

**立法會**  
**Legislative Council**

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From : Clerk to the Legislative Council

To : All Members of the Legislative Council

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**Council meeting of 17 December 2014**

**Amendments to motion on  
“Expediently launching the Fourth Comprehensive Transport Study”**

Further to LC Paper No. CB(3) 243/14-15 issued on 4 December 2014, eight Members (Hon TANG Ka-piu, Dr Hon KWOK Ka-ki, Hon Tony TSE, Ir Dr Hon LO Wai-kiwok, Hon WU Chi-wai, Hon CHAN Kam-lam, Hon Gary FAN and Hon Michael TIEN) have respectively given notice of their intention to move separate amendments to Hon Frankie YICK’s motion on “Expediently launching the Fourth Comprehensive Transport Study” scheduled for the Council meeting of 17 December 2014. As directed by the President, the respective amendments will be printed in the terms in which they were handed in on the Agenda of the Council.

2. The President will order a joint debate on the above motion and the eight amendments. To assist Members in debating the motion and the amendments, I set out below the procedure to be followed during the debate:

- (a) the President calls upon Hon Frankie YICK to speak and move his motion;
- (b) the President proposes the question on Hon Frankie YICK’s motion;
- (c) the President calls upon the eight Members who wish to move amendments to speak in the following order, but no amendment is to be moved at this stage:
  - (i) Hon TANG Ka-piu;
  - (ii) Dr Hon KWOK Ka-ki;

- (iii) Hon Tony TSE;
  - (iv) Ir Dr Hon LO Wai-kwok;
  - (v) Hon WU Chi-wai;
  - (vi) Hon CHAN Kam-lam;
  - (vii) Hon Gary FAN; and
  - (viii) Hon Michael TIEN;
- (d) the President calls upon the public officer(s) to speak;
  - (e) the President invites other Members to speak;
  - (f) the President gives leave to Hon Frankie YICK to speak for the second time on the amendments;
  - (g) the President calls upon the public officer(s) to speak again;
  - (h) in accordance with Rule 34(5) of the Rules of Procedure, the President has decided that he will call upon the eight Members to move their respective amendments in the order set out in paragraph (c) above. The President invites Hon TANG Ka-piu to move his amendment to the motion, and forthwith proposes and puts to vote the question on Hon TANG Ka-piu's amendment;
  - (i) after Hon TANG Ka-piu's amendment has been voted upon, the President deals with the other seven amendments; and
  - (j) after all amendments have been dealt with, the President calls upon Hon Frankie YICK to reply. Thereafter, the President puts to vote the question on Hon Frankie YICK's motion, or his motion as amended, as the case may be.

3. For Members' reference, the terms of the original motion and of the motion, if amended, are set out in the **Appendix**.

(Odelia LEUNG)  
for Clerk to the Legislative Council

Encl.

(Translation)

**Motion debate on  
“Expeditiously launching the Fourth Comprehensive Transport Study”  
to be held at the Council meeting of 17 December 2014**

**1. Hon Frankie YICK’s original motion**

That, it has now been over 16 years since the Government conducted the Third Comprehensive Transport Study and during this period, the rapid socio-economic development, the continuous growth in Hong Kong’s population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services, but on the premise of using railways as the backbone of the passenger transport system, other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing continuous increase in the transport expenses of the public; the Government used Hong Kong as the only base for the past three comprehensive transport studies, with no consideration given to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also unable to cope with the large growth in vehicle numbers; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; in this connection, this Council urges the Government to expeditiously launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, and apart from formulating measures to enable various modes of public transport to develop in a sustainable and healthy manner in tandem with the continuous expansion of railways, to also formulate a forward-looking and long-term transport development blueprint, having regard to future town planning, development of industries and land use, etc., with a view to continuously perfecting the transport system as a whole, promoting Hong Kong’s economic development and providing the public with better and more efficient transport services.

## 2. Motion as amended by Hon TANG Ka-piu

That, ~~it has now been over 16 years since the Government conducted the Third Comprehensive Transport Study and during this period,~~ the rapid socio-economic development, the continuous growth in Hong Kong's population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services, but on the premise of using railways as the backbone of the passenger transport system, other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing continuous increase in the transport expenses of the public; *at the same time, with the Government encouraging the public to fully utilize railway services, the income of employees engaging in other public transport services is seriously affected;* the Government used Hong Kong as the only base for the past three comprehensive transport studies, with no consideration given to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also unable to ~~cope with the~~ *resolve the problem of* large growth in vehicle numbers; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; in this connection, this Council urges the Government to expeditiously launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, and apart from formulating measures to enable various modes of public transport to develop in a sustainable and healthy manner in tandem with the continuous expansion of railways, to also formulate a forward-looking and long-term transport development blueprint, *which includes conducting a review of the tolls of all tunnels and bridges*, having regard to future town planning, development of industries and land use, etc., with a view to continuously perfecting the transport system as a whole, promoting Hong Kong's economic development, *ensuring a more stable income for employees engaging in other public transport services* and providing the public with better and more efficient transport services.

Note: Hon TANG Ka-piu's amendment is marked in *bold and italic type* or with deletion line.

## 3. Motion as amended by Dr Hon KWOK Ka-ki

That, ~~it has now been over 16 years since the Government conducted~~ *completed* the Third Comprehensive Transport Study ~~and during this period~~ *in 1999*, the

rapid socio-economic development, the continuous growth in Hong Kong's population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services, but on the premise of using railways as the backbone of the passenger transport system, other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing ~~continuous increase in the transport expenses of the public~~ ***the transport expenses of grass-roots people and those living in remote districts constituting an increasingly higher proportion in their daily living expenses***; the Government used Hong Kong as the only base for the past three comprehensive transport studies, with no consideration given to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also unable to cope with the large growth in vehicle numbers, ***while public transport services cannot cope with the additional patronage***; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; in this connection, this Council urges the Government to expeditiously ***conduct a comprehensive review of the effectiveness of implementing the recommendations of the Third Comprehensive Transport Study, and on this basis, to launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, and apart from immediately conducting a review of the existing operational mode of public transport services (including whether priority should be given to the development of the railway transport system) and*** formulating measures to enable various modes of public transport to develop in a sustainable and healthy manner in tandem with the continuous expansion of railways, to also formulate a forward-looking and long-term transport development blueprint, having regard to future town planning, development of industries and land use, etc., with a view to ~~continuously perfecting the transport system as a whole, promoting Hong Kong's economic development~~ ***promoting an environmentally-friendly transport system and inexpensive public transport services***, and providing the public with better and more efficient transport services.

Note: Dr Hon KWOK Ka-ki's amendment is marked in ***bold and italic type*** or with deletion line.

#### **4. Motion as amended by Hon Tony TSE**

That, it has now been ~~over 16~~ ***15*** years since the Government ~~conducted~~ ***completed*** the Third Comprehensive Transport Study ***in 1999*** and during this

period, the rapid socio-economic development, the continuous growth in Hong Kong's population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services, but on the premise of using railways as the backbone of the passenger transport system, other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing continuous increase in the transport expenses of the public; the Government used Hong Kong as the only base for the past three comprehensive transport studies, with no consideration given to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also unable to cope with the large growth in vehicle numbers; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; ***besides, the transport strategies formulated by the Government in the past are considered lagging behind in terms of macro development or district planning and support, such as both the design and planning of the transport system failing to take into account the needs of pedestrians and drivers, rendering the public to question the Government for being unable to effectively monitor the effectiveness of transport strategies;*** in this connection, this Council urges the Government to expeditiously launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, and apart from ***repositioning the roles of various modes of public transport and*** formulating measures to enable various modes of public transport to develop in a sustainable and healthy manner in tandem with the continuous expansion of railways, to also formulate a forward-looking ***and, competitive and people-oriented*** long-term transport development blueprint ***targetting the next three decades***, having regard to future town planning, development of industries and land use, etc., with a view to continuously perfecting the transport system as a whole; ***enhancing the competitiveness of the Hong Kong International Airport and local ports, so as to upgrade Hong Kong's status as a regional transport and logistics hub; proactively developing the transportation network linking the Pearl River Delta in keeping with the comprehensive transport planning of the Pearl River Delta region to synergize the complementary advantages of the various regions;*** promoting Hong Kong's economic development and providing the public with better and more efficient transport services.

Note: Hon Tony TSE's amendment is marked in ***bold and italic type*** or with deletion line.

## 5. Motion as amended by Ir Dr Hon LO Wai-kwok

That, ~~it has now been over 16 years~~ since the Government conducted the Third Comprehensive Transport Study ~~and during this period~~, the rapid socio-economic development, the continuous growth in Hong Kong's population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services, but on the premise of using railways as the backbone of the passenger transport system, other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing continuous increase in the transport expenses of the public; the Government used Hong Kong as the only base for the past three comprehensive transport studies, with no consideration given to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also unable to cope with the large growth in vehicle numbers; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; in this connection, this Council urges the Government to expeditiously launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, and apart from formulating measures to ~~enable~~ ***perfect the mass transit network, conducting a review of the distribution of and arrangement for road usage, and enabling*** various modes of public transport to ***have a clear positioning, complement each other, maintain reasonable competition and*** develop in a sustainable and healthy manner ~~in tandem with the continuous expansion of railways~~, to also formulate a forward-looking and long-term transport development blueprint, having regard to ***the long-term population and economic development trends***, future town planning, development of industries ~~and land use, etc.~~, ***land and housing supplies, green and quality living, and linking support for the cross-boundary transport infrastructure, etc. and in consultation with various stakeholders***, with a view to continuously perfecting the transport system as a whole, ***ensuring proper and orderly implementation of the related transport infrastructure planning and projects according to their priorities***, promoting Hong Kong's economic development and providing the public with better and more efficient transport services ***at reasonable fares***.

Note: Ir Dr Hon LO Wai-kwok's amendment is marked in ***bold and italic type*** or with deletion line.

## 6. Motion as amended by Hon WU Chi-wai

That, ~~it has now been over 16 years since the Government conducted~~ ***completed*** the Third Comprehensive Transport Study ~~and during this period,~~ the rapid socio-economic development, the continuous growth in Hong Kong's population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services, but on the premise of using railways as the backbone of the passenger transport system, other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing continuous increase in the transport expenses of the public; ~~the Government used Hong Kong as the only base for the past three comprehensive transport studies, with no consideration given to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also~~ ***stated in the Third Comprehensive Transport Study is*** unable to cope with the large growth in vehicle numbers; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; in this connection, this Council urges the Government to expeditiously launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, ~~and~~ ***including how to cope with the problems brought about by the massive growth in private car numbers, examining and redefining the roles of various public transport services in the transport system, conducting a review of the operational mode of various public transport services, and examining whether the existing policies and measures are in line with the policy objectives of 'bicycle friendly' and using bicycles as a mode of transport;*** apart from formulating measures to enable various modes of public transport to develop in a sustainable and healthy manner in tandem with the continuous expansion of railways, to also formulate a forward-looking and long-term transport development blueprint, having regard to future town planning, development of industries and land use, etc., with a view to continuously perfecting the transport system as a whole, promoting Hong Kong's economic development ~~and~~, providing the public with better and more efficient transport services, ~~and~~ ***affirming the promotion of using bicycles and pedestrian walkway systems as policy objectives.***

Note: Hon WU Chi-wai's amendment is marked in ***bold and italic type*** or with deletion line.



## **7. Motion as amended by Hon CHAN Kam-lam**

That, *a safe, reliable and highly efficient transport system is conducive to the sustainable development of Hong Kong*; it has now been over 16 years since the Government conducted the Third Comprehensive Transport Study and during this period, the rapid socio-economic development, the continuous growth in Hong Kong's population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services, but on the premise of using railways as the backbone of the passenger transport system, other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing continuous increase in the transport expenses of the public; the Government used Hong Kong as the only base for the past three comprehensive transport studies, with no consideration given to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also unable to cope with the large growth in vehicle numbers; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; in this connection, this Council urges the Government to expeditiously launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, and apart from formulating measures to enable various modes of public transport to develop in a sustainable and healthy manner in tandem with the continuous expansion of railways, to also formulate a forward-looking and long-term transport development blueprint, having regard to future town planning, development of industries and land use, etc., with a view to continuously perfecting the transport system as a whole, promoting Hong Kong's economic development and providing the public with better and more efficient transport services; *the Study should include improving the transport network between old districts and new development areas; formulating regional environmentally-friendly transport measures, such as developing a monorail and encouraging residents in the New Territories to commute by bicycles, etc.; further enhancing the transport connectivity between both sides of the Victoria Harbour; formulating a comprehensive plan for transportation support in the Northeast New Territories and North Lantau; constructing a Tuen Mun to Tsuen Wan Link with the alignment extending to Sha Tin and a Siu Sai Wan Extension; enhancing the Light Rail system; perfecting the external transport of the outlying islands and the ferry policy; turning certain toll roads, such as*

*the Lantau Link, into toll-free roads; and formulating measures to alleviate the burden of transport fares on the public.*

Note: Hon CHAN Kam-lam's amendment is marked in *bold and italic type*.

## **8. Motion as amended by Hon Gary FAN**

That, it has now been over 16 years since the Government conducted the Third Comprehensive Transport Study and during this period, the rapid socio-economic development, the continuous growth in Hong Kong's population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services; ~~but on the premise of using railways as the backbone of the passenger transport system;~~ *although the Transport and Housing Bureau is about to launch the Public Transport Strategy Study, the Study only further affirms the lopsided policy of 'priority to railway' which continues to reinforce the MTR Corporation Limited hegemony while* other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing continuous increase in the transport expenses of the public; ~~the Government used Hong Kong as the only base for the~~ *in the* past three comprehensive transport studies, ~~with no consideration given~~ *the Government gave no consideration* to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further *blind* integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also unable to cope with the large growth in vehicle numbers; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; in this connection, this Council urges the Government to expeditiously launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, *including the policy of 'priority to railway'*, and apart from formulating measures to enable various modes of public transport to develop in a sustainable and healthy manner in tandem with the continuous expansion of railways, to also formulate a forward-looking and long-term transport development blueprint, having regard to ~~future town planning, development of industries and land use, etc.~~ *the genuine needs of Hong Kong people*, with a view to continuously perfecting the transport system as a whole, promoting Hong Kong's economic development and providing the public with better and more efficient transport services.

Note: Hon Gary FAN's amendment is marked in *bold and italic type* or with deletion line.

## **9. Motion as amended by Hon Michael TIEN**

That, it has now been over 16 years since the Government conducted the Third Comprehensive Transport Study and during this period, the rapid socio-economic development, the continuous growth in Hong Kong's population and inbound visitors, the development and expansion of new towns, and the increasingly frequent cross-boundary activities, etc. have all led to changes in and continuous increase in the public demand for transport services, but on the premise of using railways as the backbone of the passenger transport system, other public transport services are considered to have retrogressed and are marginalized, resulting not only in an imbalance between the supply of and demand for such services but also the pressure to increase fares, and hence causing continuous increase in the transport expenses of the public; the Government used Hong Kong as the only base for the past three comprehensive transport studies, with no consideration given to the cross-boundary transportation needs in terms of passenger flow or vehicular flow brought about by the further integration between Hong Kong and China, and the development of transport infrastructure facilities (such as parking facilities) is also unable to cope with the large growth in vehicle numbers; as for the promotion of the environmentally-friendly transport policy (including the pedestrian linkage systems and the policy on the use of bicycles, etc.) and the Intelligent Transport Systems, progress has been slow; in this connection, this Council urges the Government to expeditiously launch the Fourth Comprehensive Transport Study to comprehensively review the overall transport policy and the situation at present, and apart from formulating measures to enable various modes of public transport to develop in a sustainable and healthy manner in tandem with the continuous expansion of railways, to also formulate a forward-looking and long-term transport development blueprint, having regard to future town planning, development of industries and land use, etc., with a view to continuously perfecting the transport system as a whole, promoting Hong Kong's economic development and providing the public with better and more efficient transport services; *specific proposals are as follows:*

- (1) to set and review specific objectives every five years for raising the average speed of the public vehicles for the urban lines (such as franchised buses and public light buses, etc.), thereby reducing passengers' travelling and waiting time and enhancing the overall public road transport efficiency;*
- (2) to conduct a study on constructing the fifth cross-harbour railway linking Island West, the artificial islands in Kau Yi Chau, Sunny Bay, Siu Lam and Tuen Mun Pier, thereby resolving the problem of the West Rail Line reaching capacity by 2024;*

- (3) *to conduct a study on constructing a viaduct railway equipped with a fully automatic operation system to replace the Light Rail which already has no room for expansion, so as to meet the challenges to the traffic brought by a drastic increase in the population of the Northwest New Territories;*
- (4) *to conduct a study on increasing the number of passenger seats on public light buses to 20 to 24, and adjust the total number of public light buses, so as to give full play to the functions of public light buses on roads; and*
- (5) *given that Hong Kong is small but densely populated, to conduct a study on strengthening the positioning and functions of the mass public transport system on roads, including reviewing the operation time and number of bus-only lanes; step up traffic enforcement by deploying additional police officers to carry out patrols and making use of advanced technology, such as installing cameras, for combating illegal parking and illegal vehicle loading and unloading of goods; and improve traffic signage on roads, such as assigning the double yellow line road marking within the area of bus stops across the board, so as to enhance the accessibility of road traffic.*

Note: Hon Michael TIEN's amendment is marked in *bold and italic type*.