

立法會
Legislative Council

LC Paper No. CB(4)417/17-18

(These minutes have been
seen by the Administration)

Ref : CB4/PL/TP/1

Panel on Transport

**Minutes of Policy briefing cum meeting held on
Friday, 20 October 2017, at 10:45 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon Frankie YICK Chi-ming, SBS, JP (Chairman)
Hon LAM Cheuk-ting (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon WONG Ting-kwong, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon KWOK Wai-keung, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, BBS, JP
Hon POON Siu-ping, BBS, MH
Dr Hon CHIANG Lai-wan, JP

Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon HO Kai-ming
Hon Wilson OR Chong-shing, MH
Hon CHAN Chun-ying
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho

Member attending : Hon Alice MAK mei-kuen, BBS, JP
Hon Christopher CHEUNG Wah-fung, SBS, JP

Members absent : Hon WONG Kwok-kin, SBS, JP
Dr Hon KWOK Ka-ki
Hon CHUNG Kwok-pan
Dr Hon Junius HO Kwan-yiu, JP
Hon Kenneth LAU Ip-keung, BBS, MH, JP

Public Officers attending : **Agenda item III**

Mr Frank CHAN Fan , JP
Secretary for Transport and Housing

Mr Joseph LAI Yee-tak, JP
Permanent Secretary for Transport and Housing
(Transport)

Dr SO Wai-man, BBS, JP
Under Secretary for Transport and Housing

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

Mr Kevin CHOI, JP
Deputy Secretary for Transport and Housing
(Transport) 2

Ms Ivy LAW Chui-mei, JP
Deputy Secretary for Transport and Housing
(Transport)3

Ms Mable CHAN, JP
Commissioner for Transport

Mr Daniel CHUNG Kum-wah, JP
Director of Highways

Clerk in attendance : Ms Sophie LAU
Chief Council Secretary (4)2

Staff in attendance : Miss Joyce CHING
Senior Council Secretary (4)2

Ms Jacqueline LAW
Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

Action

I. Information paper(s) issued since the last meeting

LC Paper No. CB(4)55/17-18(01) - Letter from Hon LAM Cheuk-ting on the incident at Lantau Link causing traffic congestion on 17 October 2017
(*Chinese version only*)

LC Paper No. CB(4)52/17-18(01) - Letter from Hon LAM Cheuk-ting on the incident at Tuen

Mun-Chek Lap Kok Link
under the Hong
Kong-Zhuhai-Macao
Bridge Project on
16 October 2017 (*Chinese
version only*)

Members noted the above papers issued since the last meeting.

II. Items for discussion at the next meeting

LC Paper No. CB(4)54/17-18(01) - List of outstanding items
for discussion

LC Paper No. CB(4)54/17-18(02) - List of follow-up actions

2. Members agreed to discuss the following items at the next regular meeting to be held on 17 November 2017 and advance the meeting to start at 10:00 am to allow more time for discussion–

(a) 6101TX – "Universal Accessibility" Programme;

(b) Proposals on revision of certain fees and charges relating to road traffic (Batch 4); and

(c) Preliminary findings of the toll rationalisation study of three road harbour crossings and three land tunnels between Kowloon and Sha Tin.

III. Briefing by the Secretary for Transport and Housing on the Chief Executive's 2017 Policy Address

LC Paper No. CB(4)54/17-18(03) - Administration's paper on
2017 Policy Address and
Policy Agenda —
Transport-related Policy
Initiatives of the
Transport and Housing
Bureau

Other relevant documents

The Chief Executive's 2017 Policy Address

The Chief Executive's 2017 Policy Agenda

3. At the invitation of the Chairman, Secretary for Transport and Housing ("STH") briefed members on the transport-related policy initiatives of the Transport and Housing Bureau ("THB") featured in the 2017 Policy Address, details of which were set out in the Administration's paper (LC Paper No. CB(4)54/17-18(03)).

(Post-meeting note: The speaking note of STH was issued to members vide LC Paper No. CB(4)92/17-18(01) on 24 October 2017.)

Introducing Public Transport Fare Subsidy Scheme

4. Referring to the Administration's proposal to introduce the Public Transport Fare Subsidy Scheme ("the Scheme"), Mr Micheal TIEN expressed that the scope of the Scheme should cover red minibuses ("RMBs") and non-franchised buses providing residents' services ("RS"). Mr TIEN urged the Administration to explore feasible options to include RMBs and RS under the Scheme so that commuters who travelled frequently by these two modes could also benefit. Mr CHAN Han-pan, Mr LAU Kwok-fan, Mr CHAN Chun-ying, Ms Alice MAK, Mr LUK Chung-hung, Dr Elizabeth QUAT, Mr POON Siu-ping, Mr Wilson OR and Mr KWOK Wai-Keung concurred with Mr TIEN's view. Mr CHAN Han-pan pointed out that RS was a major mode of transportation for residents in Discovery Bay and Park Island and Ms Alice MAK raised similar concern for residents of Yuen Long and Tuen Mun who were frequent users of RS. Mr LUK Chung-hung also suggested that the Administration should consider including student services under the Scheme. STH responded that Administration was open to views and suggestions, and would consider and study further carefully.

5. To avoid abuse by parallel traders, Mr Michael TIEN suggested that commuters must pay the fares of cross-boundary trips with Personalised Octopus cards in order to benefit from the Scheme and it should be stipulated that each commuter would be entitled to subsidy under one designated Personalised Octopus card only. Mr LAU Kwok-fan and Mr CHAN Chun-ying made similar suggestion.

6. STH advised that the proposed Scheme aimed at adopting a simple and convenient approach. Any additional restrictions would inevitably complicate the Scheme, increase the administrative costs and cause inconvenience to the commuting public. STH further advised that based on the actual usage data of Octopus cards, commuters who spent over \$2,000 per month on public transport expenses amounted to a small four-digit number only. The chance of abuse would be slim under the proposed Scheme since the commuters would still have to pay for the first \$400 of the monthly public transport expenses, and 75% of the expenses exceeding that. The subsidy was also subject to a maximum of \$300 per month.

7. Mr LAM Cheuk-ting suggested that the Administration should consider lowering the public transport expense threshold of \$400 and raising the maximum amount of subsidy per person per month. Mr CHAN Chi-chuen also enquired about how the Administration came up with the estimated annual subsidy amount of \$2 billion and whether there would be any cap for the amount. STH advised that balance had to be sought between relieving the fare burden of commuters and the fiscal prudence principle in using public money. The Administration had taken into account the statistics of the monthly public transport expenses of the commuters when deciding the proposed subsidy level.

8. In response to Mr LEUNG Che-cheung's query, STH clarified that expenses on ferry monthly passes purchased by any payment method would be taken into account in the calculation of the monthly public transport expenses.

9. In response to Mr Wilson OR's enquiry about the time table for reviewing the Scheme, STH responded that the Administration aimed to seek funding approval for the finalized Scheme from the Finance Committee of the Legislative Council ("LegCo") in the next three months and planned to roll out the Scheme within a year upon obtaining funding approval of the Finance Committee of LegCo with a view to benefitting the general public as early as possible. The Administration would closely monitor the operation of the Scheme and consider conducting internal review of the Scheme around one year after its implementation.

10. Mr KWONG Chun-yu enquired whether there was any administrative cost included in the estimated subsidy amount of \$2 billion. STH responded that the entire estimate of the \$2 billion budget would be provided for subsidy to commuters, whereas the estimated

administrative cost would be included in the funding proposal for the Scheme to be submitted to the Finance Committee of LegCo.

11. In response to Mrs Regina IP's enquiry on members' suggestion to cover RS under the Scheme, STH clarified that the discussion was referred to RS (“邨巴”) instead of village vehicles (“鄉村車輛”).

Developing Railway

East Kowloon line

12. Mr WU Chi-wai expressed concern over the traffic congestion in the vicinity of Clear Water Bay Road. In order to ease the traffic congestion in the above mentioned area and to cope with traffic flow arising from the population growth in the Anderson Road area, Mr WU urged the Administration to expedite the detailed planning for East Kowloon Line.

13. Mr Wilson OR also expressed concern about the progress of the new railway projects. He urged the Administration to provide the detailed plan and timetable for development of East Kowloon Line.

14. STH said that the Administration would strive to undertake the work on the Tuen Mun South Extension and the Northern Link and expedite the detailed planning for East Kowloon Line. The taking forward of new railway projects would be subject to the outcome of the technical study to be undertaken by the MTR Corporation Limited ("MTRCL").

Tung Chung Line Extension

15. Instead of building a new railway, Mr Michael TIEN suggested the Administration to explore the feasibility of utilizing the current spare capacity of the Airport Express Railway to run the Tung Chung Extension Line.

Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")

16. On taking forward the follow-up tasks of XRL, Dr Helena WONG noted that the Administration would adopt the "Three-step Process" in implementing the co-location arrangement at the West Kowloon Station of the XRL. Dr WONG pointed out that the first two steps involved liaison

and discussion with the Mainland, however, the content and details of each step had not been set out. In the light of the above mentioned situation, she urged the Administration to set out clearly the issues and/or discussion topics in reaching the Co-operation Arrangement with the Mainland government as soon as possible and consult the Panel on these issues and topics before taking forward any of the three steps.

17. STH advised that the recommendations regarding the XRL co-location arrangement had already been discussed at several meetings of the LegCo. STH also assured that, when it came to the third step, i.e. commencing the local legislative process, the legislative proposal and relevant issues would be thoroughly discussed at the LegCo. STH further advised that the arrangement would comply with the principle of “one country, two systems” and would not contravene the Basic Law. Relevant provisions and principles had also been explained by the Secretary for Justice during previous occasions, including meetings at the LegCo.

18. The Chairman said that issues related to the XRL could also be discussed at the Council Meeting of 25 Oct 2017 during the debate of the "Motion on taking forward the follow-up tasks of the co-location arrangement at the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link".

Taking Forward Transport Infrastructure Projects

Widening of Tai Po Road (Sha Tin section)

19. Dr Elizabeth QUAT expressed concern for the traffic congestion at roads connecting the East New Territories to Kowloon and urged for early commencement of the road widening works of Tai Po Road (Sha Tin Section). Dr QUAT pointed out that the current plan of road widening works was based on the data and statistics obtained earlier and thus she queried whether the anticipated traffic flow under the plan could truly reflect the situation arising from the rapid population growth of East New Territories recently. Dr QUAT then urged the Administration to reconsider the development of the Trunk Road T4 as soon as possible. Dr QUAT also opined that the congestion problem at the three tunnels was very serious and thus it could not be tackled solely by toll adjustments. She then asked whether the Administration would plan for a new tunnel connecting the New Territories East to Kowloon.

20. Deputy Secretary for Transport and Housing (Transport) 1 ("DSTH (Transport)1") advised that the Administration would strive to obtain funding approval for the widening of Tai Po Road (Sha Tin Section) from dual-two lane to dual three-lane in this legislative session with a view to commencing the road widening works as soon as possible. Regarding the project of T4, it would continue to be studied as a long term solution. DSTH (Transport)1 also advised that the Administration would seek funding approval by the LegCo to take forward "Strategic Studies on Railways and major Roads Beyond 2030" so that the major transport infrastructure could complement the needs arising from the overall long-term land development of Hong Kong. STH supplemented that, besides land tunnels and infrastructure projects, other projects under development, such as the Shatin to Central Link Project, would also help easing the congestion problem mentioned by Dr Elizabeth QUAT above.

21. Mr KWOK Wai-keung urged the Administration to take forward road infrastructure projects connecting to Cape Collinson Crematorium in Chai Wan, such as constructing bridges for pedestrian, to alleviate the traffic congestion in that area, especially during Chung Yeung Festival and Ching Ming Festival. Noting Mr KWOK's concern, STH said that new columbaria would be built in Chai Wai area. Concerns over the impact of traffic congestion during grave-sweeping festivals and related transport issues were noted by the Food and Health Bureau and the Administration would strive to work out measures to ease the concerns.

Innovation and Technology

Trials of autonomous vehicle

22. Noting that the Transport Department ("TD") had since 2017 approved trials of autonomous vehicles, Mr POON Siu-ping enquired about the progress of the trials and the legal implication and liability in case of accidents.

23. STH advised that trials of autonomous vehicle had to be done by phases, including small-scaled and large-scaled trials on the feasibility of the operation of autonomous vehicles. In 2017, trials were carried out in three locations, namely, Science Park, West Kowloon Cultural District and Zero Carbon Building.

Feasibility of installing in-vehicle units

24. Noting that TD had commenced a feasibility study on the installation of in-vehicle units, Mr WU Chi-wai queried whether the installation could facilitate automatic tunnel toll payment so as to help alleviating the congestion problem at tunnels. Mr WU then urged the Administration to provide concrete plan and timetable regarding the above said study. STH confirmed that no toll booths would be constructed at Tseung Kwan O-Lam Tin Tunnel.

Implementing Recommended Measures under the Public Transport Strategy Study

Pilot trials of new long-haul bus services and mid-sized single-deck bus services

25. Mr YIU Si-wing declared that the company for which he worked operated non-franchised bus and cross-boundary coach services. Mr YIU noted that the Report of the Public Transport Strategy Study ("PTSS") indicated that the Administration would encourage franchised bus company to explore the provision of more diversified services, including the introduction of new long-haul bus services and mid-sized single-deck bus services on a trial basis. Mr YIU expressed that the non-franchised bus operators, in particular, tour bus companies should also explore the provision of more diversified services to meet various needs of the community. For instance, introducing mid-sized low-floor wheelchair-accessible bus services could cater for the need of family travelling as a group as well as promoting the policy of "Transport for All".

26. STH said that Mr YIU Si-wing's abovesaid suggestion was noted and the feasibility of introducing more diversified service could be further explored. With regard to the provision of low-floor wheelchair-accessible bus services, STH advised that rebus service was already in operation. Deputy Secretary for Transport and Housing (Transport) 2 ("DSTH (Transport)2") advised that in taking forward any proposal of providing more diversified non-franchised bus service, a balance had to be struck on the needs of the community and the impact on traffic flow.

Introducing "Franchise Taxis" and regulated online hailing services

27. Noting that the Administration would decide whether to explore other new services (such as regulated online hailing services) depending on the outcome of the scrutiny of the proposal on franchised taxis by the LegCo, Mr CHAN Chun-ying asked about the factors for considering whether to explore other new services. In response, STH advised that the introduction of franchised taxis had got the general support by LegCo. The Administration was preparing the legislative work. STH further said that introducing franchised taxis through a franchise model was to overcome the limitations of the existing taxi operation model in ensuring the overall quality of taxi service in a sustained fashion. The introduction of franchised taxis with higher service standards might help encourage the ordinary taxi trade to improve the quality of ordinary taxi service.

28. Mr Charles Peter MOK opined that the proposal of regulated online hailing service and franchised taxis could be done in parallel. Ms Claudia MO shared a similar view. Mr MOK further said that the crux of the issues relating to taxi service hinged on the price of taxi licences and thus he asked whether the Administration would adopt any measures to regulate the market price of taxi licences.

29. STH clarified that whilst the Administration was open-minded about the application of different types of innovation technology, including the use of Internet or mobile applications for calling hire cars, the existing law had stipulated provision on the use of cars for carriage of passengers for hire or reward.

30. Ms Claudia MO had then sought further clarification from STH about the legality of Uber service. STH responded that Uber and other companies providing online hailing service could apply for a hire car permit for the provision of hire car service to comply with the relevant legal requirement. In this regard, Mr Jeremy TAM noted that there were currently five types of hire car permits, namely, hotel hire car service, tour hire car service, private service (limousine) hire car, private service (limousine – cross boundary) hire car and private service (ordinary) hire car. Having reviewed the purposes of these types of services, Mr TAM pointed out that owing to the current mode of operation, Uber would not be able to provide the necessary documentary proof to substantiate its application for permit and thus it was impossible for Uber to obtain hire car permit. Mr TAM then urged the Administration to review the policy and legislation in this regard. Mr WU Chi-wai made a similar request.

31. STH advised that in taking forward any review of transport policy and regulation, one of the prime considerations was maintaining the balance amongst various public transport services. The Commissioner for Transport ("C for T") supplemented that since 1 February 2017 the Administration had implemented measures to facilitate new operators to provide hire car service. The Administration would continue to review the issues relating to hire car service and e-hailing service taking into account the overall transport policy considerations.

32. Sharing her personal experience of being refused hire of service by taxi drivers, Ms Tanya CHAN showed discontent about the quality of taxi service. Ms CHAN noted from the Administration paper on transport-related policy initiatives of the Transport and Housing Bureau under the 2017 Policy Address and Policy Agenda issued in January 2017 that the Administration was studying how to enhance personalised and point-to-point transport service (including the proposal to introduce premium taxis) while the Administration paper issued in October 2017, it was stated that the Government would introduce franchised taxis (previously referred to as "premium taxis") and that the proposal was generally supported by the community. She enquired about the developments in the past 10 months leading to the above mentioned policy.

33. STH said that the Administration had been maintaining close dialogue with the taxi trade with a view to enhancing the quality of taxi service. Regarding the introduction of franchised taxis, DSTH (Transport)² advised that the Administration had consulted this Panel in April 2017 on revised proposal which included suitable adjustments to the preliminary proposals in June 2016. In light of the result of the consultation with this Panel, the Administration recommended to introduce franchised taxis at this Panel meeting in June 2017.

34. Referring to the above said proposal of franchised taxis, the Chairman asked the Administration to take note of the motion which he moved and passed at the Panel meeting held on 21 April 2017. In gist, he had requested the Administration to shelve the proposal on franchised taxis and to work with the taxi trade to upgrade the quality of ordinary taxi service.

35. Mr LAU Kwok-fan also raised concern about the quality of taxi service. He said that there were public complaints about taxi malpractices, including taxi drivers overcharging passengers, refusing hire and not taking the most direct route to the destination. Mr LAU urged

the Administration to strengthen monitoring of taxi service and to meet with the taxi trade to work out measures to tackle the above said malpractices and to consider a retirement scheme for taxi drivers.

Monitoring of the MTRCL

36. Mr LEUNG Che-cheung raised concern about the serious congestion at MTR network and insufficient service during peak periods and asked about the measures to enhance passenger flow. DSTH (Transport)2 advised that MTRCL had been adopting various measures to enhance passenger flow during peak periods, including early bird discount. The Administration would continue to work with MTRCL in exploring other possible measures to divert passengers during peak hours.

Light rail

37. In response to Mr LEUNG Che-cheung's enquiry about the progress of re-routing of light rail, DSTH (Transport)2 advised that the proposal on the long term development plan of light rail had been set out in the report of the PTSS completed in June 2017 and that the Districts Councils were being consulted on this matter.

Enhancing External Transport Links

Hong Kong-Zhuhai-Macao Bridge ("HZMB")

38. Mr YIU Si-wing expressed concern over the transport arrangements for the Hong Kong-Zhuhai-Macao Bridge. He said that the trade was generally against the quota system for shuttle bus service which operated in Hong Kong to the boundary control points (viz. not crossing border) since the above said arrangement would limit the number of bus operators for the services thereby leading to monopoly. Instead of the adopting a quota system which could not solve the traffic congestion problem, Mr YIU suggested adopting measures to limit the duration for which a coach/bus could stay at the boundary points.

39. Mr CHAN Han-pan raised concern about the ancillary facilities upon the commissioning of HZMB. Mr CHAN was particularly concerned about the supply of parking spaces in Tung Chung since there was already a shortage problem and he worried that the situation would become worse with the increase in traffic flow upon the commissioning of HZMB.

Ancillary Facilities for Public Transport

Parking spaces

40. Ms Alice MAK expressed concern over the shortage of parking spaces for school buses and urged the Administration to work out measures to solve this problem. Mr LUK Chung-hung raised similar concern. Mr POON Siu-ping asked whether the Administration had already identified parking spaces in various districts. Mr Wilson OR was particularly concerned about the shortage of parking spaces and the situation of illegal parking in Kowloon East district and urged the Administration to take measures to solve the problem.

41. Regarding parking spaces for school buses, STH advised that options were being worked out by the Education Bureau to facilitate the parking arrangement of school buses within school premises. STH stressed that the arrangement must not violate the land use requirement and that the parking arrangements should be agreeable between the school management and the bus operators concerned. STH further said that the Administration was also reviewing other feasible measures to increase the supply of parking spaces and that the situation of Kowloon East was noted. The Administration would continue to work out practicable measures to increase parking spaces having regard to the local situation.

42. Dr CHIANG Lai-wan suggested the Administration to provide more parking spaces at transport interchanges so that commuters could park their cars there and then take MTR or other public transport modes, thereby avoiding traffic congestion in the central business districts.

Alleviation of road traffic congestion

43. Noting that the Administration had been studying the feasibility of the Electronic Road Pricing ("ERP") Pilot Scheme in Central for many years, Dr CHIANG Lai-wan enquired about the implementation timetable for ERP and the other long-term measures to alleviate road traffic congestion, including the measure to control vehicle growth.

44. STH advised that the Administration had been adopting a public transport-oriented policy, with railway as the backbone. At present, about 90% of total passenger trips were made on public transport services. The Administration would continue to strive to enhance the level of public transport services and encourage commuters to use public transport services instead of driving their own cars.

Toll collection at Lantau Link

45. CHAN Han-pan expressed concern about the recent incident of traffic congestion at the Lantau Link. He suggested that the incident might have been caused by the implementation of two-way toll collection at the Lantau Link. He then asked the Administration to give an account of the incident.

46. C for T responded that the traffic congestion at Lantau Link on 15 October 2017 was mainly due to implementation of high wind traffic management measures (“TM measures”) under strong wind conditions near Tsing Ma Bridge and Ting Kau Bridge. Stage One TM measures were implemented from around 5.00 a.m. to 1.00 p.m. on 15 October 2017, where the middle lanes on both bounds of the bridges were closed to traffic. There were two time slots within this period when Stage Two TM measures were implemented where all vehicles were diverted to the only traffic lane on the lower deck of Tsing Ma Bridge. All public transport modes remained at the normal level of service before typhoon signal no. 8 was hoisted at around 8.40 a.m. on 15 October 2017. According to TD’s record, the traffic volume in the morning of 15 October 2017 was comparable to that of a normal Sunday morning peak period (from 7.00 a.m. to 10.00 a.m.) at around 1300 to 2000 vehicles per hour. As the only lane on the lower deck of Tsing Ma Bridge could only accommodate 900 to 1000 vehicles per hour, congestion was resulted after implementation of the TM measures. TD had disseminated information regarding implementation of the TM measures through radio and mobile applications to inform motorists, such that they could switch to public transport modes as appropriate. TD also monitored and ascertained that there was normal operation and smooth traffic at the toll booths of Lantau Link when the TM measures were implemented. In future, TD would further enhance the procedures in implementing the TM measures and diversion of traffic, especially on Ting Kau Bridge.

47. Ms Alice MAK also raised concern about the problem created by two-way toll collection arrangement. Ms MAK pointed out that vehicles had to slow down in road sections leading to the toll plaza, thereby causing traffic bottleneck and that before the introduction of the two-way toll collections arrangement, the traffic flow there had been smooth. She thus urged the Administration to review the toll collection arrangement for the use of roads in Lantau.

48. STH responded that the Administration would continue to monitor and enhance the toll collection arrangement. In response to Ms Alice MAK's view that the use of Tsing Ma Bridge should be free of charge, STH responded that the proposal would need to be further assessed given its implication on traffic management and government revenue, among other things.

49. Mr WU Chi-wai opined that the traffic congestion at Lantau Link was caused by the 2-way toll collection arrangements. Mr Charles Peter MOK also raised concern over the traffic congestion at Lantau Link and opined that in conducting any data analysis on related issues, "the cost of congestion absorbed by drivers and commuters" should also be taken into account.

Bicycle-friendly environment

50. Noting that the Administration would identify more bicycle parking spaces, Mr KWOK Wai-keung enquired whether locations in urban areas would be identified for the said purpose and whether the Administration would provide a more bicycle-friendly environment in urban areas. Mr KWOK further said that there had been no progress regarding the recommendation of building cycling track at Wong Chuk Hang and building of a cycling track along the boardwalk underneath the Island Eastern Corridor.

51. STH advised that the Administration was planning to provide 1000 additional bicycle parking spaces by 2018. However, most of the locations would be in the new towns since there were limitations in identifying suitable locations in the urban areas.

Public Transport fare

52. Mr CHAN Chi-chuen observed that not much had been mentioned on fare adjustment of public transport services in the policy address. He suggested the Administration to continue to work with public transport operators on providing fare concessions and/or fare reduction.

Working hours of bus captain and road safety issues

53. Mr LUK Chung-hung raised concern over the long working hours and the remuneration of bus captain and urged the Administration to discuss with franchised bus companies on the Guideline on Bus Captain Working Hours, Rest Times and Meal Breaks as soon as possible. He stressed that the well-being of passengers and road safety should always come first.

54. STH assured that the Administration always attached great importance to road safety and that TD had been arranging meetings with the trade to discuss the above said issues.

General view

55. Mr CHENG Chung-tai opined that the transport related initiatives under the policy address could neither address the community's changing needs nor enhance the overall quality of public transport service. For example, there was no strategy to meet the transport need of an ageing population.

Conclusion

56. In conclusion, the Chairman requested the Administration to consider including all types of local public transport services (except cross-boundary services) under the Public Transport Fare Subsidy Scheme and take into account the views and suggestions of Panel members when finalizing the scheme. The Chairman then requested the Administration to take note of some members' views against the introduction of franchised taxis expressed during the Panel meeting held on 21 April 2017. Noting that the Administration would roll out pilot trials of new long-haul bus services and mid-sized single-deck bus, the Chairman said that these two types of bus services would overlap with the operation of non-franchised bus service and minibus service respectively. The Administration should consider carefully the positioning of each type of transport service. The Chairman also urged the Administration to strive to provide more parking spaces for private cars, instead of just for commercial ones. Lastly, the Chairman suggested the Administration to commission the Fourth Comprehensive Transport Study with a view to formulating a transport development framework that would meet the need of the community in tandem with the rapid developments in recent years.

(At 11:50 am, the Chairman suggested and members supported extending the meeting for 30 minutes to 1:15 pm.)

Motions

57. The Chairman said that there were five motions, including the amended motions, raised by members to be dealt with at this meeting.

58. At 1:03 pm, the Chairman instructed the Clerk to ring the bell for 5 minutes.

59. The Chairman then referred members to the original motion moved by Mr LAM Cheuk-ting and the amendment moved by Mr CHAN Han-pan-

Original motion moved by Mr LAM Cheuk-ting -

"本會要求：

1. 政府考慮將公共交通費補貼計劃的補貼金額由每年約20億元提升至40億元，每人每月補貼金額上限提升至600元。
2. 將計劃涵蓋邨巴，若紅色小巴接受政府監管，亦應包括在內。
3. 制定有效措施防止不法營運者欺詐政府的資助。"

(Translation)

"This Panel requests that:

1. the Government consider raising the annual amount of subsidy under the Public Transport Fare Subsidy Scheme from around \$2 billion to \$4 billion and raising the subsidy ceiling per person per month to \$600;
2. the Scheme cover residents' service, as well as red minibuses if their operation is monitored by the Government;
3. effective measures be implemented to prevent unscrupulous operators from obtaining subsidy from the Government by deception."

Amendment moved by Mr CHAN Han-pan -

"本會要求：

1. 政府考慮將公共交通費補貼計劃的補貼金額由每年約20億元提升至40億元，每人每月補貼金額上限提升至600元 **政府在公共交通費用補貼計劃實施一年後進行檢討資助額增幅和降低400元門檻。例如每人每月補貼金額提升為600元或更多。**
2. 將計劃涵蓋邨巴，若紅色小巴**及過境短途專線**接受政府監管，亦應包括在內。
3. 制定有效措施防止不法營運者欺詐政府的資助。"

(Translation)

"This Panel requests that:

1. ~~the Government consider raising the annual amount of subsidy under the Public Transport Fare Subsidy Scheme from around \$2 billion to \$4 billion and raising the subsidy ceiling per person per month to \$600~~ ***the Government review the Public Transport Fare Subsidy Scheme one year after its implementation with a view to increasing the amount of subsidy and lowering the threshold of \$400, such as raising the amount of subsidy to \$600 or more per person per month;***
2. the Scheme cover residents' service, as well as red minibuses ***and dedicated short-haul cross-boundary transport service*** if their operation is monitored by the Government;
3. effective measures be implemented to prevent unscrupulous operators from obtaining subsidy from the Government by deception."

(Amendment were marked in ***bold and italic type*** or with deletion line.)

60. The Chairman put the motion to vote. The Chairman ordered a division. A total of 19 members voted for the motion, four members voted against it and six members abstained from voting. The votes of individual members were as follows:

For

Mr Frankie YICK	Ms Starry LEE
Mr CHAN Hak-kan	Mrs Regina IP
Mr Michael TIEN	Mr Steven HO
Mr YIU Si-wing	Mr CHAN Han-pan
Mr LEUNG Che-cheung	Mr KWOK Wai-keung
Dr Elizabeth QUAT	Mr POON Siu-ping
Dr CHIANG Lai-wan	Ir Dr LO Wai-kwok
Mr HO Kai-ming	Mr Wilson OR
Mr CHAN Chun-ying	Mr CHEUNG Kwok-kwan
Mr LUK Chung-hung	

(19 members)

Against

Ms Claudia MO	Mr Charles Peter MOK
Mr CHU Hoi-dick	Dr CHENG Chung-tai

(4 members)

Abstain

Mr WU Chi-wai	Dr Helena WONG
Mr LAM Cheuk-ting	Ms Tanya CHAN
Mr KWONG Chun-yu	Mr Jeremy TAM

(6 members)

61. The Chairman declared that the amendment moved by Mr CHAN Han-pan was carried and thus there was no need to deal with the original motion moved by Mr LAM Chek-ting.

62. Mr Michael TIEN moved the following motion -

"鑑於施政報告提出公共交通費用補貼計劃，本人促請政府：

1. 計劃的補貼範圍必須包括紅色小巴和邨巴；

2. 如涉及跨境交通費用，市民每月必須透過一張指定的個人八達通支付上述公共交通服務的費用，才可以受惠於補貼計劃。"

(Translation)

"As the Policy Address proposes to introduce the Public Transport Fare Subsidy Scheme, I urge the Government that:

1. the scope of subsidy under the Scheme must cover red minibuses and residents' service;
2. if cross boundary travelling expenses are involved, members of the public must pay the fares of public transport services with designated Personalized Octopus cards each month in order to benefit from the Subsidy Scheme."

63. The Chairman put the motion to vote. The Chairman ordered a division. A total of 22 members voted for the motion, two members voted against it and three members abstained from voting. The votes of individual members were as follows:

For

Ms Starry LEE
Mrs Regina IP
Mr Steven HO
Mr YIU Si-wing
Mr LEUNG Che-cheung
Dr Helena WONG
Mr POON Siu-ping
Ir Dr LO Wai-kwok
Mr LAM Cheuk-ting
Mr CHAN Chun-ying
Mr LUK Chung-hung
(22 members)

Mr CHAN Hak-kan
Mr Michael TIEN
Mr WU Chi-wai
Mr CHAN Han-pan
Mr KWOK Wai-keung
Dr Elizabeth QUAT
Dr CHIANG Lai-wan
Mr HO Kai-ming
Mr Wilson OR
Mr CHEUNG Kwok-kwan
Mr KWONG Chung-yu

Against

Mr Charles Peter MOK
(2 members)

Dr CHENG Chung-tai

Abstain

Mr CHU Hoi-dick
Mr Jeremy TAM
(3 members)

Ms Tanya CHAN

64. The Chairman declared that the motion was carried.

65. The Chairman then referred members to the original motion moved by Dr Helena WONG and its amendment moved by Mr Steven HO-

Original motion moved by Dr Helena WONG -

"本人要求林鄭月娥特首落實與民共議的管治新風格，在展開一地兩檢的「三步走」方案時，盡快披露有關《合作安排》的具體內容，以便立法會本事務委員會及公眾有參與共議的機會，在第一步和第二步階段可提出建議。"

(Translation)

"I request Carrie LAM CHEUNG Yuet-ngor, the Chief Executive, to put into practice the new style of governance with greater public engagement and to disclose as soon as possible the specific contents of the "Co-operation Arrangement" when embarking on the proposed "Three-step Process" for the implementation of the co-location arrangement so as to allow this Panel of the Legislative Council and the public to have the opportunity to participate in the public engagement process and put forward proposals during Step One and Step Two."

Amendment moved by Mr Steven HO -

"本人要求林鄭月娥特首落實與民共議的管治新風格，在展開一地兩檢的「三步走」方案時，盡快披露有關《合作安排》的具體內容，以便立法會本事務委員會及公眾有參與共議的機會，在第一步和第二步階段可提出建議。"

(Translation)

"I request Carrie LAM CHEUNG Yuet-ngor, the Chief Executive, to put into practice the new style of governance with greater public engagement and to disclose as soon as possible the specific contents of the "Co-operation Arrangement" when embarking on the proposed "Three-step Process" for the implementation of the co-location arrangement so as to allow ~~this Panel~~ of the Legislative Council ~~and the public to have the opportunity to participate in the public engagement process and~~ put forward proposals ~~during Step One and Step Two.~~"

(Amendment were marked in *bold and italic type* or with deletion line.)

66. The Chairman put the motion to vote. The Chairman ordered a division. A total of 20 members voted for the motion, five members voted against it and three members abstained from voting. The votes of individual members were as follows:

For

Mr Frankie YICK	Ms Starry LEE
Mr CHAN Hak-kan	Mrs Regina IP
Mr Michael TIEN	Mr Steven HO
Mr YIU Si-wing	Mr CHAN Han-pan
Mr LEUNG Che-cheung	Mr KWOK Wai-keung
Dr Elizabeth QUAT	Mr POON Siu-ping
Dr CHIANG Lai-wan	Ir Dr LO Wai-kwok
Mr CHU Hoi-dick	Mr HO Kai-ming
Mr Wilson OR	Mr CHAN Chun-ying
Mr CHEUNG Kwok-kwan	Mr LUK Chung-hung

(20 members)

Against

Ms Claudia MO	Mr Wu Chi-wai
Dr Helena WONG	Dr CHENG Chung-tai
Mr KWONG Chun-yu	

(5 members)

Abstain

Mr Charles Peter MOK	Ms Tanya CHAN
Mr Jeremy TAM	

(3 members)

67. The Chairman declared that the amendment moved by Mr Steven HO was carried and thus there was no need to deal with the original motion moved by Dr Helena WONG.

(Post-meeting note: The wording of the three motions passed under agenda item III, i.e. "Briefing by the Secretary for Transport and Housing on the Chief Executive's 2017 Policy Address" [LC Paper Nos. CB(4)82/17-18(01)-(03)] were issued to members on 24 October 2017.)

68. The Administration was requested to provide written responses to the motions passed.

IV. Any other business

69. There being no other business, the meeting ended at 1:14 pm