

# 立法會

## *Legislative Council*

LC Paper No. CB(1)1060/12-13

(These minutes have been seen  
by the Administration)

Ref: CB1/PS/1/12

### **Panel on Transport**

### **Subcommittee on Matters Relating to Railways**

### **Minutes of meeting on Friday, 1 March 2013, at 10:45 am in Conference Room 3 of the Legislative Council Complex**

- Members present :** Hon CHAN Kam-lam, SBS, JP (Chairman)  
Ir Dr Hon LO Wai-kwok, BBS, MH, JP (Deputy Chairman)  
Hon LEE Cheuk-yan  
Hon James TO Kun-sun  
Hon WONG Kwok-hing, MH  
Hon CHAN Hak-kan, 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  
Dr Hon Elizabeth QUAT, JP  
Hon TANG Ka-piu  
Hon Christopher CHUNG Shu-kun, BBS, MH, JP  
Hon Tony TSE Wai-chuen
- Members attending :** Hon LEUNG Che-cheung, BBS, MH, JP  
Hon KWOK Wai-keung
- Members absent :** Hon Ronny TONG Ka-wah, SC  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP  
Hon CHAN Han-pan

**Public Officers  
attending** :

**Agenda item III**

Prof Anthony CHEUNG, GBS, JP  
Secretary for Transport and Housing

Ms Rebecca PUN Ting-ting, JP  
Deputy Secretary for Transport and Housing  
(Transport)1

Ms Winnie WONG  
Principal Assistant Secretary for Transport and  
Housing (Transport)3

Mr Henry CHAN, JP  
Principal Government Engineer / Railway  
Development  
Highways Department

Mr Robert CHAN  
Chief Engineer / Railway Development 2-2  
Highways Department

**Attendance by  
invitation** :

**Agenda item III**

Mr Ian WHITTON  
Executive Director  
AECOM Asia Company Limited

Mr Perran COAK  
Associate Director  
AECOM Asia Company Limited

Mr Tim MARTIN  
Divisional Director (Transport Planning)  
MVA Hong Kong Limited

**Clerk in attendance :**

Ms Sophie LAU  
Chief Council Secretary (1)2

**Staff in attendance :** Miss Katherine CHAN  
Council Secretary (1)2

Ms Emily LIU  
Legislative Assistant (1)2

Miss Ariel SHUM  
Clerical Assistant (1)2

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**I Information papers issued since last meeting**

(LC Paper No. CB(1)552/12-13(01) - MTR Corporation Limited's paper on MTR Service Performance and Safety Campaigns)

Members noted the above paper which had been issued since the last meeting. Mr WONG Kwok-hing suggested discussing the above paper at a regular meeting.

*(Post-meeting note: The paper would be discussed at the next regular meeting scheduled for 24 May 2013.)*

**II Items for discussion at the next regular meeting on 3 May 2013**

(LC Paper No. CB(1)595/12-13(01) - List of outstanding items for discussion

LC Paper No. CB(1)595/12-13(02) - List of follow-up actions)

2. Members agreed to discuss the following items at the next regular meeting to be held on Friday, 3 May 2013, at 10:45 am:

(a) Listening • Responding Programme; and

(b) Rail inspection regime of the MTR Corporation Limited.

*(Post-meeting note: The regular meeting was rescheduled for Friday, 24 May 2013, at 8:30 am. The proposed items for discussion mentioned in paragraph 2 were deferred for discussion at a future meeting.)*

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- III Review and Update of the Railway Development Strategy 2000**  
(LC Paper No. CB(1)595/12-13(03) - Administration's paper on "Our Future Railway" Stage 2 Public Engagement Exercise  
LC Paper No. CB(1)595/12-13(04) - Paper on the review and update of the Railway Development Strategy 2000 (Updated background brief)

3. With the aid of a PowerPoint presentation, the Administration briefed members on the Stage 2 Public Engagement Exercise of the Review and Update of the Railway Development Strategy 2000. The Administration proposed seven local enhancement schemes as listed below for public discussion:

- (i) North Island Line;
- (ii) Siu Sai Wan Line;
- (iii) South Island Line (West);
- (iv) Tuen Mun South Extension;
- (v) Hung Shui Kiu Station;
- (vi) Tung Chung West Extension; and
- (vii) Kwu Tung Station.

4. Members noted Mr Christopher CHUNG's letter on the aforementioned Public Engagement Exercise and expressed support for his proposal to hold two special meetings to receive public's views on the seven local enhancement schemes.

*(Post-meeting Note: The two special meetings were scheduled for Friday, 3 May 2013 and Tuesday, 7 May 2013.)*

5. The Subcommittee deliberated (Index of proceedings attached in **Annex**).

6. Major views and concerns of members about the seven local enhancement schemes as proposed by the Administration are summarised in

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the ensuing paragraphs.

*North Island Line*

7. Mr WONG Kwok-hing reflected the views of the residents on Hong Kong Island that they preferred the "Interchange" Scheme of the North Island Line which would not affect the integrity of the existing Island Line to the "Swap" Scheme which would divide the existing Island Line into two separate sections. The "Swap" Scheme would entail the need for passengers to interchange at Quarry Bay, North Point or Central / Hong Kong Station. Mr Christopher CHUNG opined that the "Swap" Scheme of the North Island Line would discourage the residents on Hong Kong Island to take the MTR due to the need to interchange if they travelled from the Eastern part to the Western and vice versa.

8. Mr LEE Cheuk-yan raised that it seemed to him the Administration had accorded more importance to develop stations for the commercial districts than to provide railway service to residents in remote areas like Tin Shui Wai, Tuen Mun and Tung Chung. Mr KWOK Wai-keung echoed that excessive resources might be spent in less populated areas such as those near HKCEC and Tamar on North Hong Kong.

9. Mr Gary FAN enquired about the effectiveness and the detailed design of the North Island Line. He also asked whether the railway projects would be financially supported by the Administration or the MTR Corporation Limited (MTRCL).

10. The Administration explained the "Swap" scheme of the North Island Line had been proposed originally in the Railway Development Strategy 2000. Taking into account the views expressed by members and the public, the "Interchange" Scheme was proposed as an alternative for consultation. Besides, it was believed that both schemes of the North Island Line were able to relieve the loading of the existing Island Line. The Administration supplemented that the detailed planning of the North Island Line and the financial and financing arrangements would be considered at a later stage when a decision was taken to implement the project.

*Siu Sai Wan Line*

11. Mr WONG Kwok-hing relayed the views of the residents on Hong Kong Island that they supported the development of the Siu Sai Wan Line and

preferred the "Extension" Scheme to the "Bifurcation" and "Feeder" Schemes. The "Extension" Scheme would enable the railway line to provide more smooth and flexible service. Mr KWOK Wai-keung shared Mr WONG's views that the Siu Sai Wan residents welcomed the "Extension" Scheme, which had less impact on the train frequency.

12. Mr Christopher CHUNG also expressed that the majority of the Siu Sai Wan residents showed support to the development of the Siu Sai Wan Line. He added that the Siu Sai Wan Line would not only provide convenience to residents there and relieve the traffic conditions in Siu Sai Wan, but would also improve the traffic in Chai Wan and the whole of Hong Kong Island. However, he was concerned that the "Extension" Scheme might be impracticable because certain buildings near the existing Chai Wan Station or along the alignment would have to be demolished. The "Bifurcation" Scheme was also less desirable as the construction works would probably involve reclamation. He viewed that the "Feeder" Scheme building the railway in the form of viaduct might be worthy of further study.

### *South Island Line (West)*

13. Mr Christopher CHUNG 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. Mr KWOK Wai-keung mentioned that residents generally supported the development of South Island Line (West) ("SIL(W)"), in particular the section from Aberdeen to Wah Fu. Mr WONG Kwok-hing also suggested extending the South Island Line (East) ("SIL(E)") to cover Aberdeen, Wah Fu, Wah Kwai and Queen Mary Hospital.

14. Dr LO Wai-kwok questioned whether the SIL(E) would have sufficient capacity to cater for the passenger flow from the SIL(W). Mr Gary FAN was worried that 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 paragraph 5.18 of the Administration's Consultation Document, and therefore the SIL(E) might not be able to accommodate the extra passenger load brought by the Aberdeen Section. He suggested that the capacity of both SIL(E) and SIL(W) should be reviewed together by the Administration in developing railway service for the users.

15. In response to members' views and concerns, the Administration stated that they would consider developing the railway service for residents in

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Aberdeen, Wah Fu and Pokfulam, having regard to the further development of the districts and technical feasibility. The Administration also said that in accordance with the consultants' advice, the three-car configuration of the SIL(E) would have sufficient capacity to cater for that of SIL(W). Also, the Administration explained that the average train loading up to more than 70% was tolerable and they would explore means for improvements.

***Tuen Mun South Extension***

16. Mr Michael TIEN opined that the Tuen Mun South Extension was very much in need to meet the demand of residents in Tuen Mun South. At present, residents in Tuen Mun South would need to ride the Light Rail or bus to reach Tuen Mun Station if they wanted to use the West Rail Line. He further suggested constructing a "people-mover system" linking Tin Shui Wai North and the West Rail Line as a supplementary transport means to the Light Rail.

17. Mr LEE Cheuk-yan shared the views that the Tuen Mun South Extension should be accorded higher priority for development due to the residents' pressing transport needs. He proposed that the Administration should consider buying back the MTR's ownership and extending the West Rail Line to northern Tin Shui Wan in replacement of the Light Rail. Mr LEUNG Che-cheung was even concerned that the West Rail Line after completion of the extension might become overloaded due to the growing population in Tuen Mun.

18. In response, the Administration said that they would consider the railway lines as well as other public transport facilities together to meet the growing transport needs in the northwestern New Territories. The Administration further supplemented that during the planning of the railway projects, they would cater for the needs of local residents and for economic activities.

***Hung Shui Kiu Station***

19. Mr LEUNG Che-cheung and Mr LEE Cheuk-yan expressed that Hung Shui Kiu Station was required to meet the transport needs due to the population growth to be brought by the new public housing estates there in the coming years. Mr Michael TIEN queried why the one-direction traffic of the section between Tsuen Wan West Station to Mei Foo Station was estimated to

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decrease slightly from 50,000 to 49,000 passengers per hour during morning peak hours in 2031 if Hung Shui Kiu Station was constructed.

20. The Administration replied that some passengers in northwestern New Territories might be concerned about the lengthened railway journey time if Hung Shui Kiu Station were added, and opt for road-based transport to travel to and from the urban areas instead. This would offset the additional passenger traffic to be generated by Hung Shui Kiu Station.

***Tung Chung West Extension***

21. 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.

22. Mr TANG Ka-piu pointed out that the Administration's consultation document mentioned that a large number of bus routes were available in Tung Chung West, but such information was misleading because about half of them were special routes having one or two trips a day. He urged the Administration to make the final decision soonest possible to implement the Tung Chung West Extension and also asked whether reclamation would be necessary to build the Extension.

23. The Administration explained that the study aimed to study the peak passenger demand in the area and the corresponding transportation means available. As such, the consultation document included information on the special routes which operated during peak hours. 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, therefore, unable to advise whether reclamation would be involved at the current stage.

***Kwu Tung Station***

24. Mr CHAN Hak-kan pointed out that development of the Kwu Tung Station should be closely coordinated with the study of the Northern Link to achieve better social and economic benefits. He further suggested that the Administration should develop simultaneously new towns and railway



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projects. The Chairman shared Mr CHAN Hak-kan's ideas that railway development should be forward-looking enough to drive new town development.

*Way Forward*

25. In response to Mr LEUNG Che-cheung's enquiry about the Northern Link, the Administration clarified that the Northern Link was one of the three major railway corridors discussed at Stage 1 Public Engagement Exercise, while Stage 2 Public Engagement Exercise would focus on seven local enhancement schemes. The consultant would collate the public views collected at both Stages 1 and 2 and then present their final recommendations to the Administration. After that, the Administration would explore the way forward for different railway projects with a view to reporting the results to the public in 2014. Mr Michael TIEN recommended that the Transport and Housing Bureau and the Development Bureau should work together to speed up the development of the Northern Link.

26. Mr LEUNG Kwok-hung was of the view that the preliminary conceptual scheme of the Hong Kong-Shenzhen Western Express Line should not be implemented. Mr Frankie YICK, nevertheless, believed that the development of the Hong Kong-Shenzhen Western Express Line would boost Hong Kong's development if the roles of the airports of Hong Kong and Shenzhen were clearly defined.

27. Mr WU Chi-wai enquired about the planning of infrastructure development for the railway projects, the improvement works for the existing interchange platforms which were less desirable, the Comprehensive Transport Study and using people movers or travelators to save costs. He also expressed his views that the terms such as "Interchange" and "Swap" Schemes were too vague to explain the local enhancement projects and suggested that more explanations were required to illustrate the details of the schemes to the public.

28. In response to Mr WU Chi-wai's views and concerns, the Administration stated that the local enhancement schemes were based on both heavy railway system and medium capacity railway system while the details would be considered after the consultation exercise. They would decide whether to conduct the Fourth Comprehensive Transport Study after the review of the Railway Development Strategy. In addition, the consultant would study the feasibility of people movers and travelators and they would further explain the local enhancement projects through a series of roving

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exhibitions and public forums. The Administration also explained that the platform designs mainly depended on whether there was sufficient space to construct a more convenient cross-platform interchange.

29. The Chairman remarked that this Subcommittee would keep in view the progress of the railway projects.

**IV Any other business**

30. There being no other business, the meeting ended at 12:40 pm.

Council Business Division 1  
Legislative Council Secretariat  
21 May 2013

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**Proceedings of the meeting  
on Friday, 1 March 2013, at 10:45 am  
in Conference Room 3 of the Legislative Council Complex**

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
<i>Agenda Item I – Information papers issued since last meeting</i>			
000505 – 000548	Chairman	In response to Mr WONG Kwok-hing's request during the meeting on 4 January 2013, MTRCL provided a paper entitled "MTR Service Performance and Safety Campaigns".	
<i>Agenda Item II – Items for discussion at the next regular meeting on 3 May 2013</i>			
000549 – 000612	Chairman	The Chairman informed members that the Administration proposed the following items to be discussed at the next regular meeting on 3 May 2013:  (a) Listening • Responding Programme; and  (b) Rail inspection regime of MTRCL.	
000613 – 000626	Chairman Mr WONG Kwok-hing	Members agreed that the paper, "MTR Service Performance and Safety Campaigns", would be discussed at a regular meeting.	
000627 – 000701	Chairman Mr TANG Ka-piu	Members had no objection to the proposed items for discussion.	
<i>Agenda Item III – Review and Update of the Railway Development Strategy 2000</i>			
000702 – 002149	Chairman Administration	With the aid of a PowerPoint presentation [LC Paper No.: CB(1)652/12-13(01)], the Administration briefed members on the Stage 2 Public Engagement Exercise of the Review and Update of the Railway Development Strategy 2000 [LC Paper No.: CB(1)595/12-13(03)].	
002150 – 002327	Chairman Mr Gary FAN	Regarding Mr Christopher CHUNG's letter [LC Paper No.: CB(1)660/12-13(01)] dated 28 February 2013, which suggested holding special meetings for the seven local enhancement schemes as proposed by the Administration, the Chairman proposed to hold two special meetings for the Administration's seven local enhancement schemes before the end of their consultation exercise, i.e. 20 May 2013. The Chairman advised that he would work out the necessary arrangements with the Secretariat and the details of both special meetings would be announced in due course.  The Chairman noted Mr Gary FAN's suggestion that each special meeting should emphasise particular regions to make the discussion more focused.	

Time marker	Speaker	Subject(s)	Action required
002328 – 002944	Chairman Mr TANG Ka-piu Administration	<p>Mr TANG Ka-piu expressed the following views on the <i>Tung Chung West Extension</i>:</p> <ul style="list-style-type: none"> <li>(a) it was estimated that more than 10,000 persons would move to Tung Chung's new public housing estates in around 2018. Tung Chung West Extension was required to meet the growing transport demands;</li> <li>(b) the Administration's consultation document mentioned that a large number of bus routes were available in Tung Chung West but such information was misleading. For instance, the bus frequency of some routes was only once or twice a day and part of the bus service was only provided on weekdays;</li> <li>(c) in view of the forecast usage of the section from Kowloon Station to Hong Kong Station of the Tung Chung Line during morning peak hours in 2031, the Administration should explain why the one-direction traffic estimated by the consultant would only slightly rise from 29,000 to 30,000 persons per hour even after the Tung Chung West Extension was in place;</li> <li>(d) whether reclamation would be involved for developing the Tung Chung West Extension;</li> <li>(e) when the Administration would make the final decision to implement the Tung Chung West Extension; and</li> <li>(f) whether the Administration would propose any alternative arrangement for the Tung Chung residents if the Tung Chung West Extension was shelved subsequently.</li> </ul> <p>The Administration responded that:</p> <ul style="list-style-type: none"> <li>(a) they would monitor continuously the future growth of the Tung Chung population;</li> <li>(b) they would examine the transport needs of the Tung Chung area and follow up if necessary;</li> <li>(c) the Tung Chung New Town Extension Study was still underway and therefore it was uncertain whether reclamation would be involved at the current stage; and</li> <li>(d) the consultant would collate the public views collected at both stages for the planning of the major regional railway corridors and local enhancement schemes. The Administration would consider the consultant's final recommendations and explore the</li> </ul>	

Time marker	Speaker	Subject(s)	Action required
		<p>way forward for different railway projects with a view to announcing the results to the public in 2014.</p>	
002945 – 003551	Chairman Mr WONG Kwok-hing Administration	<p>Mr WONG Kwok-hing made recommendations for the following three local enhancement schemes:</p> <p>(a) <i>North Island Line</i> – the residents on Hong Kong Island preferred the "Interchange" Scheme (which would not affect the integrity of the existing Island Line) to the "Swap" Scheme as it would divide the existing Island Line into two separate sections;</p> <p>(b) <i>Siu Sai Wan Line</i> – the residents on Hong Kong Island supported the development of the Siu Sai Wan Line and preferred the "Extension" Scheme to the "Bifurcation" and "Feeder" Schemes. The "Extension" Scheme would enable the railway service to be more smooth and flexible; and</p> <p>(c) <i>South Island Line (West)</i> – the residents on Hong Kong Island suggested extending the railway line from South Horizons to Aberdeen, Wah Fu, Wah Kwai and Queen Mary Hospital.</p> <p>The Administration mentioned that the consultant would take Mr WONG Kwok-hing's views into account. They, in addition, 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. Mr WONG Kwok-hing shared the Administration's views.</p>	
003552 – 004141	Chairman Mr Gary FAN Administration	<p>Mr Gary FAN made the following enquiries about the <i>North Island Line</i>:</p> <p>(a) whether the "Swap" Scheme or "Interchange" Scheme was able to relieve the loading of the railway network;</p> <p>(b) the possibility to increase the train frequency of the Tseung Kwan O Line to every two minutes;</p> <p>(c) if the provision for subways or travelators would be possible to enhance the North Island Line connection;</p> <p>(d) due to the restrictions imposed by the Tsing Ma Bridge structure, it was estimated that eight trains would be reduced for the existing Island Line after implementation of the "Swap" Scheme. Mr Gary FAN questioned whether the Administration would consider constructing platforms for train shunting at Nam Cheong Station; and</p>	

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		<p>(e) whether the railway projects would be financially supported by the Administration or MTRCL.</p> <p>The Administration advised that:</p> <p>(a) it was believed that the North Island Line was able to relieve the loading of the existing Island Line;</p> <p>(b) the increase or decrease of the train frequency would depend on the actual average number of passengers per day;</p> <p>(c) the detailed planning of the North Island Line would be discussed if the scheme was confirmed; and</p> <p>(d) the financial and financing arrangements for the railway projects would be considered at a later stage.</p>	
004142 – 004802	Chairman Mr Christopher CHUNG Administration	<p>Mr Christopher CHUNG expressed the following views:</p> <p>(a) <i>North Island Line</i> – the "Swap" Scheme would discourage residents on Hong Kong Island to take the MTR because riders would have to take interchange if they wished to travel from Eastern part of Hong Kong to the West, and vice versa. The Administration should simultaneously evaluate the impacts on the North Island Line after the construction of the Central-Wan Chai Bypass was completed;</p> <p>(b) <i>Siu Sai Wan Line</i> – the "Extension" Scheme was impracticable because certain buildings near the existing Chai Wan Station and along the alignment would need to be demolished. The "Bifurcation" Scheme was also less desirable as the construction works would probably involve reclamation. The "Feeder" Scheme building the railway in the form of viaduct, however, might be suitable for further study;</p> <p>(c) <i>South Island Line (West)</i> – the Administration should consider providing railway service from Aberdeen to Wah Fu first, given the technical and other difficulties encountered along the Pokfulam districts; and</p> <p>(d) The two special meetings to be held by the Subcommittee on Matters Relating to Railways to receive views from deputations should discuss the local enhancement schemes by regions.</p> <p>The Administration responded that they were aware of the views of the Legislative Council members and the public on the "Swap" Scheme of the North Island Line, and the "Interchange" Scheme was thus proposed for</p>	

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		consideration.	
004803 – 005346	Chairman Mr LEUNG Che-cheung Administration	<p>Mr LEUNG Che-cheung raised the following concerns:</p> <ul style="list-style-type: none"> <li>(a) <i>Hung Shui Kiu Station</i> – because more than a further 12,000 to 13,000 persons would move to the new public housing estate in Hung Shui Kiu after 2015, Hung Shui Kiu Station would be much required to meet the growing transport needs;</li> <li>(b) <i>Tuen Mun South Extension</i> – the West Rail Line after extension might still be unable to relieve its loading due to the growing population in Tuen Mun; and</li> <li>(c) The Northern Link was worthy of further discussion and wondered why the project was not put in the Administration's Stage 2 Public Engagement Exercise.</li> </ul> <p>The Administration advised that:</p> <ul style="list-style-type: none"> <li>(a) they would consider the railway lines as well as other public transport facilities together to satisfy the growing transport needs in the northwestern New Territories; and</li> <li>(b) the Northern Link was one of the major railway corridors discussed at Stage 1 Public Engagement Exercise while Stage 2 Public Engagement Exercise would focus on seven local enhancement schemes. The consultant would collate the public views collected at both stages before making final recommendations.</li> </ul>	
005347 – 005856	Chairman Mr CHAN Hak-kan Administration	<p>Mr CHAN Hak-kan opined that:</p> <ul style="list-style-type: none"> <li>(a) <i>Kwu Tung Station</i> – Kwu Tung Station should be closely examined together with the study of the Northern Link to achieve better planning benefits. It was suggested that the Administration should develop new towns and railway projects simultaneously; and</li> <li>(b) when developing the railway networks, the Administration should have a monitoring mechanism for MTR fares to avoid MTR becoming a monopoly for the local transport system.</li> </ul> <p>The Administration advised that:</p> <ul style="list-style-type: none"> <li>(a) despite using railways as the backbone of the transport system, MTR would not become a monopoly as other public transport means including bus service also played important and</li> </ul>	

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		<p>complementary roles for the whole transport system; and</p> <p>(b) when planning the railway projects, they would strike a balance between economic impacts and community needs.</p> <p>The Chairman shared Mr CHAN Hak-kan's views that railway development should be forward-looking enough to drive new town development.</p>	
005857 – 010411	Chairman Mr LEE Cheuk-yan Administration	<p>Mr LEE Cheuk-yan expressed the following views:</p> <p>(a) while appreciating the efforts in railway development, he proposed that the Administration should consider buying back the MTR's shares;</p> <p>(b) his impression was that the railway development projects for the commercial areas were accorded more importance than those for the residential areas;</p> <p>(c) the <i>Tung Chung West Extension</i>, <i>Tuen Mun South Extension</i> and <i>Hung Shui Kiu Station</i> should be accorded higher priority for development due to local residents' pressing transport needs; and</p> <p>(d) the Tin Shui Wai residents yearned for the extension of the West Rail Line to cover northern Tin Shui Wai.</p> <p>The Administration responded that:</p> <p>(a) it was not true to say that the Administration had attached more importance to developing railways for commercial districts than the residential ones. During the planning of railway projects, they would cater for the needs of local residents and for economic development; and</p> <p>(b) because of technical infeasibility, they had no plan to extend the West Rail Line from Tin Shui Wai Station to cover Tin Shui Wai North at the current stage.</p>	
010412 – 011010	Chairman Mr WU Chi-wai Administration	<p>Mr WU Chi-wai expressed views and concerns:</p> <p>(a) he very much welcomed the railway development projects as planned and announced by the Administration;</p> <p>(b) whether the railway projects were planned on the basis of heavy railway system;</p> <p>(c) the Administration should provide further details of the seven local enhancement schemes, including their efficiency and effectiveness, for members'</p>	



Time marker	Speaker	Subject(s)	Action required
		<p>consideration and if the projects were able to relieve the loading of the existing railway network;</p> <p>(d) the terms such as "Interchange" and "Swap" Schemes were too vague to explain the local enhancement projects and suggested that more explanations be provided to illustrate the details of the schemes to the public; and</p> <p>(e) whether the Administration decided to improve the existing interchange platforms which were less desirable, e.g. those at Quarry Bay Station.</p> <p>The Administration responded that:</p> <p>(a) the local enhancement schemes were based on both heavy railway system and medium capacity railway system the details of which would be decided after the consultation exercise;</p> <p>(b) they would further explain the local enhancement projects through a series of roving exhibitions and public forums to the public; and</p> <p>(c) the platform designs mainly depended on whether there was sufficient space to construct a more convenient cross-platform interchange.</p>	
011011 – 011732	Chairman Mr Michael TIEN Administration	<p>Mr Michael TIEN conveyed the following views:</p> <p>(a) paragraph 6.7 of the Administration's Consultation Document stipulated that "<i>During morning peak hours, the section from Kam Sheung Road Station to Tsuen Wan West Station was the busiest section of the West Rail Line, with an average train loading of approximately 65%</i>". He, therefore, would like to invite the Secretary for Transport and Housing to make a site visit to the aforesaid section in the morning peak hours sometime in late March 2013 to get first-hand experience. Mr Michael TIEN suggested that the Transport Department should take the lead to urge MTRCL to improve the average train loading;</p> <p>(b) <i>Tuen Mun South Extension</i> – the Tuen Mun residents required such an extension to meet the growing transport needs. He suggested that the signalling system of the East Rail Line should be replaced to increase the train frequency. It would be appreciated if the Administration would explore to construct a "people-mover system" linking Tin Shui Wai North and the West Rail Line as a supplementary transport means;</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(c) <i>Hung Shui Kiu Station</i> – it was hoped that the Administration could explain why the one-direction traffic of the section between Tsuen Wan West Station to Mei Foo Station was estimated to decrease slightly from 50,000 to 49,000 passengers per hour during morning peak hours in 2031 if Hung Shui Kiu Station was constructed;</p> <p>(d) <i>Tung Chung West Extension</i> – the Administration should pay attention to the growing population and transport need in Tung Chung; and</p> <p>(e) he recommended that the Transport and Housing Bureau and the Development Bureau should coordinate a joint task-force to speed up the development of the Northern Link.</p> <p>The Administration advised that:</p> <p>(a) the Northern Link was one of the major railway corridors discussed at Stage 1 Public Engagement Exercise while Stage 2 Public Engagement Exercise would focus on seven local enhancement schemes. The Administration would consider the consultant's final recommendations and explore the way forward for different railway projects with a view to reporting the results to the public in 2014;</p> <p>(b) the Administration, in particular, the Transport Department, would continuously monitor the average loading and would liaise with MTRCL for necessary adjustments; and</p> <p>(c) regarding Hung Shui Kiu Station, it was estimated that some passengers in northwestern New Territories might be concerned about the lengthened railway journey time, and opt for road-based transport to travel to and from the urban areas instead. This would offset the additional traffic generated by Hung Shui Kiu Station on the East West Corridor.</p>	
011733 – 012504	Chairman Dr LO Wai-kwok Administration	<p>Dr LO Wai-kwok expressed the following views:</p> <p>(a) suggested that the Administration should make a better coordination of views collected during the Stage 1 and Stage 2 Public Engagement Exercises and should propose an appropriate implementation schedule so as to ensure that the talents / professionals of the industry could be steadily engaged after the five railways under construction were completed;</p> <p>(b) considered that the Administration should accord higher priority to the Northern Link, North Island</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>Line and South Island Line (West) after hearing the views of fellow members; and</p> <p>(c) whether the South Island Line (East) would have sufficient capacity to cater for the passenger flow from the South Island Line (West).</p> <p>The Administration explained that:</p> <p>(a) Stage 1 Public Engagement Exercise focused on planning of the major regional railway corridors while Stage 2 would focus on seven local enhancement schemes. The Administration would consider the consultant's final recommendations and would announce the results to the public in 2014; and</p> <p>(b) in accordance with the consultants' advice, the three-car configuration of the South Island Line (East) would have sufficient capacity.</p>	
012505 – 013140	Administration Mr KWOK Wai-keung Chairman	<p>Mr KWOK Wai-keung expressed the following views and concerns:</p> <p>(a) the Administration should organise roving exhibitions at Siu Sai Wan and Hong Kong Island South to enhance public awareness of the local enhancement schemes;</p> <p>(b) the public forums should be held on Sunday, instead of the weekdays, to facilitate public participation;</p> <p>(c) <i>Siu Sai Wan Line</i> – the Siu Sai Wan residents welcomed the development and preferred the "Extension" Scheme, which had less impact on the train frequency;</p> <p>(d) <i>South Island Line (West)</i> – the residents generally supported the scheme while the Administration should give preference to the Aberdeen Section; and</p> <p>(e) <i>North Island Line</i> – it was worried that the resources would be spent on less densely populated areas such as those in the vicinity of the Hong Kong Convention and Exhibition Centre and Tamar.</p> <p>The Administration replied that the format and schedule of Stage 2 Public Engagement Exercise were similar to Stage 1 and the response was positive. The Administration would, nevertheless, consider Mr KWOK Wai-keung's views to enhance public participation.</p>	

Time marker	Speaker	Subject(s)	Action required
013141 – 013610	Chairman Administration	<p>The Chairman made the following remarks:</p> <ul style="list-style-type: none"> <li>(a) the Administration should clearly explain the nature and purpose of both Stage 1 and Stage 2 Public Engagement Exercises;</li> <li>(b) he shared with Mr CHAN Hak-kan's opinions that railway development should be forward-looking enough to drive new town development; and</li> <li>(c) with the railway projects in hand to be finished between 2015 and 2020, the Administration should better commence the new development from 2015 onwards and make use of the manpower resources being employed by the existing projects.</li> </ul> <p>The Administration responded that:</p> <ul style="list-style-type: none"> <li>(a) the consultant would collate the public views collected at both stages for the planning of the major regional railway corridors and local enhancement schemes; and</li> <li>(b) they had to consider both economic impacts and community needs when planning the railway projects.</li> </ul>	
013611 – 013918	Chairman Mr Christopher CHUNG	<p>Mr Christopher CHUNG made further comments on the <i>Siu Sai Wan Line</i>:</p> <ul style="list-style-type: none"> <li>(a) the <i>Siu Sai Wan Line</i> was not only able to relieve the traffic conditions in Siu Sai Wan, but also those in Chai Wan and Hong Kong Island;</li> <li>(b) according to a DAB's survey, the majority of the Siu Sai Wan residents showed support to the development of the <i>Siu Sai Wan Line</i>; and</li> <li>(c) the "Feeder" Scheme was more appropriate than the "Extension" and "Bifurcation" Schemes.</li> </ul>	
013919 – 014321	Chairman Mr Michael TIEN Administration	<p>Mr Michael TIEN opined that:</p> <ul style="list-style-type: none"> <li>(a) the Transport Department should take the lead to set the standard of over-crowdedness inside trains and on platforms of stations;</li> <li>(b) the planning of the Tuen Mun South Extension should be started as soon as practicable;</li> <li>(c) the Administration should commence the <i>Tung Chung West Extension</i> in view of the growing population;</li> </ul>	

Time marker	Speaker	Subject(s)	Action required
		<p>(d) the Administration should study the technical feasibility of the "people-mover system" connecting Tin Shui Wai North and the West Rail Line;</p> <p>(e) it was appreciated to accord higher priority to railway development than the growth of population; and</p> <p>(f) he suggested replacing the names of the consultation exercises, "Stage 1" and "Stage 2", with "New Railways" and "Extensions and Station Additions" which were more self-explanatory.</p> <p>The Administration advised that:</p> <p>(a) they were unable to rename the Public Engagement Exercise at this stage because all the materials had been published;</p> <p>(b) the Transport Department would continuously monitor the congestion level of the public transport means, including trains and buses; and</p> <p>(c) the signalling system of the East Rail Line would be upgraded in 2020 under the Shatin-to-Central Link project to enable an increase in train frequency.</p>	
014322 – 014711	Chairman Mr WU Chi-wai Administration	<p>Mr WU Chi-wai made the following enquiries:</p> <p>(a) whether the Administration would conduct a Comprehensive Transport Study in order to have better coordination of different public transportation modes with the development of different railway projects;</p> <p>(b) whether the railway project development could tally with the initial intake of population in an area rather than waiting until the full intake of the population; and</p> <p>(c) whether the Administration would consider using "people-mover system" or travelators to connect the needed areas with the existing heavy rails to save costs.</p> <p>The Administration replied that:</p> <p>(a) they would decide whether to conduct the Fourth Comprehensive Transport Study after the review of the Railway Development Strategy;</p> <p>(b) they would strike a balance between economic impacts and community needs in planning the railway projects and would try to evaluate carefully the financial feasibility and needs for development</p>	

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		<p>of new towns; and</p> <p>(c) in response to Mr TIEN's enquiry, the consultant would study the feasibility of "people-mover system" connecting Tin Shui Wai North and the West Rail Line.</p>	
014712 – 015123	Chairman Mr LEUNG Kwok-hung Administration	<p>Mr LEUNG Kwok-hung expressed the following views:</p> <p>(a) he enquired if the Administration was still considering the development of the Airport Rail Link to connect the Hong Kong International Airport with the Shenzhen International Airport. He opined that the Hong Kong-Shenzhen Western Express Line should not be implemented; and</p> <p>(b) pointed out that the existing Airport Rail was under-utilised and the problem needed to be solved.</p> <p>The Administration replied that they had already noted the objection expressed by some members of the public and some of the Legislative Council Members to the Hong Kong-Shenzhen Western Express Line which was one of the major railway corridors discussed at Stage 1 Public Engagement Exercise. The Administration would consider carefully the views collected during both stages of the consultation exercise before making any decision.</p>	
015124 – 015304	Chairman Mr Gary FAN Administration	<p>Mr Gary FAN showed concern about paragraph 5.18 of the Administration's Consultation Document, "<i>The consultant forecasted that, even without the Aberdeen Section, the average train loading of the section from Wong Chuk Hang Station to Ocean Park Station might reach 60% or above during morning peak hours in 2031</i>". In this connection, he considered that the South Island Line (East) might not be able to accommodate the extra passenger load brought by the Aberdeen Section. He suggested that the Administration should review the South Island Line (East) and the South Island Line (West) together in order to find solutions to cope with the expected growing passenger capacity.</p> <p>The Administration responded that:</p> <p>(a) they would further study the technical feasibility in both Aberdeen Section and Pokfulam Section should the proposals be taken forward, and continuously monitor the development of the Southern District; and</p> <p>(b) the average train loading up to more than 70% was tolerable and they would explore means for improvements.</p>	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
015305 – 015508	Mr Frankie YICK Administration Chairman	<p>Mr Frankie YICK believed that the development of the Hong Kong-Shenzhen Western Express Line would boost Hong Kong's development if the respective role of the Hong Kong and Shenzhen International Airports could be clearly defined and be complementary to each other.</p> <p>The Administration replied that the Hong Kong-Shenzhen Western Express Line was discussed at Stage 1 Public Engagement Exercise and the consultant would collate the views of the public for the consideration of the Administration. The Chairman reminded that two special meetings would be held in May to discuss further the local enhancement schemes.</p>	

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