

LEGISLATIVE COUNCIL BILLS COMMITTEE ON TUNG CHUNG CABLE CAR BILL

Information for the Bills Committee

INTRODUCTION

This paper contains information requested by the Legislative Council Bills Committee on the Tung Chung Cable Car Bill (the Bills Committee) at its meeting held on 4 April 2003.

BACKGROUND

2. At the third meeting of the Bills Committee held on 4 April 2003, Members asked for information concerning the Tung Chung Cable Car Project (the Project) in respect of the following issues –

- (a) wind data collected by MTR Corporation Limited through their temporary wind monitoring stations;
- (b) the mechanism to determine fare levels for the Tung Chung Cable Car;
- (c) the planning and design concept of the Ngong Ping Public Transport Interchange, and the permit system for vehicles on Lantau; and
- (d) the parking demand and supply situation in the vicinity of the Tung Chung Terminal.

3. The Transport Department will provide information on items (c) and (d) above separately.

Wind Data Collected by MTR Corporation Limited Through the Temporary Wind Monitoring Stations

4. Wind data collected by the temporary wind monitoring stations installed by the MTRCL along the cable car route for the period between December 2002 to February 2003 is at Annex A. A plan

showing the locations of the temporary wind monitoring stations is at Annex B.

Fare Levels of the Tung Chung Cable Car

5. The Cable Car System is a tourism project not an essential public transport facility. The franchisee has to bear commercial risks arising from the operation of the Cable Car System. In determining its business strategy, including fare structure, the franchisee will have to take into account competitions from other transport operators and other tourist attractions to ensure the competitiveness of the Cable Car System. We note Members' concern and will impress upon MTRCL the need to ensure that the fare structure takes into account the needs of different sectors of the market.

CONCLUSION

6. Members are invited to note the information presented in this paper.

Tourism Commission
Economic Development and Labour Bureau
10 April 2003

Annex A

Wind data from the Temporary Wind Monitoring Stations Collected by MTRCL

Month	Prevailing wind direction (degrees)	Mean wind speed (km/h)	Maximum gust (km/h)
Wind Sensor #1			
Dec-02	50	14	50
Jan-03	60	13	82
Feb-03	180	14	75
Wind Sensor #2			
Dec-02	130	16	45
Jan-03	130	17	81
Feb-03	140	17	71
Wind Sensor #3			
Dec-02	30	19	70
Jan-03	60	17	77
Feb-03	150	21	135
Wind Sensor #4			
Dec-02	150	21	77
Jan-03	90	23	85
Feb-03	150	20	78

附件B

