

Panel on Transport

List of follow-up actions
(position as at 13 April 2011)

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
1. Safety of reversing goods vehicles	25 May 2007	<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>(b) The number of goods vehicles which had technical difficulties in installing reversing video devices</p>	<p>The requested monthly updates were issued vide LC Papers Nos. CB(1)1970/06-07, CB(1)2177/06-07, CB(1)2294/06-07, CB(1)2386/06-07, CB(1)99/07-08, CB(1)298/07-08 and CB(1)491/07-08 on 22 June, 23 July, 22 August, 24 September, 22 October, 21 November and 21 December 2007 respectively.</p> <p>Information from the Administration is awaited</p>

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		and those which did not have such difficulties.	
2. Central Kowloon Route (CKR) - Progress update	27 February 2009	<p>The Administration was requested to provide the following information to the Panel –</p> <p>(a) A paper detailing the measures to be taken to mitigate the air and noise impacts that might be caused by the Western Tunnel Portal of CKR to local residents including Prosperous Garden residents; and</p> <p>(b) A paper on the estimated noise impacts in terms of decibels as a result of construction of the CKR project, the noise pollution level at the Ferry Street Flyover (FSF) sections fronting Prosperous Garden, explanation of the technical difficulties in retrofitting these sections with noise barriers and why those difficulties could not be overcome, as well as details of the alternative mitigation measures under contemplation and the estimated mitigation effect expected to be achieved in terms of reduced</p>	Information from the Administration is awaited

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		decibels. The paper should also address the point that CKR might increase traffic flow on these sections of FSF and aggravate the noise problem, so that mitigation measures such as the installation of double-glazed windows and air-conditioning for the affected residents should be considered.	
3. Recent fatal traffic accident in Mong Kok and safety of public light buses (PLBs)	26 June 2009	The Administration was requested to submit reports at quarterly intervals on relevant issues including measures to enhance road safety and specific measures for PLBs, in particular progress made by the Administration in exploring the installation of "blackbox" (i.e. a vehicle monitoring system) and speed limiter; and statistics of law enforcement and undercover operations conducted against speeding of PLB drivers and the justifications behind as appropriate.	The first and second reports were issued vide LC Papers Nos. CB(1)430/09-10(03) and 2683/09-10 on 20 November 2009 and 2 August 2010 respectively. The third report was issued vide LC Paper LC Paper No. CB(1) 1288/10-11(05) on 21 February 2011.
4. Fare increase applications from the Kowloon Motor Bus Company (1933) Limited (KMB) and the Long Win Bus Company Limited (LW)	26 November 2010	KMB/LW was requested to provide for the Panel's consideration raw data on their financial performance; The Administration was requested to provide a supplementary paper in	Information from KMB/LW is awaited Information from the Administration is awaited

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		response to the Chairman's view that the Administration should have its own stance regarding the fare increases, and that it should address the problem that arose from the great difference between the rates of increase worked out through the relevant formula and those proposed by KMB/LW, so as to enhance public acceptability of the fare increases.	
5. Consultancy Study on Rationalizing the Utilization of Road Harbour Crossings	11 January 2011	The Administration was requested to provide a breakdown of the vehicular flows at the Western Harbour Crossing at different times of the day.	Information from the Administration is awaited
6. Enhanced implementation of random breath testing	28 January 2011	The Administration was requested to provide a breakdown of the 715 arrests made as a result of random breath tests during the period from 9 February 2009 to 31 October 2010 by vehicle category, location, time of day and time of year, so as to analyze whether drink driving occurred more often near the border or major bar areas, during night time, and during festive seasons and weekends.	Information from the Administration is awaited
7. Highway repair and maintenance: current approach and future	28 January 2011	The Administration was requested to provide more details on the Highways Department (HyD)'s greening programme	Information from the Administration is awaited

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development		for 2010-2011, such as the target, progress and how HyD planned to take the programme forward.	
8. Issues relating to public light buses (PLBs) - limitation on the number of PLBs, update on installation of safety equipment, and passenger seating capacity	25 February 2011	<p>The Administration was requested to take the following actions –</p> <p>(a) Provide a paper to explain how the Administration could respond to the following needs/situations without increasing the passenger seating capacity of green mini buses (GMBs):</p> <p>(i) That the pressure to increase fares for PLBs and other public transport services was great;</p> <p>(ii) That there was a need to ensure, and subsidize if necessary, the installation of necessary safety equipment on PLBs;</p> <p>(iii) That there was a need to subsidize the replacement of old PLBs with greener PLBs;</p>	The Administration's response was issued vide LC Paper No. CB(1)1718/10-11 on 28 March 2011.

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		<p>(iv) That there was a need to tackle the problem of long waiting time for GMBs plying certain routes during peak hours without increasing their frequency, lest congestion and air pollution would be aggravated; and</p> <p>(v) That there was a need for PLBs to provide fare concessions for the elderly and persons with disabilities;</p> <p>(b) Provide a paper on why the Administration had not taken the following actions:</p> <p>(i) Allow GMBs to increase their seating capacity to improve their financial performance;</p> <p>(ii) Increase the number of GMBs serving certain routes the waiting time of</p>	

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		<p>which was long; and</p> <p>(iii) Allow franchised buses to serve districts which did not have adequate public transport services, such as Siu Sai Wan;</p> <p>(c) Make reference to the Annex to the Administration's paper for this item, and prepare a table on the respective shares of different public transport services in the total public transport market during the past five years;</p> <p>(d) Provide details on the measures taken by the Administration to monitor and mitigate the impacts of the pay structure of GMB drivers on their driving attitudes and hence the safety performance of GMBs;</p> <p>(e) Examine and report back on whether the proposal made by the Hong Kong Scheduled (GMB) Licensee Association and the GMB Maxicab Operators General</p>	

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		<p>Association to increase the passenger seating capacity of GMBs would be able to improve the financial performance of GMBs, and enable them to freeze their GMB fares for three years and offer concessionary fares for the elderly as undertaken. In particular, the Administration should examine the financial viability of the proposal in the light of maintenance costs, salary costs, fuel costs, etc., and ascertain the proposal's impacts on the fares and services of other public transport operators.</p>	
<p>9. The 'Hung Hom-Central' and 'Hung Hom-Wanchai' ferry services</p>	<p>25 February 2011</p>	<p>The Administration was requested to estimate and provide details on the costs incurred for the Government to ensure the financial viability of various ferry routes by taking over their ownership and operation, or by purchasing the vessels only and outsourcing their operation.</p>	<p>Information from the Administration is awaited</p>
<p>10. Regulation of motorcycles</p>	<p>28 March 2011</p>	<p>The Administration was requested to take the following actions –</p> <p>(a) Provide figures on enforcement</p>	<p>Information from the Administration is awaited</p>

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		<p>actions, if any, taken over the past three years against motorcycles that had contravened the following basic provisions applicable to motorcycles fitted with storage boxes:</p> <ul style="list-style-type: none"><li data-bbox="1070 517 1585 855">(i) That motor vehicles should be soundly and properly constructed of suitable materials (Regulation 5(1) of the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap 374A));<li data-bbox="1070 906 1585 1155">(ii) That the maximum gross vehicle weight for a motorcycle (i.e. 500kg) should not be exceeded (Regulation 7(1) of Cap 374A); and<li data-bbox="1070 1206 1585 1457">(iii) That the overhang should not exceed 60% of the length between the centres of the front and rear wheels (Regulation 8 of Cap 374A);	

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		<p>(b) Provide supplementary information on the coverage of the above provisions, in particular the parties that would be held responsible in the event of non-compliance; and</p> <p>(c) Provide figures on prosecutions brought over the past three years against motorcycles converted into three-wheeled trikes, with details of the provision(s) on the basis of which the above prosecutions had been instituted.</p>	
11. Structural safety of Hing Fat Street Slip Road to Island Eastern Corridor	28 March 2011	The Administration agreed to provide a list showing the number of former Highways Department staff, if any, presently working in consultancy firms undertaking projects for the Highways Department.	Information from the Administration is awaited