not constructing ventilation shafts at Hill Road and Bonham Road as a preference in awarding works contracts for the Sai Ying Pun and University Stations of the West Island Line to the contractors."

6. The Administration advised that MTRCL was examining proposals received from tenderers on reducing the size and impact of the proposed ventilation shafts. In end of March 2010, members were pleased to note that MTRCL finally decided to cancel the plan to construct the Hill Road ventilation shaft.

7. The Subcommittee noted that the construction of most of the WIL sections would involve blasting. Members urged the Administration to make appropriate arrangements to notify the local residents of the date and time as well as location of the blasting operations before conducting the blasting works in order to avoid panic of residents concerned. In response to members' request, the Administration agreed to set up community liaison groups which would maintain close liaison with local residents to ensure smooth implementation of the blasting works.

8. Members also expressed concern about the compensation and rehousing arrangement in connection with the necessary land/strata resumption and temporary road closure under this project. As at February 2010, two private buildings had been resumed and reverted to the Government to facilitate tunnel construction works. Some members expressed concern about the arrangements for owners/occupiers who had not yet accepted the compensation offers. The Administration advised that as at mid-January 2010, about 23% of the affected owners/occupiers had accepted the compensation offers made to them. The rest had either accepted provisional payments or were still considering the offers. In parallel, the Housing Department was processing the rehousing of eligible owners/occupiers affected by the resumption.

Hong Kong Section (HKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)

9. XRL is an express rail of a total length of about 140 km linking up Hong Kong with Guangzhou via Futian and Longhua in Shenzhen and Humen in Dongguan. Its terminus in Guangzhou will be located at Shibi. HKS will be a 26-km long underground rail corridor from the boundary at Huanggang to the West Kowloon

Terminus (WKT).

10. On 20 October 2009, the Chief Executive-in-Council approved the implementation of the HKS of XRL project and the Administration's proposal to seek funding approval from the Finance Committee (FC). The Subcommittee subsequently held a series of meetings from end of October to mid-November 2009 to discuss HKS of XRL. The Subcommittee also received views from deputations including Choi Yuen Tsuen (CYT) villagers and affected residents in urban area, professional bodies, concern groups and various stakeholders. The funding applications for HKS of XRL were approved by FC at its meeting on 16 January 2010. The construction works for the project have started in January 2010 and are expected to be completed in 2015.

11. The Subcommittee has discussed in detail various issues such as the project cost estimates, economic benefits and operational viability, arrangements for co-location of boundary control facilities, location of WKT and its supporting facilities, reprovisioning of CYT villagers and compensations for affected residents. The Subcommittee expressed grave concern about the high project cost estimate, which had risen from \$35.4 billion in April 2008 to \$53.7 billion in September 2009 for the railway works, and from \$4.1 billion to \$11.5 billion in the same period for the non-railway works. The Administration explained that construction prices had surged rapidly in the past three to four years. The latest estimate reflected an overall escalation of the project of some 42% between 2006 and 2009, which was in line with the relevant magnitude of 48% of the WIL project.

12. In view of the high project cost, some members expressed grave concern about the operational viability of the new express link and whether heavy government subsidies for the operation of HKS would be required. These members urged the Administration to consider alternative options to reduce the project cost, including a proposal from some members of the public to relocate the XRL terminus at Kam Sheung Road. The Subcommittee held a meeting to discuss the proposal on the Kam Sheung Road option, during which deputations from the engineering sector were also invited to give views. The Subcommittee noted that the professional bodies of the engineering sector generally supported the WKT option put forward by the Administration.

13. As regards the operational viability, the Administration's assessment was that the operation of HKS of XRL would not require heavy government subsidies in future. The Administration estimated that over 50 years of operation, the quantifiable economic benefits of HKS of XRL would amount to 87 billion in 2009 prices (4% discount rate per annum). Moreover, the construction of HKS was expected to create 11 000 job opportunities. In addition, the Government would receive from MTRCL a service concession payment of about \$28.1 billion for an operation period of 50 years. Upon the end of the service concession, MTRCL would have to return an operating

railway to the Government, the residual value of which was estimated to be around \$31 billion. The Administration advised that HKS of XRL would bring significant economic benefits to Hong Kong.

14. The Subcommittee also expressed grave concerns about the traffic impact brought about by the development of WKT, as the current capacities of several major road junctions in the West Kowloon area were already saturated. The Administration advised that with the implementation of local traffic management schemes and major road improvement works, the road and pedestrian connections in the area would be improved, so that the traffic pressure would be relieved, with reserve capacity at most junctions remaining at above 10%¹ at all times up to 2031.

15. The Subcommittee appreciated the CYT villagers' strong wish to preserve their village from demolition and requested the Administration to consider alternative site options for setting up the necessary railway facilities for HKS of XRL, thus sparing CYT from clearance. After studying all the alternatives sites, the Administration, however, considered that the proposed site location at CYT would affect the least households and was the best place for setting up the relevant facilities. The Subcommittee also examined the special ex-gratia rehousing package proposed for the CYT villagers and other affected parties. Members in general considered that the current package offered better compensation options to affected households than those available under the existing mechanism. Members requested the Administration to provide active assistance in finding suitable agricultural sites for those CYT villagers who wished to continue to farm and maintain their established community neighbourhood after the clearance of CYT.

16. To facilitate the Subcommittee's monitoring of the implementation progress of the HKS of XRL project, the Administration proposed to report the progress at six-monthly intervals. At the request of members, the Administration agreed that the progress reports would cover five major components, including railway tunnels, WKT, electrical and mechanical works, land clearance of CYT and impact on building structure in Tai Kwok Tsui district, as well as employment opportunities for local workers. The Subcommittee has scheduled a meeting in July 2010 to receive the first progress report covering the period between 16 January and 30 June 2010.

Kwun Tong Line Extension (KTE)

17. KTE is an extension of the existing MTR Kwun Tong Line from Yau Ma Tei to the proposed railway stations at Ho Man Tin and Whampoa. The station at Ho Man Tin will provide an interchange with the future Shatin to Central Link. The proposed railway scheme was gazetted under the Railways Ordinance (Cap. 519) in

¹ In general, when the reserve capacity is more than 5%, most vehicles will pass through the road junction without waiting for more than one signal cycle. The larger the reserve capacity, the more traffic flow the road junction will be able to cope with.

end 2009. The Administration is carrying out the detailed design, handling the objection cases under the Railways Ordinance and conducting the Environmental Impact Assessment for KTE. The Administration and MTRCL aim to complete the construction of KTE in 2015.

18. The Subcommittee continued to closely monitor the progress of the KTE project and discussed the progress of work at its meetings on 17 September 2009 and 16 April 2010. The Subcommittee was concerned about the inconvenience posed by the remote location of the Ho Man Tin Station (HOM), which would be provided at the site of ex-Valley Road Estate, and the inadequate provision of station entrances for HOM and the Whampoa Station (WHA). Members requested provision of an additional station entrance at Fat Kwong Street to meet the needs of residents of Ho Man Tin Estate and areas nearby, and to further extend a proposed new footbridge at Chung Yee Street to the carpark in Oi Man Estate. Some members also suggested enhancing the pedestrian connections between WHA and its neighbouring housing estates and the Hung Hom old district with a view to facilitating residents nearby and revitalizing the vacant industrial buildings in the area.

19. The Subcommittee passed the following motion at the meeting on 16 April 2010 -

"That this Committee urges the Government and the MTRCL to increase the number of entrances at both Ho Man Tin Station and Whampoa Station for the convenience of local residents."

20. The Subcommittee further conducted a site visit to the proposed HOM and WHA on 17 May 2010 to examine the arrangements for the proposed station entrances and pedestrian link facilities. Members maintained the view that additional station entrances should be provided as far as possible and suggested various improvements to the pedestrian link facilities to cater for residents' needs, especially the aged residents in the vicinity. MTRCL explained that due to topographical constraints such as the risk posed by the existing water service reservoir at Fat Kwong Street, provision of a station entrance at Fat Kwong Street for HOM was not recommended. The Administration undertook that it would study in collaboration with MTRCL members' suggestions taking into account factors such as the existing pedestrian facilities, road traffic conditions, pedestrian flow forecast, technical viability and cost-effectiveness. The Subcommittee will hold a further meeting in early July 2010 to receive a progress report and follow up on the arrangements for the proposed station entrances and pedestrian link facilities.

South Island Line (East) (SIL(E))

21. SIL(E) will be a seven-kilometre long medium capacity railway, running between Admiralty and South Horizons with intermediate stations at Ocean Park,

Wong Chuk Hang and Lei Tung. The railway scheme was gazetted in July 2009 and MTRCL has commenced the detailed design of SIL(E). The construction works are expected to commence in 2011 for commissioning in 2015.

22. The Subcommittee discussed the progress of the SIL(E) project at its meetings on 17 September and 4 December 2009 as well as 9 February 2010. Members noted that the proposed railway viaduct section would run adjacent to the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex (JCRC) at Wong Chuk Hang, and that the management of and parents of occupants accommodated at JCRC had expressed concern about the potential impact on the centre brought about by the railway. Members requested the Administration to re-consider the feasibility of adopting a full tunnel option for SIL(E). MTRCL subsequently proposed amendments to the viaduct section, including erecting noise enclosures at the section adjacent to JCRC, moving the viaduct structure farther away from JCRC by at least 18 metres, and lowering the viaduct structure such that the top of the noise enclosure would be about the same as the ground level of JCRC. The Administration advised that these amendments would be able to address concerns of JCRC on the viaduct on the aspects of height, distance, noise and electromagnetic fields generation. The Administration and MTRCL also endeavoured to further discuss with JCRC and continue to explore the feasibility of moving the viaduct structure farther away from JCRC.

23. Members noted that local residents had also expressed grave concerns about the environmental and traffic impacts of the proposed temporary barging facilities at Tin Wan Praya Road, and the storage of explosives at Chung Hom Shan. The Subcommittee passed the following motion at the meeting on 17 September 2009 -

"That this Subcommittee requests the MTRCL and the Government to re-examine the locations of the following facilities and the alignment of the South Island Line (East) (SIL(E)), including -

1. the temporary Barging Point at Tin Wan Praya Road;
2. the temporary magazine at Chung Hom Shan;
3. the rail alignment for the section adjacent to the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex.

This Subcommittee also requests the MTRCL and the Government to consider adopting a full tunnel option for the construction of SIL(E), and expeditiously consult this Council and the public on the financing arrangements for SIL(E), including the property developments above the rail stations."

24. In response to concerns expressed by the Subcommittee, MTRCL subsequently explored co-using the barging facility at a work site of the Drainage Services Department at Telegraph Bay as a replacement to the Tin Wan Praya Road in Kellett Bay. The proposal, however, met strong objection from local residents, who were concerned about the impact of the facility on the environment and the local community. At the meeting on 9 February 2010, members urged the Administration to explore alternative locations and passed the following motion -

"That this Subcommittee strongly requests the Government and the MTRCL not to choose Telegraph Bay as the site for the temporary barging point, so as to avoid causing substantial adverse impact on the residents of Pok Fu Lam, including those living in Baguio Villa and Residence Bel-Air as well as the schools nearby."

25. The Administration advised that the route for transporting the excavated materials was being refined taking into consideration residents' concerns and local circumstances. Moreover, road improvement works would be carried out to cope with additional traffic so arising. At the request of members, the Administration had agreed to consider alternative locations, e.g. the Aberdeen Typhoon Shelter and Tai Shue Wan of Ocean Park. The Administration, however, subsequently advised that having explored the alternative locations, Telegraph Bay was considered the best option after balancing the views of all stakeholders. In response to members' concern, the Administration and MTRCL pledged to continue to consult the Southern District Council and explain to the stakeholders on the proposal of setting up the proposed barging point at Telegraph Bay.

26. Notwithstanding the Administration's advice that Chung Hom Shan was the most suitable location having considered various factors including the distance from residential area and access by vehicles, members considered that the Administration should re-consider setting up the temporary magazine at Shek O Quarry in order to minimize impact on local residents. The Subcommittee passed the following motion at the meeting on 9 February 2010 -

"That this Subcommittee strongly requests the Government and the MTRCL to abort the proposed setting up of a temporary magazine at Chung Hom Shan and to report other feasible alternatives to this Subcommittee as soon as possible."

27. In response to the above motion, the Administration and MTRCL had completed a quantitative risk assessment for the proposed temporary magazines at Chung Hom Shan and Shek O Quarry. The Administration advised in writing on 3 June 2010 that the quantitative risk assessment had revealed that the risks associated with the Shek O Quarry were significantly higher than those of the Chung Hom Shan site, and concluded that the latter was a suitable location for setting up a temporary

magazine site for SIL(E).

28. Members noted that, as a way of bridging the funding gap of the project, the Administration proposed to reserve the Wong Chuk Hang Estate site and the site to the north of the Ocean Park Station for depot/station and topside private housing development. At the request of the Subcommittee, the Administration undertook to further consult members on the relevant details once the funding arrangements were decided by the Government.

Railway incidents

29. The Subcommittee discussed several railway incidents which occurred between August 2009 and January 2010 affecting the Tseung Kwan O Line, the Tsuen Wan Line and the East Rail Line respectively. Members expressed grave concern about the frequency of railway incidents after the rail merger and the monitoring mechanism to ensure railway safety. Some members queried whether the recent railway incidents had been caused by manpower shortage and service outsourcing of MTRCL. In this connection, the Subcommittee requested MTRCL to provide detailed information on the Corporation's outsourced maintenance work and the relevant monitoring system. Some members urged MTRCL to cease service outsourcing as they considered that service outsourcing might have resulted in service standard decline.

30. MTRCL assured members that the Corporation had a well established monitoring system to ensure that its outsourced maintenance work met the required standards. The Corporation advised that it applied the same standards and requirements to maintenance tasks carried out by MTR in-house staff and contractor staff. In respect of infrastructure equipment, there was a team of dedicated engineering staff responsible for ensuring that the outsourced maintenance work met the performance levels set out in the contracts with the contractors.

31. Some members considered that the Administration had failed to monitor MTRCL's railway service performance and handling of railway incidents. They considered that the Administration should step up monitoring effort and impose financial penalty on MTRCL in case of substandard performance. The Administration advised that it attached great importance to the maintenance of safety and reliability of railway services and would ensure that all railway incidents were investigated to enhance improvements in passenger service and reliability. The Administration pointed out that the MTR's train service performance had remained high since the rail merger, with 99.9% of passengers reaching their destinations within five minutes of their scheduled arrival times. According to the Administration, MTRCL had invested \$4 billion each year in the maintenance, repair and renewal of its railway assets.

32. Notwithstanding MTRCL's advice that the total number of delays of eight minutes or more in 2009 had reduced by about 20% when compared to that of 2005, some members expressed concern whether the number of delays of 30 minutes or more had increased. They requested MTRCL to provide the respective numbers of incidents of service being delayed for more than eight minutes, 30 minutes and one hour since 2005, with a breakdown by cause of those delays for further deliberation by the Subcommittee.

Railway station design

33. The Subcommittee received a briefing by MTRCL on the development of the railway station design in reflecting the historic and cultural elements and the Corporation's plan to promote art in the MTR system. Members appreciated the meaningful purpose of such promotion work in enhancing opportunities for commuters to enjoy different art forms while travelling and for artists to showcase their masterpieces.

34. Members noted that the "art in mtr" concept was introduced in 1998 upon the opening of the Airport Express. Three art pieces with a theme of connecting Hong Kong with the world were put up at the In-town Check-in Hall of the Hong Kong Station, the subway links between Central Station and Hong Kong Station as well as the Airport Express Departure Hall of the Tsing Yi Station respectively. Thereafter, live performances, art exhibitions, display of artwork had gradually been introduced in the MTR system. Members expressed support for the Corporation's plan to incorporate art elements with local cultural and historical favour into MTR stations in new railway lines as well as existing lines during major renovation works. Some members suggested that MTRCL should devote more resources for the promotion work and enhance public participation in the selection of exhibits for display at MTR stations. MTRCL indicated that it would take into consideration members' suggestions and comments in launching new programmes on the development of the railway station design.

Other issues

35. The Subcommittee also discussed draft proposed amendments to the Mass Transit Railway Bylaws (Cap. 556B) and the Mass Transit Railway (North-West Railway) Bylaw (Cap. 556H) as well as a funding proposal on the protection works for Shatin to Central Link in Wan Chai Development Phase II.

Recommendation

36. The Panel is invited to note the work of the Subcommittee.

Panel on Transport

Subcommittee on Matters Relating to Railways

Terms of Reference

To follow up various issues relating to the planning and implementation of new railway projects, and the operation of existing railways as follows:

Planning and implementation of new railway projects

- (a) planning and financing of new railway projects;
- (b) environmental impact assessment of new railway projects;
- (c) resumption of land arising from the implementation of new railway projects under the Railways Ordinance (Cap. 519);
- (d) progress update on the implementation of new railway projects;
- (e) provision of supporting public infrastructure for new railway projects; and
- (f) co-ordination of public transport services arising from the commissioning of new railway lines.

Railway operation

- (a) performance of existing railway lines including train service performance and safety management;
- (b) maintenance programme; and
- (c) train service disruptions and breakdowns, and arrangements for handling emergency situations.

Matters relating to corporate governance of the post-merger corporation and fares should be dealt with by the Panel on Transport.

**Legislative Council
Panel on Transport**

Subcommittee on Matters Relating to Railways

Membership list for 2009-2010 session

Chairman	Hon Miriam LAU Kin-ye, GBS, JP
Members	Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP Hon LAU Kong-wah, JP Hon Andrew CHENG Kar-foo Hon Abraham SHEK Lai-him, SBS, JP Hon LI Fung-ying, SBS, JP Hon WONG Kwok-hing, MH Hon LEE Wing-tat Hon Jeffrey LAM Kin-fung, SBS, JP Hon CHEUNG Hok-ming, GBS, JP Hon Ronny TONG Ka-wah, SC Hon KAM Nai-wai, MH Hon WONG Sing-chi Hon IP Wai-ming, MH Hon Mrs Regina IP LAU Suk-ye, GBS, JP Hon LEUNG Kwok-hung (up to 28 January 2010) (rejoined on 19 May 2010) Hon Albert CHAN Wai-yip (up to 28 January 2010) (rejoined on 27 May 2010)
	(Total: 17 members)
Clerk	Ms Joanne MAK
Legal Adviser	Mr Kelvin LEE
Date	2 July 2010