

**Panel on Transport**

**List of follow-up actions**

(position as at 22 February 2016)

<b>Subject</b>	<b>Date of meeting</b>	<b>Follow-up action required</b>	<b>Latest position / Administration's response</b>
1. Replacement of tunnel lighting system in the Kai Tak Tunnel	12 May 2015	<p>The Administration was requested to provide detailed information in the paper to be submitted to the Finance Committee on : -</p> <p>(a) the types of light inside the Kai Tak Tunnel and at both ends of the tunnel to be replaced;</p> <p>(b) the types of light to be adopted and the justifications for adopting them, including their respective performance in terms of saving in electricity consumption; and</p> <p>(c) considerations of not adopting light emitting diode or other types of light.</p>	Information from the Administration is awaited.
2. 6101TX – "Universal Accessibility" Programme ("UA")	6 November 2015	<p>The Administration was requested to provide the following information: -</p> <p>(a) for those proposals made by the community for locations which fall outside the ambit of the UA Programme and were referred by the Administration to the relevant organizations for</p>	Information from the Administration is awaited.

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		<p>consideration and follow-up, the decision made by those relevant organizations on whether the proposals would be implemented or not;</p> <p>(b) details of difficulties encountered by the Administration in implementing the UA Programme, including the proposals to retrofit lifts at those footbridges which are apparently owned by the Government but the management party could not be identified;</p> <p>(c) among the lifts which have been installed under the UA Programme, the percentage of them were being used by the public as Panel members are concerned that some lifts are closed for maintenance and repair; and</p> <p>(d) a list of all proposals which would be implemented under the UA Programme with progress and timetable of their implementation.</p>	
<p>3. Emergency transport arrangements after the closure of Kap Shui Mun Bridge</p>	<p>24 November 2015</p>	<p>The Administration was requested to provide information on: -</p> <p>(a) the result of the consultancy study, when available, on adopting suitable</p>	<p>Information from the Administration is awaited.</p>

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		<p>technological devices to detect whether the height of vessels has exceeded the height limit of the Lantau Link; and</p> <p>(b) the alternative transport services that could be arranged in case of full closure of the Lantau Link for a longer period, say up to eight hours, and their hourly capacity, compared with the hourly average number of people who would be travelling on the Lantau Link under normal circumstance.</p>	
<p>4. Public engagement for Electronic Road Pricing ("ERP") Pilot Scheme in Central and its adjacent areas</p>	<p>16 December 2015</p>	<p>The Administration was requested to provide information on: -</p> <p>(a) road sections in Hong Kong on which the car journey speed is less than 10 km/hour and the kinds of vehicles involved and their relevant proportion;</p> <p>(b) figures showing the effectiveness of ERP in respect of reducing traffic volume and increasing average travelling speed within the charging area after ERP has been implemented for a number of years in overseas cities; and</p>	<p>Information from the Administration is awaited.</p>

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		(c) cost of implementing ERP.	
<p>5. Franchise for the bus network of the Kowloon Motor Bus Co. (1933) Limited ("KMB")</p>	<p>15 January 2016</p>	<p>The Administration was requested to provide information on: -</p> <p>(a) whether the Administration would specify in the new bus franchise the definition of fare revenue and non-fare box revenue; and whether the Administration would consider the above two kinds of revenue when assessing the fare increase applications from franchised bus companies;</p> <p>(b) whether the Administration would require the KMB under the new franchise to provide rest rooms and toilet facilities to bus drivers at bus stops and bus termini;</p> <p>(c) the proportion of KMB bus drivers who need to perform two duty shifts per day and those who need to perform one duty shift per day;</p> <p>(d) the proportion of KMB bus drivers who need to perform night duty shift on one day and morning duty shift the next day;</p>	<p>Information from the Administration is awaited.</p>

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		<p>(e) in view of complaints indicating that lost trips rate is still serious during rush hours in the morning and evening, detailed calculation method of average lost trips rate of bus service; and</p> <p>(f) the annual amount of subsidy received by respective franchised bus companies from the Government under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities since 2012.</p>	

Council Business Division 4  
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