

# 立法會

## *Legislative Council*

LC Paper No. CB(4)1075/20-21

(These meeting notes have been  
seen by the Administration)

Ref: CB4/PL/TP

### **Panel on Transport**

#### **Notes of informal meeting for policy briefing by videoconferencing held on Friday, 18 December 2020, at 10:00 am**

- Members present** :
- Hon Frankie YICK Chi-ming, SBS, JP (Chairman)
  - Hon CHAN Han-pan, BBS, JP (Deputy Chairman)
  - Hon Abraham SHEK Lai-him, GBS, JP
  - Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
  - Hon Mrs Regina IP LAU Suk-yea, GBS, JP
  - Hon Michael TIEN Puk-sun, BBS, JP
  - Hon YIU Si-wing, BBS
  - Hon POON Siu-ping, BBS, MH
  - Ir Dr Hon LO Wai-kwok, SBS, MH, JP
  - Dr Hon Junius HO Kwan-yiu, JP
  - Hon Holden CHOW Ho-ding
  - Hon SHIU Ka-fai, JP
  - Hon Wilson OR Chong-shing, MH
  - Hon LUK Chung-hung, JP
  - Hon LAU Kwok-fan, MH
  - Hon Kenneth LAU Ip-keung, BBS, MH, JP
  - Hon Vincent CHENG Wing-shun, MH, JP
  - Hon Tony TSE Wai-chuen, BBS, JP
- Members absent** :
- Hon Tommy CHEUNG Yu-yan, GBS, JP
  - Hon CHAN Hak-kan, BBS, JP
  - Hon WONG Kwok-kin, SBS, JP
  - Hon Paul TSE Wai-chun, JP
  - Hon LEUNG Che-cheung, SBS, MH, JP
  - Dr Hon CHENG Chung-tai

- Public Officers attending** :
- Mr Frank CHAN Fan, JP  
Secretary for Transport and Housing  
Transport and Housing Bureau
  - Ms Mable CHAN, JP  
Permanent Secretary for Transport and Housing  
(Transport)  
Transport and Housing Bureau
  - Dr Raymond SO Wai-man, BBS, JP  
Under Secretary for Transport and Housing  
Transport and Housing Bureau
  - Mrs Sharon YIP LEE Hang-yee, JP  
Deputy Secretary for Transport and Housing  
(Transport)1
  - Ms Amy WONG Pui-man, JP  
Deputy Secretary for Transport and Housing  
(Transport)2
  - Miss Winnie TSE Wing-yee  
Deputy Secretary for Transport and Housing  
(Transport)3
  - Mr Jimmy CHAN Pai-ming, JP  
Director of Highways  
Highways Department
  - Miss Rosanna LAW Shuk-pui, JP  
Commissioner for Transport  
Transport Department
- Clerk in attendance :** Ms Sophie LAU  
Chief Council Secretary (4)2
- Staff in attendance :** Ms Jacqueline LAW  
Council Secretary (4)2

Miss Mandy LAM  
Legislative Assistant (4)2

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**Briefing by the Secretary for Transport and Housing on the Chief Executive's 2020 Policy Address**

[LC Paper No. CB(4)275/20-21(01)]

The Panel deliberated (index of proceedings is attached at **Annex**).

2. The Chairman reminded members that as this meeting was an informal meeting, the Rules of Procedure of the Legislative Council would not apply and the privileges and immunities provided by the Legislative Council ("LegCo") (Powers and Privileges) Ordinance (Cap. 382) would not be available to the participants.

Discussion

3. At the invitation of the Chairman, the Secretary for Transport and Housing briefed members on the policy initiatives relevant to land and waterborne transport for the coming year as set out in the 2020 Policy Address and Policy Address Supplement. Details of the briefing were set out in the Administration's paper (LC Paper No. CB(4)275/20-21(01)).

*Implementation of new railway projects and signalling system upgrading works*

4. Members were deeply concerned about the progress of implementing the seven new railway projects recommended under the Railway Development Strategy 2014 ("RDS-2014"). With respect to the Northern link ("NOL") project, they noted with dissatisfaction that while the first population intake of public housing units in Kwu Tung North New Development Area would commence in 2026, the construction of Kwu Tung Station would only be completed in 2027. Besides, the Administration was not yet ready to consult LegCo regarding the East Kowloon Line. Members thus enquired about the interim measures to be taken by the Administration to ensure that adequate public transport service would be provided to meet the transport need of the residents who would move into the area.

5. The Administration advised that railway projects involved huge capital investment and the Government had to plan in a prudent manner. As clearly stated in RDS-2014, the taking forward of individual proposed railway

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projects set out in the Strategy would be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and other factors. The Administration had invited the MTR Corporation Limited ("MTRCL") to embark on the detailed planning and design of Tung Chung Line ("TCL") Extension, Tuen Mun South Extension and NOL, so that work on these three railway projects could commence as early as possible. Also, MTRCL would submit the project proposal for South Island Line (West) by the end of 2020. The current term of Government advocated the infrastructure-led, capacity creating planning approach. In this connection, the Administration had requested MTRCL to expedite the detailed planning and design and the construction of these new railway projects whilst ensuring the works quality, safety and cost-effectiveness.

6. As regards the implementation of NOL project, the Administration further advised that it would continue to follow up with MTRCL to ensure that the Corporation would closely monitor the works progress, with a view to completing the project for providing railway services as soon as possible. Before the commissioning of Kwun Tung Station, relevant departments would coordinate with each other to ensure that adequate road-based public transport would be provided according to the transport demand of the residents concerned.

7. Having regard to the long lead time required for completion and the high cost estimate of the proposed new railway projects including the TCL Extension and NOL, members enquired whether the Administration would consider collaborating with other railway operators in taking forward new and stand-alone railway project, such as the proposed new railway network connecting the artificial islands in the Central Waters with Hong Kong Island, Lantau and coastal area of Tuen Mun. Besides, members expressed concern over MTRCL's monopoly in the provision of railway services as there was no competition in the market. They opined that MTRCL, as a major operator of public transport services in Hong Kong, should keep its primary focus on local railway businesses. There was also a view that the Administration should consider privatizing MTRCL, so that both fare revenue and non-fare revenue arising from property development would be considered when determining the annual MTR fare adjustment.

8. The Administration noted members' views and undertook to give due regard to members' suggestions above when taking forward the proposed new railway network for the artificial islands.

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9. In response to a member's concern about the signalling system upgrading works for TCL, the Administration advised that MTRCL had started to upgrade the signalling systems of seven urban railway lines by phases. The Administration assured members that the signalling system upgrade works for different railway lines would be carried out one by one progressively, taking into consideration a number of factors including patronage of each railway line.

*Comprehensive Traffic and Transport Strategy Study*

10. Noting that the Administration would carry out a comprehensive traffic and transport strategy study ("the Study"), members enquired about the scope and implementation timetable of the Study. They opined that the Study should be forward-looking and take into account the cross-boundary traffic demand. They called on the Administration to communicate with the governments of Guangdong and Shenzhen when carrying out the Study, so as to formulate policies that would facilitate the flow of people and goods in the Guangdong-Hong Kong-Macao Greater Bay Area ("GBA").

11. The Administration advised that it planned to engage consultant(s) to conduct the Study in view of its scale. In taking forward the Study, the relevant government departments and the consultant concerned would take into account such factors as overseas experience and cross-boundary transport needs arising from Hong Kong's integration into GBA.

*Developing transport infrastructure*

12. While expressing concern about the worsening traffic congestion in the New Territories East ("NTE") and New Territories North ("NTN"), members enquired about the measures to be put in place by the Administration to improve the connectivity between the New Territories and the urban areas so as to meet the transport need of the growing population in the districts.

13. The Administration advised that based on the final development strategy of the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" planning study, the Transport and Housing Bureau ("THB") would conduct the "Strategic Studies on Railways and Major Roads beyond 2030", under which the demand and supply of the transport infrastructure in Hong Kong (including NTE and NTN) would be reviewed based on the latest planning information. Besides, the Civil Engineering and Development Department ("CEDD") was conducting an investigation study on the construction of Trunk Road T4, which would help improve the traffic situation of the roads connecting NTE and the urban areas. In the interim,

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the Highways Department ("HyD") and CEDD had been implementing various road improvement works to meet the traffic demand. Looking forward, THB would continue to maintain close contact with the Development Bureau to ensure that the land development and planning and construction of transport infrastructure would be implemented in tandem.

14. Responding to a member's concern about the latest progress of the planning of Tuen Mun Western Bypass ("TMWB"), the Administration advised that HyD had earlier on commenced the investigation study for TMWB and consulted the relevant District Councils ("DCs") on different alignment options. Subsequently, it was announced in the 2019 Policy Address that the Administration would re-plan and conduct study for the coastal development of Tuen Mun West. The Administration thus needed to review the planning of the future strategic routes and connecting roads within the district. The Administration would consider the results of the review study as well as the investigation study of TMWB and consult the relevant DCs in a timely manner.

*Improving public transport services*

15. Members expressed concern about the operating safety of franchised buses and public light buses ("PLBs"). They enquired about the result of the technical study on seat occupancy and seat belt fastening detection for green minibus ("GMBs"), and the reasons for taking three to four years to complete the retrofitting works of Electronic Stability Control, speed limiting retarder and seat belts on seats in the upper deck of suitable existing franchised buses.

16. The Administration advised that different technical solutions to detect seat occupancy and seat belt fastening in selected GMBs were being studied. Subject to the result of the study, the Administration would consider the application of the suitable technical solutions to GMBs. With respect to the progress of the retrofitting works on franchised buses, the Administration advised that as the number of franchised bus involved was quite substantial, it would take some time for the franchised bus operators to complete the relevant retrofitting works.

17. On members' concern about taxi service quality, the Administration advised that the Transport Department ("TD") had launched commendation schemes to recognize taxi drivers with outstanding service quality, so as to promote the efforts made by the taxi trade to improve taxi service quality amongst the public. In parallel, publicity effort would be stepped up to raise public awareness of the established regulatory regime for various taxi drivers' malpractices and encourage the taxi trade to enhance service quality.

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18. In view of the drop in patronage for taxi and PLB in the past five years, a member enquired about the measures to be taken by the Administration to support the taxi and PLB trades. The Administration responded that a number of measures had been rolled out to support the PLB trade, including the extension of the Public Transport Fare Subsidy Scheme to cover designated routes of red minibuses ("RMBs") approved by TD. As regards the taxi trade, TD would continue to collaborate with the trade to further enhance the quality of taxi service with a view to enhancing the riding experience of passengers.

19. Noting that the Administration planned to amend the legislation to increase the penalties for illegal carriage of passengers for hire or reward by motor vehicles, a member asked about the penalty levels to be proposed under the relevant legislative proposal.

20. The Administration responded that it was currently undertaking the legislative amendment work to increase the penalties for illegal carriage of passengers for hire or reward and planned to introduce a bill into the Legislative Council. To increase the deterrent effect, the Administration proposed that the maximum fine for illegal carriage of passengers for hire or reward would be increased from the current \$5,000 (for first conviction) and \$10,000 (for subsequent conviction(s)) to \$10,000 and \$25,000 respectively, while the period for suspension of vehicle licence and impoundment of vehicles would also be lengthened.

21. A member enquired whether the Administration would consider providing subsidy to the operator of "water taxi" service on a long-term basis so that the service could be sustained to provide an alternative to land-based transport and railway services to commuters. The Administration advised that it was the Government's established policy that public transport services should be run by the private sector in accordance with commercial principles to enhance efficiency and cost-effectiveness. The Administration welcomed any application for the operation of new ferry services and would take into account all factors, including financial and operational viability. For designated outlying island ferry routes, special helping measures had been provided to maintain the financial viability of the ferry services and alleviate the burden of fare increase on passengers.

*MTR fares*

22. Noting that MTRCL had decided to extend the "20% Rebate for Every Octopus Trip" for three months until March 2021 and the Government

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would continue the earlier arrangement to shoulder half of the revenue forgone up to March 2021, a member considered that it was unfair to other public transport operators as they did not receive subsidy from the Government for offering fare discount.

23. The Administration responded that the Government's transport policy was underpinned by public transport with railway as its backbone. Other public transport services other than the heavy rail had their respective roles and positioning and would continue to play an important supplementary role. The Administration attached equal importance to different public transport services and was willing to explore with the trades concerned on measures to ease their operating difficulty as and when necessary.

*Smart mobility*

24. In response to a member's enquiry about the current status of the "Multi-functional Smart Lampposts" Pilot Scheme ("the Pilot Scheme"), the Administration advised that a number of smart lampposts were vandalized during the staging of public order events in 2019. To address the concern over privacy issues in the society arising from the operation of smart lampposts, the relevant office was exploring the use of Light Detection and Ranging to replace cameras in smart lampposts. Given that smart lampposts were important infrastructure for promoting smart city development, relevant departments would continue to liaise with the Innovation and Technology Bureau in the implementation of the Pilot Scheme in respect of traffic management.

25. A member enquired about the progress of the preparation work for the legislative amendments to promote the development and application of autonomous vehicle ("AV") technologies in Hong Kong. The Administration advised that the Airport Authority Hong Kong planned to connect the Airport Island with the Hong Kong Boundary Control Facilities ("HKBCF") Island of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") by applying autonomous transportation system and extend such system to Tung Chung Town Centre at a later stage. In this regard, the Administration was actively studying necessary legislative amendments to provide legal backing for the wider trial and use of AVs in Hong Kong.

26. A member asked whether the Administration would consider mandating the dissemination of real-time parking vacancy information by the operators of non-government car parks. The Administration responded that the parking vacancy information of about 400 public car parks had been made available to the public. For public car parks under short-term tenancy



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("STT"), provisions had been incorporated into new STT agreements, mandating operators to provide parking vacancy information of their car parks to the Government. The Administration was also preparing the incorporation of similar provisions in appropriate new land leases so as to require developers to provide the Government with real-time parking vacancy information after completion of the developments.

27. On a member's suggestion of assisting the operators of PLBs providing non-scheduled service (i.e. RMBs) to develop real-time arrival information system, the Administration responded that currently the system was being implemented on GMB routes with scheduled routeing and stops. Subject to the effectiveness and the public acceptability of the system upon full implementation on GMBs, the Administration would consider the feasibility of further extending the implementation of the system on RMB routes as appropriate.

28. Responding to a member's enquiry about the implementation plan of free-flow tolling system ("FFTS") at government tolled tunnels, the Administration advised that TD planned to start rolling out FFTS in around end 2022.

*Provision of car parking spaces*

29. Members were very concerned about the progress of the six pilot projects on automated parking systems ("APSs") in view of the severe shortage of car parking spaces. An enquiry was also raised about the additional number of car parking spaces to be provided in urban areas under the principle of "single site, multiple uses".

30. The Administration noted the community's aspiration for car parks equipped with APSs and responded that TD had so far identified four sites for launching APS pilot projects. The tender for a STT site at Hoi Shing Road in Tsuen Wan was awarded for implementing the first APS pilot project. It is expected that APS thereat would be put into service in 2021. The operator concerned would be required to install an APS in the form of a puzzle stacking system. For the pilot project in Sham Shui Po, the Administration planned to install another type of APS at the proposed underground public car park to provide around 200 public parking spaces, and this project was expected to be more technically challenging than the Tsuen Wan project; the Administration targeted to commence the tendering process for this project in 2021. TD had already secured in-principle support from the Sham Shui Po DC and would take forward this pilot project as quickly as possible subject to

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technical feasibility. The Administration undertook to continue to take forward the other two pilot projects in Sheung Wan and Chai Wan.

31. The Administration further advised that following the "single site, multiple uses" principle, TD was proactively exploring the incorporation of new public car parks in about 20 suitable works projects involving "Government, Institution or Community" facilities, public open space projects, etc. Subject to technical feasibility, it was expected that the relevant projects would provide a total of around 5 100 parking spaces by batches from 2024-2025 onwards. Furthermore, the Administration had conducted a review of the standards for parking facilities stipulated in the Hong Kong Planning Standards and Guidelines ("HKPSG"). In particular, future public housing developments under the Hong Kong Housing Authority would provide parking spaces at the higher end of, or where necessary exceeding, the current parking standards under HKPSG. It was believed that other government departments would also follow this policy direction.

*Cross-boundary transport*

32. Members expressed concern about the impact of anti-epidemic measures on the cross-boundary transport trade and aviation industry. The Administration noted that the cross-boundary transport service trade was hard hit by the pandemic and understood the trade's wish to resume its operation as soon as possible once the epidemic situation was under control. In view that the epidemic situation was still very severe at present, the Administration would maintain close liaison with the governments of Guangdong, Shenzhen and Zhuhai with a view to ensuring the smooth operation of cross-boundary freight transport.

33. Responding to a member's enquiry about the COVID-19 vaccination arrangement for cross-boundary drivers, the Administration advised that under the current arrangement, cross-boundary goods vehicle drivers were required to undergo a nucleic acid test once a day. According to the relevant Mainland authorities, cross-boundary goods vehicle drivers who had received vaccination under the vaccination programme in Hong Kong, regardless of the types of vaccines received, would be recognized in the Mainland, with a view to facilitating the resumption of normal operation of cross-boundary transport services upon reopening of the road-based boundary control points.

34. A member enquired about the progress of discussion with the Guangdong government regarding the "Quota-free scheme for Hong Kong private cars travelling to Guangdong via the HZMB". The Administration advised that detailed discussion with the Guangdong government was

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underway to finalize the implementation details and public announcement would be made in due course.

*Hillside escalator links and elevator systems*

35. Members enquired about the technical feasibility of constructing hillside escalator links and elevator systems ("HEL") at Chak On Estate, Shek Kip Mei to enhance the accessibility thereat, and expressed concern about the impact on the implementation progress of HEL proposals due to the withdrawal and review of the staff establishment proposal on creating permanent directorate posts to deliver projects under the "Walk in Hong Kong" policy.

36. The Administration undertook to explore the feasibility of the HEL proposal for Chak On Estate after the meeting. Also, the Administration would continue to utilize the existing manpower resources to press ahead with the implementation of the remaining 13 ranked HEL proposals and the review of over 110 new HEL proposals received in the past few years based on the revised assessment mechanism.

37. There being no other business, the meeting ended at 11:45 am.

Council Business Division 4  
Legislative Council Secretariat  
4 June 2021

## Panel on Transport

**Proceedings of informal meeting  
for policy briefing by videoconferencing  
held on Friday, 18 December 2020, at 10:00 am**

Time marker	Speaker	Subject(s)	Action required
<b>Briefing by the Secretary for Transport and Housing on the Chief Executive's 2020 Policy Address</b>			
000000 – 000213	Chairman	Opening remarks	
000214 – 001552	Chairman Administration	Briefing by the Administration	
001553 – 002224	Chairman Mr Tony TSE Administration	Comprehensive Traffic and Transport Strategy Study  Enhancing taxi service quality	
002225 – 002834	Chairman Mr YIU Si-wing Administration	impact of anti-epidemic measures on cross-boundary transport trade  Pilot projects on automated parking systems ("APSs")  Real-time arrival information system for green minibuses	
002835 – 003401	Chairman Mr Vincent CHENG Administration	Provision of car parking spaces and pilot projects on APSs	
003402 – 004040	Chairman Mr Holden CHOW Administration	Construction of Tuen Mun West Bypass  Signalling system upgrade of Tung Chung Line	
004041 – 004730	Chairman Mr POON Siu-ping Administration	Relief measures offered by the Airport Authority Hong Kong for the aviation industry amid the pandemic  "Quota-free scheme for Hong Kong private cars travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge"  Further enhancing the operating safety of franchised buses  Proposed regulatory framework for autonomous vehicles in Hong Kong  Comprehensive Traffic and Transport Strategy Study	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
004731 – 005322	Chairman Ir Dr LO Wai-kwok Administration	Implementation of Railway Development Strategy 2014  Development of transport infrastructure in the New Territories East  Supply of construction materials from Mainland through river barges during the pandemic	
005323 – 005842	Chairman Mr SHIU Ka-fai Administration	"Multi-functional Smart Lampposts" pilot scheme  Review of penalty level for illegal carriage of passengers for hire or reward	
005843 – 010404	Chairman Mr Michael TIEN Administration	Seat occupancy and seat belt fastening detection technology for green minibuses and franchised buses  Free-flow tolling system at government tolled tunnels	
010405 – 010948	Chairman Dr Priscilla LEUNG Administration	"Water taxi" ferry service  Hillside escalator links and elevator systems	
010949 – 011530	Chairman Mr LUK Chung-hung Administration	Railway Development Strategy 2014  Implementation of new railway projects	
011531 – 012016	Chairman Mrs Regina IP Administration	Implementation of new railway projects  Operating strategy of the MTR Corporation Limited ("MTRCL")	
012017 – 012450	Chairman Mr Kenneth LAU Administration	Northern Link (and Kwu Tung Station)  Development of transport infrastructure in the New Territories East and New Territories North  (Extension of meeting to allow all members who had indicated their intention to speak to raise their questions)	
012451 – 013040	Chairman Mr LAU Kwok-fan Administration	Northern Link (and Kwu Tung Station)	
013041 – 013630	Chairman Deputy Chairman Administration	Implementation of new railway projects  Hillside escalator links and elevator systems	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
		Dissemination of parking vacancy information	
013631 – 013906	Chairman Mr Abraham SHEK Administration	Governance and operating strategy of MTRCL	
013907 – 014445	Chairman Administration	Comprehensive Traffic and Transport Strategy Study  Measures to support the taxi and PLB trades  MTR fares	
014446 – 014510	Chairman	Concluding remarks	

Council Business Division 4  
Legislative Council Secretariat  
4 June 2021