

立法會

Legislative Council

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Panel on Transport

Subcommittee on Matters Relating to Railways

**Minutes of meeting on
Monday, 27 October 2014, at 3:00 pm
in Conference Room 2B of the Legislative Council Complex**

- Members present :** Hon CHAN Han-pan, JP (Chairman)
Hon WONG Kwok-hing, BBS, MH (Deputy Chairman)
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Ronny TONG Ka-wah, SC
Hon CHAN Hak-kan, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon LEUNG Kwok-hung
Hon Claudia MO
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, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS
- Member attending :** Hon KWOK Wai-keung

Member absent : Hon LEE Cheuk-yan

Public Officers attending : **Agenda item III**

Professor Anthony CHEUNG, GBS, JP
Secretary for Transport and Housing
Transport and Housing Bureau

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

Miss Winnie WONG Ming-wai
Principal Assistant Secretary for Transport and
Housing (Transport)3
Transport and Housing Bureau

Mr Peter LAU Ka-keung, JP
Director of Highways
Highways Department

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

Clerk in attendance: Ms Sophie LAU
Chief Council Secretary (1)2

Staff in attendance : Ms Macy NG
Senior Council Secretary (1)2

Miss Katherine CHAN
Council Secretary (1)2

Ms Emily LIU
Legislative Assistant (1)2

Ms Clara LO
Legislative Assistant (1)9

Miss Ariel SHUM
Clerical Assistant (1)2

Action

I. Election of Chairman and Deputy Chairman (if necessary)

Mr CHAN Han-pan and Mr WONG Kwok-hing were elected Chairman and Deputy Chairman of the Subcommittee on Matters Relating to Railways ("the Subcommittee") respectively for the 2014-2015 session.

II. Items for discussion at the next meeting

- (LC Paper No. CB(1)96/14-15(01) - List of outstanding items for discussion
LC Paper No. CB(1)96/14-15(02) - List of follow-up actions)

2. Members agreed to discuss the following items at the next meeting to be held on Friday, 24 November 2014:

- (a) Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, West Island Line, South Island Line (East), Kwun Tong Line Extension and Shatin to Central Link ("SCL"); and
- (b) Archaeological features discovered at To Kwa Wan Station of SCL and their proposed preliminary conservation and interpretation plans.

(Post-meeting note: The agenda item "Archaeological features discovered at To Kwa Wan Station of SCL and their proposed preliminary conservation and interpretation plans" was subsequently cancelled. The subject was discussed at the meeting of the Panel on Development held on 25 November 2014 instead.)

Action

III. Railway development

(LC Paper No. CB(1)2012/13-14(01) - Administration's paper on Railway Development Strategy 2014

LC Paper No. CB(1)2012/13-14(02) - Paper on railway development strategy prepared by the Legislative Council Secretariat (background brief))

3. At the invitation of the Chairman, the Administration briefed members on the railway development. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Admin 4. After deliberation, the Administration was requested to provide the following information:

(a) detailed geographic information on the areas in the vicinity of the proposed alignment and stations of the East Kowloon Line recommended in the Railway Development Strategy 2014 ("RDS-2014"); and

(b) more detailed information on the reasons why the Siu Sai Wan Line was not recommended in RDS-2014.

(Post-meeting note: The supplementary information provided by the Administration was issued to members on 24 December 2014 vide LC Paper No. CB(4)293/14-15(01).)

IV. Any other business

5. Members noted that the Subcommittee would seek the House Committee's endorsement of the extension of its work in the 2014-2015 session in late October 2014. Subject to the approval of the House Committee of the continuation of work of the Subcommittee, members agreed that the regular meetings of the Subcommittee for the 2014-2015 session would be held about once every two months. Special meetings would be held to discuss any urgent matters where necessary.

(Post-meeting note: The House Committee approved the continuation of work of the Subcommittee at its meeting on 31 October 2014.)

Action

6. There being no other business, the meeting ended at 5:19 pm.

Council Business Division 4
Legislative Council Secretariat
18 February 2015

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Monday, 27 October 2014, at 3:00 pm
in Conference Room 2B of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Election of Chairman and Deputy Chairman (if necessary)</i>			
000045 – 000450	Mr Michael TIEN Mr CHAN Kam-lam Mrs Regina IP Mr CHAN Han-pan Mr WU Chi-wai Mr Gary FAN Mr TANG Ka-piu Mr WONG Kwok-hing	<p>Mr Michael TIEN, Chairman of the Subcommittee on Matters Relating to Railways ("the Subcommittee") for the 2013-2014 session presided over the election of the Chairman of the Subcommittee for the 2014-2015 session.</p> <p><u>Election of Chairman</u></p> <p>Mr CHAN Han-pan was nominated by Mr CHAN Kam-lam and the nomination was seconded by Mrs Regina IP. Mr CHAN Han-pan accepted the nomination. Mr Gary FAN was nominated by Mr WU Chi-wai. The nomination was invalid as it was not seconded by another member. There being no other nomination, Mr CHAN Han-pan was elected Chairman of the Subcommittee.</p> <p><u>Election of Deputy Chairman</u></p> <p>Mr WONG Kwok-hing was nominated by Mr CHAN Kam-lam and the nomination was seconded by Mr TANG Ka-piu. Mr WONG Kwok-hing accepted the nomination. There being no other nomination, Mr WONG Kwok-hing was elected Deputy Chairman of the Subcommittee.</p>	
<i>Agenda Item II – Items for discussion at the next meeting</i>			
000451 – 000619	Chairman Mr WONG Kwok-hing	<p>The Chairman informed members that the Administration agreed to discuss the following items at the next meeting on 24 November 2014:</p> <p>(a) Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, West Island Line, South Island Line (East), Kwun Tong Line Extension and Shatin to Central Link ("SCL"); and</p> <p>(b) Archaeological features discovered at To Kwa Wan Station of SCL and their proposed preliminary conservation and interpretation</p>	

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		<p>plans.</p> <p>Mr WONG Kwok-hing suggested holding a public hearing on the Railway Development Strategy 2014 ("RDS-2014") as proposed by the Administration. The Chairman agreed that he would discuss Mr WONG's suggestion with the Administration.</p>	
<i>Agenda Item III – Railway development</i>			
000620 – 002519	Chairman Administration	With the aid of a powerpoint presentation [LC Paper No. CB(1)141/14-15(01)], the Administration gave a briefing on the railway development.	
002520 – 003205	Chairman Ir Dr LO Wai-kwok Administration	<p>Ir Dr LO Wai-kwok gave the following views:</p> <p>(a) expressed support to the development of the proposed East Kowloon Line because it would be able to alleviate the traffic problems in East Kowloon and serve the major development projects planned in the vicinity of the East Kowloon area, like development at Anderson Road Quarry; and</p> <p>(b) urged the Administration to reconsider the development of the Coastal Railway between Tuen Mun and Tsuen Wan ("the Tuen Mun to Tsuen Wan Link") in future as railway development should not only be demand-driven, but also be forward-looking enough to drive new town development near the stations.</p> <p>In response, the Administration explained that:</p> <p>(a) the Administration had paid due regard to transport demand, cost-effectiveness and the development needs of New Development Areas and other new developments when deciding to recommend the seven railway projects set out in RDS-2014;</p> <p>(b) the proposed East Kowloon Line would facilitate the housing and economic developments as well as alleviate traffic congestion in the East Kowloon area; and</p> <p>(c) the development of the Tuen Mun to Tsuen Wan Link was excluded in RDS-2014 because no significant growth in population was expected within the coastline areas between Tuen Mun and Tsuen Wan. Taking into account the future new development plans for North West New</p>	

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		Territories and North New Territories as well as Lantau, the Administration would examine the feasibility and desirability of new transport infrastructures for meeting the additional transport demand.	
003206 – 003822	Chairman Mr TANG Ka-piu Administration	<p>Mr TANG Ka-piu made the following enquiries:</p> <p>(a) whether the Administration would revisit the railway proposals, which were excluded in RDS-2014 such as the Tuen Mun to Tsuen Wan Link, in future or not;</p> <p>(b) whether the Administration underestimated the rail share, which would rise from around 40% at present to 43% upon completion of the five railway projects under construction; and how the Administration would better coordinate public transport services; and</p> <p>(c) whether the Administration would explain to residents the reasons for the late implementation of some proposed railway projects such as the Northern Link.</p> <p>The Administration advised that:</p> <p>(a) they would carefully consider all relevant factors (including updated demand assessment and financial implications of individual railway project) when mapping out the way forward for each railway project. Besides, the railway projects set out in RDS-2014 were preliminary in nature whereas the details of each project, such as physical alignment, would be further examined;</p> <p>(b) while it was the Administration's policy to use railways as the backbone of the local passenger transport system, they would strive to build a diversified public transport system under which various public transport modes could complement with each other so that the public would be provided with different choices; and</p> <p>(c) three railway proposals, the Hong Kong-Shenzhen Western Express Line, the Tuen Mun to Tsuen Wan Link and the Siu Sai Wan Line, were not included in RDS-2014 because their economic benefits had yet to be proven.</p>	

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003823 – 004540	Chairman Mr WU Chi-wai Administration	<p>Mr WU Chi-wai requested the Administration to:</p> <ul style="list-style-type: none"> (a) provide detailed geographic information on the areas in the vicinity of the proposed East Kowloon Line; (b) provide more detailed information on the reasons why the Tuen Mun to Tsuen Wan Link could not generate sufficient economic benefits to the districts; and (c) enhance the MTR Corporation Limited's ("MTRCL") governance by dividing its business into railway operations and property development in view of the growing rail share and MTRCL's substandard performance in providing rail service. <p>The Administration made the following response:</p> <ul style="list-style-type: none"> (a) it was premature to provide details of the proposed railway projects, such as locations of railway stations, because further public consultation would be conducted prior to the finalization of each scheme; (b) the proposed Tuen Mun to Tsuen Wan Link was excluded in RDS-2014 as the estimated population growth within the coastline areas between Tuen Mun and Tsuen Wan was not significant; (c) the Administration spared no efforts to enhance MTRCL's governance, like appointment of new non-executive directors to the MTR board, and examine the roles and positioning of rail service in the public transport sector; and (d) the Administration would carefully study Mr WU's suggestion on dividing MTRCL's business while noting that rail and non-rail businesses indeed played complementary roles in sustaining railway operation and development. 	
004541 – 005237	Chairman Mr Tony TSE Administration	<p>Mr Tony TSE raised the following views and questions:</p> <ul style="list-style-type: none"> (a) urged the Administration to ensure that the public could enjoy efficient services with reasonable choices whereas the public transport 	

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		<p>operators could run a sustainable and profitable business;</p> <p>(b) appreciated that the service level of the new railway lines would be pitched at a service benchmark of four persons standing per square metre to allow more space for passengers inside train compartments;</p> <p>(c) given that extension of the existing railway network would lead to higher passenger flow, whether the passenger load of the existing railway lines would be stretched to the limit;</p> <p>(d) suggested integrating information on different public transport services into a centralized electronic platform for citizen's convenience, so that the public could simultaneously obtain information on bus and train services through the same application on smart phones; and</p> <p>(e) as regards the railway projects such as the Siu Sai Wan Line not included in RDS-2014, what measures would be implemented by the Administration to enhance the connectivity of those areas without rail coverage.</p> <p>The Administration made the following response:</p> <p>(a) the Administration would attach great importance to the coordination of different public transport modes, which would be revisited in the forthcoming Public Transport Strategy Study ("PTSS");</p> <p>(b) the Administration, being the majority shareholder of MTRCL, would closely monitor the roles and functions of railway services in the public transport system and ensure that commuters would be provided with reasonable choices;</p> <p>(c) the Administration welcome Mr TSE's suggestion and would review the means to better disseminate public transport information to passengers; and</p> <p>(d) apart from extension of the existing railway network, MTRCL would upgrade the signalling systems of several existing railway lines, including the Tsuen Wan Line and the Kwun</p>	

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		Tong Line, by phases from 2018 to 2022 to decrease the headway to alleviate crowdedness in train compartments.	
005238 – 005901	Chairman Mr Gary FAN Administration	<p>Mr Gary FAN raised the following views and questions:</p> <p>(a) expressed worry that the railway projects set out in RDS-2014 would not only increase rail shares, but also adversely affect the sustainability of other transport modes, such as buses, mini-buses and taxis;</p> <p>(b) after commissioning of the East Kowloon Line, whether the additional patronage would add pressure on Diamond Hill Station, the interchange station; and if yes, how the Administration would solve the problem;</p> <p>(c) whether the Administration would encounter any difficulties in connecting the proposed Po Tat Station (i.e. more than 100 metres beneath the ground) of the East Kowloon Line with Po Lam Station, which was only 11 metres underground, of the Tseung Kwan O Line; and</p> <p>(d) quoting the Sai Kung District Council's views, suggested adding a station between the proposed Po Tat Station of the East Kowloon Line and Po Lam Station of the Tseung Kwan O Line to benefit more Tseung Kwan O residents whose homes were not covered by rail network.</p> <p>The Administration advised that:</p> <p>(a) with the implementation of the proposed railway projects set out in RDS-2014, the rail share in the public transport patronage would further rise to between 45% and 50% in 2031 and rail service would not monopolize the public transport sector;</p> <p>(b) to maintain quality and diversified public transport services, the Administration would conduct PTSS, which would be a comprehensive and systematic review of the roles and positioning of various public transport means. Views from various stakeholders (say the Legislative Council Members and the transport industry) would be collated during the study; and</p>	

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		(c) given the rising public concern about MTR fares, the Administration would listen to and consider views of the community on the MTR Fare Adjustment Mechanism ("FAM").	
005902 – 010710	Chairman Mr Christopher CHUNG Administration	<p>Mr Christopher CHUNG raised the following views and concerns:</p> <p>(a) when constructing the proposed South Island Line (West), how the Administration would handle the objections from residents in the vicinity of Cyberport;</p> <p>(b) expressed worry that the additional patronage to be brought by the proposed South Island Line (West) might create a bottleneck problem for HKU Station, the interchange station planned for the South Island Line (West) and the West Island Line;</p> <p>(c) suggested implementing the proposed South Island Line (West) by phases to cover Aberdeen and Tin Wan first, so that the residents of these areas could enjoy the benefits brought by railway service as early as possible;</p> <p>(d) suggested enhancing the connectivity of pedestrian facilities between the current and new railway stations; say connecting Causeway Bay and Causeway Bay North Stations, and Admiralty and Tamar Stations;</p> <p>(e) urged the Administration to revisit the implementation of the Siu Sai Wan Line in future, such as constructing a light rail transit between Siu Sai Wan and Heng Fa Chuen; and</p> <p>(f) suggested enhancing MTRCL's governance in view of the growing rail share.</p> <p>The Administration made the following response:</p> <p>(a) the railway projects set out in RDS-2014 were preliminary in nature whereas details of each project, like early commissioning of some stations of the South Island Line (West), would be further examined;</p> <p>(b) on the one hand, the "Feeder" Scheme of the proposed Siu Sai Wan Line might not be as competitive and convenient as the existing</p>	

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		<p>road-based feeder services such as buses and public light buses; whereas on the other, the "Bifurcation" Scheme might render the trains of the Island Line having to stop alternately at Chai Wan and Siu Sai Wan Stations, resulting in less trains stopping at Chai Wan. As such, the operation of the Island Line would be adversely affected. Thus, the Siu Sai Wan Line was not included in RDS-2014;</p> <p>(c) the Administration would take account of Mr CHUNG's views on enhancing the connectivity of pedestrian facilities between the current and new railway stations of the Island Line; and</p> <p>(d) given the rising public concern about MTRCL's governance and MTR fares, the Administration would carefully study the issues.</p>	
010711 – 011350	Chairman Mr LEUNG Kwok-hung Administration	<p>Mr LEUNG Kwok-hung urged the Administration to:</p> <p>(a) reconsider the development of the Tuen Mun to Tsuen Wan Link as railway development might drive new town development;</p> <p>(b) review FAM because the formula would only provide upward adjustments due to high inflation rate in Hong Kong; and</p> <p>(c) invite tenders from around the world for the contracts of constructing and operating the railway projects set out in RDS-2014 so that MTRCL would not be relied on in implementation of railway projects.</p> <p>The Administration responded that:</p> <p>(a) they would carefully consider various factors, including legal ones in reviewing the components of FAM; and</p> <p>(b) they had not yet decided on how to implement the proposed railway projects recommended in RDS-2014 at present. They would make reference to the Operating Agreement signed with MTRCL in 2007 when considering the mode of implementation (say concession approach or ownership approach) of each railway line.</p>	

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011351 – 012019	Chairman Mr KWOK Wai-keung Administration	<p>Mr KWOK Wai-keung raised the following views and concerns:</p> <p>(a) supported the proposed North Island Line, which would be an extension of the Tung Chung Line and the Tseung Kwan O Line along the northern shore of the Hong Kong Island, and would not lead to significant disruption to the operation of the existing Island Line and affect the travel habits of the commuters;</p> <p>(b) as the construction of the North Island Line and the South Island Line (West) was proposed to take place in 2021 for completion in 2026, what would affect their actual implementation;</p> <p>(c) requested the Administration to further explain why the Siu Sai Wan Line was not included in RDS-2014 and to revisit such development in future; and</p> <p>(d) suggested that the Administration should learn lessons from the delay in the construction of the current railway projects.</p> <p>In response, the Administration advised that:</p> <p>(a) the indicative implementation of the North Island Line and the South Island Line (West) set out in RDS-2014 were preliminary in nature and they would be affected by various factors, like the progress of the residential developments in the vicinity. Details of each project, such as physical alignment, locations of stations and cost estimate, would be further examined; and</p> <p>(b) the Siu Sai Wan Line would not be taken forward before 2031 due to insufficient economic and financial benefits. Upon Mr KWOK's request, the Administration would provide more detailed information for members' reference.</p>	Administration to provide information / response (paragraph 4 of minutes)
012020 – 012725	Chairman Mr Michael TIEN Administration	<p>Mr Michael TIEN expressed the following worries:</p> <p>(a) Hong Kong's railway development would fall behind Singapore, Shenzhen and other neighbouring places by the year 2030 in terms of the sum of investment and mileage of new railway lines completed; and</p>	

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		<p>(b) the West Rail Line ("WRL") would be overloaded after commissioning of the proposed railway lines, in particular the Northern Link, the Tuen Mun South Extension and Hung Shui Kiu Station. In this connection, Mr TIEN suggested to construct a cross-harbour tunnel or a new railway line to meet the transport demand in North West New Territories.</p> <p>The Administration responded that:</p> <p>(a) they had been closely monitoring the loading of WRL and the transport demand in North West New Territories; and</p> <p>(b) they would examine the feasibility and the desirability of new transport infrastructures for meeting the additional transport demand if there were new development plans for North West New Territories, North New Territories and Lantau in future.</p>	
012726 – 013342	Chairman Administration	<p>The Chairman raised the following views and concerns:</p> <p>(a) expressed worry that the future population growth in New Territories West would overload WRL;</p> <p>(b) suggested that railway development should be forward-looking enough to drive new town development; and</p> <p>(c) urged the Administration to revisit the proposal of the Tuen Mun to Tsuen Wan Link and suggested connecting this railway scheme to the East Rail Line and SCL to further enhance the railway network.</p> <p>The Administration explained that:</p> <p>(a) they would monitor the increase in transport demand of WRL and review the roles and positioning of various public transport services. Besides, upon completion of SCL and other proposed railway projects set out in RDS-2014, the crowdedness of WRL should have been relieved; and</p> <p>(b) the development of the Tuen Mun to Tsuen Wan Link was not included in RDS-2014 as its</p>	

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		<p>economic benefits had yet to be proven. Taking account of the future new development plans for North West New Territories and North New Territories, the Administration would examine the feasibility and the desirability of new transport infrastructures for meeting the additional transport demand.</p>	
013343 – 014102	Chairman Mr Gary FAN Administration	<p>Mr Gary FAN requested the Administration to respond to his aforesaid enquiries about the East Kowloon Line. In addition, he expressed the following views:</p> <ul style="list-style-type: none"> (a) suggested expediting the implementation of the proposed North Island Line in view of the crowdedness of the existing Island Line; and (b) the details of the proposed Kwu Tung Station should not be discussed until the endorsement of the development plan for Kwu Tung North by the Legislative Council and the Town Planning Board. <p>In response, the Administration advised that:</p> <ul style="list-style-type: none"> (a) with the commissioning of SCL, the completion of the East Kowloon Line would not create a bottleneck problem for the Diamond Hill Station, the interchange station; (b) some sections of the East Kowloon Line to be built along the hillside might need to go deep underground and the Administration would examine how to overcome the technical challenges at the detailed planning stage; (c) the suggestion of adding a station between the proposed Po Tat Station of the East Kowloon Line and Po Lam Station of the Tseung Kwan O Line should be carefully examined because the concerned three stations would be in close proximity to each other. Besides, the Administration would consult the public on the details of each railway project, say physical alignment and locations of stations, prior to the finalization of any new railway schemes; (d) the Administration would implement enhancement measures, including the upgrading of the signalling system to decrease headway, to alleviate the loading of the existing Island Line. 	

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		<p>Besides, they would take into account various factors, such as the impact arising from the construction of the Central-Wan Chai Bypass and SCL, when considering the actual implementation of the North Island Line; and</p> <p>(e) the information of the proposed Kwu Tung Station set out in RDS-2014 was preliminary in nature and therefore, its actual implementation would be affected by many factors, like the progress of the residential developments in the vicinity.</p>	
014103 – 014946	Chairman Mr WU Chi-wai Administration	<p>Mr WU Chi-wai raised the following views and concerns:</p> <p>(a) requested the Administration to provide detailed geographic information on the areas in the vicinity of the proposed East Kowloon Line so that members could offer their views on the details of the railway project, like physical alignment, as early as practicable;</p> <p>(b) the Administration had rejected the provision of the Tsz Wan Shan Station when finalizing SCL scheme. In this connection, Mr WU expressed worry that the Administration might likewise give up the implementation of the East Kowloon Line due to difficult geographic conditions; and</p> <p>(c) urged the Administration to enhance MTRCL's governance, review FAM and consider the coordination of different public transport modes so that the public transport service would not be monopolized by the railway.</p> <p>The Administration responded that:</p> <p>(a) they would carefully consider how to improve MTRCL's governance and ensure the provision of convenient and reliable railway service;</p> <p>(b) given the rising public concern about MTR fares, the Administration would continuously listen to the views of the community for improvement;</p> <p>(c) they would provide detailed geographic information on the areas in the vicinity of the proposed East Kowloon Line for members'</p>	Administration to provide information /

Time marker	Speaker	Subject(s)	Action required
		<p>reference; and</p> <p>(d) as regards the development of the proposed East Kowloon Line, there were a number of technical challenges arising from the hilly environment and spatial problems in the provisioning of railway depots to be overcome.</p>	<p>response (paragraph 4 of minutes)</p>
<p>014947 – 015843</p>	<p>Chairman Mr Michael TIEN Administration</p>	<p>Mr Michael TIEN suggested:</p> <p>(a) adding a station between the proposed Po Tat Station of the East Kowloon Line and Po Lam Station of the Tseung Kwan O Line in view of the growing transport demand;</p> <p>(b) enhancing MTRCL's governance by dividing its business into subsidiaries, with each specializing in different functions like railway operations and property development and so on, as in the case of the railway service provider in Shanghai; and</p> <p>(c) constructing a cross-harbour tunnel to relieve the loading of WRL.</p> <p>The Administration made the following response:</p> <p>(a) they spared no efforts to enhance MTRCL's governance, such as appointment of new non-executive directors to the MTR board;</p> <p>(b) they attached great importance to the loading of WRL and would examine the feasibility and the desirability of new transport infrastructures to meet the additional transport demand if there were new development plans for North West New Territories, North New Territories and Lantau in future; and</p> <p>(c) constructing a railway station deep underground would not only encounter technical challenges, but also have to overcome difficulties in ensuring passenger safety in emergency situations.</p>	
<p>015844 – 020448</p>	<p>Chairman Mr TANG Ka-piu Administration</p>	<p>Mr TANG Ka-piu raised the following views and concerns:</p> <p>(a) whether MTR fares would be frozen to meet public expectations; and how the newly appointed directors in the MTR board would</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>monitor MTR fares; and</p> <p>(b) expressed worry that MTRCL would place more emphasis on corporate interest than public interest when planning the seven railway projects proposed in RDS-2014.</p> <p>In response, the Administration advised that:</p> <p>(a) RDS-2014 was initiated and conducted by the Administration to provide a framework for planning the expansion of Hong Kong's railway network whereas views from different stakeholders (including the community and MTRCL) were collated during the public engagement exercises;</p> <p>(b) they had not yet finalized the details of the proposed railway projects set out in RDS-2014 at the present moment. When considering the details of individual project, they would consult the community as well as make reference to the Operating Agreement signed with MTRCL in 2007;</p> <p>(c) given the rising public concern about MTR fares, they would carefully consider various factors when reviewing FAM; and</p> <p>(d) they had spared no efforts to enhance MTRCL's governance by various means, including appointment of new directors to the MTR board.</p>	
020449 – 020928	Chairman Mr Frankie YICK Administration	<p>Mr Frankie YICK expressed the following views and concerns:</p> <p>(a) suggested expediting the implementation of the proposed North Island Line in order to relieve the crowdedness of the existing Island Line; and</p> <p>(b) expressed worry that further increase in train frequency by upgrading the signalling system from 2018 to 2022 might cause safety concerns because the current train frequency was already high.</p> <p>The Administration responded that they would:</p> <p>(a) implement enhancement measures, including the upgrading of the signalling system to increase train frequency to alleviate the train</p>	

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		<p>loading of the existing Island Line. Besides, the passenger flow would be further diverted upon completion of SCL; and</p> <p>(b) spare no efforts to provide safe and efficient railway service to passengers. Nevertheless, train frequency might sometimes be affected by the reopening and reclosing of train doors due to passengers requiring assistance or objects being caught between train doors. As a result, train's dwell time at platform was extended.</p>	
020929 – 021400	Chairman Administration	<p>The Chairman expressed that WRL might be unable to meet the pressing traffic demand from the growing population in New Territories West; and suggested enhancing the railway network by constructing the Tuen Mun to Tsuen Wan Link to better connect different railway lines.</p> <p>In response, the Administration explained that:</p> <p>(a) they would closely monitor the increase in transport demand of WRL and better coordinate various public transport modes; and</p> <p>(b) after careful consideration, the development of the Tuen Mun to Tsuen Wan Link was not included in RDS-2014 because its economic benefits had yet to be proven.</p>	
021401 – 021837	Chairman Mr Michael TIEN Administration	<p>Mr Michael TIEN expressed the following views:</p> <p>(a) suggested developing the north shore of Lantau, building artificial islands in the central waters, and constructing a railway line to connect the coastal areas of Tuen Mun, Lantau and West of Hong Kong Island; and</p> <p>(b) requested the Administration to further explain the technical challenges to be encountered if a station between the proposed Po Tat Station of the East Kowloon Line and Po Lam Station of the Tseung Kwan O Line was to be added.</p> <p>As regards Mr TIEN's suggestion on the East Kowloon Line, the Administration explained that the concerned three stations would be in very close proximity to each other. In this connection, they should carefully examine the feasibility of the suggestion.</p>	

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item IV – Any other business</i>			
021838 – 022032	Chairman	<p><u>Continuation of work of the Subcommittee</u></p> <p>Members noted that the Subcommittee would seek the House Committee's ("HC") endorsement of the extension of its work in the 2014-2015 session at HC meeting on 31 October 2014.</p> <p>Should HC approve the Subcommittee to continue its work, members agreed that the regular meetings of the Subcommittee for the 2014-2015 session would be held about once every two months. Special meetings would be held to discuss any urgent matters where necessary. Besides, members noted that the Chairman, together with the Deputy Chairman, would meet with the Administration on the Subcommittee's work plan for the 2014-2015 session. Members were invited to propose items for discussion, if any, for the session to the Secretariat.</p>	