

**Panel on Transport****List of follow-up actions**  
(position as at 18 April 2013)

<b>Subject</b>	<b>Date of meeting</b>	<b>Follow-up action required</b>	<b>Latest position / Administration's response</b>
1. Reversing video device on new goods vehicles and tow truck accident in Eastern Street	24 May 2012	The Administration was requested to provide details of the territory-wide safety measures on steep roads in Hong Kong.	Information from the Administration is awaited
2. Application for toll increase by Tate's Cairn Tunnel Company Limited ("TCTC")	14 December 2012	The Administration was requested to provide the following information to the Panel –  (a) Amount of royalties paid to the Government by TCTC in past years; and  (b) How TCTC derived the 11.3% cumulative change in Composite Consumer Price Index over a period of 2.5 years, on which the proposed weighted average rate of toll increase of 11.1% was based.	Information from the Administration is awaited
3. Fare increase application from The Kowloon Motor Bus Company (1933) Limited ("KMB")	14 December 2012	The Administration was requested to provide the following information to the Panel –  (a) Whether the income of RoadShow	The supplementary information provided by the Administration was issued vide LC Paper No. CB(1)763/12-13(01)

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		<p>Holdings Limited generated from placing advertisements in KMB's buses will be included in KMB's franchise account; and</p> <p>(b) Any problems encountered with regard to bus route rationalization apart from objections by District Councils; and the Administration's measures to solve the problems; and whether the Administration will set a target for the bus route rationalization exercise.</p>	<p>(Chinese and English versions issued on 22 March and 3 April 2013 respectively)</p>
<p>4. Proposed measures to improve the traffic distribution among the road harbour crossings ("RHCs")</p>	<p>22 February 2013</p>	<p>The Administration was requested to provide the following information to the Panel –</p> <p>(a) A breakdown of the vehicular flow at the connecting roads of the Western Harbour Crossing ("WHC") in Central at different times of the day;</p> <p>(b) The Administration's contingency plan in case all the three proposed options were not supported by the public, e.g, implementing more park and ride schemes to encourage people to use public transport services, encouraging the use of Autotoll lanes</p>	<p>Information from the Administration is awaited</p>

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		<p>by reducing the relevant administration fees to ease the traffic flow of RHCs, advancing the completion date of the Central-Wanchai Bypass project, buying-back WHC, constructing the fourth RHC, or implementing measures to reduce the number of vehicles;</p> <p>(c) With the implementation of any of the three options proposed by the consultants, how long the expected effects would last; and</p> <p>(d) A copy of the consultancy report, if any, with supporting figures (e.g. the distribution of traffic zones in Hong Kong, and the demand for transport services within the zones) on the three refined toll adjustment options submitted by the consultants to the Administration.</p>	
<p>5. Toll adjustments of Western Harbour Crossing and Route 3 (Country Park Section)</p>	<p>15 March 2013</p>	<p>The Administration was requested to provide the following information to the Panel –</p> <p>(a) Amount of revenues generated from advertising by Western Harbour</p>	<p>Information from the Administration is awaited</p>

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		<p>Tunnel Company Limited and Route 3 (CPS) Company Limited; and</p> <p>(b) Composition of the shareholders of The Cross-Harbour (Holdings) Limited, the majority shareholder of the Western Harbour Tunnel Company Limited.</p>	
<p>6. Re-provisioning of Yaumatei Police Station [advance project for Central Kowloon Route ("CKR")]</p>	<p>15 March 2013</p>	<p>The Administration was requested to provide the following information to the Panel –</p> <p>(a) The depth of the tunnel section of CKR to be constructed underground in To Kwa Wan;</p> <p>(b) Explanation on whether there would be any impact of the construction works of CKR underground on the structural safety and valuation of the aged buildings along the tunnel alignment; and if so, whether owners/residents of affected buildings would be compensated;</p> <p>(c) Whether the Administration would conduct an independent consultancy study to assess the above impact, if any;</p>	<p>Information from the Administration is awaited</p>

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		<p>(d) Whether the Administration would partner with the Urban Renewal Authority to expedite the pace of renewal of To Kwa Wan district; and</p> <p>(e) Whether there would be any reprovision of the Yau Ma Tei Multi-storey Carpark Building because if not, there would be a loss of 300-plus parking space in Yau Ma Tei.</p>	

Council Business Division 1  
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