

立法會
Legislative Council

LC Paper No. CB(4)177/17-18
(These minutes have been seen
by the Administration)

Ref : CB4/PL/TP/1

Panel on Transport

**Minutes of meeting held on
Friday, 16 June 2017, at 10:00 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon CHAN Han-pan, JP (Chairman)
Dr Hon KWOK Ka-ki (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon LEUNG Kwok-hung
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon LEUNG Che-cheung, BBS, MH, JP
Dr Hon Helena WONG Pik-wan
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin

Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Wilson OR Chong-shing, MH
Hon CHAN Chun-ying
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Dr Hon YIU Chung-yim

Member attending : Hon Dennis KWOK Wing-hang

Members absent : Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Hon CHU Hoi-dick
Hon YUNG Hoi-yan
Hon Tanya CHAN
Hon Kenneth LAU Ip-keung, MH, JP
Hon Nathan LAW Kwun-chung

[According to the Judgment of the Court of First Instance of the High Court on 14 July 2017, LEUNG Kwok-hung, Nathan LAW Kwun-chung, YIU Chung-yim and LAU Siu-lai have been disqualified from assuming the office of a member of the Legislative Council, and have vacated the same since 12 October 2016, and are not entitled to act as a member of the Legislative Council.]

Public Officers attending : **Agenda item III**

Professor Anthony CHEUNG, GBS, JP
Secretary for Transport and Housing

Mrs Ingrid YEUNG, JP
Commissioner for Transport

Mr Andy CHAN, JP
Deputy Secretary for Transport and Housing
(Transport) 2

Miss Ann CHAN
Principal Assistant Secretary for Transport and
Housing (Transport)(Public Transport Strategy
Study)

Ms Stella LEE
Assistant Commissioner for Transport/
Management and Paratransit

Agenda item IV

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport) 1

Mr Raymond CHENG Nim-tai
Principal Assistant Secretary for Transport and
Housing (Transport) 7

Miss Cheryl CHOW Ho-kiu
Principal Assistant Secretary (Planning & Lands)2
Development Bureau

Ms Amy CHEUNG Yi-mei
Assistant Director of Planning/Territorial Planning
Department

Mr Jimmy CHAN Pai-ming
Principal Government Engineer/Railway
Development, Highways Department

Mr Dennis WAN Kin-hung
Chief Engineer/Railway Development 2-2
Highways Department

Mr Chris CHAN Yu-yuen
Assistant Commissioner/Planning Transport
Department

Mr Alfred LAM Chiu-yu
Chief Engineer/Transport Planning Transport
Department

Clerk in attendance : Ms Doris LO
Chief Council Secretary (4)6

Staff in attendance : Ms Macy NG
Senior Council Secretary (4)6

Ms Emily LIU
Legislative Assistant (4)6

Action

I. Information papers issued since the last meeting

(LC Paper Nos. CB(4)1083/16-17(01) - Joint letter from Hon CHU
and CB(4)1102/16-17(02) Hoi-dick and Hon Nathan
LAW Kwun-chung on
adjustment of Airport
Express Fares and the
Administration's response

LC Paper No. CB(4)1104/16-17(01) - Letter from Hon HUI
Chi-fung on cycling policy

LC Paper No. CB(4)1163/16-17(01) - Joint letter from Hon
KWOK Wai-keung and
Hon LUK Chung-hung on
the trial scheme of
narrowing the fare
differential between
cross-harbour routes after
crossing the harbour and
non-cross harbour routes)

Members noted the above papers issued since the last meeting.

II. Items for discussion at the next meeting

(LC Paper No. CB(4)1176/16-17(01) - List of outstanding items
for discussion

LC Paper No. CB(4)1176/16-17(02) - List of follow-up actions)

2. Members agreed to discuss the following items at the next regular meeting to be held on 21 July 2017 –

- (a) Staffing proposal for a Project Management Office of the Highways Department ("HyD");
- (b) Progress of the review of road works safety requirements;
- (c) Legislative amendments to include three new toll-free tunnels (namely Central-Wan Chai Bypass Tunnel, Lung Shan Tunnel and Cheung Shan Tunnel) as government tunnels; and
- (d) Replacement of traffic control and surveillance system in Tsing Ma Control Area.

3. To allow sufficient time for discussion, members agreed to advance the starting time of the next regular meeting to 9:00 am. On Mr Frankie YICK's request for rescheduling that meeting, the Chairman advised that the Secretariat would issue a notice of meeting to call for members' indication of their attendance, and if the number of members who could attend the meeting could form a quorum, the meeting would be held as scheduled.

(Post-meeting note: In response to the notice of meeting issued vide LC Paper No. CB(4)1270/16-17 on 20 June 2017, a majority of the Panel members had indicated their attendance at the meeting on 21 July 2017. On the instruction of the Chairman, the meeting would be held as scheduled.)

III. Public Transport Strategy Study

(LC Paper No. CB(4)1176/16-17(03) - Administration's paper on Public Transport Strategy Study

LC Paper No. CB(4)1176/16-17(04) - Paper on the Public Transport Strategy Study prepared by the Legislative Council Secretariat

LC Paper No. CB(4)1231/16-17(02) - Joint submission from a group of non-franchised bus

trade associations

LC Paper No. CB(4)1231/16-17(03) - Submission from
Community for Road Safety

LC Paper No. CB(4)1240/16-17(01) - Submission from Taxi
Dealers & Owners
Association Limited

LC Paper No. CB(4)1240/16-17(04) - Submission from Clean Air
Network)

4. At the invitation of the Chairman, Secretary for Transport and Housing ("STH") briefed members on the outcome of the Public Transport Strategy Study ("PTSS"). He said that the findings of the Topical Studies of PTSS were reported to the Panel on Transport ("the Panel") in the past, and the part on Roles and Positioning Review ("RPR") had also been completed. The consolidated PTSS Report ("the Final Report") was given at Annex 1 to LC Paper No. CB(4)1176/16-17(03). In the Final Report, 67 enhancement measures were recommended, of which 20 measures had already been implemented, 33 were announced but not yet implemented, and the remaining 14 were newly announced. The Administration would take forward the measures through its existing mechanism and resources for regulating public transport services.

Roles and positioning of current public transport services

5. Mr LAU Kwok-fan and Mr Frankie YICK commented that the Final Report appeared to be a mere summary of earlier findings on individual transport issues, without putting forward many new initiatives. They urged for a more comprehensive review on how the various transport modes would complement with each other by conducting the Fourth Comprehensive Transport Study ("CTS"). Referring to the distribution forecasts of average daily public transport patronage ("patronage forecasts") in 2021 and 2031 under RPR in the Final Report, Mr LAU pointed out that the sum of the percentage shares of patronage of franchised buses and public light buses ("PLBs") amounted to around 45%, which was not lower than that of heavy rail at around 40%. On this basis, the Administration should reconsider proper allocation of resources instead of slanting most resources towards heavy rail. Mr LEUNG Che-cheung shared the view that a full picture of various transport services was essential for planning purposes.

6. STH explained that PTSS was a systematic review on the respective roles and positioning of public transport services other than the heavy rail to enhance their complementarity having regard to the delicate balance all along maintained among them. Apart from the 14 newly announced measures, a number of measures had been announced or implemented during the course of PTSS without awaiting completion of the entire study.

7. Mr CHAN Chi-chuen asked if the decline in the percentage share of patronage of franchised buses from 33% to 30% from 2016 to 2021 was due to the cancellation of bus routes following the commissioning of new railway lines, hence leaving many commuters no choice but to change to use heavy rail. STH responded that passengers' choices could be affected by many factors. On Mr CHAN's request, STH agreed to provide supplementary information on the forecasted number of average daily passenger trips of the respective public transport services in 2021.

(Post-meeting note: The supplementary information in Chinese and English versions provided by the Administration were issued to members vide LC Paper No. CB(4)1381/16-17(01) on 10 and 31 July 2017 respectively.)

8. Mr LAM Cheuk-ting expressed grave concerns about the frequent occurrences of railway incidents causing serious service disruptions and inconvenience to passengers. In view of the aging of the railway system, relying too much on railway as the backbone of the public transport system could become a problem. He therefore urged the Administration to balance the need for maintaining the competitiveness of other public transport modes, in particular franchised buses, so as to ensure the reliability of the public transport system as a whole.

9. STH said that the Administration and the MTR Corporation Limited ("MTRCL") had been very concerned about railway incidents. To ensure the provision of reliable railway services, MTRCL had been investing several billions of dollars each year in maintaining, upgrading and renewing its railway assets. He added that the service reliability of the railway system had remained satisfactory, with 99.9% of passengers being able to reach their destinations on time or within five minutes of the scheduled arrival times. In tandem with the further development of the heavy rail, other public transport services would continue to play an important role in the public transport system. Among them, franchised buses would continue to be the road-based mass carrier especially serving areas without direct access by heavy rail and providing feeder service to heavy rail.

10. Mr POON Siu-ping expressed concerns over the overloading problem of existing railway lines, including Tsuen Wan Line and West Rail Line ("WRL"). He suggested enhancing other public transport services to share the passenger load. Mr LEUNG Che-cheung urged the Administration to expedite the feasibility study of constructing a new heavy rail to connect Northwest ("NW") New Territories ("NT") to the urban areas to timely meet the increasing public transport demand arising from the new developments.

11. STH responded that the Administration had been progressively taking forward various new railway projects and at the same time exploring ways to improve the carrying capacity of existing railways. Under the Strategic Studies on Railways and Major Roads beyond 2030, which would be discussed under the next agenda item, the Administration would study the planning of major transport infrastructure for meeting the long-term development needs, including studying whether a new heavy rail directly connecting NWNT to the urban areas would be necessary.

Franchised buses

Introduction of new long-haul franchised bus services and mid-sized single-deck buses

12. Mr CHAN Chun-ying opined that planning for public transport services should take into account the trend of aging population in the years ahead. With an increasing proportion of elderly persons aged 65 and above, the demand for franchised buses would persist as many elderly persons preferred buses to railways. If the new long-haul franchised bus services with seat-only service would only be offered during peak hours, many elderly persons might not be able to enjoy the new services as normally they would avoid travelling during the busy peak hours.

13. Commissioner for Transport ("C for T") stressed that the Administration had all along attached great importance to the need of elderly passengers on public transport. For example, the Administration had asked franchised bus operators to provide more elderly-friendly and barrier-free facilities on franchised buses, such as more handrails/railings and stop request buttons, and high contrast step-edges. Besides, it would formulate measures to assist the taxi trade in introducing more wheelchair accessible taxis to meet the service demand. As regards the new long-haul franchised bus services, she explained that the new services would be introduced during peak periods on a trial basis with a view to meeting the demand of some passengers for a better level of services, such as more spacious seating and

no standees. Elderly passengers travelling during non-peak hours should have a good chance of finding a vacant seat on long-haul bus routes.

14. The Chairman and Mr Frankie YICK were concerned that the new long-haul franchised bus services might directly compete with non-franchised residents' service and express bus routes. Mr YICK considered that the Administration should invite tenders for the new long-haul bus services instead of directly allowing the existing franchised bus companies to operate the new services. He also expressed concerns that mid-sized single-deck buses would duplicate with the role of 19-seater PLB service. Based on the Administration's proposal, these mid-sized single-deck buses would serve areas with relatively low population density. This was contrary to the role differentiation that the franchised buses were supposed to meet higher passenger demand, whereas PLBs were to serve areas with relatively lower passenger demand. Mr WU Chi-wai considered that both franchised and non-franchised bus ("NFB") operators should be allowed to operate the new long-haul bus services to facilitate competition.

15. STH stressed that the new types of bus services were proposed in the light of requests from the public for more variety in franchised bus services. The Government would have a proactive role to play in liaising with franchised bus operators on how best such public requests could be met. Some suggestions were therefore put forward in the PTSS Final Report after taking into account their views. C for T explained that the new long-haul franchised bus services would be substantially different from residents' service, as the former would need to observe designated bus stops along the route while the latter was confined to the provision of point-to-point services between the residential developments concerned and nearby railway station/public transport interchange. She further said that the majority of nearly 60% of the existing of some 300 residents' service routes were providing short-haul feeder service connecting with railway stations and major public transport interchanges. Long-haul cross-harbour residents' service routes only accounted for about 16% of all routes, and the Transport Department ("TD") had indeed ceased to approve new applications for these long-haul cross-harbour routes since 2004 for more effective use of road resources.

Bus-only lanes

16. Mr Frankie YICK hoped that in addition to setting up more bus-only lanes, the Administration would consider allowing other modes of public transport to use certain bus-only lanes on suitable road sections. STH said that the above proposal was in line with the Administration's policy objective

of giving priority of road use to public transport but would require further consideration.

Bus route rationalization and bus-bus interchange

17. Dr CHENG Chung-tai asked if the Administration had any plan to improve the services and facilities of major bus-bus interchanges ("BBIs"), such as Tuen Mun Road BBI and Tai Lam Tunnel BBI, to provide passengers with greater convenience. He also opined that the Final Report had failed to explore how bus route rationalization through the Area Approach and BBI arrangements could better dovetail with each other.

18. C for T advised that the interchange services at Tuen Mun Road BBI and Tai Lam Tunnel BBI were well-received by the community. The Administration would keep in view the opportunities for increasing the number of bus routes observing the two BBIs. A public toilet and a one-stop kiosk selling snacks and drinks and with octopus add-value service were in use at Tai Lam Tunnel BBI and there were plans for setting up similar facilities at Tuen Mun Road BBI. In the upcoming feasibility study for the proposed Route 11, the Government would also explore the opportunity for setting up BBI there as appropriate.

19. Mr WU Chi-wai was concerned about the BBI arrangements, such as the waiting time for interchanging to another route at BBIs. He considered that while taking forward bus route rationalization proposals, the Administration should at the same time properly plan for the interchange arrangements for bus routes within the affected bus network. Mr LAU Kwok-fan shared the views that the Administration should carefully implement bus route rationalization plans so as not to unnecessarily increase passengers' waiting time. He also expressed disappointment that only one BBI was provided on the Kowloon bound of Fanling Highway but not on the Fanling/Sheung Shui bound. STH took note of their views.

20. Mr Michael TIEN commented that the Final Report was lacking in concrete measures for promoting the use of public transport. He suggested providing park-and-ride facilities at all BBIs. Likewise, Mr Jeremy TAM was disappointed that it had not suggested measures for facilitating park-and-ride and interchanging among different public transport modes.

21. In response, STH explained that the Administration would consider the provision of more park-and-ride spaces for private cars to encourage motorists to switch to public transport after parking their vehicles, but the subject matter was outside the scope of PTSS. He added that about 90% of

the daily passenger trips in Hong Kong were made through public transport services, which was the highest in the world.

Fare Adjustment Arrangement and fare concessions

22. Mr Michael TIEN asked if the Administration would align the calculation of the fare adjustments under the Fare Adjustment Arrangement ("FAA") for franchised buses with the Fare Adjustment Mechanism ("FAM") of MTRCL to appropriately reflect the factors of profitability of the bus operators and public affordability, in addition to inflation rate and nominal wage index of the transportation section, etc. Given the handsome profits made by the franchised bus operators, he took the view that the fare levels of franchised buses could likely be adjusted downward after calculation.

23. STH explained that FAA and FAM were different. In the context of FAA, the outcome of the supportable fare adjustment rate formula under FAA would not serve as the automatic determinant of the rate of fare increase. The rate would be determined by the Chief Executive-in-Council having regard to a basket of factors. In comparison, the corresponding formula under FAM was a direct-drive formula. Bus fare was subject to both upward and downward adjustment under the existing FAA. Specifically, if the outcome of the supportable fare adjustment formula reached -2%, the Administration would proactively initiate a bus fare review with reference to the basket of factors to decide whether the bus fares should be adjusted downward. The Administration had conducted a review on FAA. Based on the initial review outcome, it had initiated discussions with the franchised bus companies on updating the data of the productivity gain value adopted in the formula and the threshold for triggering the passenger reward arrangement. It was expected that the proposed arrangement would be implemented in the first half of 2018 upon the approval by the Chief Executive-in-Council.

24. The Chairman, Mr Michael TIEN and Ms Claudia MO urged for more fare concessions, such as a comprehensive student fare concession scheme covering all routes and monthly passes. In response, STH advised that The Kowloon Motor Bus Company (1933) Limited ("KMB") had committed to conducting a review of the long-haul route fare concession scheme for full-time students six months after its implementation. As for the introduction of monthly passes, STH said that the Government had made it clear on several occasions in Legislative Council ("LegCo") that it was necessary to ensure that their route coverage should not be too restrictive and the pricing should not be too high so as to practically meet passenger

demand; whilst the bus companies should be capable of introducing the monthly passes without passing the costs to non-monthly pass users in order to avoid exerting fare increase pressure in future. The Administration had been urging KMB to submit feasible proposals for monthly passes on the premise of these considerations.

Light Rail

25. Expressing concern over the serious overloading of the Light Rail system, Mr Michael TIEN considered that improvement works should be undertaken within five years to segregate the Light Rail system with roads/footpaths at the 11 busy junctions, thereby enabling as soon as possible the full deployment of coupled-set Light Rail vehicles during peak hours.

26. Mr LEUNG Che-cheung and Mr LAU Kwok-fan expressed concern over the impact of the plan to rationalize some Light Rail routes, in particular whether the overcrowding problem at Siu Hong Station would become worse. In view that rationalization of some routes such as route nos. 610, 614 and 615 might possibly meet with local objections, Mr LEUNG considered that the Administration should present more supporting figures to justify the rationalization proposals when conducting local consultations.

27. STH responded that the Administration recognized the need for enhancing the carrying capacity and operational efficiency of Light Rail, being an important rail-based and at-grade public transport mode in Yuen Long and Tuen Mun as well as a feeder to WRL. The Administration would take heed of the views of relevant District Councils on the short, medium and long-term measures to enhance the Light Rail service.

Non-franchised buses

28. Mr YIU Si-wing pointed out that as limousines of the size of around 10 seats were at present unavailable in the market, package tour customers in small groups were forced to hire large tourist coaches. This had added to the road traffic pressure and increased the financial burden on travellers. With the increase in the number of business travellers and Individual Visit Scheme visitors, he urged the Administration to consider relaxing the existing maximum seating capacity specified in Private Service (Limousine) Hire Car Permits to 12 seats to meet the demand.

29. C for T explained that the Government had not imposed any requirement on the vehicle model for NFBs or the seating capacity of the NFBs to be procured by the operators. There was however a sourcing

requirement for NFBs, under which applicants who intended to expand their NFB fleets or enter the NFB market must procure vehicles from the existing NFB fleets in the market. This was to maintain the overall supply of NFBs so as to satisfy the market demands in general, while not increasing the number of vehicles on roads. The NFB trade supported this sourcing requirement. She added that as there were about 7 000 NFBs in the market but not all of them were in use, operators could in fact consider the percentage of large-sized or medium-sized NFBs that they would like to procure having regard to the market needs and pursuant to the current sourcing requirement.

Personalized and point-to-point transport services

30. Ms Claudia MO and Mr Charles MOK criticized that the Administration's current policy on personalized and point-to-point transport services was in favour of taxi owners. They said that the high taxi licence premium provided no incentives for taxi owners to improve taxi services.

31. Mrs Regina IP asked how the Administration would respond to the concerns of some taxi licence holders that the introduction of franchised taxis would affect the taxi licence premium. She also asked how the Administration would take forward more effective measures to enhance ordinary taxi services. Due to the poor service quality of ordinary taxis, Uber had remained popular among some passengers despite its relatively higher fares and the recent prosecutions against Uber drivers.

32. In response, STH stressed that the issuance of taxi licences was primarily based on the demand of the community. He added that the introduction of the franchised taxis was to meet the new demand in the community for personalized and point-to-point public transport services of higher quality and with the online hailing feature. According to the Administration's assessment, the current proposal of introducing 600 franchised taxis would unlikely have significant impact on the ordinary taxi market. In the light of the results of consultation with the Panel and the generally supportive views from the community, the current-term Government concluded the need to introduce franchised taxis, and proposed the next-term Government to formulate the legislation for implementation.

33. Mr Andrew WAN, Mr Jeremy TAM, Mr Alvin YEUNG and Mr Charles MOK were gravely concerned that the limitations of the prevailing mechanism for issuing hire car permits ("HCPs") had hampered the development of hire car services. To their disappointment, of the statutory quota of 1 500 HCPs, only 650 HCPs had been issued. Yet, the

Final Report had not suggested any relevant enhancement measures. Mr WAN suggested setting up a cross-departmental working group or task force to review relevant issues. Mr MOK criticized the Administration for disregarding the long-term requests of Panel members for enhancing hire car services to meet public demand for this type of services. In his view, franchised taxis were not a relevant means to address such demand. He also urged the Administration to conduct a public consultation on ride-sharing. As Uber was still providing hire car services despite the recent prosecutions against its drivers, Ms Claudia MO requested the Administration to clearly state its position towards the lawfulness of Uber.

34. STH explained that since hire car was not a public transport mode, it was not covered under PTSS. While the Administration would maintain an open mind on the application of technologies in respect of online car hailing services, he stressed that valid HCPs should be obtained for using a motor vehicle for the carriage of passengers for hire or reward under the law. The Administration would not make any exceptions for individual commercial operations. As the cap on the number of HCPs had not been reached, any interested parties who would like to operate hire car services could make a HCPs application to TD under the established mechanism. TD would assess whether the hire car service under application was reasonably required. Any proposals for changing the current mechanism of issuing HCPs should duly take into account the impact on road traffic and operation of other public transport system, as unlimited issuance of HCPs should be avoided.

35. C for T supplemented that in response to public views on hire car services, the Administration had completed a study on how the assessment of HCPs applications could be enhanced. New measures had been implemented starting from early 2017 to facilitate new market entrants and ensure quality of vehicles, such as allowing interested parties to make a request for pre-application assessment without the need to submit private car registration documents.

Ferries

36. Mr CHAN Chi-chuen relayed the requests of some Tseung Kwan O ("TKO") residents for ferry connection to Central and North Point as an alternative means of harbour-crossing public transport in addition to the road-based transport and railway that were prone to traffic congestion or railway service disruptions.

37. In response, STH said that the Administration had all along been open to proposals of ferry operators to operate new ferry routes. At present, ferry operators were running outlying island ferry routes to provide essential public transport services for the outlying islands, or inner-harbour ferry routes to serve as alternatives to railway and road-based cross-harbour public transport services. C for T further elaborated with the example of the new Cheung Chau—Aberdeen ferry route that was proposed by a ferry operator and in operation about a year ago. Regarding the transport network of TKO, she advised that the commissioning of TKO—Lam Tin Tunnel in 2021 would bring significant improvement to the external road connections of the district.

38. Dr Helena WONG asked if the lack of government support was among the factors that had over the years hindered the development of ferry services, which made up around 1% of the public transport patronage. She considered that the Administration should revitalize abandoned piers and allocate more resources for the development of in-harbour ferry routes. STH responded that in the past, some in-harbour ferry services were not financially viable and terminated due to a lack of passenger demand as passengers had chosen to use other public transport modes.

39. Mr LEUNG Che-cheung expressed support for the Administration's initiative to enhance the structural and facility standards of some existing public piers at remote rural areas. He urged the Administration to speed up the relevant works. STH indicated that the Administration would continue to provide adequate pier facilities to support ferry operations.

Opening up public transport data

40. Mr Charles MOK and Dr YIU Chung-yim were keenly concerned about when and how public transport data would be fully opened up to facilitate the public to use public transport. Dr YIU said that real-time bus arrival information was still not available for many bus routes on Hong Kong Island. Although KMB had made available real-time bus arrival information through its mobile applications ("apps") and website, it had not released open data to allow interested developers to develop more user-friendly mobile apps. In his opinion, the Administration could consider including open data requirement in the bus franchise terms.

41. C for T said that franchised bus companies were progressively introducing real-time bus arrival information system and had agreed to facilitate access to such information by the public through TD's eTransport portal. The franchised bus operators serving Hong Kong Island would

provide real-time bus arrival information to passengers by around 2018 in accordance with their franchise commitments. On the proposed inclusion of open data requirement in bus franchise terms, she said that the franchise terms were concerned about the provision of proper and efficient services by the franchisee. The suggestion of requiring bus operators to open up their data for application developers on top of providing them to passengers in the context of franchise terms would require further study as appropriate.

42. STH shared the view that more convenient access to real-time arrival information would encourage the public to make use of public transport. Nevertheless, the real-time arrival information were intellectual properties of the franchised bus operators and they indicated that there was no plan for making such commercial data for access by third parties free of charge at present.

Views on other transport issues

Shortage of parking spaces and illegal parking

43. Ms Claudia MO and Dr Helena WONG queried why the Final Report did not mention any measures for addressing the shortage of parking spaces, which had led to illegal parking and exerted pressure on road traffic. They pointed out that the demolition of several multi-storey car parks had aggravated the problem.

44. Mr YIU Si-wing urged the Administration to actively increase the parking spaces for coaches near popular tourist spots. At the same time, it should also assess the demand for coach parking spaces at other locations frequently visited by tourist groups.

45. Mr Michael TIEN requested the Administration to introduce legislation as soon as possible to permit the use of closed-circuit television ("CCTV") footage in prosecutions against illegal parking and to install CCTVs at bus termini on busy road sections to monitor illegal parking.

Cycling policy

46. Mr Dennis KWOK enquired about the Administration's policy on cycling and measures for enhancing cycling safety, which were not mentioned in the Final Report. Mr Jeremy TAM said that to facilitate the public to use bicycles for first and last mile short-distance connection between public transport stations and living places or offices, sufficient bicycle parking spaces should be provided at suitable locations. He

considered that apart from the railway stations in the New Territories, a suitable number of bicycle parking spaces should also be provided at railway stations in urban areas.

47. STH explained that bicycles were not covered under PTSS as they were not regarded as a public transport mode. Yet, he stressed that the Administration had attached importance to fostering a "bicycle-friendly environment" in new towns and new development areas and promoting cycling safety. In the urban areas where road traffic was very busy, the public were not encouraged to use bicycles as a mode of transport due to safety concerns. The Administration might explore the provision of cycling facilities in some urban development or renewal projects where appropriate. He emphasized that given the limited road spaces, the Administration had to balance the needs of different road users.

Application requirements for commercial vehicle driving licences

48. Mr POON Siu-ping enquired about the proposal of relaxing the eligibility requirement for application of driving licences of commercial vehicles such that applicants holding a valid driving licence for private car or light goods vehicle for at least one year, instead of three years as presently required, would become eligible for applying for a commercial driving licence. C for T replied that the respective transport trades and the Road Safety Council welcomed the proposal. Preparation work for the legislative amendment was underway, and it was expected that legislative proposal would be submitted to the Legislative Council in the 2017-2018 legislative session.

Motions

49. After discussion, Mr Michael TIEN moved the following motion –

為減少市區繁忙時間繁忙路段私家車的出行數目、令路面更為暢順並鼓勵市民使用更多公共交通工具，就此本會促請政府：

1. 在所有現有和六個新增的巴士轉乘站一併設置泊車轉乘設施，以回應2014年交通諮詢委員會「香港道路[交通]擠塞(問題)」研究報告中提出的「增建泊車轉乘設施」建議。
2. 盡快修例容許以閉路電視檢控違例泊車，並於繁忙路段巴士站設置閉路電視，杜絕違泊。

3. 要求九巴盡快推出票值不高於700元的全港通月票。

(Translation)

To reduce the number of private cars going to busy road sections in urban areas during peak hours so that these road sections will have a smoother flow of traffic, and to encourage the public to commute more by public transport, this Panel urges the Government:

1. to provide park-and-ride facilities at all existing and the six new BBIs so as to respond to the recommendation to "provide more park-and-ride facilities" put forth in the Report on Study of Road Traffic Congestion in Hong Kong published by the Transport Advisory Committee in 2014.
2. to introduce legislative amendments as soon as possible to allow the use of CCTVs for the purpose of prosecution against illegal parking and to install CCTVs at bus termini on busy road sections with a view to eradicating illegal parking.
3. to request KM to expeditiously introduce territory-wide monthly passes with a value not higher than \$700.

50. The Chairman put the motion to vote. Eleven members voted for the motion, none voted against it and two members abstained from voting. The Chairman declared that the motion was carried.

51. Mr Michael TIEN then moved the following motion –

鑒於新界西北區將有洪水橋、元朗南、錦田南等多個新發展區落成，帶來超過40萬新增人口，極有提升輕鐵服務的迫切性，本會促請政府在五年內完成十一個路口改善工程以實現輕鐵路軌與馬路/行人路分隔，從而在繁忙時間全面落实輕鐵雙卡車服務。

(Translation)

Given the additional population of over 400 000 arising from the future completion of a number of new development areas in NWNT such as Hung Shui Kiu, Yuen Long South and Kam Tin South, rendering it extremely urgent to enhance the Light Rail service, this Panel urges the Government to complete the improvement works at

the 11 junctions within five years to achieve the separation of Light Rail tracks from roads/footpaths, thereby enabling the full deployment of coupled-set Light Rail Vehicles during peak hours.

52. The Chairman put the motion to vote. Thirteen members voted for the motion, none voted against it and one abstained from voting. The Chairman declared that the motion was carried.

53. Mr Jeremy TAM moved the following motion –

本委員會要求政府就今次公共交通策略研究定下關鍵績效指標及其短中長期目標，包括但不限於：常見擠塞道路平均車速、路面空氣污染物水平、路邊空氣污染物水平、總行車里數及電動車輛佔整體車輛比例等，並定期向公眾及本會匯報。

(Translation)

This Panel requests the Government to establish key performance indicators and short, medium and long-term objectives in respect of the current PTSS, including but not limited to the average vehicle speed on frequently congested roads, the level of air pollutants on the roads, the level of roadside air pollutants, the total vehicle mileage, the proportion of electric vehicles in the overall number of vehicles etc., and report to the public and this Panel on a regular basis.

54. The Chairman put the motion to vote. Thirteen members voted for the motion, none voted against it and one member abstained from voting. The Chairman declared that the motion was carried.

55. Mr Jeremy TAM then moved the following motion –

是次公共交通策略研究忽略研究單車議題，本委員會要求由政府現時「步行城市策劃組」負責或另外成立「單車城市策劃組」，工作範圍包括但不限於制訂普及單車使用所需的規劃願景及策略，檢討現有單車規劃設施的成效，制訂及落實建議措施，從而推廣單車與其他公共交通的轉乘，提高單車在各出行模式中的使用比率等。

(Translation)

Given that the subject of bicycles is overlooked in the current PTSS, this Panel requests that the existing "Walkable City Planning Unit" of

the Government be tasked or a "Bicycle City Planning Unit" be separately set up with a scope of work including but not limited to the development of planning visions and strategies necessary for promoting the general use of bicycles, the review of the effectiveness of the existing planned facilities for cycling, and the formulation and implementation of recommended measures, so as to, among others, promote the interchange between bicycles and public transport, and raise the percentage of bicycle usage among various modes of commuting.

56. The Chairman put the motion to vote. Fourteen members voted for the motion, none voted against it and none abstained from voting. The Chairman declared that the motion was carried.

57. Mr Jeremy TAM further moved the following motion –

是次公共交通策略研究欠缺長遠交通願景及藍圖，亦無針對任何交通困局，包括交通擠塞及車輛過多作解難研究。而1999年的第三次整體運輸研究只規劃至2016年交通需求，本委員會要求政府盡快開展第四次整體運輸研究，並參考溫哥華市交通2040的做法，訂立包括單車在內的出行比例目標，以及一個切實可行的減低行車里數的具體計劃，為未來十五年的交通訂立規劃願景及藍圖。

(Translation)

Given that the current PTSS lacks a long-term vision and blueprint for transport and makes no effort to conduct a problem-solving study to address the transport dilemma, including traffic congestion and excessive number of vehicles, while the third CTS in 1999 encompasses only planning for transport demand up to 2016, this Panel requests that the Government commence the fourth CTS as soon as possible, and draw reference from Transportation 2040 of the City of Vancouver in introducing a target on the respective proportion of trips made by each means of travel, including that for bicycles, and devising a practicable, specific plan to reduce vehicle mileage, so as to map out a planning vision and blueprint for transport in the next 15 years.

58. The Chairman put the motion to vote. Thirteen members voted for the motion, none voted against it and one member abstained from voting. The Chairman declared that the motion was carried.

59. Then, Mr Jeremy TAM moved the following motion –

是次公共交通策略研究及各項專題研究忽略交通安全的審視，本委員會要求政府訂立安全表現的長遠目標及策略，並參考瑞典、英國、美國及加拿大等多國的做法，推動「零傷亡願景(Vision Zero)」，在道路規劃上，視生命及健康為最高原則，確保不會因交通效率及建築成本而作任何退讓，從而將交通意外中的行人傷亡數字減至零。

(Translation)

Given that the current PTSS and various Topical Studies have overlooked the examination of road safety issues, this Panel requests that the Government formulate long-term objectives and strategies on safety performance and draw reference from the practices of various countries such as Sweden, the United Kingdom, the United States and Canada in promoting the concept of Vision Zero, meaning that in the planning of road traffic system, life and health are paramount and should never be compromised for the sake of transport efficiency and construction cost, so as to achieve zero pedestrian casualties in traffic accidents.

60. The Chairman put the motion to vote. Thirteen members voted for the motion, none voted against it and one member abstained from voting. The Chairman declared that the motion was carried.

61. Mr Charles MOK moved the following motion –

本委員會促請政府研究訂立網絡出租車服務和共乘服務登記制度，並就該等事宜諮詢公眾。

(Translation)

That this Panel urges the Government to consider setting up a registration system for Internet car hire services and car-sharing services, and to consult the public on such issues.

62. The Chairman put the motion to vote. Nine members voted for the motion, two members voted against it and two members abstained from voting. The Chairman declared that the motion was carried.

63. Mr YIU Si-wing moved the following motion –

因應商務客及自由行遊客增加，目前市場上沒有十座位左右的豪華房車出租車供應，導致小包團客人被迫租用旅遊大巴，既增加路面的交通壓力，亦增加旅客的負擔。就此，本人(會)建議政府根據需求，研究放寬目前出租汽車許可證私家服務(豪華房車)牌照的最高座位上限至12座。

(Translation)

With the increase in business visitors and Individual Visit Scheme visitors, package tour customers in small groups are forced to hire large tourist coaches as limousines of the size of around 10 seats are at present unavailable in the market, hence adding to the road traffic pressure and increasing the financial burden on travellers as well. In this regard, I (this Panel) urge(s) the Government to consider relaxing the existing maximum seating capacity specified in Private Service (Limousine) Hire Car Permits to 12 seats as demand requires.

64. The Chairman put the motion to vote. Seven members voted for the motion, none voted against it and six members abstained from voting. The Chairman declared that the motion was carried.

Special meeting to receive public views

65. Members agreed with the suggestion of Mr LAM Cheuk-ting and Mr Andrew WAN on holding a special meeting to receive public views on the Final Report. The Chairman said that he would inform members on the meeting arrangements in due course.

IV. Strategic studies on railways and major roads beyond 2030

(LC Paper No. CB(4)1176/16-17(07) - Administration's paper on strategic studies on railways and major roads beyond 2030

LC Paper No. CB(4)1176/16-17(08) - Paper on strategic studies on railways and major roads beyond 2030 prepared by the Legislative Council Secretariat

(background brief)

LC Paper Nos. CB(4)1240/16-17(02) - Two letters from Hon
and (03) CHU Hoi-dick

LC Paper No. CB(4)1219/16-17(01) - Joint submission from
Providence Peak, The
Graces Providence Bay,
and Providence Bay
Owners' Committees)

66. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the funding application for the "Strategic Studies on Railways and Major Roads beyond 2030" ("the Study") at an estimated cost of \$92.4 million in money-of-the-day prices. He advised that to dovetail with the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("Hong Kong 2030+") planning study jointly commissioned by Development Bureau and Planning Department in 2015 and scheduled for completion in 2018, the Study would need to be taken forward timely with a view to formulating strategies for meeting the transport demand beyond 2030, and ensuring that the transport infrastructure could support the long term land use developments, in particular the two new strategic growth areas ("SGAs"), namely East Lantau Metropolis ("ELM") and NT North.

67. Members noted the Administration's plan that, subject to funding approval by the Finance Committee, the consultant selection and appointment for the Study would start in end 2017/early 2018, following which HyD and TD would separately commence the strategic studies on the railways and the major roads in the second quarter of 2018, with target completion by the third quarter of 2021 and end of 2020 respectively.

Strategic studies relating to East Lantau Metropolis

68. The Deputy Chairman opposed to the inclusion of the transport planning for ELM in the Study before any consensus was reached in the community on the development of ELM. Likewise, Mr Jeremy TAM considered it more appropriate to conduct the Study after formulating a concrete plan on ELM, or alternatively, set out in the Study two scenarios respectively including and excluding the development of ELM.

69. Mr CHAN Chi-chuen expressed reservation about the funding requests relating to ELM, and urged the Administration to take out the

relevant part for submission as a separate funding proposal. He also considered that any planning for new developments should be preceded by a traffic impact assessment, rather than the other way round, so as to ascertain the extent to which the matching traffic network could support the developments.

70. USTH responded that the Study would comprise two parts respectively on the future transport needs of the whole territory excluding the two SGAs beyond 2031, and the planning for the supporting transport infrastructure for the development of the two SGAs based on the recommendations of Hong Kong 2030+. The Administration proposed to take forward the funding application and the tender exercise for appointment of the consultants with a view to commencing the Study at the earliest. Necessary adjustment would be made in the Study subject to the final recommendations of Hong Kong 2030+. As regards the priority of planning, USTH advised that it was a normal practice to first confirm the development scale in terms of population intake to provide a basis for the planning of supporting transport infrastructure.

71. Principal Government Engineer/Railway Development of HyD further explained that it was necessary to include in the Study the parts relating to the two SGAs, in order to holistically review whether the transport infrastructure could support the future land use developments. Otherwise there might be a situation that the study recommendations from the part without SGAs could not cope with the proposals of Hong Kong 2030+. Moreover, it would be difficult inserting the relevant part for the development of SGAs after the Study had commenced given the interconnectivity amongst different parts of the Study.

72. Mr LAM Cheuk-ting was concerned about whether the planning for the NWNT-Lantau-Metro Transport Corridor passing through Mui Wo, as shown in the conceptual spatial framework for Hong Kong 2030+, would be in conflict with the direction of "development for the north, conservation for the south" for Lantau. While taking note of Mr LAM's concern, USTH advised that any strategic transport network to connect ELM with other districts would be based on the final recommendations of the Hong Kong 2030+ on the development of the areas.

73. Dr Junius HO observed that a major proportion of the funding for the Study was related to ELM despite the fact that the development planning for ELM was not yet concluded. Besides, the funding commitment, if approved, would spread over four financial years while a number of transport infrastructure projects were underway. To allay members' concern and

facilitate their consideration on the funding proposal, he suggested the Administration to provide a full list with descriptions on the railway and major road projects that were under construction, planning or being studied at present, as well as those to be examined under the Study. He also suggested making reference to the experience of the Mainland in taking forward railway projects, such as in respect of progress monitoring and cost control matters.

74. USTH replied that given the lengthy time required for the planning and commissioning of large-scale infrastructure projects, it was necessary to start the Study early to ensure that the transport demand beyond 2031 could be timely met. In the meantime, the Administration had been progressively taking forward various transport infrastructure projects, such as the seven railway projects under the Railway Development Strategy 2014 ("RDS-2014") targeted for commissioning by 2031. A full list of relevant projects would be provided as per Dr HO's request.

(Post-meeting note: The supplementary information provided by the Administration was issued vide LC Paper No. CB(4)1571/16-17(01) on 7 September 2017.)

Progress of railway projects under planning

Northern Link and Kwu Tung Station

75. Mr CHAN Hak-kan and Mr LAU Kwok-fan urged the Administration to press ahead the implementation of Northern Link and Kwu Tung Station ("NOL") to timely serve the new population intake in the new development areas ("NDAs") in Northeast NT ("NENT") from 2023. Mr LAU requested the Administration to keep LegCo Members and the North District Council informed of the implementation progress and details including the construction schedule and locations of stations. On this, Mr CHAN supplemented that the platforms of Sheung Shui and Fanling Stations were already overcrowded, and were unlikely possible to cater for passengers interchanging between the railway lines in future.

76. USTH advised that NOL was among the first batch of seven railway projects recommended under RDS-2014. MTRCL had already submitted a proposal for the Administration's evaluation. Subject to the evaluation outcome, the Administration would consult the relevant District Councils on the details. He sought members' understanding that the problems associated with the delay in the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") project had put pressure on the

Administration's manpower resources and affected the progress of new railway projects under planning.

East Kowloon Line

77. Mr Wilson OR enquired about the implementation progress and details of East Kowloon Line ("EKL"). He considered that the planning of EKL should aim at serving the largest possible number of local residents. On the alignment of EKL, he suggested connecting EKL with the existing Kwun Tong Line via the northern part of Kwun Tong, and including a spur line connecting the northern part of Lam Tin, Yau Tong and North Point, so as to enhance the railway connections of Tseung Kwan O with Kowloon and Hong Kong Island. He also suggested extending the railway line beyond Po Lam Station to reach the Hong Kong University of Science and Technology.

78. USTH advised that EKL was also among the first batch of railway projects to be implemented under RDS-2014. The Administration had invited MTRCL to submit a proposal. The Administration would make reference to Mr Wilson OR's suggestions on the alignment of EKL. In response to Mr OR's further concern over the overcrowded platforms at Kwun Tong Station, USTH advised that the Administration would relay the concern to MTRCL for making improvement.

Suggestions on new strategic transport infrastructure

New external transport connections for the North District

79. Pointing out that the carrying capacity of East Rail Line ("ERL") was near saturation and there had been acute traffic congestion problem in the North District, Mr LAM Cheuk-ting urged the Administration to carry out the Study as soon as possible to recommend measures for relieving the existing traffic problems, and to meet the new transport demand arising from future developments.

80. Mr CHAN Hak-kan and Mr LAU Kwok-fan also stressed the pressing needs for enhancing the external transport connections for the North District to timely meet the demand arising from the rapid population growth. Mr CHAN pointed out that at present there was no direct railway connection between NWNT and NENT under the U-shape railway network. He requested the Administration to allocate more resources to enhance the services of the North District express bus routes (i.e. "T" routes) that could complement the railway service and were popular among local residents. Mr LAU Kwok-fan proposed the construction of a parallel railway line to

ERL or expand the road network to relieve the serious traffic congestion along Fanling Highway and Tolo Highway. He also enquired about the planning for the transport infrastructure for the proposed Eastern Knowledge and Technology Corridor connecting the North District with NT East.

81. In response, USTH said that upon the commissioning of XRL and the Shatin to Central Link, it was expected that the over-crowdedness of ERL would be relieved. Apart from that, the Study would examine the development of transport infrastructure and road improvement measures to cater for the developments of the North District. It would also make recommendations on the transport infrastructure for the proposed Eastern Knowledge and Technology Corridor.

82. On Mr LAM Cheuk-ting's further enquiry about whether the current-term Government would honour its commitment to give an account to the public on a recommendation or proposal for implementing the co-location arrangement for XRL before the end of its term on 30 June 2017, USTH reiterated that it had been the Administration's target to do so, but he had nothing further to supplement at this stage.

New heavy railways for Northwest New Territories

83. Mr KWONG Chun-yu criticized the Administration for understating that WRL trains were just "slightly" congested during the peak hours. He urged the Administration to expeditiously deal with the overcrowding problem of WRL. To cope with the traffic demand in NWNT in the long run, he demanded the Administration to explore the construction of new heavy railways, such as reconsidering the construction of the Coastal Railway between Tuen Mun and Tsuen Wan (Tuen Mun to Tsuen Wan Link). He also asked about the implementation progress of the Tuen Mun South Extension recommended under RDS-2014.

84. USTH said that the Administration had advised the Panel in 2015 that it would take forward several short and medium term measures to ease the crowding problem of WRL. For example, MTRCL had already been increasing the number of train cars in phases, and it would soon increase the train frequency after improving the signalling system. Notwithstanding that, the Administration had acknowledged that the carrying capacity of the existing heavy railway might not be able to cope with the long-term development needs of NWNT. Thus, it would examine the need for a new heavy railway directly connecting NWNT to the urban areas under the Study.

Tuen Mun—Tsuen Wan—Kwai Chung—Sha Tin Railway and cross-harbour rail-cum-express road link

85. The Chairman welcomed the Administration's plan to review the need for a new heavy railway to directly connect NWNT to the urban areas. With a view to meeting the future traffic demand in NWNT, the Democratic Alliance for the Betterment and Progress of Hong Kong would like to put forward two transport infrastructure proposals. With the aid of a map, the Chairman illustrated the first proposal of a Tuen Mun—Tsuen Wan—Kwai Chung—Sha Tin Railway ("TTKS Railway") connecting Tuen Mun with Tai Wai in Sha Tin via Hong Kong Garden, Sham Tseng, Tsuen Wan and Northeast Kwai Chung, with an interchange station in Northeast Kwai Chung to extend TTKS Railway southwards to Lai King, Tsing Yi and Kau Yi Chau; and the second proposal of a cross-harbour rail-cum-express road link directly connecting Hung Shui Kiu and Yuen Long South with Lantau North, which could be further extended eastwards to Kau Yi Chau and Hong Kong Island in future.

86. USTH indicated that the Administration would make reference to the above proposals. He believed that the proposals had reflected some local aspirations on transport infrastructure developments, but it would also be necessary for the Administration to consider the technical feasibility and financial viability before taking forward any transport infrastructural projects.

The fifth cross-harbour railway and Tuen Mun—Kowloon Railway

87. Mr Michael TIEN appreciated the Administration's positive response to his long-time request for pushing forward the feasibility study on the construction of a fifth cross-harbour railway, with a view to supporting the proposed development of ELM and the population growth in Tung Chung. Besides, he also considered it necessary to expeditiously study the feasibility of constructing a Tuen Mun—Kowloon Railway connecting Tuen Mun to Nam Cheong via So Kwun Wat/Tai Lam, Tsing Lung Tau/Sham Tseng, Bayview Garden, Lek Muk Shue, Shek Lei and Mei Foo to tie in with the gradual intake of a new population of over 400 000 in NDAs in NT West including Hung Shui Kiu, Yuen Long South and Kam Tin South. He urged the Administration to consider taking forward these two suggested railway systems if they were proven to be necessary and technically feasible. USTH noted the above suggestions.

Provision of a new railway station at Pak Shek Kok

88. Mr CHAN Hak-kan pointed out that the Hong Kong Science Park in Pak Shek Kok was currently only served by a few bus and minibus routes with low frequency, and as such, the transport needs of the increasing number of people living and working in the area could hardly be met. Worse still, the request from the private residential estates to operate their own residents' service routes connecting with the University Station was rejected by TD. Referring to a submission from the owners' committees of some private residential estates in the area (LC Paper No. CB(4)1219/16-17(01)), Mr CHAN requested the Administration to consider providing a new railway station at Pak Shek Kok to meet the transport need.

89. USTH said that the Administration noted the request of the local residents. However, construction of a new railway station would involve substantial financial resources, and thus should be considered carefully. That said, the Administration would explore various means to meet the transport demand in the area and would provide a written response to the submission from the local residents.

Other views

90. The Deputy Chairman surmised that the Administration was to take forward yet another batch of "white elephant projects" under the Study to enhance the transport linkage between Hong Kong and the Mainland, and dovetail with the Guangdong—Hong Kong—Macao Big Bay Area Development Plan. USTH stated that the claim was unsubstantiated. He also clarified that no proposed transport links to the Mainland were included in the Administration's paper (LC Paper No. CB(4)1176/16-17(07)) other than those under construction such as the Hong Kong-Zhuhai-Macao Bridge.

The need for updating the Comprehensive Transport Study Model

91. Mr Frankie YICK had reservation about the Administration's plan to update and enhance only the RDS Model under the Study, but not the CTS Model. He pointed out that the Third CTS, which was conducted in 1997, covered the planning horizon only up to 2016. Although TD had occasionally updated the CTS Model, there was an apparent need to comprehensively review the long-term transport planning and strategies to cope with the change in situation and developments in population, economic condition and transport demand over time. He urged the Administration to expand the scale of the Study to conduct the Fourth CTS instead, as per the request made in his motion on "Expediently launching the Fourth CTS"

that was passed by the Council in the Fifth LegCo, as well as that in Mr Jeremy TAM's motion passed earlier at this meeting in relation to the preceding agenda item on PTSS.

92. Mr Jeremy TAM shared the view of Mr Frankie YICK and urged the Administration to conduct the Fourth CTS to study the transport matters in Hong Kong holistically, having regard to the latest situations and technological development, including the adoption of big data in transport system and the trend on ride-sharing.

93. USTH advised that based on the broad directions laid down in the Third CTS, the Administration carried out a review and update of the "Railway Development Strategy 2000" and PTSS to review the overall strategic arrangements of the public transport services. The Administration agreed that all planning on transport infrastructure should be reviewed from time to time and kept abreast of the times. As such, HyD and TD had from time to time updated and enhanced the RDS Model and CTS Model respectively for planning purposes. The RDS Model was last updated in 2011, and there was a need to update the RDS Model under the Study. As for the CTS Model, TD had completed in early 2015 the relevant update and enhancement, and hence no further update would be required in the Study. Overall, the Study would be conducted on the basis of the latest planning data in Hong Kong to examine the transport needs of the whole territory from 2031 onwards.

(At 12:42 pm, the Chairman extended the meeting for five minutes to 12:50 pm. At 12:48 pm, he further extended the meeting for 10 minutes to 1:00 pm.)

Motions

94. The Chairman advised that five motions were raised by members on this agenda item. In view that the Panel did not have a quorum at the material time, the Chairman acceded to a member's request to notify members of the voting on the five motions by ringing the voting bell. Given that the bell had been rung for five minutes but a quorum was still not present, the Chairman, with the agreement of the Panel, directed that the voting on the five motions be postponed to the meeting on 21 July 2017. Mr Frankie YICK indicated that he might not be able to attend that meeting and requested the Chairman to allow another member to move his motion on his behalf. The Chairman acceded to his request. The Chairman then reminded members that no new motion could be raised on this agenda item,

while he might by discretion allow non-substantive changes to the wordings of the five motions by the motion proposers.

(Post-meeting note: The wordings of the five motions were issued vide LC Paper Nos. CB(4)1270/16-17(01) to (05) on 20 June 2017.)

95. Members noted that the Administration would submit the funding application to the Finance Committee for examination.

V. Any other business

96. There being no other business, the meeting ended at 12:53 pm.

Council Business Division 4
Legislative Council Secretariat
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