

立法會
Legislative Council

LC Paper No. CB(3) 801/10-11

Ref : CB(3)/M/MM

Tel : 2869 9205

Date : 26 May 2011

From : Clerk to the Legislative Council

To : All Members of the Legislative Council

Council meeting of 1 June 2011

**Proposed amendments to motion on
“Formulating a development strategy
for a low-carbon traffic and transport system”**

Further to LC Paper No. CB(3) 768/10-11 issued on 19 May 2011, five Members (Hon KAM Nai-wai, Hon Tommy CHEUNG Yu-yan, Hon IP Wai-ming, Hon CHAN Hak-kan and Hon Audrey EU Yuet-mee) have respectively given notices of their intention to move separate amendments to Ir Dr Hon Raymond HO Chung-tai's motion on “Formulating a development strategy for a low-carbon traffic and transport system” scheduled for the Council meeting of 1 June 2011. As directed by the President, the respective proposed amendments will be printed in the terms in which they were handed in on the Agenda of the Council.

2. The President will order a joint debate on the above motion and amendments. To assist Members in debating the motion and amendments, I set out below the procedure to be followed during the debate:

- (a) the President calls upon Ir Dr Hon Raymond HO to speak and move his motion;
- (b) the President proposes the question on Ir Dr Hon Raymond HO's motion;
- (c) the President calls upon the five Members, who intend to move amendments, to speak in the following order, but no amendment is to be moved at this stage:

- (i) Hon KAM Nai-wai;
 - (ii) Hon Tommy CHEUNG;
 - (iii) Hon IP Wai-ming;
 - (iv) Hon CHAN Hak-kan; and
 - (v) Hon Audrey EU;
- (d) the President calls upon the designated public officer(s) to speak;
 - (e) the President invites other Members to speak;
 - (f) the President gives leave to Ir Dr Hon Raymond HO to speak for the second time on the amendments;
 - (g) the President calls upon the designated public officer(s) again to speak;
 - (h) in accordance with Rule 34(5) of the Rules of Procedure, the President has decided that he will call upon the five Members to move their respective amendments in the order set out in paragraph (c) above. The President invites Hon KAM Nai-wai to move his amendment to the motion, and forthwith proposes and puts to vote the question on Hon KAM Nai-wai's amendment;
 - (i) after Hon KAM Nai-wai's amendment has been voted upon, the President deals with the other four amendments; and
 - (j) after all amendments have been dealt with, the President calls upon Ir Dr Hon Raymond HO to reply. Thereafter, the President puts to vote the question on Ir Dr Hon Raymond HO, or his motion as amended, as the case may be.

3. For Members' ease of reference, the terms of the original motion and of the motion, if amended, are set out in the **Appendix**.

(Mrs Justina LAM)
for Clerk to the Legislative Council

Encl.

(Translation)

**Motion debate on
“Formulating a development strategy
for a low-carbon traffic and transport system”
to be held at the Legislative Council meeting
of Wednesday, 1 June 2011**

1. Ir Dr Hon Raymond HO Chung-tai’s original motion

That traffic and transport, which accounts for 18% of Hong Kong’s total greenhouse gas emissions, is the second largest emission source; this Council urges the Government to formulate a development strategy for a low-carbon traffic and transport system as soon as possible, so as to fully implement the sustainable development principle, and when formulating the strategy concerned, the relevant authorities should proactively consider the various development objectives, including the following:

- (a) to integrate land use planning with planning on transport facilities;
- (b) to give priority to developing railway networks and expedite the expansion of the existing railway networks;
- (c) to install additional ancillary interchange facilities at the stations along the railway lines;
- (d) to promote green modes of traffic and transport as well as application of related techniques;
- (e) on the premise of not exerting pressure on passengers’ affordability, to implement the use of zero-emission buses in Hong Kong;
- (f) to strengthen co-operation with the Pearl River Delta Region to promote green transport systems;
- (g) to proactively develop pedestrian facilities and pedestrian precincts; and
- (h) to promote a healthy lifestyle and encourage people to travel on foot or by bicycle between destinations which are within appropriate distance.

2. Motion as amended by Hon KAM Nai-wai

That, ***given that*** traffic and transport, which accounts for 18% of Hong Kong's total greenhouse gas emissions, is the second largest emission source; ***but the Government has all along not adopted any decisive, effective and focused measures in this connection***, this Council urges the Government to formulate a development strategy for a low-carbon traffic and transport system as soon as possible, so as to fully implement the sustainable development principle, and when formulating the strategy concerned, the relevant authorities should proactively consider the various development objectives, including the following:

- (a) to integrate land use planning with planning on transport facilities;
- (b) to give priority to developing railway networks and expedite the expansion of the existing railway networks;
- (c) to install additional ancillary interchange facilities at the stations along the railway lines; ***to proactively study the provision of private car parking spaces for establishing ‘Park and Ride’ points at the stations along the various cross-harbour MTR lines, so as to encourage people to park their cars at such stations and change to travel on public transport to cross the harbour, thereby alleviating the burden on the traffic flow of the various tunnels;***
- (d) to promote green modes of traffic and transport as well as application of related techniques;
- (e) on the premise of not exerting pressure on passengers' affordability, to implement the use of zero-emission buses in Hong Kong; ***to urge bus companies to expand and increase the provision of interchange concessions and services which appeal to passengers, and expedite the reorganization and perfect the arrangement of bus routes, so as to avoid the overlapping of bus routes, relieve traffic congestion and reduce air pollution;***
- (f) to strengthen co-operation with the Pearl River Delta Region to promote green transport systems;
- (g) to proactively develop pedestrian facilities and pedestrian precincts; ***and***
- (h) to promote a healthy lifestyle and encourage people to travel on foot or by bicycle between destinations which are within appropriate distance;

- (i) *focusing on the situation where the Government has all along not attached any importance to the roles and functions of travelling on foot and cycling in the traffic and transport system of Hong Kong, to include travelling on foot and cycling in the formulation and planning of its overall transport policy, so as to truly foster the development of a low-carbon traffic and transport system, while at the same time proactively develop and improve the footbridge and subway networks in the districts, as well as install covers, escalators and lifts along district pedestrian walkways to minimize conflicts between pedestrians and vehicular traffic;*
- (j) *focusing on the Government's stance that cycling is only a form of recreational activity, to formulate a long-term cycling policy and perfect bicycle management facilities (such as cycle parks) and their operation in the various districts;*
- (k) *by way of financial subsidy or franchise extension, to push ahead the early phasing out and replacement by bus companies of franchised buses with high emissions, and immediately install emission reduction devices on all buses that have not been phased out or replaced; and*
- (l) *to increase the number, usage and types of electric vehicles; and also to perfect and strengthen complementary facilities to tie in with the introduction of electric vehicles.*

Note: Hon KAM Nai-wai's amendment is marked in ***bold and italic type*** or with deletion line.

3. Motion as amended by Hon Tommy CHEUNG Yu-yan

That, *given that the issue of global warming has aroused widespread concern, and* traffic and transport, which accounts for 18% of Hong Kong's total greenhouse gas emissions, is the second largest emission source;, this Council urges the Government to formulate a development strategy for a low-carbon traffic and transport system as soon as possible, so as to fully implement the sustainable development principle, and when formulating the strategy concerned, the relevant authorities should proactively consider the various development objectives, including the following:

- (a) to integrate land use planning with planning on transport facilities;

- (b) to give priority to developing railway networks and expedite the expansion of the existing railway networks;
- (c) to install additional ancillary interchange facilities at the stations along the railway lines;
- (d) to promote green modes of traffic and transport as well as application of related techniques;
- (e) on the premise of not exerting pressure on passengers' affordability, to implement the use of zero-emission buses in Hong Kong;
- (f) to strengthen co-operation with the Pearl River Delta Region to promote green transport systems;
- (g) to proactively develop pedestrian facilities and pedestrian precincts; **and**
- (h) to promote a healthy lifestyle and encourage people to travel on foot or by bicycle between destinations which are within appropriate distance;
- (i) *to enhance the existing scheme for encouraging owners of Euro II diesel commercial vehicles to phase out their old vehicles, including enhancing the mode of subsidization, and include Pre-Euro and Euro I vehicles into the scheme, as well as allow those vehicle owners who only write off their old vehicles to also receive subsidies under the scheme, etc.;*
- (j) *to re-launch and enhance the Scrapping Incentive Scheme, so as to expedite the phasing out of old private cars; and*
- (k) *to perfect charging and other ancillary facilities, so as to prepare for the popularization of electric vehicles.*

Note: Hon Tommy CHEUNG Yu-yan's amendment is marked in ***bold and italic type*** or with deletion line.

4. Motion as amended by Hon IP Wai-ming

That *at present*, traffic and transport, which accounts for 18% of Hong Kong's total greenhouse gas emissions, is the second largest emission source; this Council urges the Government to formulate a development strategy for a low-carbon traffic and transport system as soon as possible, so as to fully implement the sustainable development principle, and when formulating the strategy concerned, the relevant authorities should proactively consider the various development objectives, including the following:

- (a) to integrate land use planning with planning on transport facilities;
- (b) ~~to give priority to developing railway networks and expedite while giving priority to developing railway networks, to balance the sustainable development of other modes of public transport such as franchised buses, public light buses and taxis, etc., so as to avoid relying too much on one single mode of transport, causing transport domination by the railway corporation; and, while expediting the expansion of the existing railway networks, to also fully consult the public transport industry and members of local communities before commencing any project;~~
- (c) to install additional ancillary interchange facilities at *in the various communities around* the stations along the railway lines, *increase the number of interchange fare concession schemes, and encourage the railway corporation to provide more fare concession schemes and monthly ticket schemes to attract members of the public to use*;
- (d) to promote green modes of traffic and transport as well as application of related techniques, *including expeditiously expanding extensively electric vehicle charging facilities throughout Hong Kong*;
- (e) on the premise of not exerting pressure on passengers' affordability, *to draw up a replacement timetable to implement the use of zero-emission buses in Hong Kong, and at the same time assist the public transport industry in introducing hybrid or electric minibuses and taxis as replacement*;
- (f) to strengthen co-operation with the Pearl River Delta Region to promote green transport systems;
- (g) to proactively develop pedestrian facilities and pedestrian precincts; and

- (h) to promote a healthy lifestyle and encourage people to travel on foot or by bicycle ~~between destinations which are within appropriate distance~~, *develop a territory-wide network of cycle tracks at the same time, perfect the relevant feeder transport services and ancillary facilities, and strengthen road safety education for cyclists, so as to progressively upgrade cycling from leisure and recreational use at present to a formal mode of transport.*

Note: Hon IP Wai-ming's amendment is marked in ***bold and italic type*** or with deletion line.

5. Motion as amended by Hon CHAN Hak-kan

That, *given that* traffic and transport, which accounts for 18% of Hong Kong's total greenhouse gas emissions, is the second largest emission source; this Council urges the Government to formulate a development strategy for a low-carbon traffic and transport system as soon as possible, so as to fully implement the sustainable development principle, *and to consider setting up a public transport fare stabilization fund to make fare levels affordable to people, with a view to encouraging people to travel on the low-carbon mass transit system more frequently*, and when formulating the strategy concerned, the relevant authorities should proactively consider the various development objectives, including the following:

- (a) to integrate land use planning with planning on transport facilities;
- (b) to give priority to developing railway networks and expedite the expansion of the existing railway networks;
- (c) to install additional ancillary interchange facilities at the stations along the railway lines, *for example, perfecting and providing additional bicycle parking spaces*;
- (d) to promote green modes of traffic and transport as well as application of related techniques, *for example, constructing light rail transit systems to connect the Kai Tak New Development Area and its nearby places as well as the new development areas of Fanling North, Kwu Tung North and Ping Che respectively*;
- (e) on the premise of not exerting pressure on passengers' affordability, to implement the use of zero-emission buses in Hong Kong;

- (f) to strengthen co-operation with the Pearl River Delta Region to promote green transport systems;
- (g) to proactively develop pedestrian facilities and pedestrian precincts, *for example, installing a travelator between Leighton Road and Wong Nai Chung Road in Happy Valley, and setting up pedestrian precincts at certain exits of Tai Wai MTR Station, etc.*; and
- (h) to promote a healthy lifestyle and encourage people to travel on foot or by bicycle between destinations which are within appropriate distance, *including constructing cross-district jogging trails as well as expanding and perfecting existing networks of cycle tracks, for example, constructing a cycle track at the Kowloon Bay Park Cycling Ground to connect the Kai Tak New Development Area, etc..*

Note: Hon CHAN Hak-kan's amendment is marked in ***bold and italic type*** or with deletion line.

6. Motion as amended by Hon Audrey EU Yuet-mee

That traffic and transport, which accounts for 18% of Hong Kong's total greenhouse gas emissions, is the second largest emission source; this Council urges the Government to formulate a development strategy for a low-carbon traffic and transport system as soon as possible, so as to fully implement the sustainable development principle, and when formulating the strategy concerned, the relevant authorities should proactively consider the various development objectives, including the following:

- (a) to integrate land use planning with planning on transport facilities;
- (b) to give priority to developing railway networks and expedite the expansion of the existing railway networks;
- (c) to install additional ancillary interchange facilities at the stations along the railway lines;
- (d) to promote green modes of traffic and transport as well as application of related techniques;
- (e) on the premise of not exerting pressure on passengers' affordability, *to expeditiously phase out, before 2015, Euro III buses and old buses of*

preceding models, and to implement the use of zero-emission buses in Hong Kong;

- (f) to strengthen co-operation with the Pearl River Delta Region to promote green transport systems;
- (g) to proactively develop pedestrian facilities and pedestrian precincts; *and*
- (h) to promote a healthy lifestyle and encourage people to travel on foot or by bicycle between destinations which are within appropriate distance; *and*
- (i) *to expeditiously conduct studies on introducing an ‘electronic road pricing system’ or a ‘congestion charge’.*

Note: Hon Audrey EU Yuet-mee's amendment is marked in ***bold and italic type*** or with deletion line.