

**Panel on Transport****List of follow-up actions**  
(position as at 6 July 2007)

<b>Subject</b>	<b>Date of meeting</b>	<b>Follow-up action required</b>	<b>Latest position / Administration's response</b>
1. West Hong Kong Island Line, South Hong Kong Island Line and Route 4	25 February 2005	<p>At the meeting, the Panel passed the following three motions-</p> <p>“In view of the fact that the residents of the Western District of Hong Kong Island have been striving for the construction of the West Hong Kong Island Line (WIL) for as long as 20 years, this Panel urges the Government to expeditiously reach an agreement with the MTR Corporation Limited on the construction of WIL which will connect Sheung Wan with Kennedy Town, so as to fully meet the transport needs of the residents of Western District of Hong Kong Island.”</p> <p>“In order to resolve the long-standing transportation problems faced by both the Western and Southern Districts of Hong Kong Island, this Panel supports the early implementation of the railway and road network development plans in these areas, including a westward extension of the MTR Island Line to Kennedy Town at the earliest</p>	<p>A Legislative Council Brief on the subject was issued to Members on 30 June 2005.</p> <p>The Subcommittee on Matters Relating to Railways received a briefing on the progress of WIL at its meeting on 30 March 2007.</p>

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		<p>time possible, which must have stations located at Sai Ying Pun and the University, as well as the early construction of the South Island Line and Route 4. This Panel urges the Government to proactively discuss with the MTR Corporation Limited to work out a financial arrangement which is in the best interests of the public, so that the relevant works can commence soon, and there should be full consultation with local residents on the location and design of the new railway stations.”</p> <p>“This Panel urges the Government to expedite the comprehensive planning and implementation of tourism and commercial developments in the Southern District of Hong Kong Island, and also discuss with the MTR Corporation Limited the construction of a cost-effective South Island Line, so as to ensure that there will be adequate transport facilities to support the development of the Southern District and to cater for the transport needs of local residents.”</p>	
<p>2. Private bill proposed by Hon Andrew CHENG Kar-foo</p>	<p>15 December 2006</p>	<p>The Administration was requested to speed up the related work on introducing additional measures to combat drink driving and enhance road safety, consult the motoring associations and transport trades on the</p>	<p>Information from the Administration is awaited.</p>

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		related matters and thereafter start to draft the relevant legislation.	
3. Proposed fare increase by Hong Kong & Kowloon Ferry Holding Ltd.(HKK)	26 January 2007	HKK was requested to provide the utilization rates of fast ferries and ordinary ferries deployed for its licensed ferry services for Lamma Island (the ferry services) if possible.	Information from HKK is awaited.
4. Safety of franchised bus operation	2 March 2007	The Kowloon Motor Bus Company (1933) Limited/Long Win Bus Company Limited (KMB/LWB) agreed to report to the Panel in due course on the work plan and findings of the special task force designated by it to follow up on the bus accidents involving KMB/LWB.	Response from KMB/LWB is awaited.
	23 March 2007	At the meeting, the Panel passed the following motion –  "That as a number of franchised bus accidents involving passenger casualties have occurred in recent years, this Panel urges the Government to immediately implement measures to enhance the safety of franchised bus operation, which should include the introduction of legislation to require bus passengers to wear seat belts, and	

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		<p>requirement of franchised bus operators to install seat belts on their buses and to improve working schedule and rest-break arrangements for their bus captains, etc to ensure the safety of bus passengers; at the same time, this Panel also expresses dissatisfaction with and regret over the Transport Department (TD)'s failure to accept members' views."</p> <p>The Administration was requested to respond to the above motion. The Administration was also requested to take the following actions -</p> <p>(a) The Administration to examine with the bus companies possible interim measures to enhance the safety of exposed seats, including the suggestions to install additional safety devices like handrails, or even to restrict passengers from sitting on those particularly dangerous exposed seats such as the middle seat at the last row or at the front row on the upper deck; and</p> <p>(b) The Administration to follow up with the bus companies on the feasibility of introducing administrative measures to restrict passengers from sitting on</p>	<p>The Administration's response was issued vide LC Paper No. CB(1)2023/06-07(03) on 6 July 2007.</p>

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		<p>exposed seats at the upper deck of buses before the full scale implementation of the said interim measures. The bus companies were also requested to provide a written response within a week on the time required for examining the said administrative measures.</p>	
<p>5. Measures to enhance safety of public light bus and school private light bus</p>	<p>23 March 2007</p>	<p>The Administration was requested to report back on the various issues covered in the Administration's paper for this item two months after the meeting.</p>	<p>The Administration's response was issued vide LC Paper No. CB(1)1996/06-07 on 26 June 2007.</p>
<p>6. Traffic and transport arrangements for the commissioning of Shenzhen Bay Port (SBP) and Sheung Shui to Lok Ma Chau Spur Line (the Spur Line)</p>	<p>27 April 2007</p>	<p>The Administration was requested to take the following actions -</p> <ul style="list-style-type: none"> <li>(a) To report to the Panel the actual cross-boundary vehicle flow of SBP six months after its commissioning;</li> <li>(b) To provide details on the contingency measures readily available for TD to tackle traffic congestion;</li> <li>(c) To provide a paper on the contingency measures specifically mapped out for handling congestion of Tuen Mun Road upon commissioning of SBP;</li> </ul>	<p>Information from the Administration is awaited.</p> <p>The Administration's response was issued vide LC Paper No. CB(1)2073/06-07 on 6 July 2007.</p> <p>The Administration's response was issued vide LC Paper No. CB(1)2073/06-07 on 6 July 2007.</p>

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		<p>(d) To provide further details on the progress of the traffic improvement measures highlighted in paragraphs 15, 16 and 17 of the Administration's paper for this item, in particular the exact progress and specific completion timetables, to facilitate monitoring; and</p> <p>(e) To report to the Panel when available specific commissioning arrangements relating to SBP.</p>	<p>The Administration's response was issued vide LC Paper No. CB(1)2073/06-07 on 6 July 2007.</p> <p>The Administration's response was issued vide LC Paper No. CB(1)2023/06-07(05) on 29 June 2007.</p>
7. Lok Ma Chau Spur Line fares	25 May 2007	<p>At the meeting, the Panel passed the following motion -</p> <p>"That this Panel urges the Government and the Kowloon-Canton Railway Corporation to conduct a comprehensive review of the rail fare policy, in particular the issue of cross-boundary passengers subsidizing domestic passengers, and to study the provision of concessionary fares and monthly ticket schemes for passengers who frequently use cross-boundary railway service."</p> <p>The Administration was requested to respond to the above motion. The Administration was also requested to take the following</p>	Response from the Administration is awaited.

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		<p>actions and report the outcome back to the Panel during its site visit to take a trial ride on the Spur Line –</p> <p>(a) To discuss further with Kowloon-Canton Railway Corporation on the proposed granting of concessionary fares for passengers who needed to travel between Hong Kong and Shenzhen frequently, as well as the provision of Spur Line and Shenzhen MTR interchange discount; and</p> <p>(b) To liaise further with the Shenzhen authority with a view to extending the operating hours of the Spur Line to 12:00 midnight.</p>	
<p>8. Safety of reversing goods vehicles</p>	<p>25 May 2007</p>	<p>The Administration was requested to provide the following information to the Panel –</p> <p>(a) A monthly update on the progress of the improvement works on the 132 priority road sections identified in consultation with District Councils for detailed investigations on measures that could be implemented to enhance the safety of reversing vehicles; and</p>	<p>The first monthly update was issued vide LC Paper No. CB(1)1970/06-07 on 22 June 2007.</p>

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		(b) The number of goods vehicles which had technical difficulties in installing reversing video devices and those which did not have such difficulties.	Information from the Administration is awaited

Note: The Administration was reminded on 11 June 2007 to provide the information requested by members.

Council Business Division 1  
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