

立法會 *Legislative Council*

LC Paper No. CB(4)93/2024

*(These minutes have been
seen by the Administration)*

Ref : CB4/PL/TP/1

Panel on Transport

Minutes of meeting

**held on Friday, 15 December 2023, from 8:30 am to 10:45 am
in Conference Room 3 of the Legislative Council Complex**

Members present : Hon CHAN Han-pan, BBS, JP (Chairman)
Ir Hon CHAN Siu-hung, JP (Deputy Chairman)
Hon CHAN Hak-kan, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBM, GBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, GBS, JP
Ir Dr Hon LO Wai-kwok, GBS, MH, JP
Hon Kenneth LAU Ip-keung, SBS, MH, JP
Hon Tony TSE Wai-chuen, BBS, JP
Hon Stanley LI Sai-wing, MH, JP
Hon Dominic LEE Tsz-king
Hon CHAU Siu-chung
Hon LAM San-keung, JP
Hon YIU Pak-leung, MH, JP
Hon CHAN Hok-fung, MH, JP
Ir Hon Gary ZHANG Xinyu
Hon YANG Wing-kit
Hon TANG Ka-piu, BBS, JP
Hon YIM Kong

Members attending : Hon Starry LEE Wai-king, GBS, JP
Hon Holden CHOW Ho-ding, JP
Hon LAU Kwok-fan, MH, JP
Hon LAM So-wai
Dr Hon NGAN Man-yu

**Members
absent** : Hon LUK Chung-hung, JP

**Public Officers
attending** : **Agenda Item II**

Mr LAM Sai-hung, GBS, JP
Secretary for Transport and Logistics
Transport and Logistics Bureau

Ms Mable CHAN, JP
Permanent Secretary for Transport and Logistics
Transport and Logistics Bureau

Ms Amy WONG Pui-man, JP
Deputy Secretary for Transport and Logistics 1
Transport and Logistics Bureau

Ms Ada LAI Choi-yin
Principal Assistant Secretary for Transport and
Logistics 7
Transport and Logistics Bureau

Mr Jimmy CHAN Pai-ming, JP
Director of Highways
Highways Department

Mr Eddie LEUNG Siu-kong
Principal Government Engineer / Railway
Development
Highways Department

Ms Angela LEE Chung-yan, JP
Commissioner for Transport
Transport Department

Mr. Patrick HO Kwong-hang, JP
Deputy Commissioner for Transport / Planning &
Technical Services
Transport Department

Mr. LEUNG Sai-ho
Assistance Commissioner / Strategic Studies
Transport Department

Agenda Item III

Mr LAM Sai-hung, GBS, JP
Secretary for Transport and Logistics
Transport and Logistics Bureau

Ms Ida LEE Bik-sai, JP
Deputy Secretary for Transport and Logistics 2
Transport and Logistics Bureau

Miss Joyce KOK Sen-yee
Principal Assistant Secretary for Transport and
Logistics 12
Transport and Logistics Bureau

Ms Angela LEE Chung-yan, JP
Commissioner for Transport
Transport Department

Mr LEUNG Sai-ho
Assistant Commissioner/Strategic Studies
Transport Department

Miss Amy TSE Sen-yee
Assistant Commissioner/Bus & Railway
Transport Department

Mr Clarence CHENG Kwan-nang
Chief Engineer/Strategic Studies
Transport Department

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

Staff in attendance : Ms Angela CHU
Senior Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

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

LC Paper No. CB(4)1024/2023(01) - Letter from Dr Hon David LAM Tzit-yuen regarding the legislative proposal in enhancing road safety

Members noted that the Panel had issued one information paper since the last meeting as listed above.

II. Major Transport Infrastructure Development Blueprint for Hong Kong

LC Paper No. CB(4)1067/2023(01) - Paper provided by the Administration

2. Members noted that a letter dated 14 December 2023 from Ms Starry LEE on this agenda item was tabled at the meeting.

Briefing by the Administration

3. At the invitation of the Chairman, the Administration briefed Members on the Hong Kong Major Transport Infrastructure Development Blueprint (“the Blueprint”) promulgated on 12 December 2023, with the aid of a PowerPoint presentation. Members noted that the Blueprint had outlined the strategic railway and major road networks which could meet the transport and logistics demand up to 2046 and beyond. Among other things, the Blueprint recommended enhancing three strategic railways and three major roads (“three railways and three major roads”), adding two railways and one major road in the eastern part of the Northern Metropolis, implementing smart and green mass transit systems in East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen New Development Area (“NDA”), exploring other transit systems as an alternative to the heavy rail scheme to implement the South Island Line (West) (“SIL(W)”) and stated that there was no imminent need to take forward the North Island Line (“NIL”) up to 2046.

(Post-meeting note: The PowerPoint presentation material was issued to Members vide LC Paper No. CB(4)1096/2023(01) on 15 December 2023.)

4. The Panel deliberated (index of proceedings attached in **Appendix**).

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Declaration of interests

5. Mr YIM Kong declared that he worked for a China-capital enterprise.

Gist of discussion

Enhancements to the three railways and three major roads

6. Members in general expressed support for the enhancements to the three railways and three major roads proposed by the Administration, including the proposed addition of an intermediate station at Tsuen King Circuit to the proposed Central Rail Link. Members were of the view that the Central Rail Link would play a very strategic role in the future transport infrastructure layout for the whole of Hong Kong, and therefore the Administration should advance the planning and design of that railway line. They also suggested that the railway section extending the Tsuen Wan Line to the Tsuen King Circuit Station should be implemented first to provide railway services to local residents as early as possible.

7. Members also made a number of suggestions on the alignment of the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai), including the suggestion that the Administration should study the feasibility of connecting the Hong Kong-Shenzhen Western Rail Link to the Xili Hub in the Mainland and the Hong Kong International Airport, and explore arrangements to facilitate cross-border travel.

Smart and green mass transit systems in East Kowloon and Kai Tak

8. While expressing general support for the introduction of smart and green mass transit systems in East Kowloon and Kai Tak, Members were concerned about the unduly long time required to take forward the two projects. Members pointed out that the construction of a light rail system on the Mainland could normally be completed within two years. It was hoped that the Administration would expedite the implementation of these projects.

9. The Administration said it equally hoped that the implementation of the smart and green mass transit systems in East Kowloon and Kai Tak could be expedited, but such systems were new transport systems for Hong Kong and the projects concerned still had to go through some procedures such as inviting suppliers and operators to submit expressions of interest, conducting the environmental impact assessments, gazetting proposals, as well as planning and design. Nevertheless, the Administration would actively

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explore any room for expediting the implementation of the two projects during their planning and construction processes.

10. In addition, Members also suggested that the Administration should consider extending the Smart and Green Mass Transit System in East Kowloon to Lam Tin North, Tsz Wan Shan and Po Lam Station, as well as connecting the Smart and Green Mass Transit System in Kai Tak to Yau Tong Station, so as to enhance the transport efficiency of the two smart and green mass transit systems. The Administration advised that as numerous technical difficulties were involved in these suggestions, further examination of their technical feasibility and their impacts on the project implementation schedule and overall cost-effectiveness was required. In order to facilitate the early implementation of the systems, the Government would, in the second half of 2024, adopt the current preliminary recommended alignments as the basis for inviting expressions of interest from local, mainland and overseas system suppliers and operators for the East Kowloon and Kai Tak projects, and exchange views on the feasibility of extending or adjusting the alignments of the systems.

South Island Line (West) and North Island Line

11. A few Members expressed disappointment with the Administration for changing the SIL(W) railway scheme recommended in the Railway Development Strategy 2014 (“RDS-2014”) from a heavy rail system to a medium capacity rail system and for suspending the NIL project. They pointed out that when the Government recommended the implementation of SIL(W) in RDS-2014, it was believed that the preliminary proposal was made after detailed studies and that it had taken into account the views of professional consultants. Some Members said that apart from serving the commuting needs of Wah Fu Estate residents, the Southern District area of Hong Kong Island was an important area for the development of the creative industries, and the proposed alignment of SIL(W) also included Queen Mary Hospital. Therefore, in terms of transport needs, the Administration should consider not only the commuting needs of residents, but also the need for comprehensive ancillary transport facilities to support commercial activities in the area. Members hoped that the Administration would listen attentively to the views of Hong Kong Island residents regarding SIL(W) and NIL, and would explore whether there would be room for re-examining the relevant proposals in the future.

12. The Administration responded that adoption of the heavy rail scheme for SIL(W) was not technically infeasible, but having considered the convenience of train travel and cost effectiveness, it was now exploring alternative options. As the alignment of SIL(W) would pass through areas

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with steep terrain, the construction of a deep underground heavy rail system in the underground area near Queen Mary Hospital would have necessitated a long walking time for passengers to access the station. In addition, according to relevant estimates, the adoption of a medium capacity rail system would be sufficient to meet the patronage demand of SIL(W). The Administration was actively exploring other suitable alternatives to reduce project costs and increase the economic benefits of the project. It planned to firm up a technical solution in 2024 for implementing SIL(W).

13. Members did not subscribe to the Administration's view that up to 2046 there was no imminent need to take forward NIL, and asked whether NIL was no longer needed as an alternative route to the Island Line. The Administration advised that after considering the long-term distribution of population and employment, changes in the transport system network and passenger flow forecasts, it concluded that up to 2046 there was no imminent need to take forward NIL. If a new railway line is to be built simply to provide an alternative route, the economic benefits of the project must be seriously and carefully considered. The Government would review the necessity of the NIL in due course if significant changes were seen in the planning parameters or actual conditions in the future.

Railway projects in the Northern Metropolis

14. Members were generally supportive of the various railway projects that the Administration had proposed to take forward within the Northern Metropolis. Some Members enquired how the Administration would determine the priority of such projects. It was also suggested that the Administration should consider prioritizing the project implementation for the railway section heading towards Heung Yuen Wai on the Northeast New Territories Line as well as the railway section from Hung Shui Kiu to Tuen Mun East and Sunny Bay.

15. The Administration advised that in determining the priority of infrastructure projects, consideration would be given to factors such as population and employment distribution and transport needs. In planning for the Northern Metropolis, the Transport and Logistics Bureau had been working closely with the Development Bureau to ensure that the completion of transport infrastructure projects could appropriately dovetail with the timing of new population intake of the area.

16. In response to Members' suggestion of constructing a new north-south railway in the New Territories East ("NTE") to meet the commuting needs of NTE residents, the Administration pointed out that the Shatin Bypass proposed in the Blueprint, which would be a major road leading from

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NTE to the Harbour Metropolis, was expected to significantly enhance the capacity of the roads linking NTE with the Harbour Metropolis. The Northern Link inside the Northern Metropolis would connect to the existing East Rail Line and the Tuen Ma Line. In the future, residents in the northeast New Territories would have the option to choose between the East Rail Line, the Tuen Ma Line, and the Central Rail Link for their commuting needs.

Financing models and human resources requirements

17. A few Members expressed concern about the Administration's plan for the financing models and manpower resources required for the transport infrastructure projects in the Blueprint. They asked how the Administration ensured that there would be no financing problems when implementing the projects in the Blueprint in the future. They also suggested that the Administration should consider a financing approach involving public-private partnerships and capitalizing on the strengths of China-capital building contractors in the infrastructure field to enhance the speed, quality and efficiency of infrastructure projects in Hong Kong.

18. The Administration advised that it would consider financial arrangements, such as adoption of the "Rail-plus-Property" model or provision of non-cash grants, based on the characteristics of each project. As regards the planning for the supply of manpower resources, the Government would encourage the construction industry to increase the use of mechanized construction, precast components and technology, so as to minimize the demand for manpower resources in infrastructure projects.

Conclusion

19. The Panel supported the Administration's submission of the financial proposal for the investigation and design of the proposed Smart and Green Mass Transit System in East Kowloon to the Public Works Subcommittee for further consideration.

III. Initial recommendations of the Traffic and Transport Strategy Study

LC Paper No. CB(4)1067/2023(02) - Paper provided by the Administration

LC Paper No. CB(4)1067/2023(03) - Paper prepared by the Legislative Council

Briefing by the Administration

20. At the invitation of the Chairman, the Administration briefed Members on the initial recommendations of the Traffic and Transport Strategy Study (“TTSS”), with the aid of a PowerPoint presentation. The Transport Department (“TD”) commenced TTSS in late 2021. After collecting Members’ views and taking into account the interim findings of various studies under TTSS, the recommendations under the “Strategic Studies on Railways and Major Roads beyond 2030” and the latest developments such as the Northern Metropolis, the Administration recommended that Hong Kong’s future transport development should be guided by the vision of “Transforming Travel to People-centric, Efficient and Green Journeys Connecting Daily Lives” and put forward nine transport strategy recommendations as the initial recommendations of TTSS. These recommendations could be subsumed under three main strategies, namely “Enjoyable Journeys”, “Well-connected City” and “Healthy Mobility”. Details of the recommendations were set out in the Administration’s paper (LC Paper No. CB(4)1067/2023(02)).

(Post-meeting note: The PowerPoint presentation material was issued to Members vide LC Paper No. CB(4)1096/2023(02) on 15 December 2023.)

21. The Panel deliberated (index of proceedings attached in **Appendix**).

Gist of discussion

Public transport planning

22. Members noted that Hong Kong’s future transport policy would continue to be developed on the basis of public transport-oriented and with railway as the backbone. Some Members were concerned whether the roles and positioning of other public transport modes, such as buses and minibuses, would be undermined. It was suggested that the Administration should consider using the dividends received from the MTR Corporation Limited to set up a fund to subsidize the operation of other public transport services. In addition, there was an enquiry as to whether the Administration would plan for the various proportions to be taken up by different modes of public transport in the overall public transport system.

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23. The Administration responded that under the railway-as-backbone policy, different modes of public transport, such as buses and minibuses, had their respective positioning in the provision of comprehensive and diversified public transport services. With the successive completion of NDAs in the future, there would be room for buses and minibuses to continue to play their role when planning for new public transport networks to meet the additional transport demand. In addition, the current proportion of railways in the overall transport stood at around 42%. The Administration would plan and develop various public transport services in response to public demand for mass transportation without setting specific targets for the proportion of each mode of public transport.

Demand for parking spaces

24. Several Members expressed concern about the failure of TTSS to provide a solution to the problem of insufficient parking spaces in Hong Kong, where the problem of insufficient parking spaces for commercial vehicles (“CVs”) was particularly acute. Members called on the Administration to properly address the problem.

25. The Administration responded that TD had actively taken forward short, medium and long-term measures to increase the provision of car parking spaces, including the revision of the Hong Kong Planning Standards and Guidelines in August 2021, which aimed to increase the number of ancillary parking spaces for private cars in both private and subsidized housing developments, as well as the type and number of parking spaces for CVs in subsidized housing developments. In addition, automated parking systems (“APSs”) were being installed at various suitable sites to increase the provision of car parking spaces. The Administration would make sustained efforts to introduce various measures to increase the provision of car parking spaces, including CV parking spaces, so as to meet market demand.

26. Regarding the concerns raised by some Members about the Parking Demand Study, the Administration advised that TD would continue to review the relevant standard on a regular basis and make revisions as necessary to meet the public demand for parking spaces.

Building a new generation of transport interchange hubs

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27. While supporting the building of a new generation of transport interchange hubs (“TIHs”), Members considered that such recommendation was a long-term measure which could not address the short-term demand for park-and-ride (“PnR”) facilities. Some Members urged the Administration to expedite the provision of additional PnR facilities at strategic locations, such as the construction of interchange stations in Tai Lam and Siu Lam and the provision of PnR facilities in Tung Chung to bring more convenience to commuters living in remote areas and to alleviate traffic pressure in busy districts.

28. The Administration responded that based on the concept of “single site, multiple use”, it would examine the construction of new generation TIHs at strategic locations, which would integrate various transport facilities and amenities in a one-stop manner, with a view to promoting seamless coordination and efficient transfers between various public transport modes and active transport modes (such as walking, bicycles and electric mobility devices (“EMDs”)). Meanwhile, the Administration would continue to identify suitable locations for the provision of additional PnR facilities to encourage commuters to take public transport.

“On-demand Public Transport Mode”

29. Members enquired about the operational details of the “On-demand Public Transport Mode”. Members who had visited Guangzhou to study its experience in implementing such services pointed out that Guangzhou had used big data and the sensors installed at stations to accurately estimate passenger demand for transport services at different times of the day, thus enabling it to adjust service frequencies accordingly to meet passenger needs. There were views that such mode might not be suitable for implementation in Hong Kong as the cost of managing vehicles of different passenger capacities would be too high and operators might not be able to deploy smaller vehicles to divert passengers during periods of low patronage. There were also worries that the service mode might in effect allow public transport operators to cut routes that were loss-making or had relatively low ridership.

30. The Administration explained that it was studying the experience of various areas on the Mainland and overseas in implementing the “On-demand Public Transport Mode”, and would conduct a study and analysis of the relevance of the mode to Hong Kong’s actual transport needs. The study would be completed in 2025. Specifically, the Administration would explore the use of technology in appropriate new development areas to allow flexible scheduling of transport services and route planning on a need basis. Passengers could make trip requests via a mobile application, and based on

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actual demand, the operator could flexibly dispatch vehicles of a suitable capacity during different time periods to provide passengers with more convenient and personalized journeys. It was believed that such mode would be able to complement the current fixed-route and fixed-schedule public transport services. TD would regulate the adjustment of the current service frequency of public transport services in accordance with the established mechanism, with a view to achieving an appropriate balance in various aspects.

Smart motorway management and development of autonomous vehicles

31. While Members supported the Administration's implementation of the smart motorway management initiative, some Members enquired whether the Administration would establish a central traffic and transport control centre by drawing reference from the Mainland's practice. Such a centre would facilitate better coordination among various Government departments in the event of major traffic incidents or emergencies and use technology for comprehensive and effective traffic management.

32. The Administration explained that TD had set up the Emergency Transport Coordination Centre and the Traffic Control and Surveillance Systems Centre to monitor traffic conditions, coordinate the actions to be taken by various government departments and public transport operators in the event of traffic accidents or emergencies causing traffic congestion, and disseminate information to the public. The functions of the centres could be expanded to bolster their capability in monitoring traffic conditions and responding to emergencies.

33. Some Members expressed concern regarding the management of busy road sections and enquired about the strategies and plans for implementing electronic management of road traffic. The Administration advised that the introduction of smart motorway management was intended to tackle traffic congestion in a more comprehensive manner by harnessing technology to optimize the use of limited road resources, such as the implementation of real-time dynamic hard shoulder and contraflow schemes, which could provide additional transport capacity and ease traffic.

34. Members urged the Government to expedite the promotion of autonomous vehicles ("AV") and new energy vehicles, such as hydrogen cars. It was suggested that the Administration should consider allowing the pilot trial and use of some mature and safe autonomous driving technologies in Hong Kong, and allow drivers to use autonomous mode in tunnels so that the public could experience the benefits of automated driving. The Administration responded that the Road Traffic (Amendment) (Autonomous

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Vehicles) Bill 2022 was passed by the Legislative Council in May 2023, and that it had subsidized a number of projects related to autonomous driving technology through the Smart Traffic Fund to further promote the testing and application of such technology in Hong Kong.

Continuing to shape Hong Kong into a walkable city, promoting cycling, supporting the use of electric mobility devices and creating more sustainable neighbourhoods

35. Members generally supported the Administration's initiative to encourage active and green transport modes by actively promoting walking and cycling, and supporting the use of electric mobility devices ("EMDs") in NDAs. Some Members opined that commuting efficiency was a fundamental cornerstone of Hong Kong's competitiveness, and that while encouraging green travel, the Administration should also ensure that commuters are provided with efficient transport options. In addition, some Members expressed concern about the ways to ensure effective law enforcement against malpractices involving bicycles or EMDs, due to the inconsistent speed limits imposed on the use of these two types of devices on cycle tracks.

36. The Administration explained that its recommendation to strengthen the promotion of cycling and support the use of EMDs in NDAs and new towns was to provide people with more options of active transport modes for short-distance travel and first-mile/last-mile connectivity, with the aim of reducing vehicle usage. In relation to the use of EMDs, the Administration also planned to introduce legislative amendments to establish a regulatory framework for supporting the use of EMDs on designated cycle tracks and the Administration would continue to listen to Members' views.

37. Some Members agreed with the Administration's plan to intensify efforts to promote cycling as a transport mode for short-distance travel. In this regard, they suggested constructing a comprehensive cycle track network and cycling facilities in the Tung Chung East reclamation area, as well as a cycle track in Sha Tau Kok to connect to Heung Yuen Wai. In addition, some Members suggested increasing the number of bicycle parking spaces and providing other complementary measures, such as exploring the feasibility of using automated bicycle parking systems. The Administration took note of Members' views.

Other views

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38. Members had also expressed their views on issues such as the development of waterborne transport, the introduction of additional blue and green tourism projects to enhance Hong Kong's appeal to tourists, the development of low-altitude airspace logistics and distribution services and the fares of new cross-boundary railway lines. The Administration had responded to the views.

IV. Any other business

39. There being no other business, the meeting ended at 10:51 am.

Council Business Division 4
Legislative Council Secretariat
23 January 2024

Panel on Transport

Proceedings of the meeting
held on Friday, 15 December 2023, from 8:30 am to 10:45 am
in Conference Room 3 of the Legislative Council Complex

Time marker	Speaker(s)	Subject(s)	Action required
<i>Agenda item I – Information paper(s) issued since the last meeting</i>			
000326 – 000421	Chairman	Information paper issued	
<i>Agenda item II – Major Transport Infrastructure Development Blueprint for Hong Kong</i>			
000422 – 000535	Chairman	Opening remarks	
000536 – 002619	Chairman Administration	PowerPoint presentation by the Administration	
002620 – 003026	Chairman Mr Michael TIEN Administration	<p>Enquiry on whether the North Island Line (“NIL”) was no longer considered necessary to serve as an alternative route to the Island Line</p> <p>Enquiry on whether the Administration could provide supporting data for the use of Kowloon Tong Station as the terminus of the Central Rail Link</p> <p>Enquiry about the situation of Tuen Mun West Extension</p> <p>Enquiry on whether passengers would enjoy free interchange if the smart and green mass transit systems in East Kowloon and Kai Tak were not built by the MTR Corporation Limited</p>	
003027 – 003443	Chairman Deputy Chairman Administration	<p>Expression of support for the transport infrastructure projects recommended in the Hong Kong Major Transport Infrastructure Development Blueprint (“the Blueprint”)</p> <p>Enquiry about the Administration’s future planning for cross-boundary transport and logistics, including the infrastructure provided for hydrogen-powered container vehicles</p> <p>Enquiry on how would the Administration ensure that there would be no financing problems in implementing the projects in the Blueprint in the future</p>	

Time marker	Speaker(s)	Subject(s)	Action required
003444 – 003852	Chairman Mr CHAN Hok-fung Administration	<p>Expression of disappointment with the Administration for changing the South Island Line (West) (“SIL(W)”) scheme from a heavy rail system to a medium capacity rail system</p> <p>Expression of disagreement with the Administration’s view that there was no imminent need to take forward NIL up to 2046</p>	
003853 – 004259	Chairman Mr YANG Wing-kit Administration	<p>Requesting the Administration to expedite the implementation of the smart and green mass transit systems in East Kowloon and Kai Tak</p> <p>Suggestion that the Administration should study the feasibility of constructing a “Central Kowloon” mass transit route connecting Choi Hung Station to Tsz Wan Shan and Chuk Yuen, and then connecting with either Lok Fu Station or Wong Tai Sin Station</p>	
004300 – 004704	Chairman Mr YIU Pak-leung Administration	<p>Expression of support for the Administration’s proposals of enhancing the three railways and three major roads and adding two railways and one major road in the Blueprint</p> <p>Suggestion of expediting the project implementation for the railway section heading towards Heung Yuen Wai on the Northeast New Territories Line</p> <p>Enquiry on the Administration’s prioritization of the various transport infrastructure projects recommended in the Blueprint</p>	
004705 – 005111	Chairman Mr TANG Ka-piu Administration	<p>Enquiry on the timetable for the implementation of the Smart and Green Mass Transit System in East Kowloon</p> <p>Enquiry on whether the Administration would consider engaging the same company to construct the smart and green mass transit systems in both East Kowloon and Kai Tak to allow merging of the two systems in the future</p> <p>Suggestion that the Administration should consider extending the Smart and Green Mass Transit System in East Kowloon to Lam Tin North and Tsz Wan Shan</p>	

Time marker	Speaker(s)	Subject(s)	Action required
005112 – 005525	Chairman Ir Gary ZHANG Administration	<p>Suggestion that the Administration should study the feasibility of connecting the Hong Kong-Shenzhen Western Rail Link to the Hong Kong International Airport</p> <p>Suggestion that the Administration should consider connecting the Smart and Green Mass Transit System in Kai Tak to Yau Tong Station, so as to enhance transport efficiency</p> <p>Enquiry on whether the Administration had adequate internal manpower resources to deal with the vetting and approval of the various infrastructure projects recommended in the Blueprint</p> <p>Enquiry regarding the necessity of appointing the MTR Corporation Limited as the project manager for infrastructure projects</p>	
005526 – 005931	Chairman Mr LAU Kwok-fan Administration	<p>Expression of support for the transport infrastructure projects recommended for implementation in the Northern Metropolis in the Blueprint</p> <p>Enquiry about the prioritization of the various infrastructure projects within the Northern Metropolis</p> <p>Suggestion that the Administration should provide a railway connection for the Sha Tau Kok Port/Control Point</p>	
005932 – 010339	Chairman Mr YIM Kong Administration	<p>Declaration that he worked for a China-capital enterprise</p> <p>Expression of support for the transport infrastructure projects recommended in the Blueprint</p> <p>Suggestion that the Administration should plan early for the manpower resources required for taking forward the infrastructure projects</p> <p>Suggestion that the Administration should consider financing the projects through public-private partnerships</p> <p>Suggestion that the Administration should</p>	

Time marker	Speaker(s)	Subject(s)	Action required
		<p>consider capitalizing on the strengths of China-capital contractors in the infrastructure field to enhance the speed, quality and efficiency of infrastructure projects in Hong Kong</p> <p>Enquiry regarding the Administration's population estimate for Hong Kong for the next 10 to 30 years</p>	
010340 – 010745	Chairman Mr CHAU Siu-chung Administration	<p>Expression of support for the transport infrastructure projects recommended in the Blueprint</p> <p>Suggestion that the Administration should require the contractors involved in infrastructure projects under the Blueprint to use a certain portion of their profits from property developments to subsidize rail fares if the "Railway-plus-Property" financing model was adopted</p> <p>Enquiry regarding the Administration's planning for the supply of manpower resources to cope with the concurrent implementation of various infrastructure projects in the future</p>	
010746 – 011200	Chairman Mr CHAN Hak-kan Administration	<p>Suggestion that the Administration should study the construction of a new north-south railway in the New Territories East ("NTE") to meet the external transport needs of NTE residents</p> <p>Enquiry on the progress of Pak Shek Kok Station</p>	
011201 – 011622	Chairman Ms Starry LEE Administration	<p>Expression of support for the introduction of a smart and green mass transit system in Kai Tak as recommended in the Blueprint</p> <p>Requesting the Administration to expedite the implementation of the Smart and Green Mass Transit System in Kai Tak</p>	
011623 – 011738	Chairman Dr NGAN Man-yu Administration	<p>Suggestion that the Administration should consider adopting an alignment passing through the areas around Lin Tak Road and Pik Wan Road for the Smart and Green Mass Transit System in East Kowloon</p> <p>Requesting the Administration to expedite the implementation of the Smart and Green Mass</p>	

Time marker	Speaker(s)	Subject(s)	Action required
		Transit System in East Kowloon	
011739 – 012221	Chairman Mr Stanley LI Administration	<p>Suggestion that the Administration should study the construction of a cross-harbour tunnel connecting Tseung Kwan O Area 137 with areas near Siu Sai Wan on Hong Kong Island East</p> <p>Suggestion that the Administration should invite contractors to consider the feasibility of adopting an alignment from Ma Yau Tong to Po Lam Station in the planning of the Smart and Green Mass Transit System in East Kowloon</p>	
012222 – 012624	Chairman Ir Dr LO Wai-kwok Administration	<p>Expression of support for the transport infrastructure projects recommended in the Blueprint</p> <p>Expression of disappointment at changing the implementation of SIL(W) from a heavy rail scheme to a medium capacity rail scheme</p>	
012625 – 013029	Chairman Administration	<p>Expression of support for the transport infrastructure projects recommended in the Blueprint</p> <p>Expression of hope that the Administration would listen attentively to the views of Hong Kong Island residents regarding SIL(W) and NIL, and would explore whether there would be room for re-examining the relevant proposals in the future</p> <p>Suggestion that the Administration should consider implementing the railway project connecting to Tsuen King Circuit first, so as to provide services to local residents as early as possible</p> <p>Suggestion that the Administration should advance the planning and design of the Central Rail Link</p> <p>Suggestion that the Administration should study the feasibility of connecting the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) to the Xili Hub in the Mainland, and explore arrangements to facilitate cross-border travel</p>	

Time marker	Speaker(s)	Subject(s)	Action required
013030 – 013249	Chairman Mrs Regina IP Administration	Enquiry on the choice of the alternative schemes for SIL(W) and their costs	
013250 – 013457	Chairman Mr Holden CHOW Administration	Suggestion that the Administration should consider prioritizing the project implementation for the railway section from Hung Shui Kiu to Tuen Mun East and Sunny Bay Suggestion that the Administration should consider connecting Tuen Mun West with Tuen Mun East by adopting mass transit transport modes	
013458 – 013517	Chairman	Conclusion	
<i>Agenda item III – Initial recommendations of the Traffic and Transport Strategy Study</i>			
013518 – 013608	Chairman	Opening remarks	
013609 – 014921	Chairman Administration	PowerPoint presentation by the Administration	
014922 – 015232	Chairman Ir Dr LO Wai-kwok Administration	Expressing support for the initial recommendations of the Traffic and Transport Strategy Study (“TTSS”) Expressing the view that there was a need to expedite the development of new energy vehicles (including hydrogen cars) and autonomous vehicles Concern about the problem of insufficient parking spaces and suggestion of providing more park-and-ride (“PnR”) facilities	
015233 – 015541	Chairman Deputy Chairman Administration	Expressing support for the introduction of the concept of smart motorway management and suggesting that the Administration should establish a central traffic and transport control centre for real-time traffic monitoring and control by drawing reference from the Mainland’s practice Enquiry about the operational details of the “On-demand Public Transport Mode”	
015542 –	Chairman	Concern about the problem of insufficient	

Time marker	Speaker(s)	Subject(s)	Action required
015859	Mr Frankie YICK Administration	parking spaces Enquiry about the development prospects of minibuses and their role in public transport services Providing information on the operation of the “On-Demand Public Transport Mode” in Guangzhou Municipality and expressing views on the implementation of such a mode in Hong Kong.	
015900 – 020211	Chairman Mr Michael TIEN Administration	Enquiry on ways to maintain the balance among various public transport services under the railway-as-backbone policy and whether consideration would be given to using rail revenue to subsidize other public transport services Suggestion to provide automated bicycle parking systems to alleviate the problem of insufficient parking spaces for bicycles Concern about different speed limits for bicycles and electric mobility devices and related law enforcement issues	
020212 – 020522	Chairman Mr CHAU Siu-chung Administration	Enquiry about the fares of cross-boundary railway lines. Enquiry on the estimated proportion of the overall public transport system taken up by different modes of public transport in future public transport planning and whether a target ceiling would be set for the respective proportions.	
020523 – 020830	Chairman Mr YIU Pak-leung Administration	Enquiry about the development of waterborne transport and blue and green tourism projects Expressing support for the promotion of cycling and suggesting the construction of a cycle track to connect Sha Tau Kok and Heung Yuen Wai	
020831 – 021134	Chairman Mr Dominic LEE Administration	Concern about whether the “On-demand Public Transport Mode” would in effect allow public transport operators to cut loss-making routes with relatively low ridership	
021135 –	Chairman	Expressing the view that efficiency should be the	

Time marker	Speaker(s)	Subject(s)	Action required
021437	Ir Gary ZHANG Administration	foremost objective and consideration in commuting to reinforce Hong Kong's competitiveness	
021438 – 021745	Chairman Mr Andrew LAM Administration	Enquiries regarding the parking demand study, ancillary facilities for vehicle services, the progress in introducing electronic road traffic management, low-altitude airspace logistics and distribution services, etc.	
021746 – 022053	Chairman Mr Holden CHOW Administration	Suggestion that the Government should provide more ancillary facilities in new development areas to encourage people to travel by bicycle, thereby enabling the public to use bicycles as a mode of transport for commuting to work and school	
022054 – 022429	Chairman Administration	Expressing support for the construction of new generation transport interchange hubs and urging the Government to enhance the provision of PnR facilities in the near future while encouraging transport interchange Enquiry on how to implement and promote the development of autonomous vehicles and suggestion to allow the pilot use of mature and safe autonomous driving technology	
<i>Agenda item IV – Any other business</i>			
022430 – 022448	Chairman	Closing remarks	