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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 2012-2013 legislative session. It will be tabled at the Council meeting on 17 July 2013 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 8 July 1998 and as amended 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 in **Appendix I**.

3. The Panel comprises 24 members, with Hon CHAN Kam-lam and Hon Gary FAN Kwok-wai elected as Chairman and Deputy Chairman of the Panel respectively. The membership list of the Panel is in **Appendix II**.

Major Work

Public transport services

Review of MTR Corporation Limited ("MTRCL")'s fare adjustment mechanism ("FAM") and Fare adjustment of MTRCL

4. The Panel has been monitoring closely the fares of MTRCL over

the years. Members noted that in the context of the merger of MTRCL and Kowloon-Canton Railway Corporation ("KCRC") which took place in December 2007, both MTRCL and KCRC had agreed to adopt the FAM for determining future fare adjustments. The FAM is a direct-drive formula that takes into account changes in the Composite Consumer Price Index ("CCPI"), and the Nominal Wage Index (Transportation Section) ("NWI(TS)"), as well as a pre-determined productivity factor. Based on the data of these indices, fares will be maintained, or adjusted upward or downward on an annual basis.

5. Under the FAM, the MTR fares were adjusted by 2.05%, 2.2% and 5.4% in the year 2010, 2011 and 2012 respectively. Members in general were against the fare increase of MTR in view of its huge profits gained and social responsibility; and urged the Administration to review the FAM and the MTRCL to set up a fare stabilization fund to moderate the rate of fare increases.

6. Members noted that according to the Operating Agreement between the Government and MTRCL, either party may request a review on the FAM once every five years following the merger. At the Panel meeting on 30 October 2012, members were informed that the Administration had served a written notice to MTRCL to conduct the review on the FAM, and that the Administration had launched a public consultation to invite views on the FAM review. To complement the exercise, the Panel had also invited deputations from the public to express their views on the review of FAM.

7. The Panel passed the following motion on 30 October 2012 –

"That as the Government has failed to conduct an extensive consultation on the mechanism which provides for both upward and downward adjustments of MTR fares, this Panel urges the Government to extend the consultation period to the end of 2012."

8. On 16 April 2013, the Administration announced that it had concluded the five-yearly review of the FAM with MTRCL. On 19 April 2013, the Panel was briefed by the Administration on the outcome of the review. The Panel noted that the said results had been approved by the Executive Council and an enhanced FAM, together with a package of related fare measures would take effect from June 2013 onwards.

9. The Panel noted that the package of proposals, formally agreed to between Government and MTRCL for implementation, included an

enhanced FAM formula, with the calculation of the Productivity Factor ("PF") value subject to a new, objective and transparent methodology, and a number of new monthly passes, saver scheme, a profit sharing mechanism, a service performance arrangement and an affordability cap. Having adopted the new Productivity Factor value in the enhanced FAM, the overall fare adjustment rate for 2013 would be 2.7%, which is 0.5% below the rate under the original FAM.

10. Members noted that the profit sharing mechanism would be introduced to enable MTRCL to share its yearly profit with passengers starting from 2013, by way of the "10% Same Day Second Trip Discount" scheme. For this purpose, a pre-determined tiered table would be used to decide on the amount to be shared with passengers under different profit levels with such amount put into a fare concession account. By introducing the affordability cap, any future fare increase rate starting from 2013, as per the FAM formula outcome, would not be higher than the change in the Median Monthly Household Income ("MMHI") for the corresponding period. Whereas under the new service performance arrangement, MTRCL should be penalized for serious service disruptions, having regard to similar practices adopted overseas. Proceeds of the fine thus imposed would be used to help finance the "10% Same Day Second Trip Discount" scheme.

11. Members had divided views over the results of the review of FAM. Whilst some members welcomed the results because the package of proposals had taken into consideration factors like the public's affordability by limiting the increase to below the corresponding change in MMHI; the introduction of a penalty system to ensure service performance and the public's call for profit sharing. However, some members considered the magnitude of the new measures too mild and could not create the anticipated impact. Some members urged the Administration and MTRCL to offer greater discount to frequent commuters and to increase the size of the profit sharing scheme. Other members considered that the Government as the majority shareholder of MTRCL had failed to safeguard the public interests by bargaining with MTRCL for the biggest concession in the fare. Some members were of the view that MTRCL should not increase the fares at all due to its profitable operations and return from relevant property development projects and proposed that the Administration should buy back the shares of MTRCL, so that the Administration would be free from any constraints on the matter of fare adjustment.

12. The Panel noted that it would be important to ensure MTRCL's

financial sustainability to facilitate its investment on railway maintenance and provision of quality railway services because a number of new railways lines were still under construction and the maintenance of the existing stations and lines, some having come into operation for over 30 years, would entail considerable expenditure.

13. Some members expressed concern over the old problem that commuters using Octopus would still have to pay a slightly higher fares than the MTR Single Journey fares for some of the journeys. The Administration and MTRCL were urged to rectify this unfair situation as soon as possible.

Fare increase application from the Kowloon Motor Bus Company (1933) Limited ("KMB")

14. The KMB briefed the Panel on 14 December 2012 that the company had been incurring financial losses due to factors beyond the company's control, including high fuel prices and substantial drop in ridership due to the shift of passengers to the expanded railway network. In order to restore KMB's financial viability for the provision of sustainable quality services, the company had applied for a fare increase of 8.5%. Members in general were dissatisfied with KMB's fare increase application and considered the proposed fare increase rate of 8.5% excessive.

15. Some members pointed out that KMB's fare increase application, if approved, would definitely increase the financial burden of the public and lead to a spate of increases in the fares of other public transport services. Other members expressed that the KMB's fare increase application had far exceeded the outcome of the formula adopted under the fare adjustment arrangement for franchised buses ("FAA"). Other members also criticized that KMB had used financial tactics to present financial figures to support its case.

16. Members urged the Administration to review the formula adopted under the FAA. Some members also considered bus route rationalization necessary to avoid bus fare increase. The Administration stated that they had made sustained efforts on bus route rationalization; whereas KMB's representative attending the meeting explained that KMB had also been trying to implement bus route rationalization through redirecting resources from under-utilized routes to routes with keen demand and hoped that more discussions would be held with the Administration and District Councils. The Administration added that Transport Department

("TD") would also study how public transport services could be reorganized upon the commissioning of new transport infrastructure such as the West Island Line and South Island Line (East) in the future.

17. As regards the service performance of KMB, the Panel suggested that TD should measure the lost trip rate at a certain stop or end of the bus journey as the relevant figure would be more realistic from the view of passengers; and that the Administration should consider conducting surprise checks on bus frequency and the results be announced to the public. It was also suggested that bus companies should use information technologies to record the bus arrival time at bus stops to facilitate measurement of the lost trip rate.

18. The Panel passed the following two motions—

"That as the Kowloon Motor Bus Company (1933) ("KMB") has applied for fare increase without disclosing its financial information in detail and providing sufficient justifications, this Panel objects to the fare increase application from KMB at this stage."

and

"That this Panel objects to the application for substantial fare increase by 8.5% from the Kowloon Motor Bus Company (1933) ("KMB"), and requests that the Government should place public acceptance and affordability, as well as the performance of KMB as the primary considerations when vetting the latter's fare increase application, and that the Government should urge KMB to expeditiously implement comprehensive bus routes rationalization, introduce section fares, and solve the serious problem of lost bus trips. Meanwhile, the Government has the responsibility to initiate a review of the existing fare adjustment arrangement, with a view to including the proceeds obtained by KMB and its parent company from their leasing and media business in fare level consideration."

19. After the Administration had consulted the Panel and the Transport Advisory Committee ("TAC") on the application made by KMB, the Chief Executive-in-Council decided on 19 February 2013 that an overall

average fare increase of 4.9% was approved and the new fares to become effective on 17 March 2013. Compared with the fare increase rates applied by KMB, the approved fare increase rates were lowered by over 40%.

Taxi fare adjustment

20. The Panel noted that there are at present a total of 18 138 taxis, including 15 250 urban taxis, 2 838 New Territories ("NT") taxis and 50 Lantau taxis. About 65% of the taxis are owned by individuals whilst the remaining by companies. The fares for urban, the NT and Lantau taxis were last increased in July 2011 by an average rate of 5.15%, 8.05% and 4.11% respectively.

21. On 21 June 2013, the Administration consulted the Panel regarding the fare adjustment application made by the urban, NT and Lantau taxi trades. They had submitted applications to the TD in January 2013 for increasing their respective flagfall charges for the first 2 km or any part thereof by \$2 to \$3 and the subsequent incremental charges by \$0.1 per jump. The Panel noted that the NT taxi trade also applied for increasing the additional fares for every article of baggage carried, every animal or bird carried, and every hiring arranged through telephone booking by \$1 each (i.e. from \$4 to \$5).

22. Majority of members supported the proposal to increase the taxi fare in view of the drop of the real income of drivers and owners owing to an increase in the various cost components and inflation. Some members expressed grave concern over the speculation of taxi licences, the price of which had escalated to above \$7 million. Fearing that the increase in taxi fare might further fuel speculation of the taxi licences, certain members expressed that they would not support the fare increase due to the possibility that a rentee-driver might not be able to benefit from the proposed fare increase as it might trigger taxi rental increases by owners. As a result, any income increase that might be derived from the fare adjustments would be offset.

23. Some members expressed that the Administration should ensure that the increase in taxi fare would bring about a higher income for the drivers. Other members suggested that the Administration should introduce tiered taxi service in that some taxis could have better specifications with English-speaking or Putonghua-speaking drivers. Such better-equipped taxis could be allowed to charge a higher fare. Members also raised the ageing problem of taxi drivers because it was

observed that not too many young persons were willing to join the trade as a taxi driver due to the limited income and minimal benefits. Other members suggested that the Administration could consider the introduction of low-cost taxi licences as in the case of low-cost housing provided for the lower income families; and urged the Administration to increase the number of Liquefied Petroleum Gas refilling station to shorten the waiting time.

24. The Panel revisited the option of introducing a fuel surcharge as a means to mitigate increase in fuel costs instead of introducing taxi fare increases. The Administration however opined that if a fuel surcharge was introduced, passengers would have to bear frequent, unforeseeable and drastic fare adjustments due to short-term or extreme changes in fuel costs; and considered that a taxi fare adjustment was preferable as it was governed by the mechanism enshrined in the relevant legislation.

Mid-term review of the six major outlying island ferry routes

25. The Panel was consulted by the Administration on the provision of special helping measures ("SHMs") for the six major outlying island ferry routes in the next licence period from mid-2014 to mid-2017 to maintain the financial viability of the ferry services and alleviate the burden of fare increases on passengers. Members noted that the Administration proposed to adjust upwards the caps for SHMs from the current \$115 million to \$191 million in the next licence period from mid-2014 to mid-2017, having regard to the outcome of the Mid-term Review. Members also noted the Administration's plan to extend the current licences of the six routes for three years after their expiry in mid-2014.

26. The Panel supported the Administration's policy of using public funds to provide SHMs to maintain the financial viability of ferry services. The Administration explained that among the cost of \$191 million for provision of SHM, the majority items were provided to ferry operators on reimbursable basis, among others, vessel maintenance constituted a major portion of the cost. Noting this, some members urged the Administration to consider the provision of fuel subsidy to replace the reimbursement of the vessel maintenance and repair cost to the ferry operators because the latter was difficult to be monitored by the public. Other members also proposed that the Administration could buy new vessels and provide them to the operators in view of the high cost for maintenance; or run the ferry services itself.

27. The Panel noted that it was the Government's established policy

that public transport services should be run by the private sector in accordance with prudent commercial principles to achieve operating efficiency and hence no subsidies should be provided to them. Given ferry services were unique in that they were the only means of transport for outlying islands, the Government had been providing various measures to reduce the operating costs of the ferry services. Regarding the monitoring mechanism, the Administration advised that SHM were provided to ferry operators on reimbursement basis subject to actual usage and TD had been closely monitoring proper spending of public funds.

28. The Panel also noted that apart from providing SHMs, the Administration also planned to construct additional floors at Central Piers Nos. 4 to 6 to increase the non-fare box revenue of ferry operators so as to improve their financial viability. The Administration explained that the construction of the aforesaid additional floors, if implemented, would be completed in 2018 and the business model for the utility of the commercial space had yet to be decided.

Railway matters

29. Railways play a key role in Hong Kong's transport system strategy. A subcommittee was formed under the Panel to continue to follow up on matters relating to railway planning, implementation and operation¹. During the period from November 2012 to June 2013, the Subcommittee on Matters Relating to Railways held a total of five meetings. The work of the Subcommittee between November 2012 and June 2013 is detailed in its report at **Appendix III**.

Road traffic management

Proposed measures to improve the traffic distribution among the road harbour crossings ("RHC")

30. The Administration briefed members on the three options to shorten the traffic queues at the Cross Harbour Tunnel ("CHT"), mainly by reducing tolls at Eastern Harbour Crossing ("EHC") and increase tolls at CHT. The Administration explained that the idea was to rationalize the traffic distribution among the three RHCs by means of toll adjustment.

¹ 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.

To gauge public views, the Panel held a meeting on 22 April 2013 to receive public views on the issue.

31. Some members expressed support to the Administration's proposal to reduce the tolls at EHC and increase the tolls at CHT to divert traffic from CHT to EHC. They, however, showed concern about the sustained effect of the proposed measures.

32. The Administration explained that the proposed measures would effectively reduce traffic congestion at CHT before 2017 and hoped that with the impact of the measures, the non cross-harbour traffic congestion at CHT and EHC would be eased too. Further, upon the completion of the Central-Wanchai Bypass ("CWB") in 2017, traffic conditions at RHCs would be further improved. The Panel noted that the Administration decided to implement the proposed measure on a 12-month trial basis and would review the results of the trial before deciding whether the toll adjustments should continue.

33. Other members had doubts over the effect of the three Options and suggested that the Administration should conduct cost and benefit analysis for the proposed measures to alleviate traffic congestion at RHCs. The Panel passed a motion, urging the Government to examine the feasibility of constructing the fourth road harbour crossing or a cross-harbour bridge.

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

34. Tate's Cairn Tunnel Company Limited ("TCTC") applied for its seventh toll increase in November 2012, proposing a \$2 increase for all types of vehicles and additional axle; and \$1 increase for motorcycle. When consulted on TCTC's application in December 2012, Panel members expressed concern about the impact of the proposed weighted average rate of toll increase of 11.1% as it might induce public transport operators to raise fares of public transport services, drive up inflation and affect the livelihood of the general public and drivers.

35. The Administration explained that TCTC had originally proposed a weighted average rate of toll increase of 19.6% in March 2012, which was assessed to be excessive. TCTC then had revised the proposal and applied for an increase of 11.1%. The Administration further explained that the proposed increase had been assessed to be reasonable because the increase of 11.1% (indeed covered a period of 2.5 years since the last toll increases in December 2010) was even lower than the cumulative change

in the Composite Consumer Price Index for the same period.

36. Some members opined that any toll increase would not be welcome, but according to the projection of TCTC, it would only be able to achieve an Internal Rate of Return ("IRR") of 6.76% compared with the investment of \$2 billion over the 30-year franchise period should the revised toll increase application be approved. It was considered not too high a return. Some members proposed that TCTC should take measures to generate more non-toll revenue, such as letting of advertising panels, to subsidize TCTC's operation. At the meeting of the Executive Council on 7 May 2013, it was decided that the new tolls should take effect from 1 August 2013.

Toll adjustments of Western Harbour Crossing and Route 3 (Country Park Section)

37. In December 2012, both Western Harbour Crossing ("WHC") and Route 3 (Country Park Section)("Route 3") announced toll adjustments with effect from 1 January 2013, which aroused the criticisms of the community and Panel members. The Administration was invited to attend a Panel meeting on 15 March 2013 to explain the Administration's justifications for approving the applications for new concessionary tolls of the two tunnels.

38. Members in general expressed dissatisfaction that the two tunnel companies had increased their tolls automatically. It was pointed out that due to the heavy congestion of CHT, many motorists had no choice but to use WHC. Members noted that although WHC had been increasing tolls in the past five years, its traffic throughput had also increased by about 26%. The proposed toll increase of WHC would further increase the burden of tunnel users. Some members asked whether the Administration would buy back WHC and Route 3 and how the interest of the public could be protected.

39. The Administration explained that the toll adjustment mechanism in respect of WHC was stipulated in the WHC Ordinance (Cap. 436) ("the Ordinance") and the agreement made between the tunnel company and the Government. Tolls adjusted according to the mechanism were called "statutory tolls", which did not require the Administration's approval. The Administration stressed that in spite of the toll adjustment mechanism of WHC as laid down in the legislation, every time the tunnel company decided to increase the tolls, the Administration would urge the franchisee to have due regard to public affordability and acceptability in

devising its tolling strategy.

40. As for the Route 3, some members criticized the Administration for failing to implement measures to improve the traffic distribution between Route 3 and Tuen Mun Road ("TMR"). It was also opined that the toll increase of Route 3 would divert additional traffic to TMR and further aggravate the existing traffic congestion problem of TMR. The Administration explained that to address the aforesaid traffic congestion problem, the Administration had been carrying out the widening works at TMR.

Installation of "stop-and-go" e-payment facilities at Government tolled roads and tunnels

41. On 15 March 2013, the Panel was briefed by the Administration on the proposal to install "stop-and-go" e-payment facilities at all manual toll booths of the seven government tolled tunnels and roads at an estimated cost of \$45,530,000. Under the proposal, motorists using e-payment facilities had to stop their vehicles at the manual toll booths to pay the tolls by placing their contactless smart cards over the card reader. After installation of the new system at all manual toll booths, motorists could choose to pay by contactless smart cards, cash or pre-paid toll tickets. The Panel however noted that the aim of the proposal was to provide an additional means of payment for motorists, not to solve traffic congestion.

42. The Panel in general welcomed the proposal as it had addressed the motorists' request for an additional payment method apart from the existing Autotoll system. Some members expressed support for the proposal because Hong Kong was well-known of its prevailing use of smart cards and had become a model for reference by overseas countries.

43. The Administration assured the Panel that all smart card operators would be invited to participate in the project and that the selection criteria were determined in an impartial manner and based on the premise of providing convenience to users. Also, to accommodate different contactless smart cards, the Administration was prepared to use either a common card reader or to install different card readers. The Administration pledged that in selecting providers of e-payment facilities, they would consider the personal data protection policy of the companies concerned.

Average Speed Camera System Trial Scheme

44. On 24 May 2013, the Panel was consulted by the Administration on the proposal to procure and install an average speed camera system ("ASCS") for carrying out a trial scheme at the Shenzhen Bay Bridge ("SBB") of the Hong Kong Shenzhen Western Corridor for a period of 12 months at a capital cost of about \$11.267 million to assess the feasibility of introducing such a system in Hong Kong.

45. Members noted that under the ASCS, two cameras would be installed, one at the entrance and one at the exit of the road section being monitored. The system employed Automatic Number Plate Recognition ("ANPR") technology to identify individual vehicle as it passed the entrance and exit cameras, so as to calculate its average speed over the road section. If the average speed was above the speed limit, data captured by the system could be used as evidence for prosecution.

46. The Administration explained that ASCS had been developed and used in overseas jurisdictions and that ASCS would calculate the average speed of individual vehicle over the road section, motorist would be more inclined to observe their speed over the entire section of road being monitored by ASCS, rather than just at individual spots where speed enforcement cameras ("SECs") were installed.

47. Majority of the members however expressed reservation over the proposed ASCS because its cost effectiveness and superiority over the existing SECs were not yet proven. The Panel urged the Administration to study how the existing 135 camera housings on the road could be better utilized to combat speeding activities.

The serious traffic accident happened on 19 November 2012 in Chai Wan and the related issues

48. On 19 November 2012, a serious traffic accident took place in Chai Wan involving a runaway bus operated by the New World First Bus Services Limited ("NWFB"), another bus of KMB and a taxi on Chai Wan Road on Hong Kong Island, causing three dead and numerous injuries. This incident had aroused extensive public concern on the health and driving attitudes of professional drivers, particularly bus captains. In addition to the Administration, representatives of the Occupational Safety & Health Council, KMB and NWFB, and relevant staff unions of franchised bus companies were invited to attend the special meeting on 27 November 2012.

49. The Panel noted that according to the management of NWFB, the captain concerned had successfully passed the health check arranged by NWFB in July 2012. Some deputations pointed that bus captains were generally health conscious as they knew that their health conditions would possibly endanger the lives of a large number of passengers. However, attack of hidden or sudden illnesses were beyond the control of bus captains.

50. Some members attributed the cause of the accident to the long working hours of bus captains and the congested traffic conditions putting bus captains under great pressure to meet the tight bus schedule. Some members urged the bus companies to enhance the health check for bus captains and the Administration to subsidize the fees for medical check-up taken by professional drivers. However, there were views that strengthening the health check arrangements was not a panacea for enhancing road safety, as some hidden illnesses could not be easily identified.

51. Most members were dissatisfied with the existing Guidelines on Bus Captain's Working Hours, Rest Times and Meal Breaks ("the Guidelines") and urged the Administration to review them expeditiously, with a view to ensuring that bus captains should be given sufficient rest time and would not have to work prolonged working hours. The Administration undertook to review the Guidelines in conjunction with relevant stakeholders; and to discuss the problems arising from the recent accident.

Transport infrastructure

Construction of Tuen Mun - Chek Lap Kok Link

52. In April 2013, the Panel was consulted on the funding application for the construction of Tuen Mun - Chek Lap Kok Link ("TM-CLKL"), which is divided into the southern and northern sections. Northern section is a road section of approximately 5.5 kilometres ("km") long (including about 5 km of sub-sea tunnel) linking Tuen Mun Area 40 and the Hong Kong Boundary Crossing Facilities ("HKBCF") of the Hong Kong-Zhuhai-Macao-Bridge. Southern section is a road section of about 3.5 km long linking the HKBCF and the road network of North Lantau.

53. According to the Administration, TM-CLKL helps complete a

regional transportation network between Hong Kong, Macao, Shenzhen and Zhuhai, and will also bring about significant benefits for Hong Kong.

54. The Panel expressed support to the Administration's application of \$44,798.4 million in money-of-the-day ("MOD") prices for the construction of the TM-CLKL. Members agreed that this would be an important alternative route linking the Chek Lap Kok Airport with the rest of Hong Kong. In view of the high construction cost, members urged the Administration to exercise discretion in setting the toll of the link at an acceptable level upon its completion.

Bus-bus interchanges on Tuen Mun Road

55. In November 2012, the Panel was consulted on the Administration's proposal to increase the approved project estimate for the bus-bus interchanges ("BBI") on Tuen Mun Road by \$43.0 million from \$162.3 million to \$205.3 million in MOD prices in order to expand the scope of the project for additional permanent toilet facilities at the BBI; carry out additional works to overcome unforeseen difficult ground conditions and suit the actual site conditions; and increase provision for price adjustment.

56. Panel members expressed support for the project and welcomed the Administration's proposal to provide permanent toilet facilities at the BBI. Members also urged the Administration to encourage the franchised bus companies to allocate more bus routes at the BBI and to offer concessionary tickets and monthly tickets to passengers who used the BBI; and to critically review the demand for bus services at the BBI after its commissioning and liaise with the relevant District Councils on the implementation of bus route rationalization.

57. Regarding the members' suggestion that there should be a sufficient number of low-floor buses observing the BBI to facilitate persons with disabilities, the Administration confirmed that about 40% of buses calling at the Tuen Mun Road BBI were low-floor buses and the percentage of low-floor buses observing the BBI would increase gradually.

Tseung Kwan O–Lam Tin Tunnel - detailed design and site investigation

58. On 22 February 2013, the Panel was consulted by the Administration on its proposal to carry out detailed design and associated site investigation works of the Tseung Kwan O–Lam Tin Tunnel ("TKO–LT Tunnel") at an estimated cost of \$196.0 million in MOD prices. The

Panel noted that TKO-LT Tunnel was targetted for commissioning in around 2021 and called on the Administration to speed up the delivery of the project.

59. Regarding the impact of the project on local residents, the Administration had proposed to adopt a tunnelling scheme to avoid any works which might affect the integrity of the community of Cha Kwo Ling Village and the local landmarks including the Cha Kwo Ling Tin Hau Temple and the former Four Hills Public School.

60. Some members urged the Administration to consider not to charge any tolls for both the TKO-LT Tunnel and the existing TKO Tunnel for the overall benefits of the community. The Administration explained that under the existing policy, the operating cost of Government tunnels and roads should be recovered through toll charges; and the Administration would explore other toll collection means in the detailed design stage due to the exclusion of the toll plaza.

61. The Panel had requested the Administration to reserve a portion of the reclaimed land for providing community facilities. The Administration advised that while the major part of the reclamation area would be used for constructing TKO-LT Tunnel, pedestrian access facilities linking the existing Junk Bay waterfront promenade would be provided.

Reprovisioning of Yaumatei Police Station [advance project for Central Kowloon Route]

62. The east-west traffic movements across central Kowloon are primarily served by Lung Cheung Road, Boundary Street, Prince Edward Road West, Argyle Street, Waterloo Road, Gascoigne Road Flyover and Chatham Road North. Most of these routes are already operating at full capacity at peak hours. The proposed Central Kowloon Route ("CKR") will connect West Kowloon with the proposed Kai Tak Development and the road network in Kowloon Bay. On 15 March 2013, the Panel was briefed on the funding proposal for the reprovisioning of Yau Ma Tei Police Station ("YMTPS") being advance works for the Central Kowloon Route ("CKR"), at an estimated cost of \$980 million in MOD prices.

63. Whilst expressing support for the Administration's funding proposal, members expressed concern over the preservation of the historic building of YMTPS. The Administration clarified that both the new and old wings of the existing YMTPS would be preserved. The

construction of CKR would only entail the need to demolish some ancillary facilities, which included the kitchen, laundry and carpark of the new wing and no works would be carried out at the old wing of YMTPS.

64. Noting that the new YMTPS would be located farther away from residential area, some members expressed that local residents were concerned about the law and order near the existing YMTPS after the reprovisioning works. The Administration assured members that measures, such as a report room with Patrol Sub-units, would be worked out to address residents' concerns before the commissioning of the new YMTPS.

Widening of Tolo Highway/Fanling Highway - Stage 2

65. Members noted that in February 2009, Finance Committee ("FC") approved funding for the construction of the Stage 1 works involving the widening of Tolo Highway between Island House Interchange and Tai Hang. According to the Administration, traffic flow at some road sections of the two highways during peak hours has approached their design capacities in recent years. To solve the congestion problem during peak hours, the Panel was consulted on 19 April 2013 on the Widening of Tolo Highway/Fanling Highway - Stage 2 works, which was a continuation of Stage 1 widening works of the highway concerned. Stage 2 works mainly concerned the widening of the Fanling Highway between Tai Hang and Wo Hop Shek Interchange.

66. The Panel supported the Administration's proposal to apply for funding of \$4,320.0 million (in MOD prices) for the widening works of a section of Fanling Highway between Tai Hang and Wo Hop Shek Interchange of about 3 km long from a dual 3-lane carriageway to a dual 4-lane carriageway, with standard hard shoulders added on both directions; and other ancillary works. Stage 2 together with the Stage 1 widening works, would form a continuous dual 4-lane major trunk road linking Sha Tin and Fanling to serve the north New Territories.

67. The Panel urged the Administration to add aesthetics elements to the noise barriers erected and to upgrade the greening works along the highways.

Recycling of bituminous pavement materials in road maintenance

68. The Panel was briefed by the Administration on the research studies on the recycling bituminous pavement materials and its

applications in road maintenance on 21 June 2013. It was noted that among the over 2000 kilometres of road networks in Hong Kong, about three quarters are paved with bituminous materials. Traditional bituminous pavement maintenance methods deploy machinery to break up and remove the defective pavement materials, followed by laying of new bituminous materials and compaction. Such process inevitably generates a certain amount of bituminous waste which is usually disposed of, causing wastage. To manifest the principle of sustainable development, the Highways Department ("HyD") collaborated with the Hong Kong Polytechnic University to research into the appropriate ratio of bituminous waste used in production of new bituminous materials. In addition, HyD conducted local trials on the use of in-situ recycling technology for small-scale road maintenance works in order to minimize the generation of bituminous waste.

69. The Administration reported that the maximum amount of recycled materials allowable has remained at 15% of the total mass of the bituminous materials because the research results showed that if the amount of incorporated recycled materials was more than 15% of the total mass of bituminous materials, the fatigue resistance of the bituminous materials would be affected.

70. The Panel noted that after accumulating experience and ascertaining the availability of supply in the local market, HyD had included the use of in-situ recycling technology in road maintenance contracts since 2009. Contractors were normally required to accord priority in using thermal patchers to perform minor bituminous pavement repair up to an area not exceeding 2.5 m². For road maintenance contracts made since 2011, HyD had further incorporated provisions on the application of thermal patchers for small scale resurfacing of bituminous pavements for an area not exceeding 100 m² along road sections subjecting to stringent environmental and traffic constraints. Members in general were in support of the application of thermal patchers and recycling of the bituminous materials in road maintenance.

Pedestrian facilities

Universal Accessibility Programme - Provision of barrier-free access facilities at public footbridges, elevated walkways and subways

71. The Panel had been following up measures to improve the pedestrian environment. The Panel was briefed on 16 November 2012

by the Administration on the new policy on "universal accessibility" ("UA"), which aimed at expanding the scope of the Administration's programme to retrofit barrier-free access ("BFA") facilities to existing public walkways (i.e. footbridges, elevated walkways and subways). The Panel noted that the Administration planned to seek approval from the FC to create a new block allocation under 'Highways' together with an allocation of \$2.449 million and \$187.272 million in 2012-2013 and 2013-2014 respectively, to facilitate the implementation of the works projects under the new policy. The Administration supplemented that the proposal to create a new block allocation for implementation of the UA Programme was to ensure efficient and flexible works arrangement and resource allocation for carrying out the retrofitting works

72. Members generally welcomed the Administration's new policy and hoped that the UA Programme could commence as soon as possible. The Administration also confirmed that the Administration of the current term had adopted the new policy of giving lifts and ramps equal consideration in providing BFA facilities. The Panel noted that this was different from the past practice of giving priority to ramps; and that the Administration had invited members of the public to propose lift locations where they considered necessary by the end of October 2012.

73. Some members expressed concern over the schedule of implementing the UA Programme and the number of projects which could be completed with the proposed allocation for each year. The Administration explained that each DC would be invited to select three proposals on the consolidated list for priority commencement of the relevant works. Nevertheless, the completion dates of those projects would depend on the complexity and scale of the relevant works.

74. Members also expressed views on the provision of air-conditioning service for the lifts, size of lifts, BFA specifications and the need to ensure sufficient manpower for implementing the UA Programme and the maintenance works thereafter.

Other issues

75. The Panel received a briefing by the Secretary for Transport and Housing on the transport policy initiatives featuring in the Chief Executive's 2013 Policy Address on 18 January 2013. The Panel also considered the funding proposals on the following infrastructure projects

- (a) Extension of the CITIC Tower Footbridge to the Legislative Council Complex at Tamar;
- (b) Replacement of the Toll Collection System at Toll Plazas at the Lantau Administration Building and Ma Wan in Tsing Ma Control Area;
- (c) Funding application for the construction of additional floors on Central Piers Nos. 4 to 6;
- (d) Replacement of Tunnel Lighting System and Monitoring and Management Supervisory Systems in the Shing Mun Tunnel; and
- (e) Traffic improvements to Tuen Mun Road Town Centre Section.

Meetings held

76. During the period between October 2012 and end of June 2013, the Panel held a total of 12 meetings. The Panel has scheduled another meeting in July 2013.

Council Business Division 1
Legislative Council Secretariat
5 July 2013

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 2012 - 2013 session

Chairman Hon CHAN Kam-lam, SBS, JP

Deputy Chairman Hon Gary FAN Kwok-wai

Members Hon LEE Cheuk-yan
Hon James TO Kun-sun
Hon WONG Kwok-hing, BBS, MH
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Ronny TONG Ka-wah, SC
Hon CHAN Hak-kan, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon NG Leung-sing, SBS, JP
Hon Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon CHAN Han-pan
Dr Hon KWOK Ka-ki
Dr Hon Elizabeth QUAT, JP
Hon POON Siu-ping, BBS, MH
Hon TANG Ka-piu
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon CHUNG Kwok-pan
Hon Christopher CHUNG Shu-kun, BBS, MH, JP (since 30 October 2012)
Hon Tony TSE Wai-chuen

(Total: 24 members)

Clerk Ms Sophie LAU

Legal Adviser Miss Evelyn LEE

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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 2012-2013 legislative session.

The Subcommittee

2. The Panel on Transport ("the Panel") decided at its meeting in the current session on 16 November 2012 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 CHAN Kam-lam, the Subcommittee has held five meetings (up to late-June 2013) with the Administration and the MTR Corporation Limited ("MTRCL").

Major work

Public consultation on the review and update of the Railway Development Strategy ("RDS") 2000

4. The Administration commissioned a consultant in March 2011 to conduct a study for the review and update of RDS 2000, with a view to

updating the long-term railway development blueprint for Hong Kong's future. It included reviewing the priority of the railway network expansion proposals that were recommended previously but not yet implemented, as well as adding new railway proposals. The Administration's target was to update RDS to meet the transport need up to year 2031. The Administration conducted the Stage 1 Public Engagement Exercise from 20 April to 21 July 2012 which featured conceptual schemes of 3 major regional railway corridors, namely the Hong Kong-Shenzhen Western Express Line, Northern Link and Coastal Railway between Tuen Mun and Tsuen Wan, for public discussion, taking into account the consultant's findings.

5. At the meeting on 1 March 2013, the Administration briefed the Subcommittee on its 3-month Stage 2 Public Engagement Exercise from 21 February to 20 May 2013 with a view to gathering public opinion on the 7 local enhancement schemes for existing railway lines. The 7 schemes included the North Island Line, Siu Sai Wan Line, South Island Line (West) ("SIL(W)"), Tuen Mun South Extension, Hung Shui Kiu Station, Tung Chung West Extension and Kwu Tung Station. The Subcommittee further held a special meeting on 3 May 2013 to invite members of the public to express views on the 7 schemes. A total of 51 deputations and individuals attended the meeting.

6. Whilst the Subcommittee generally welcomed the development of the North Island Line, it was concerned about the alignment design of the route. Besides, some members expressed concern that excessive resources might be spent in less populated areas such as those near the Hong Kong Convention and Exhibition Centre and Tamar on North Hong Kong. On the alignment design, two proposals namely, the "Interchange"¹ and the "Swap"² Schemes were put forward by the Administration for public consultation. In considering that the "Swap" Scheme would divide the existing Island Line into two separate sections which would discourage residents on Hong Kong Island to take the MTR due to interchange reason, members preferred the "Interchange" Scheme, which would retain the integrity of the existing Island Line.

¹ "Interchange" Scheme: merely extending the underground section of the Tung Chung Line and Tseung Kwan O Line for interchange midway along the northshore of the Hong Kong Island.

² "Swap" Scheme: extending the Tung Chung Line and Tseung Kwan O Line in tunnels, and realigning the existing Island Line by dividing it into two separate sections.

7. Members in general welcomed the development of the Siu Sai Wan Line while views on the "Extension"³, "Bifurcation"⁴ and "Feeder"⁵ Schemes as proposed by the Administration were divergent. Some members preferred the "Extension" Scheme as it would allow the provision of a more smooth and flexible service with a lesser impact on train frequency. However, some members were concerned about the technical difficulties associated with the "Extension" Scheme as certain buildings near the existing Chai Wan Station or along the alignment would have to be demolished. Some members took the view that as the "Bifurcation" Scheme would probably involve reclamation, it might be worthwhile to further pursue the "Feeder" Scheme which would be built in the form of viaduct. The Subcommittee urged the Administration to conduct further studies, taking into accounts the views expressed by members and the public.

8. Some members opined that the Administration should first develop the railway service from Aberdeen to Wah Fu in view of the technical difficulties in Pokfulam area and the divergent views of residents there. Members in general supported the development of SIL(W), in particular the section from Aberdeen to Wah Fu and suggested that the South Island Line (East) ("SIL(E)") under construction be extended to cover Aberdeen, Wah Fu, Wah Kwai and Queen Mary Hospital. However, some members had doubts over the capacity of SIL(E) to cater for the passenger flow from SIL(W) because even without the Aberdeen Section, the average train loading of the section from Wong Chuk Hang Station to Ocean Park Station of SIL(E) might reach 60% or above during morning peak hours in 2031, as mentioned in the Administration's Consultation Document, and therefore SIL(E) might not be able to accommodate the extra passenger load brought by the Aberdeen Section. It was suggested that the capacity of both SIL(E) and SIL(W) should be reviewed together by the Administration in developing railway service for residents in the district.

9. The Administration explained that they would consider developing the railway service for residents in Aberdeen, Wah Fu and Pokfulam, having regard to the further development of the districts and technical feasibility.

10. Some members opined that in view of the pressing transport

³ "Extension" Scheme: a direct extension of the Island Line from Chai Wan Station to Siu Sai Wan.

⁴ "Bifurcation" Scheme: bifurcating the Island Line in the Eastern District to Siu Sai Wan.

⁵ "Feeder" Scheme: the construction of a dedicated medium capacity railway system for Siu Sai Wan to connect Heng Fa Chuen Station.

needs of residents in Tuen Mun South, the Tuen Mun South Extension should be accorded higher priority for development. It was also suggested that in order to facilitate residents in Tuen Mun South who had to ride the Light Rail or bus to reach Tuen Mun Station of the West Rail, an automated people mover system should be constructed as a supplementary transport means. Other members also suggested that with the growing population in Tuen Mun, the West Rail Line might become overloaded with the addition of the Tuen Mun South Extension. The Administration noted members' views and pledged to consider railway as well as other public transport facilities to meet the growing transport needs in the northwestern New Territories.

11. Members indicated their support to the proposed Hung Shui Kiu Station, taking into account the population intake in the surrounding public housing estates, and the resultant transport needs of residents nearby. Some members were of the view that development of the Kwu Tung Station should be closely coordinated with the study of the Northern Link, one of the major regional railway corridors under study, to achieve better social and economic benefits. It was suggested that new towns and railway projects could be simultaneously developed and that railway development should be forward-looking enough to drive new town development.

12. Some members shared the views that the Tung Chung residents were very much in need of the Tung Chung West Extension to meet their transport needs. Since a total of more than 10,000 persons were expected to move to Tung Chung's new public housing estates in around 2018, the development of the Tung Chung West Extension should commence as soon as practicable. The Administration advised that they would continue to monitor the growing trend of the Tung Chung population and examine the transport needs of the Tung Chung area. Furthermore, the Tung Chung New Town Extension Study was still undergoing and they were unable to advise whether reclamation would be involved at the current stage.

13. The Administration explained that upon completion of the Stage 2 Public Engagement Exercise in May 2013, the consultant would collate the views of public collected at both Stage 1 and Stage 2 of the exercise. The entire RDS study was expected to be finished in 2013. The

Administration would then consider the consultant's final recommendations in the light of the development progress of new development areas and explore the way forward for different railway projects, with a view to reporting the results to the public in 2014.

14. Members took the chance to suggest that the Transport and Housing Bureau and the Development Bureau should work together to speed up the development of the Northern Link. Members also urged the Administration to consider the conduct of the Fourth Comprehensive Transport Study after the review of RDS.

Progress of SIL(E)

15. The Subcommittee has also closely monitored the implementation of SIL(E). SIL(E) is a 7-kilometre long medium capacity railway, connecting the MTR network at Admiralty to the Southern District of Hong Kong via Ocean Park, Wong Chuk Hang, Lei Tung and South Horizons. Construction works of it commenced in May 2011 and completion was expected to be in 2015. The Subcommittee was briefed by the Administration and MTRCL on the new railway system of SIL(E) project at the meeting on 4 January 2013.

16. The Subcommittee noted that Fully Automatic Operation ("FAO") would be introduced for the operation of SIL(E). FAO would support the signalling system with automatic recovery function, enabling operational control from trains, stations and the Operations Control Centre ("OCC"). Under the operation of FAO system, there would be no captain on board the train and preparation for train service including function tests before service, setting trains in motion, speed control, train stopping, as well as door opening and closing would be fully automatic under the control of OCC with preset commands. The Subcommittee noted that FAO was being adopted in some of the railway lines in overseas cities, like Paris, London, Barcelona and Vancouver. The Disneyland Resort Line of MTR had also been operated under FAO since its service commencement in 2005. Some members, however, expressed concern over passenger safety during emergency under FAO system. The Administration assured members that before the commissioning of SIL(E), it would request MTRCL to provide detailed contingency plans to handle service disruptions for the review of the

Electrical and Mechanical Services Department to ensure passenger safety.

17. The Subcommittee also noted that the headway of SIL(E) services would be similar to other existing MTR lines with a peak hour headway of around 3 minutes. In addition, SIL(E) would be operated with a 3-car configuration and a capacity of about 20,000 passengers per hour in each direction. Some members expressed concern that the passenger handling capacity would be insufficient and enquired the feasibility of replacing the 3-car configuration by 4-car configuration. MTRCL advised that the 3-car configuration was selected to allow more flexibility in alignment planning, enabling the stations be located in the most populated areas. With the current arrangement, it would not be possible to expand the stations to accommodate 4-car trains. However, train service would be provided with headway similar to urban lines.

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

18. XRL is an express rail of a total length of about 140 kilometres 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-kilometre long underground rail corridor from the boundary at Huanggang to the West Kowloon Terminus ("WKT").

19. Following the Finance Committee's approval of the funding applications for implementation of the railway and non-railway works of HKS of XRL on 16 January 2010, the construction works commenced in end January 2010 for completion in 2015. The Administration has been providing half-yearly progress reports to the Subcommittee for information. In October 2012, the Subcommittee noted from the 5th half-yearly report on construction progress and financial situation of XRL project for the period between 1 January and 30 June 2012 that the cumulative expenditure for the awarded contracts was \$19.985 billion, and that the award of contracts was on schedule and within budget. At the meeting on 24 May 2013, the Administration provided the 6th half-yearly report for the period between 1 July and 31 December 2012 and briefed members on the progress and financial situation of the

construction of HKS of XRL.

20. The Administration advised that as at 31 March 2013, over 70% of the excavation works for the tunnels and WKT had been completed. Excavation works at the southern end of WKT had reached to level B4, and the main structures for the first two underground levels had been completed. As at the end of 2012, all major construction contracts for civil, electrical and mechanical works had been awarded with a total value of \$44.812 billion. As at 31 March 2013, the cumulative expenditures were about \$24.418 billion. Since the 6th half-yearly report had only updated the construction progress and financial situation of XRL project up to 31 December 2012, the Subcommittee urged the Administration to provide the latest information on the construction of HKS of XRL, including the categories and sum of substantiated claims made after December 2012.

21. The Subcommittee was invited to pay a visit to the construction site of WKT of HKS of XRL and that of a tunnel section to better understand its progress on 24 June 2013.

Art in railway stations

22. The Subcommittee received a briefing by MTRCL on the MTR Station Art Programme at the meeting on 4 January 2013. According to MTRCL, the "art in MTR" concept had been introduced since 1998 to enhance the travelling environment and showcase the diversity of cultural and historical characteristics of local districts. MTRCL had asked the local communities to contribute their ideas for the art element for new stations in the preliminary stage of the station design, in order to reflect the cultural and historical characteristics unique to each station in the design.

23. MTRCL informed members that the MTR Station Art Programme were implemented for new railway projects, namely West Island Line ("WIL"), SIL(E), Kwun Tong Line Extension, Shatin to Central Link and HKS of XRL. For instance, views of the local residents had been incorporated into the design of WIL starting from the preliminary conceptual stage. Art activities, such as "Our Memories of the Western District" Photography Competition and "Our Impressions of

Western District" Workshops and Tours were launched. Members noted that for SIL(E), two core themes, "Inspiration of Southern District" and "Integration into Southern District", were executed through open call for proposals at Admiralty Station and Ocean Park Station.

24. The Subcommittee expressed appreciation of MTRCL's goodwill to promote art and to enhance the space inside railway stations. Regarding the display of art pieces, some members considered that MTRCL should formulate a policy to replenish or replace the art pieces on display. Some members also considered that MTRCL should provide a less commercial environment inside stations by reducing the number of advertising light boxes at MTR stations to give more space for display of art pieces.

25. Some Subcommittee members were of the view that the elements of art should be incorporated into the architectural appearances of stations and viaducts and also functional objects in stations such as benches or signages. MTRCL informed that the terminus station of HKS of XRL and the future Admiralty Station would have unique appearance and could be seen as a piece of architectural art by itself.

Other issues

26. On 17 May 2013, more than 70 passengers were injured when a 2-carriage train of the Light Rail was derailed in Tin Shui Wai, Yuen Long. The Administration and MTRCL briefed the Subcommittee on the incident at the meeting on 24 May 2013. The Subcommittee noted that MTRCL had implemented a number of safety enhancement measures subsequent to the incident. These included a more frequent reminder to the Light Rail captains on the importance of safe driving, stepping up of spot-checks within the Light Rail network on the on-site speed of the Light Rail vehicles, and a pilot test of installing fixed speed cameras at appropriate locations. The Subcommittee members in general expressed concerns over the effectiveness of the improvement measures to enhance traffic safety of the Light Rail. Some members urged the Administration to consider the development of a new above-ground rail system to replace the existing Light Rail system.

Recommendation

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

Council Business Division 1
Legislative Council Secretariat
3 July 2013

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, including review of the fare adjustment mechanism, should be dealt with by the Panel on Transport.

**Legislative Council
Panel on Transport**

Subcommittee on Matters Relating to Railways

Membership list for 2012-2013 session

Chairman	Hon CHAN Kam-lam, SBS, JP
Deputy Chairman	Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Members	Hon LEE Cheuk-yan Hon James TO Kun-sun Hon WONG Kwok-hing, BBS, MH Hon Ronny TONG Ka-wah, SC Hon CHAN Hak-kan, JP Hon Mrs Regina IP LAU Suk-ye, GBS, JP Hon LEUNG Kwok-hung Hon Michael TIEN Puk-sun, BBS, JP Hon Frankie YICK Chi-ming Hon WU Chi-wai, MH Hon Gary FAN Kwok-wai Hon CHAN Han-pan Dr Hon Elizabeth QUAT, JP Hon TANG Ka-piu Hon Christopher CHUNG Shu-kun, BBS, MH, JP Hon Tony TSE Wai-chuen (Total: 18 members)
Clerk	Ms Sophie LAU
Legal Adviser	Miss Evelyn LEE