

立法會

Legislative Council

LC Paper No. CB(4)564/18-19
(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, 19 October 2018, at 10:00 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon CHAN Han-pan, BBS, JP (Chairman)
Hon Jeremy TAM Man-ho (Deputy Chairman)
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon WONG Kwok-kin, SBS, 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 Frankie YICK Chi-ming, SBS, JP
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Hon POON Siu-ping, BBS, MH
Dr Hon CHIANG Lai-wan, SBS, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP

Hon LAM Cheuk-ting
Hon SHIU Ka-fai
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Gary FAN Kwok-wai
Hon AU Nok-hin

Member attending : Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Dr Hon Elizabeth QUAT, BBS, JP
Hon KWONG Chun-yu

Member absent : Hon Jeffrey LAM Kin-fung, GBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Andrew WAN Siu-kin
Hon HO Kai-ming
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS

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)

Ms Rebecca PUN Ting-ting
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)1443/17-18(01) - Letter from Hon Charles
(*Chinese version only*) Peter MOK on enhancing
taxi service quality

LC Paper No. CB(4)1461/17-18(01) - Letter from the
(*English version only*) Administration
providing financial
information in regard to
the Western Harbour
Crossing

LC Paper No. CB(4)1467/17-18(01) - Administration's response
to the letter from Hon
Jeremy TAM Man-ho on

bus services

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| LC Paper No. CB(4)1474/17-18(01)
(<i>Chinese version only</i>) | - Joint letter from five members requesting to hold a special meeting to discuss the incident of the cutting of steel reinforcement bars at Hung Hom Station of the Shatin to Central Link |
| LC Paper No. CB(4)1478/17-18(01)
(<i>English version only</i>) | - Letter from The Kowloon Motor Bus Co. (1933) Ltd to Independent Review Committee on Hong Kong's Franchised Bus Service |
| LC Paper No. CB(4)1497/17-18(01) | - Administration's response to the letter from Hon Charles Peter MOK on enhancing taxi service quality |
| LC Paper No. CB(4)1535/17-18(01)
(<i>Chinese version only</i>) | - Joint letter from four members requesting to hold a special meeting to discuss issues relating to the clearance and operating arrangements of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link |
| LC Paper No. CB(4)1554/17-18(01)
(<i>Chinese version only</i>) | - Joint letter from four members regarding water seepage at the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link |

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| LC Paper No. CB(4)779/17-18(01) | - Administration's response to the views expressed in the submission from the Concern Group on Licences for Outlying Island Ferry Services (Peng Chau) |
| LC Paper No. CB(4)32/18-19(01)
(<i>Chinese version only</i>) | - Letter from Hon LUK Chung-hung requesting to discuss the operating arrangement of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link |
| LC Paper No. CB(4)32/18-19(02)
(<i>Chinese version only</i>) | - Letter from Dr Hon CHIANG Lai-wan requesting to discuss the feasibility of constructing a fourth cross-harbour tunnel |
| LC Paper No. CB(4)53/18-19(01)
(<i>Chinese version only</i>) | - Letter from Hon Holden CHOW requesting to discuss the feasibility study on the construction of the Tsing Yi-Lantau Link |

Members noted the above papers issued since the last meeting.

II. Items for discussion at the next meeting

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| LC Paper No. CB(4)43/18-19(01) | - List of outstanding items for discussion |
| LC Paper No. CB(4)43/18-19(02) | - List of follow-up actions |

2. Hon Claudia MO and Hon LAM Cheuk-ting requested to discuss the issues relating to service disruption of several MTR lines on 16 October 2018 due to signalling system faults. Mr LAM expressed that the above issues should be discussed at a Panel meeting as soon as possible. Mr CHAN Chi-chuen expressed the same view. He further said that the discussion should not only be focused on railway service but also the co-ordination of all transport modes during railway incidents.

(Post-meeting note: The item on "Service disruption of four MTR lines on 16 October 2018" was discussed by the Subcommittee on Matters Relating to Railways ("RSC") at its meeting held on 29 October 2018.)

3. Raising concern about the safety issues relating to the artificial island built for the Hong Kong-Zhuhai-Macao Bridge ("HZMB"), Ms Claudia MO requested to inspect the areas concerned to ascertain its safety during the site visit scheduled for 20 October 2018 for the Panel. Mr Gary FAN made the same request. Ms Tanya CHAN enquired whether further background information about the HZMB would be provided for members before the site visit. The Chairman said that he would further liaise with the Administration regarding members' requests.

(Post-meeting note: The Panel conducted the visit to the Hong Kong Port and the Hong Kong Link Road of the HZMB on 20 October 2018. During the visit, Members were briefed on the facilities as well as the cross-boundary and local transport arrangements for HZMB.)

4. Members agreed to discuss the following items at the next regular meeting to be held on 16 November 2018 and advance the meeting to start at 10:00 am to allow more time for discussion—

- (a) 6101TX – "Universal Accessibility" Programme;
- (b) Rationalization of traffic distribution among three road harbour crossings and three land tunnels between Kowloon and Sha Tin and other tunnel-related proposals; and
- (c) Enhancing public transport services.

III. Briefing by the Secretary for Transport and Housing on the Chief Executive's 2018 Policy Address

LC Paper No. CB(4)19/18-19(01) - Administration's paper on Transport-related Policy Initiatives in 2018 Policy Address

Other relevant documents

The Chief Executive's 2018 Policy Address

The Chief Executive's 2018 Policy Agenda

Briefing by the Administration

5. 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 2018 Policy Address, details of which were set out in the Administration's paper (LC Paper No. CB(4)19/18-19(01)).

(*Post-meeting note:* The speaking note of STH was issued to members vide LC Paper No. CB(4)79/18-19(01) on 22 October 2018.)

Discussion

Rationalization of Traffic Distribution Among Six Tunnels

6. Mr Tommy CHEUNG, on behalf of the Liberal Party, expressed support for the proposed rationalization of traffic distribution among six tunnels (i.e. three road harbour crossings ("RHCs") and three land tunnels between Kowloon and Sha Tin). Mr Frankie YICK also expressed support for the above mentioned proposal. Mr YICK opined that the proposed toll adjustment could effectively alleviate traffic congestion at the RHCs and the nearby road networks.

7. Mr Frankie YICK also expressed support for the proposed toll compensation scheme which the Administration and the Western Harbour Tunnel Company Limited ("WHTCL") had agreed in principle. In this connection, Mr Tommy CHEUNG pointed out that the total compensation

payable under the proposed Western Harbour Crossing ("WHC") Toll Compensation Scheme was a negotiated outcome having regard to WHTCL's loss of revenue as a result of charging the Proposed Prescribed Toll and reduced flexibility to adjust concessionary tolls for Targeted Vehicles from 1 January 2020 to the end of the franchise.

8. Dr KWOK Ka-ki opined that the Administration should not be paying compensation to WHTCL for subsidizing its operation. Dr KWOK also expressed dissatisfaction that the discussion between the Administration and WHTCL on the proposed WHC Toll Compensation Scheme lacked transparency.

9. Mr Frankie YICK and Mr Tommy CHEUNG requested the Administration to explain clearly the rationale behind the operation of the above proposed scheme and clarify that this was not meant to subsidy a private company.

10. Mr Micheal TIEN opined that the proposed toll adjustment could neither rationalize the traffic distribution among the three RHCs nor reduce the total traffic flow. Mr TIEN suggested the Administration to further liaise with WHTCL on the proposed prescribed toll levels, in particular that for private cars.

11. STH clarified that the Administration would not be subsidizing WHTCL's operation and advised that the amount of compensation proposed to be paid to WHTCL would be determined based on the number of actual trips made by the "Target Vehicles". STH further explained that the above subject would be further discussed at the regular meeting to be held in November 2018. Moreover, the proposed toll adjustment proposal and WHC Toll Compensation Scheme would also be subject to the passage of relevant legislative amendments by the Legislative Council ("LegCo") and funding approval by the Finance Committee of LegCo. STH assured that the social benefits as a whole was the prime concern in formulating the toll adjustment proposal.

12. In response to the Deputy Chairman's enquiry, STH confirmed that the "Target Vehicles" under the proposed WHC Toll Compensation Scheme would be confined to private cars, taxis and motorcycles only. STH remarked that the proposed cap of \$1,800 million on the total compensation payable by the Administration in respect of Target Vehicles was an aggregated cap throughout the entire compensation period, i.e. from 1 January 2020 until the franchise expiry on 1 August 2023.

13. In response to the Deputy Chairman's enquiry, Deputy Secretary for Transport and Housing (Transport)³ advised that the estimated additional toll revenue from the Cross Harbour Tunnel ("CHT") and the Eastern Harbour Crossing ("EHC") from toll increases for Target Vehicles continuing to use CHT and EHC, offset by reduced traffic volume of vehicles using CHT and EHC would be \$875 million. When taking into account the waiver of toll for franchised buses using CHT and EHC over the compensation period, the estimated additional toll revenue would be \$546 million.

14. The Deputy Chairman noted that the toll levels for taxis would be lowered upon the implementation of the toll adjustment proposal while the toll levels for both private cars and motorcycles would be increased. The Deputy Chairman thus queried whether there was a hidden agenda of favouring the taxi trade.

15. STH responded that it had all along been the Administration's policy to encourage commuters to use public transport services, in particular those with high carrying capacity. STH supplemented that the average occupancy of private cars and motorcycles using the RHCs were 1.4 and 1.1 respectively, whereas the relevant figure for taxis ranges between 2.1 and 2.4. In response to the Deputy Chairman's further query, STH undertook to explain further this subject at the regular meeting to be held in November 2018.

16. Mr CHAN Chi-chuen expressed reservation about the effectiveness of the toll adjustment proposal in diverting traffic flow and expressed grave concern over the substantial proposed increase in CHT and EHC toll. Mr CHAN pointed out that it would be impractical for Tseung Kwan O residents to use WHC and thus the proposed toll increase would place great burden on them. Echoing Mr CHAN's view, Dr KWOK Ka-ki also pointed out that it would be impracticable for commuters residing/working in the vicinity of Wan Chai, Hung Hom and East Kowloon to use WHC.

17. Sharing similar views, Dr CHENG Chung-tai urged the Administration to consider just reducing the toll of WHC, as a first step, before substantially increasing the toll of CHT and EHC.

18. Dr Elizabeth QUAT was also dissatisfied that the substantial proposed toll increase would place great burden on commuters, especially Tseung Kwan O residents. Dr QUAT remarked that the toll adjustment proposal might result in congestion at all RHCs.

19. Mr LEUNG Che-cheung raised similar concern over the substantial proposed toll increase and he was worried that the congestion of CHT might become worse as a result of the implementation of the toll adjustment proposal. Mr LEUNG urged the Administration to enhance the real-time information system with a view to furnishing motorists with more information about traffic conditions in the vicinity of different tunnels, including the estimated journey time of using the respective tunnels.

20. STH advised that the study on the overall strategy for the rationalization of traffic distribution among the three RHCs and three land tunnels ("the Study") had examined the situation of the three RHCs and three land tunnels in a holistic manner. According to the findings of the Study, a substantial increase in CHT and EHC tolls, coupled with a reduction in WHC tolls, on Target Vehicles was needed in order to achieve a noticeable traffic diversion. STH emphasized that the objective of targeted traffic distribution could be achieved if some of the existing users of CHT or EHC changed their driving routes, thereby contributing to savings in commuting time of the members of the public and the social cost as a whole. STH supplemented that over the past years, the Administration had been taking forward various initiatives and infrastructural projects to improve the traffic condition in Tseung Kwan O and its vicinity, including the construction of Tseung Kwan O-Lam Tin Tunnel.

21. Mr LAU Kwok-fan expressed concern over the growth in vehicle number and the current situation of the road networks. Mr LAU particularly pointed out that the roads in New Territories East were quite saturated and did not have room to absorb diverted traffic. Dr CHIANG Lai-wan expressed similar concern. Mr LAU requested the Administration to provide more details about the Study, in particular the transport data used, assumptions and methodology adopted in formulating the toll adjustment proposals to facilitate the examination of the proposals by LegCo.

22. Mr LAU Kwok-fan also enquired whether the Administration would consult all relevant stakeholders with a view to further exploring other options for alleviating congestion at tunnels. Dr CHIANG Lai-wan also enquired whether the Administration would explore other long-term options for alleviating congestion at tunnels, like constructing a fourth RHC.

23. Mr Alvin YEUNG was also concerned whether the Administration would consider pursuing other options apart from the toll adjustment proposal.

24. Mrs Regina IP and Dr Priscilla LEUNG requested the Administration to provide transport data. Mrs IP pointed out that the price elasticity of demand for the respective tunnels should be a factor for consideration in formulating the toll adjustment proposals. Mrs IP therefore specifically requested the Administration to furnish members with the relevant scientific data to demonstrate how the toll adjustment proposal could influence the motorists' choice of tunnels so as to achieve re-distribution of traffic among the tunnels concerned. Mrs IP also asked whether the Administration had any alternative plan if the target of traffic distribution could not be met upon implementing the toll adjustment proposal. Dr LEUNG also considered that the proposed increase in CHT and EHC toll was too substantial and that the Administration should explore the feasibility of just reducing the toll of WHC.

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25. STH undertook to furnish members with more details about the findings of the Study, including the scientific data used, assessment on different options and the justifications for the recommendations made by the Administration. Commissioner for Transport ("C for T") supplemented that, among others, the Study had already included data on the travelling patterns of commuters residing/working in different districts of Hong Kong and the survey findings on the impact of the change in toll levels on their choices of tunnels and/or transportation means. More details would be provided to facilitate members' discussion at the Panel meeting to be held in November 2018.

Waiving the toll of tunnels and roads on franchised buses

26. Mr LEUNG Che-cheung and Mr Michael TIEN welcomed the Administration's proposal to waive the toll of tunnels and roads on franchised buses. Mr TIEN urged the Administration to include all public transport means for which their fare increase applications were subject to Government regulation/approval in the toll-waiving initiative. Mr LAU Kwok-fan and Mr LEUNG also urged the Administration to include all public transport means. The Chairman and Mr Frankie YICK particularly pointed out that non-franchised buses should be included in the above initiative.

27. Mr Frankie YICK noted that the Administration would adopt the concept of "Congestion Charging" to map out the level of tolls for different types of vehicles using government-tolled tunnels and the Tsing Ma and Tsing Sha Control Areas in the longer term. In this regard, Mr YICK asked whether the Administration would study the possible downward adjustment of the toll level of goods vehicles.

28. STH explained that the proposed waiver of toll payment by franchised bus aimed to encourage more efficient use of road space by mass carriers. The Administration would explore whether other public transport means could be included in the toll-waiving initiative with a view to enabling efficient carriers and vehicles that supported economic activities to enjoy lower toll.

29. Mr LUK Chung-hung noted that, under the above toll-waiving proposal, the toll saved would be set aside in a dedicated fund under each of the bus franchisees. In this regard, Mr LUK was concerned whether the toll saved would benefit the bus franchisees instead of the commuters. Moreover, he asked whether a cap would be set on the above mentioned fund.

30. STH advised that a cap would be set on the fund and that the toll savings of these franchised bus operators exceeding the cap would be distributed to their passenger through fare concession. In response to Mr LUK Chung-hung's further enquiry, STH advised that the cap level was still being studied.

Parking Policy

31. Mr WU Chi-wai noted that the vehicle fleet size in Hong Kong had been growing rapidly over the past decade at an average rate of 3% per annum while the annual growth of the provision of parking spaces was only around 0.9%. Mr WU pointed out that the increase in the number of vehicles was estimated to be around 80,000 to 100,000 in five years' time. Mr WU therefore queried the basis of the Administration's proposal of providing 1 500 car parking spaces over the next five years. Mr WU also enquired whether the Administration would review the Hong Kong Planning Standards and Guidelines ("HKPSG") in relation to the provision of parking spaces. Mr POON Siu-ping asked similar questions and further pointed out that the increase in the number of commercial vehicles was around 2 000 annually.

32. Mr CHU Hoi-dick was of the view that the growth in the vehicle fleet size was the root cause for shortage of parking spaces. Mr CHU therefore urged the Administration to formulate policy to suppress the growth in the number of vehicles, in particular private cars.

33. STH explained that the Administration would follow the principle of "single site, multiple use" to provide public car parking spaces in suitable G/IC facilities and public open space projects. If technically feasible, the

Administration expected that at least 1 500 public car parking spaces would be provided in suitable government facilities and public open space over the next five years. In addition, the Administration would strive to ensure the re-provision of public parking spaces after relinquishing multi-storey car parks. With regard to the HKPSG, the Administration would require developers to provide parking spaces at the upper end of the range under the HKPSG.

34. In response to Mr POON Siu-ping's particular concern about the provision of parking spaces for commercial vehicles, C for T advised that the Administration had also worked out special measures to address the parking need of goods vehicles. For instance, short-term tenancy car parks would be required to designate a certain percentage of the parking bays for large/commercial vehicles. C for T supplemented that the Administration would also encourage private developers to provide more parking spaces.

35. Mr LUK Chung-hung and Dr Elizabeth QUAT enquired about the location and/or geographical distribution of the above mentioned 1 500 parking spaces. Dr QUAT also urged the Administration to consider providing underground car parks at Ma On Shan Sports Ground.

36. C for T said that underground car parks would mainly be provided at Government buildings and/or community facilities under construction or those being planned. For example, the Administration planned to provide public car parking spaces beneath the public open space at Sze Mei Street, San Po Kong and at the Joint-user Government Office Building in Area 67, Tseung Kwan O.

37. Mr Michael TIEN suggested to provide park-and-ride facilities at transport hubs. In response to Mr TIEN's suggestion, STH undertook to explore the feasibility of constructing a multi-storey car park near Tuen Mun Road Bus Interchange.

38. The Chairman also opined that the proposed provision of 1 500 public car parking spaces would be insufficient and urged the Administration to explore more ways to further increase the supply of parking spaces, such as more park-and-ride facilities in the vicinity of railways stations.

39. Dr Priscilla LEUNG expressed grave concern about the lack of parking spaces in West Kowloon, in particular Tsim Sha Shui, and the congestion problem in this area. Dr LEUNG also highlighted that the traffic congestion problem had been worsening since the closure of Middle Road Car Park. Dr LEUNG therefore called on the Administration to

explore ways to provide more parking spaces in new public housing as well as private developments.

40. Mr LEUNG Che-cheung suggested the Administration to enhance the development of smart parking system with a view to providing motorists with information about the vacancies of parking spaces. Mr LEUNG also suggested to the Administration to explore the feasibility of providing parking spaces above the low-rise building which housed the cooked food stalls, especially those in the New Territories.

41. Noting members' views and concern, STH undertook to follow up on the above suggestions and requests. Among others, the Administration would strive to provide more parking spaces in new public housing estates and encourage private developers to do so in new private developments.

Service disruption of Mass Transit Railway ("MTR") lines

42. Mr Gary FAN, Mr CHAN Chi-chuen, Dr KWOK Ka-ki, Mr Alvin YEUNG, Mr LAM Cheuk-ting and Mr AU Nok-hin expressed grave concern about the service disruption of four MTR lines on 16 October 2018 ("October 16 incident") due to signalling system faults. Mr POON Siu-ping hoped that the Administration would formulate measures to avoid recurrence of similar incident.

43. Dr KWOK Ka-ki expressed dissatisfaction about the management capability of MTR Corporation Limited ("MTRCL") and operation arrangement of its service as well as the quality of its railway projects. Mr CHAN Chi-chuen was also disappointed about the overall performance of MTRCL and that enhancement of railway services was not even mentioned under the 2018 Policy Address. Expressing similar views, Mr LAM Cheuk-ting opined that the MTRCL should not monopolize the market and urged the Administration to open up the market to other railway operator(s) with a view to enhancing competition and improving service quality.

44. STH responded that the Administration would keep an open mind on the above suggestion. However, the capability and experience of an organization in operating railway service and building railway infrastructure would be an important consideration.

45. Mr Gary FAN said that the contingency arrangement during the October 16 incident was chaotic. The provision of services by other transportation modes could hardly meet the commuters' need. For the

purpose of calculating the penalty amount of the above mentioned incident, Mr FAN opined that October 16 incident should be treated as separate events instead of a single incident. He therefore opined that the penalty for service disruptions of four MTR lines should not be only \$2 million based on the criteria and calculation under the existing mechanism. Considering the above incident as a "disastrous" event, Mr CHAN Chi-chuen also opined that the existing penalty was too lenient and that cutting ticket prices by half during a weekend to compensate the public was almost meaningless.

46. STH said that the Administration was deeply concerned about the above incident and would strive to step up monitoring measures. During the period of the above service disruption, the Administration had closely liaised with other transport operators, including franchised bus, tram and ferry operators, requesting them to enhance services and deploy additional staff to provide necessary assistance to passengers. However, service provided by shuttle bus and other road transport means with limited carrying capacity had been restricted by road conditions and thus they could not really replace normal train service. Nevertheless, STH assured the Panel that the Administration would further liaise with the MTRCL on the necessary follow-up actions, including formulation of measures to avoid recurrence of similar incident and measures to minimize the impact to the public in case of similar incidents.

47. In view of the frequent occurrence of railway incidents and the chaotic situations mentioned above, Mr Alvin YEUNG enquired whether the Administration would still follow the principle of adopting railway as the backbone in the development of the passenger transport system, and if so, whether the Administration had formulated any alternative plans and/or contingency arrangement to deal with the situations similar to the October 16 incident and/or under severe weather conditions.

48. STH advised that it had been the Administration's transport policy to develop a public transport-oriented system with railway as the backbone and reiterated that other transport means could hardly replace train service. Nevertheless, the Administration would strive to enhance road transport services and work out emergency supplementary measures.

49. Mr AU Nok-hin was dissatisfied about the performance of the Emergency Transport Coordination Centre ("ETCC") of the Transport Department ("TD") in handling the October 16 incident and called on the Administration to enhance the arrangement with regard to information dissemination. C for T advised that upon receiving the notification from MTRCL on the incident, ETCC had promptly deployed additional staff to

coordinate with other public transport operators and to provide emergency support. ETCC had also urged MTRCL to disseminate information to passengers and had closely monitored the management of passenger flow in stations. Noting members' concern, STH assured that the Administration would review the contingency and information dissemination arrangements together with the MTRCL.

50. Dr Elizabeth QUAT raised particular concern about the frequent service disruption of Tseung Kwan O line due to signalling system faults. STH responded that the related issues would be followed up and further discussed at a RSC meeting.

Issues relating to the Shatin to Central Link ("SCL") Project

51. Referring to the fresh allegations made in recent media reports, Ms Tanya CHAN was concerned whether the Administration was aware of the situation relating to the alleged change of connection details of the diaphragm walls and platform slab of Hung Hom Station Extension under the SCL Project carried out by Leighton Contractors (Asia) Limited back in the year 2015. Dr KWOK Ka-ki, Mr CHU Hoi-dick and Mr WU Chi-wai also raised similar concern. Mr WU also requested the Administration to submit further information to the LegCo as soon as practicable. Among others, the chronology of the relevant events relating to the allegations should be set out. Echoing the above views, Ms Claudia MO opined that there was likely to be cover-up of facts over the above matter. Ms Tanya CHAN also called on the Administration to step up its monitoring effort and to withhold and/or deduct the management fee to be paid to the MTRCL.

52. STH advised that investigations undertaken by a number of bodies with statutory power including the Commission of Inquiry ("COI") and the Buildings Department were in progress. At this stage, it would not be proper for the Administration to comment on the allegations relating to the investigation work. The Administration trusted that the COI would consider all relevant facts and circumstances of the above incidents fairly and independently. Relevant papers and/or reports would be prepared for submission to the LegCo as appropriate.

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

53. Mr YIU Si-wing welcomed the improvement measures taken in relation to ticketing purchase arrangement since the commissioning of the Hong Kong Section of XRL on 23 September 2018. Mr YIU hoped that the

Administration would continue to closely monitor the day-to-day operation of the ticketing purchase arrangements of XRL, with a view to further improving the purchase of group tickets.

Universal Accessibility Programme ("UAP")

54. Dr Elizabeth QUAT called on the Administration to further review the criteria and expand the ambit of UAP with a view to including estates under Tenants Purchase Scheme. Dr QUAT particularly pointed out that there was genuine and urgent need for installing barrier-free facilities at the walkways leading to Kwong Yuen Estate to benefit the elderly and people in need.

55. Noting that a review would be conducted with a view to exploring whether there was scope for further expanding the ambit of the UAP, Mr WU Chi-wai enquired whether the Administration would consider covering walkways connecting private estates to public roads. STH responded that the feasibility of covering the above mentioned types of walkways might be explored in the review.

56. Mr AU Nok-hin urged the Administration to take a more proactive role in liaising with the Hong Kong Housing Authority to sort out the issues relating to land resumption or ownership which might have hindered implementation of works items under the UAP.

Ferry and "Water Taxi"

57. Dr Helena WONG welcomed the Administration's plan of recommissioning the "Central-Hung Hom" ferry route and launching a pilot "water taxi" service. Dr WONG expressed that ferry service could serve as an alternative means of harbour-crossing transport service during railway service disruptions. Dr WONG then enquired whether the Administration would explore the feasibility of providing more service points on the Hong Kong Island with a view to providing more in-harbour service routes. Mr AU Nok-hin also expressed that the Administration should also explore the feasibility of the operation of ferry routes and "water taxi" service plying Sai Wan Ho, Western District and Aberdeen to meet the need of the local communities.

58. STH responded that the feasibility of providing more service points and additional ferry routes would be explored during the formulation of the above said tender exercise. C for T supplemented that the Administration would take into account relevant factors of consideration including pier

facilities and passenger demand in working out the service routings and frequency under the ferry service proposals.

59. In response to Mr POON Siu-ping's enquiry about the development of the "water taxi" service, C for T advised that TD had invited submissions for indication of interest in operating the services concerned and received two submissions during the specified period. Upon reviewing the submissions, TD would formulate ferry service proposals with a view to carrying out a tender exercise in the first quarter of 2019.

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

60. Concerning the safety issues relating to the artificial island built for the HZMB, Ms Claudia MO enquired whether members could inspect the areas concerned to ascertain the safety problems during the site visit scheduled for 20 October 2018 for the Panel. STH responded that arrangement would be made for members to tour around the areas within the Hong Kong Boundary during the above mentioned site visit.

61. Mr LEUNG Che-cheung pointed out that the opening ceremony for HZMB was scheduled for 23 October 2018 and yet the Administration had not announced when the HZMB would commence its operation and the operational details upon its commissioning. Mr LEUNG hoped that the Administration could enhance transparency in relation to the information dissemination on the above matters.

62. Mr YIU Si-wing was concerned about the road network design of the HZMB Hong Kong Port and parking facilities in its vicinity. Mr YIU asked whether special traffic arrangements would be implemented during the initial period upon the commissioning of HZMB to ensure smooth traffic and visitor flow at the HZMB Hong Kong Port and whether the Administration had made any contingency plan in the event of incidents. Mr YIU also urged the Administration to increase the parking spaces for tour buses.

63. STH assured that the Administration had strived to work out appropriate traffic management arrangements in order to maintain order and safety in the vicinity of HZMB. C for T advised that various departments, including TD and the Police had been working on the incident management measures. Among others, traffic diversion arrangement for giving way to emergency vehicles in the event of incidents had been worked out and emergency response drills had been held during the past months. The Administration would also enhance the arrangement on information dissemination to the public.

Formulation of transport policy

64. The Chairman urged the Administration to undertake another Comprehensive Transport Study with a view to ensuring that the existing roles and positioning of various public transport services could meet with the needs of the community. The Chairman pointed out that the policy of using the heavy rail as the backbone of the public transport system was formulated over 20 years ago and that there was a need to further enhance the existing road networks.

65. Mr Gary FAN requested the Administration to undertake another Public Transport Strategy Study to examine the roles and positioning of various public transport services in a holistic manner. STH advised that conducting the Comprehensive Transport Studies was an approach the Administration used in formulating transport policy in the early years and the broad directions of the last Comprehensive Transport Study remained applicable. In recent years, the Administration had been tackling various transport issues through timely undertaking and following up of corresponding studies. For example, the "Railway Development Strategy 2014" was announced in 2014; the "Public Transport Strategy Study" report was released in 2017; and the "Strategic Studies on Railways and Major Roads beyond 2030" and other topical studies would soon be conducted. This arrangement allowed greater flexibility and responsiveness to deal with the issues of the day, whilst ensuring that different studies would be coordinated. Compared with a prolonged "comprehensive" study, the Government saw merits to proceed with separate studies in a timely manner for progressive promulgation of the study findings.

Other views

66. Mr Frankie YICK urged the Administration to review the situation and penalty level for illegal carriage of passengers for hire or reward with a view to strengthening the deterrent effect.

67. Mr Tommy CHEUNG welcomed the Administration's initiatives under the "Lantau Tomorrow Vision". In this context, Mr CHEUNG expressed that the Administration should plan ahead for the infrastructure development, in particular construction of new road networks, with a view to meeting the needs of the residents in any new development areas. Mr CHEUNG also urged the Administration to enhance the co-ordination among all relevant bureaux and departments in order to achieve better integration of transport and land use planning. Mr CHEUNG also suggested the

Administration to set up a dedicated fund with a view to utilizing fiscal reserve for building large-scale infrastructure in the future. STH undertook to follow up on the above suggestions.

IV. Any other business

68. There being no other business, the meeting ended at 12:26 pm.

Council Business Division 4
Legislative Council Secretariat
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