

Panel on Transport

List of follow-up actions
(position as at 11 October 2010)

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
1. Safety of reversing goods vehicles	25 May 2007	<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 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>The requested monthly updates were issued vide LC Papers Nos. CB(1)1970/06-07, CB(1)2177/06-07, CB(1)2294/06-07, CB(1)2386/06-07, CB(1)99/07-08, CB(1)298/07-08 and CB(1)491/07-08 on 22 June, 23 July, 22 August, 24 September, 22 October, 21 November and 21 December 2007 respectively.</p> <p>Information from the Administration is awaited</p>
2. Central Kowloon Route (CKR) - Progress update	27 February 2009	The Administration was requested to provide the following information to the Panel –	Information from the Administration is awaited

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		<p>(a) A paper detailing the measures to be taken to mitigate the air and noise impacts that might be caused by the Western Tunnel Portal of CKR to local residents including Prosperous Garden residents; and</p> <p>(b) A paper on the estimated noise impacts in terms of decibels as a result of construction of the CKR project, the noise pollution level at the Ferry Street Flyover (FSF) sections fronting Prosperous Garden, explanation of the technical difficulties in retrofitting these sections with noise barriers and why those difficulties could not be overcome, as well as details of the alternative mitigation measures under contemplation and the estimated mitigation effect expected to be achieved in terms of reduced decibels. The paper should also address the point that CKR might increase traffic flow on these sections of FSF and aggravate the noise problem, so that mitigation measures such as the installation of double-glazed windows and air-conditioning for the affected residents should be considered.</p>	

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3. Recent fatal traffic accident in Mong Kok and safety of public light buses (PLBs)	26 June 2009	The Administration was requested to submit reports at quarterly intervals on relevant issues including measures to enhance road safety and specific measures for PLBs, in particular progress made by the Administration in exploring the installation of “blackbox” (i.e. a vehicle monitoring system) and speed limiter; and statistics of law enforcement and undercover operations conducted against speeding of PLB drivers and the justifications behind as appropriate.	The first and second quarterly reports were issued vide LC Papers Nos. CB(1)430/09-10(03) and 2683/09-10 on 20 November 2009 and 2 August 2010 respectively.
4. Review of Fare Adjustment Arrangement for Franchised Buses	23 October 2009	To ensure that the bus-bus interchange (BBI) schemes for new towns could really meet residents' needs for bus service, and that section fares would be implemented to keep fares affordable, the Administration was urged to conduct an overall review in this regard and provide a paper to the Panel.	The Administration agreed to consider the request.
5. Measures to enhance safety of public light bus (PLB) operation	27 November 2009	The Administration was requested to provide the following information to the Panel – (a) Figures on the actual working hours of green minibus drivers ; (b) The Administration's views on the 11-hour daily driving duty for PLB drivers, and a comparison table of	The Administration's response was issued vide LC Paper No. CB(1)2380/09-10 on 28 June 2010.

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		<p>their working hours with their counterparts overseas; and</p> <p>(c) Figures on prosecution actions against the triad infiltration in PLB operation, and extortion of money from red minibus drivers in the name of "terminal fees" or "operating fee".</p>	
<p>6. Further discussion on changes made by MTR Corporation Limited (MTRCL) to staff welfare</p>	<p>27 November 2009</p>	<p>MTRCL was requested to provide to the Panel a detailed paper on outsourcing, listing the services and job categories outsourced in the past, at present and in future; the staff cost of the management and of the frontline staff; and rail incidents in the past three years together with the job categories involved. In the above outsourcing paper, a comparison of the staff turnover rate of MTRCL and those of its contractors should be provided.</p>	<p>MTRCL's response was issued vide LC Paper No. CB(1)2790/09-10 on 1 September 2010.</p>
<p>7. Recent bus accident in Tseung Kwan O and safety of franchised bus operation</p>	<p>27 November 2009</p>	<p>The Administration was requested to take the following actions –</p> <p>(a) Provide reports of the whole-shift random on-board surveys on the working hour arrangements of bus drivers conducted by the Transport Department from time to time, and details on how the surveys were</p>	<p>Information from the Administration is awaited</p>

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		<p>conducted; and</p> <p>(b) Provide figures on the wastage rate of bus drivers employed on contract terms.</p>	<p>Information from the Administration is awaited</p>
<p>8. Improving pedestrian environment</p>	<p>22 January 2010</p>	<p>The Administration agreed to provide further details on the underground conditions of Causeway Bay to show the spots along Great George Street to Leighton Road where underground shops could be accommodated.</p>	<p>The Administration's response was issued vide LC Paper No. CB(1)2984/09-10 on 6 October 2010.</p>
<p>9. Assessment results on proposals for provision of hillside escalator links and elevator systems</p>	<p>26 February 2010</p>	<p>At the meeting, the Panel passed the following three motions –</p> <p>(a) "That this Panel urges the Government to include all the districts covered by the 18 proposals for 'provision of hillside escalator links and elevator systems' in its feasibility studies in this regard.";</p> <p>(b) "That this Panel strongly requests the Government to immediately conduct feasibility studies on all the '20 proposed hillside escalator and elevator systems' which have been assessed 'based on the assessment system'."; and</p>	<p>The Administration's response was issued vide LC Paper No. CB(1)2983/09-10 on 6 October 2010.</p>

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		<p>(c) "That this Panel strongly requests the Government to increase the maximum score for the evaluation criterion of 'existing population of 65 year-old or above within catchment' under the assessment system for provision of hillside escalator links and elevator systems, so as to benefit areas with an aging population."</p> <p>The Administration was requested to provide a response to the above motions.</p>	
<p>10. Review on ferry services for outlying islands</p>	<p>23 April 2010</p>	<p>The Administration was requested to take the following actions –</p> <p>(a) Explain more about the safeguards to prevent abuses of Government subsidy when the relevant funding proposal was submitted to the Finance Committee (FC);</p> <p>(b) Provide before submitting the relevant funding proposal to FC for consideration a paper on the financial implications of the option of continuing the ferry services by Government purchasing the vessels itself and contracting out their daily operation to private operators, taking into account the annual</p>	<p>Information from the Administration is awaited</p> <p>The Administration's response was issued vide LC Paper No. CB(1)2765/09-10 on 23 August 2010.</p>

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		<p>maintenance costs as well;</p> <p>(c) Analyze the financial implications of each of the options that had been explored but not adopted as highlighted in paragraphs 13(a) to 13(e) of the Administration's paper [LC Paper No. CB(1)1648/09-10(04)], in particular the option on Government purchasing vessels for operators in paragraph 13(c), and to provide a comparison of these explored options with the two new proposals to facilitate members' consideration. In presenting the financial implications of the two new proposals highlighted in the Administration's paper, the Administration should also explain the financial implications of each of the existing helping measures listed in Annex B to the same paper from the Administration.</p>	<p>The Administration's response was issued vide LC Paper No. CB(1)2765/09-10 on 23 August 2010.</p>
<p>11. Proposed fare increase by the MTR Corporation Limited (MTRCL)</p>	<p>23 April 2010</p>	<p>(a) The Administration/MTRCL agreed to respond to the complaint that the fare for going from Tai Wai to Mong Kok was \$7, which was 42% higher than the \$4.9 from Tai Wai to Mong Kok East.</p>	<p>The Administration/MTRCL's response was issued vide LC Paper No. CB(1)2791/09-10 on 1 September 2010.</p>

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<p>12. General improvement measures to existing cycling facilities</p>	<p>28 May 2010</p>	<p>The Administration was requested to take the following actions –</p> <ul style="list-style-type: none"> (a) Provide information on the causes of the cycling fatalities that occurred in Hong Kong from 2005 to 2009, particularly those in Yuen Long and Tuen Mun; (b) Provide a breakdown of cycling accidents by those that occurred on public roads and those on cycle tracks, and details on the relevant safety measures adopted by neighbouring countries such as Singapore and Japan; and (c) Provide the guidelines on the level of bicycle parking provision for residential developments where proper cycle tracks with direct connection to rail stations were accessible; and (d) Inform the Civil Engineering and Development Department of the suggestion for provision of information on the section linking Ma On Shan with Sai Kung and Tseung Kwan O, in particular the implementation timetable and target 	<p>Information from the Administration is awaited</p>

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		completion date.	
13. Rationalization of bus routes to improve air quality	28 May 2010	<p>The Administration was requested to take the following actions –</p> <ul style="list-style-type: none"> (a) Follow up with the relevant District Councils on the route cancellation/amalgamation proposals regarding routes 234S, 69X, N237 and 962X, and report back on the developments; (b) Review and improve if necessary the present guidelines on service improvement and reduction in Bus Route Development Programmes by incorporating additional guidelines proposed by members at the meeting, such as the availability of fare concessions in return, the need to ensure environmental benefits would result, that there should be special treatment if the areas concerned were remote or were mostly populated by elderly persons, that the job security of bus drivers should not be adversely affected, etc., and report back on the above; 	<p>Information from the Administration is awaited</p> <p>The Administration's response was issued vide LC Paper No. CB(1)2454/09-10(01) on 6 July 2010.</p>

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		<p>(c) Provide a paper to explain how low emission zones would be implemented, particularly in relation to bus replacement and bus route cancellation/amalgamation; and</p> <p>(d) Provide information on the alternatives available if the replacement programme of franchised buses could not be expedited and completed by end 2015, in particular a comparison of the environmental benefits and financial implications concerned.</p>	<p>The Administration's response was issued vide LC Paper No. CB(1)2454/09-10(02) on 7 July 2010.</p> <p>The Administration's response was issued vide LC Paper No. CB(1)2454/09-10(02) on 7 July 2010.</p>
<p>14. Provision of Traffic and Incident Management System (TIMS) in Transport Department (TD)</p>	<p>28 June 2010</p>	<p>The Administration was requested to provide the following information before the relevant Finance Committee meeting –</p> <p>(a) Information on the overseas experience which the Administration had made reference to; and</p> <p>(b) The sum total previously spent on studies on similar electronic traffic control systems; and</p> <p>(c) The non-recurrent expenditure on TD staff who were required to help develop TIMS over the five years</p>	<p>Information from the Administration is awaited</p>

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		from 2011-2012 to 2015-2016.	
15. Safety of franchised bus operation	28 June 2010	The Administration was urged to ensure the provision of toilets at all bus termini as soon as practicable and provide a timetable for the work. It should also provide a list of the bus termini which had yet to be provided with toilets because of objections from relevant parties together with details on when applications for toilet reprovisioning were made, why such applications had been turned down and which parties objected, so that members could help overcome the hurdles.	Information from the Administration is awaited
16. Rationalization of bus routes to improve air quality	12 July 2010	The Administration was requested to provide a refined version of the "Guidelines on service improvement and reduction in bus route development programmes" in the light of the views and comments made by members at the meeting.	The Administration's response was issued vide LC Paper No. CB(1)2816/09-10 on 7 September 2010.
17. Emergency works for public roads during typhoon and rainy season	23 July 2010	The Administration was requested to provide details on the progress in the development of the Traffic and Incident Management System to support the Transport Department's Emergency Transport Co-ordination Centre.	Information from the Administration is awaited