

立法會
Legislative Council

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**Report of the Panel on Transport
for submission to the Legislative Council**

Purpose

This report which is made in accordance with Rule 77(14) of the Rules of Procedure of the Legislative Council (“LegCo”) gives an account of the work of the Panel on Transport (“the Panel”) during the 2023 legislative session.

The Panel

2. The Panel was formed by a resolution passed by the LegCo on 8 July 1998 and as amended on 20 December 2000, 9 October 2002, 11 July 2007 and 2 July 2008 for the purpose of monitoring and examining government policies and issues of public concern relating to transport matters. The terms of reference of the Panel are at **Appendix 1**.

3. For the 2023 session, the Panel comprises 20 members, with Hon CHAN Han-pan and Ir Hon CHAN Siu-hung elected as the Chairman and Deputy Chairman of the Panel respectively. The membership list of the Panel is at **Appendix 2**.

Meetings

4. During the period from January to November 2023, the Panel held a total of 9 meetings. Another regular meeting has been scheduled for 15 December 2023.

Major Work

Public transport services

Outcome of the review of the MTR Fare Adjustment Mechanism

5. On 21 April 2023, the Panel was briefed by the Administration and MTR Corporation Limited (“MTRCL”) on the outcome of the review of the MTR Fare Adjustment Mechanism (“FAM”). The new FAM package included proposals to link the calculation of the Productivity Factor (“PF”) in the FAM formula to the Hong Kong Property Development (“HKPD”) profit of MTRCL. The proposals also sought to enhance the Service Performance Rebate (“SPR”) whereby MTRCL would be required to set aside a greater amount for incidents causing longer service disruptions, and introduce a peak hour multiplier.

6. Members generally supported the proposal of the Administration and MTRCL to include the PF calculation in the FAM formula. However, some members were disappointed that the revised PF value was set to be in the range of 0.6% to 0.8% based on different profit levels. They believed that the set PF value would not have the impact of actually moderating the fare increase rate and could not change the public’s perception of MTRCL increasing fares while making huge profits. Members called on the Administration and MTRCL to consider raising the cap on the PF value or introducing a mechanism to impose a cap on fare adjustments so that the fare would be frozen when MTRCL’s profits reached a certain level.

7. The Administration responded that by linking the fare adjustment rate to MTRCL’s HKPD profit in the calculation of PF, the arrangement would ensure that passengers would enjoy a fare reduction of at least 0.6% each year under all scenarios, with possible upside based on the MTRCL’s actual HKPD profit. The HKPD-linked PF would lower the MTR fare base every year and have a compound effect on future fares. In response to members’ enquiries as to the reason for not including MTRCL’s profits from property leasing and advertising etc. in the PF calculation, the Administration explained that the revenues generated from these businesses tend to be more volatile, so incorporating them into the calculation of the PF might not necessarily bring about fare moderation.

8. Members noted that for the recoupment of a fare increase rate of 2.85% under the “Affordability Cap” arrangement, MTRCL would offer a special fare reduction of 1.2% for the fare adjustment in 2023, and defer the recoupment of the remaining 1.65% fare increase rate to 2024. In addition, MTRCL would defer another 0.2% of the fare increase rate in 2023 to 2024.

Members commented that the fare reduction arrangement mentioned above would do little to alleviate the fare burden of commuters and called on the Administration and MTRCL to cancel all the unrecouped fare increase rates to ride out tough times together with the public.

9. Some members opined that MTRCL's offer of Special Fare Days on specific Saturdays or Sundays using the concession amount set aside under SPR could not benefit the general public who commuted to work or school on weekdays. They suggested that MTRCL should instead offer a 15% fare discount on weekdays. Some members also argued that the Service Performance-linked Arrangement ("SPA") should include service disruptions of less than 31 minutes. MTRCL responded that Special Fare Days had received satisfactory responses after their introduction. Regarding train service disruptions of less than 31 minutes, MTRCL considered that including them under SPA would put frontline staff under tremendous pressure and in the long run it would have negative impact on the efforts made by MTRCL in maintaining a safe, highly efficient and quality train service. The new FAM package was implemented in June 2023.

Fare increase applications from franchised bus operators

10. The Panel was briefed at its meeting on 17 March 2023 on the fare increase applications submitted by five franchised bus operators, i.e. Long Win Bus Company Limited, The Kowloon Motor Bus Company (1933) Limited, New Lantao Bus Company (1973) Limited, New World First Bus Services Limited and Citybus Limited, for fare increases for the six bus franchises under them.

11. Most members criticized that the rates of increase had gone far beyond public acceptability and disregarded public affordability. They opined that the bus companies' applications for substantial fare increases (with certain routes as high as 50%) when the society had just begun to return to normal would definitely hamper the recovery of Hong Kong's economy. They strongly urged the Administration to perform its gatekeeping role to ensure that the fare increase rates would be acceptable to the public.

12. Some members considered that the losses incurred by the bus companies might be related to poor business operations and urged the Government to strengthen its monitoring of the operations of franchised buses to reduce the loss of bus patronage. Other members pointed out that franchised bus companies faced fierce competition from MTR, but did not have any revenue from property development or rental income to subsidize their operations. It was also suggested that a bus fare adjustment formula should be introduced to allow bus companies to adjust their fares annually by

a certain percentage of the inflation rate.

13. The Administration responded that the Transport Department (“TD”) had been discussing with bus operators different options to generate revenue and manage costs in order to improve their operating conditions. Regarding the proposal to increase bus fares according to a certain percentage of the inflation rate, the Administration considered that if the level of bus fares was based on a single indicator, bus operators might not be able to effectively cope with the rising costs of fuel, labour and so on.

“Northbound Travel for Hong Kong Vehicles”

14. At the Panel meeting held on 19 May 2023, the Administration briefed members on the details of the “Northbound Travel for Hong Kong Vehicles” (“the scheme”), which was open for application from eligible Hong Kong private car owners starting 1 June 2023. Approved Hong Kong private cars would be allowed to travel between Hong Kong and Guangdong via the Hong Kong-Zhuhai-Macao Bridge (“HZMB”) from 1 July 2023 onwards.

15. Members were generally supportive of the scheme. Some members were concerned that the number of applications to be processed by the Guangdong and Hong Kong governments was insufficient, as it was capped at 200 to 300 each day at the initial stage of the scheme. There were also views that the daily cap on the number of northbound vehicles could not meet the needs of Hong Kong residents who frequently travelled to and from the Mainland for work or business purposes.

16. The Administration responded that the two governments had set a daily cap on the number of applications and the number of northbound vehicles to ensure the smooth operation of the scheme at its launch. The two governments would review the implementation of the scheme and discuss the feasibility of gradually increasing the daily quotas.

17. Members pointed out that the available quota of vehicle examinations at premises in Hong Kong designated by the Mainland authorities fell short of the demand and urged the Administration to enhance the relevant arrangements and, in the long run, establish a system of mutual recognition which would eliminate the need for duplicate vehicle examinations. The Administration replied that upon further discussion with Mainland authorities, the vehicle examination premises designated by the latter would provide an additional daily quota of up to 700 vehicle examinations for the scheme and extend their service hours to cope with the demand.

Latest progress of the Traffic and Transport Strategy Study

18. At the Panel meeting on 14 July 2023, the Administration briefed members on the latest progress of the Traffic and Transport Strategy Study (“TTSS”), and the preliminary findings of the Travel Characteristics Survey (“TCS”) 2022. Based on the preliminary analysis of TTSS, the Administration introduced four transport strategy concepts relating to (i) a new generation of Transport Interchange Hubs (“TIHs”); (ii) “On-demand Public Transport Mode”; (iii) the development of autonomous vehicles; and (iv) application of smart motorway management. Members in general supported these four strategy concepts and also the policy direction to enhance Hong Kong’s transport connectivity with Shenzhen and other cities in the Guangdong-Hong Kong-Macao Greater Bay Area.

19. On TCS 2022, members enquired whether the results of the study would be fine-tuned to fully reflect the travel characteristics of people in the post-pandemic era, and whether the commuting needs and habits of the elderly had been taken into account. The Administration advised that since there were not a lot of visitors in Hong Kong when TCS 2022 was conducted, a survey on visitor arrivals was being conducted and the relevant statistics would be incorporated in TTSS. The Administration had also been keeping in view the commuting needs arising from an ageing population and measures would be introduced in consideration of the commuting needs of wheelchair users.

20. Members pointed out that the current design of Hung Shui Kiu Station of the Tuen Ma Line, where the Administration proposed to build a new generation TIH, would not include air conditioning facilities. They also suggested new generation TIHs be built in Sunny Bay and the Northern Metropolis. The Administration replied that it would explore whether the underground space at Hung Shui Kiu Station could be better utilized by constructing underground passageways to link to relevant TIH facilities. The new generation TIH concept could also be applied to other suitable sites in Hong Kong and was not confined to New Development Areas (“NDAs”).

21. In respect of the Administration’s proposed new “On-demand Public Transport Mode” under which technology would be used to flexibly deploy vehicles of different passenger capacities (e.g. buses or public light buses (“PLBs”)) according to the time of the day and passenger demand, members enquired whether bus companies would have to acquire PLB and taxi licences under such mode, and hoped that the Administration would take note that such an arrangement would result in higher labour costs for operators and the expected fares for such a service might not be cheap.

22. A few members pointed out that the recommendations of TTSS mostly focused on NDAs, and yet the traffic issues in other parts of Hong Kong, particularly in old districts and remote areas, remained unresolved. They also urged the Transport and Logistics Bureau to discuss the overall planning for various transport infrastructure with other government departments as early as possible to ensure the smooth implementation of the recommendations under TTSS in the future.

100% loan guarantee schemes for cross-boundary passenger transport and taxi trades

23. At the Panel meeting on 17 March 2023, the Administration briefed members on the “Loan Scheme for Cross-boundary Passenger Transport Trade”, which aimed to enable eligible operators of cross-boundary passenger transport to arrange for their vehicles/vessels to undergo repair and examination/survey etc. as soon as possible; and the “Loan Scheme for Battery E-taxis”, which aimed to encourage taxi owners to replace their liquefied petroleum gas, petrol or hybrid taxis with battery electric taxis (“e-taxis”).

24. Members pointed out that the costs incurred by the trade in preparing for the re-opening of businesses might involve a complete refurbishment of those vehicles/ferries, which would far exceed the cost for simple repair works. They suggested that the Administration should consider increasing the maximum loan amount and waiving the interests incurred for the first two years. The Administration responded that in determining the maximum loan amount, it had already taken into account the expenditure required by the trade. The Administration further explained that the interest rate under the loan scheme was fixed at the Hong Kong Prime Rate minus 2.5% per annum, which was more favourable than that of corporate loans in the market.

25. In response to members’ enquiries as to whether it had set a target on the number of taxis to be replaced by e-taxis through participation in the Loan Scheme for Battery E-taxis, the Administration advised that when deciding whether to replace their taxis, taxi owners would take into account various factors, such as their financial burden, age of their taxis, etc. and hence the Government had not set a hard target for the loan scheme. The five-year application period was intended to facilitate taxi owners’ gradual replacement of conventional taxis with battery e-taxis according to their needs. The proposed commitment of \$6.4 billion under the loan scheme should be sufficient for all taxis in Hong Kong to apply for the loan once.

Transport infrastructure

Trunk Road T4 in Shatin

26. The Administration briefed Members on the funding application for upgrading 705TH “Trunk Road T4 in Sha Tin” to Category A on 20 October 2023. Members noted that the preliminary estimate of the capital cost of the Project was about HK\$7,164.2 million in money-of-the-day prices. Members in general supported the implementation of the Project. Concern was however raised on the high construction cost of the Project.

27. The Administration advised that improvements had been made in the current proposal as compared with the 2006 proposal, leading to an increase in the estimated cost. It was pointed out that about 900 metres of the trunk road at the section between The Riverpark and Tsang Tai Uk would be constructed as an underpass. Besides, a series of improvement measures had been made to the design of the Project in response to the feedback by the local community.

28. Apart from the high construction cost, Members also noted that the Project would take 6 years to complete and considered it too long. The Administration was asked whether it could shorten the construction period. The Administration advised that it would further explore how to optimize the construction schedule.

29. Members also raised concern about the noise and air pollution caused to residents of a private development and students of schools located along the Trunk Road T4 and asked about any mitigation measures to be taken during construction period. The Administration advised that the contractors of the Project would be instructed to strictly follow the requirements of the Environmental Permit issued by the Environmental Protection Department. The Administration would also adopt mitigation measures such as adopting acoustic sheets during construction. Besides, during the construction period, a community liaison group would be established to maintain contact with the parties concerned to address their needs.

30. There was concern on the effectiveness of Trunk Road T4 in alleviating the traffic congestion beyond the year 2034. Some members urged the Administration to implement the construction of Sha Tin Bypass as soon as possible so as to alleviate traffic congestion in New Territories East.

Ferry Pier Upgrading Projects

31. On 17 February 2023, the Administration briefed members on the progress of the Pilot Scheme for Ferry Pier Upgrading Projects. Members noted that the improvement works for Yung Shue Wan (“YSW”) Ferry Pier had been completed in 2021; and the Administration planned to upgrade the Peng Chau Ferry Pier next. Members generally expressed support of the ferry pier upgrading projects.

32. Some members were concerned about the suitability of the new fixtures used at the YSW Ferry Pier, while other members suggested that the Administration should consider providing more bicycle parking spaces outside the pier. The Administration advised that under the pilot scheme, it hoped to identify areas for improvement during pier refurbishment in terms of design and use so that it could draw on the relevant experience when taking forward other ferry pier upgrading projects. It would also follow up on the issue of bicycle parking spaces outside the pier.

33. Some members pointed out that ferry operators and tenants of pier shops (in particular food premises) were facing great business difficulties due to inadequate power supply to ferry piers. They thus suggested that the Administration should require the power companies to increase power supply at ferry piers. Other members enquired about the Administration’s specific plan to assist ferry operators to generate more non-fare box revenue.

34. The Administration advised that ferry operators would be consulted on their electricity needs and that it would actively explore the technical feasibility of increasing power supply to ferry piers. As for non-fare box revenue, the Administration advised that ferry operators would be consulted on the commercial area for shops at ferry piers during the design stage of the upgrading projects. TD would also coordinate relevant departments to provide assistance to ferry pier operators regarding the various required applications for change of land use to the Town Planning Board. It was also open to ferry operators inviting bicycle-sharing companies to rent shops within the pier premises.

Open Space with Public Vehicle Park at Yen Chow Street West in Sham Shui Po

35. On 21 April 2023, the Administration consulted the Panel on the funding application for the project Open Space with Public Vehicle Park at Yen Chow Street West in Sham Shui Po. The public vehicle park would include 170 underground parking spaces provided by the first-of-its-kind Circular Shaft Lifting System in Hong Kong.

36. Several members were concerned about the Project's high estimated capital cost of \$777.9 million and enquired about the comparison of construction costs between the Circular Shaft Lifting System and other types of automated parking systems, such as the Puzzle Stacking System and the costs between car parks with automated parking system and conventional underground car parks.

37. The Administration replied that the relatively high cost was mainly due to the works involving the excavation of an underground space of approximately 30 metres in depth. Since car parks using the Circular Shaft Lifting System could provide 50% to 60% more parking spaces when compared with conventional car parks, the Administration decided to adopt the said system in the Project after balancing various factors.

38. Regarding the comparison between the Project and other car park projects in Hong Kong, the Administration advised that as each project had its own uniqueness (such as site location, scale, etc.), the capital cost of the Project could not be compared directly with that of other projects. The funding proposal was finally approved by FC at an estimated cost of \$777.9 million in money-of-the-day prices on 23 June 2023.

Improvement works at Tsuen Tsing Interchange

39. On 16 June 2023, the Administration consulted the Panel on the funding application for the improvement works project at Tsuen Tsing Interchange ("TTI"). The preliminary estimate of the capital cost of the Project was about \$1,103.60 million in money-of-the-day prices. Members were generally supportive of the Project and urged the Administration to commence the works as soon as possible.

40. Members enquired about the original design of the existing vehicular bridge section above TTI towards Tsing Yi which had yet to be opened to traffic ("the yet-to-be-opened section") and the reasons for it being left idle for years. The Administration replied that the Government had originally formulated a series of improvement works, to be implemented in three stages, to the then Texaco Road/Tsuen Wan By-pass interchange in the 1980s to cope with the traffic demands arising from the development of Tsuen Wan New Town and Tsuen Wan Bay Reclamation.

41. The Administration explained that the Stage Two improvement works, which was completed in 1995, included the construction of the yet-to-be-opened section with a stub end reserved to facilitate the proposed northward extension during the Stage Three improvement works. After the

implementation of the Protection of the Harbour Ordinance (Cap. 531), the Tsuen Wan Bay Reclamation project was cancelled, and the Administration decided to shelve the Stage Three improvement works. The Administration now proposed to construct a single-lane vehicular bridge and associated slip road to divert the at-grade traffic from the westbound of Texaco Road towards Tsing Yi to the yet-to-be-opened section

42. Some members asked how the Project would improve the traffic conditions at TTI and how many years the benefits brought about by the proposed works could last. The Administration responded that if the proposed improvement works were not carried out, the design flow/capacity ratio of TTI was expected to reach 1.19 in 2026 and 1.29 in 2031, indicating that it would exceed its capacity. It was anticipated that upon the completion of the proposed improvement works, the design flow/capacity ratio would be lowered to 0.68 in 2026 and 0.79 in 2031 respectively.

Dualling of Hiram's Highway from Marina Cove to Sai Kung Town

43. The Panel was consulted on the funding proposal for the dualling of Hiram's Highway from Marina Cove to Sai Kung Town ("the SK Project") at its meeting on 16 June 2023. The preliminary estimate of the capital cost of the SK Project was about \$3,208.90 million in money-of-the-day prices.

44. Some members commented that the proposed works requiring around eight years to complete was too long and urged the Administration to proceed with the works as soon as possible. The Administration replied that it would commence the detailed design of the SK Project once it obtained the funding approval from FC and would compress the construction programme as much as possible to speed up the works progress.

45. Members noted that the Administration would re-provision parking spaces for the road sections that would be affected by the SK Project. They asked whether the Administration would increase public parking spaces in Sai Kung Town Centre or along Hiram's Highway to meet the high demand for parking spaces in Sai Kung. The Administration responded that all public parking spaces affected by the proposed works would be re-provisioned at nearby locations, and it also planned to provide about 40 additional public parking spaces alongside Hiram's Highway near Che Keng Tuk Road.

46. Noting that the Administration would undertake the laying of sewers and other utilities in conjunction with the SK Project, some members enquired whether the cost of those works would be included in the SK Project cost estimates and how the implementation of these various works items would be coordinated. The Administration replied that the sewerage works

had been entrusted to the Highways Department by the Drainage Services Department and its funding approval would be sought separately from FC. The selected contractor for the SK Project would lay sewers in conjunction with the road widening works and would also coordinate the works of the SK Project and the laying of other utilities.

Pedestrian walkway system between Hing Shing Road and Tai Wo Hau Road

47. The Administration consulted the Panel on the funding application for the pedestrian walkway system between Hing Shing Road and Tai Wo Hau Road on 17 March 2023. The project mainly comprised the demolition of the existing staircase and construction of a covered two-way escalator and staircase with a stair-lift.

48. Members generally supported the proposed project to enhance the accessibility of the two nearby schools and Kwai Shing East Estate. Enquiries were raised on the aesthetic design of the project, measures to reduce the noise impact on nearby residents during the construction period, as well as the use and compensation relating to the two private lots to be resumed for the project.

49. The Administration explained that it had considered the design of a lift tower and that of a footbridge respectively at the early stage of engineering design. However, due to concerns raised by nearby schools and residents relating to the landscape, privacy and security issues, the design of a pedestrian walkway system was adopted instead, which was also accepted by the schools and residents nearby. The Administration advised that it would ensure that the works would fulfill environmental requirements and adopt various noise abatement measures.

50. Regarding the land to be resumed, the Administration advised that the land was situated on a slope at the road section concerned, and would mainly be used for construction of the escalator. The estimated land resumption cost involved was around \$930,000. The funding proposal of the proposed project was subsequently approved by FC at an estimated cost of \$192.5 million in money-of-the-day prices on 2 June 2023.

Traffic diversion arising from the commissioning of Tseung Kwan O–Lam Tin Tunnel

51. On 17 February 2023, the Administration briefed members on the initial traffic conditions of the Tseung Kwan O (“TKO”) Tunnel and Tseung Kwan O – Lam Tin Tunnel (“TKO-LTT”) since the commission of the latter on 11 December 2022.

52. Members agreed that the traffic congestion at TKO Tunnel during peak hours had been significantly relieved after the commissioning of TKO-LTT. However, there were views that the reduction in the queue length at the entrance of TKO Tunnel might be attributed to the toll waiver of the said tunnel, which was implemented on the same date TKO-LTT was commissioned. Some members also pointed out that the overall traffic flow at both TKO-LTT and TKO Tunnel had actually dropped in the month following the commissioning of TKO-LTT.

53. The Administration responded that while the traffic conditions in the vicinity of new transport facilities needed time to stabilize, according to the traffic flow data collected by TD within one month after the commissioning of TKO-LTT, the overall traffic passing through TKO-LTT and TKO Tunnel during the daytime commute increased by about 4 000 vehicles per day. TKO-LTT could, on average, divert about 30% of the traffic flow from TKO to Kowloon and vice versa. As for the impact of the toll waiver of TKO Tunnel, the Administration said that since TKO-LTT was commissioned on the same day, it would be difficult for them to make a single assessment of its effect.

Other consultations

Requirements for physical fitness certification of driving licence applicants/holders

54. On 19 May 2023, the Panel was consulted on the six recommendations put forth by the Administration to enhance the physical fitness certification requirements for driving licence applicants/holders, which included, among others, tightening the requirements for submission of physical fitness certification by commercial vehicle (“CV”) drivers from the existing arrangement of every one to three years for drivers aged 70 or above to every year for drivers aged 65 or above.

55. Several members pointed out that there was currently a shortage of CV drivers; and driver groups were worried that the strict medical examination requirements might render them unable to continue driving CVs for a living. Members suggested relaxing the frequency of medical examinations for CV drivers aged between 65 and 70. The Administration explained that the recommendations were not intended to discourage aged drivers from working, but aimed to encourage them to develop a habit of undergoing regular medical examination to stay aware of their physical conditions.

56. Most members opined that the Administration should consider offering subsidies for medical examination to CV drivers who were able to provide proof of employment. An enquiry was raised about the approximate amount of public money that would be involved if the Government fully subsidized all CV drivers to undergo medical examinations.

57. The Administration advised that the level of medical examination fees had yet to be determined, as it was pending the formulation of the medical guidelines for the amended medical examination certificate, which would then be used as a reference by medical service providers when assessing which examination items were required. If, after confirmation of examination items, it was considered that the fee level would create a financial burden on CV drivers, the Administration would consider the feasibility of subsidizing them. However, given the large number of drivers involved, the suggestion must be given careful consideration to prevent abuse.

58. In response to members' enquiry on whether medical examination services could be provided by the Government, the Administration replied that given the high demand for public healthcare services in Hong Kong, the Administration must consider whether the proposal would be an efficient use of resources. The Administration opined that it would be more appropriate for these services be provided mainly by private doctors.

Use of electric mobility devices in Hong Kong

59. The Panel was consulted on the Administration's proposal to establish a regulatory framework for electric mobility devices ("EMDs") at its meeting on 16 June 2023. The Administration proposed to allow the use of EMDs in Hong Kong in phases and to regulate the use of EMDs from three aspects, namely, the products, the users, and the scope of use.

60. Several members were concerned that the Administration proposed to only allow EMDs on cycle tracks, which were primarily for recreational purposes and had a very limited coverage network. Members considered that this proposal could not meet the needs of members of the public who might wish to use EMDs for short-distance commuting. They suggested that the Administration should consider promoting EMDs as a major means of feeder transport in new development areas and allowing the public to use EMDs as a transport means in designated rural areas.

61. The Administration advised that the use of EMDs on footpaths was prohibited in most overseas cities. Having considered the substantial speed difference between pedestrians and EMDs, as well as the variation in footpath

widths and pedestrian volumes throughout Hong Kong, the Administration stated that the use of EMDs on footpaths should not be permitted out of safety considerations.

62. For rural roads, the Administration said that due to the general absence of clear demarcation between the areas designated for the use of vehicles, pedestrians and cyclists/EMDs, it was difficult to effectively separate the different types of road users. Nevertheless, the Administration would consider planning for a well-established cycle track network in large-scale new development areas and designating areas on wider roads for use of bicycles and EMDs.

Others

63. The Panel received a briefing by the Secretary for Transport and Logistics on 17 November 2023 on the policy initiatives relevant to transport in the Chief Executive's 2023 Policy Address. Members actively made comments on transport related issues and proposed relevant suggestions.

64. Besides, the Panel was also consulted/would be consulted on the following proposals in the session:

- (a) Real-time adaptive traffic signal system;
- (b) Universal Accessibility Programme;
- (c) Major Transport Infrastructure Development Blueprint for Hong Kong; and
- (d) Initial recommendations of the Traffic and Transport Strategy Study

Legislative Council

Panel on Transport

Terms of Reference

1. To monitor and examine Government policies and issues of public concern relating to transport.
2. To provide a forum for the exchange and dissemination of views on the above policy matters.
3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy area prior to their formal introduction to the Council or Finance Committee.
4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.
5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.

Panel on Transport

Membership list for 2023 session

Chairman	Hon CHAN Han-pan, BBS, JP
Deputy Chairman	Ir Hon CHAN Siu-hung, JP
Members	Hon CHAN Hak-kan, SBS, JP Hon Mrs Regina IP LAU Suk-ye, 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 LUK Chung-hung, JP Hon Kenneth LAU Ip-keung, SBS, MH, JP Hon Tony TSE Wai-chuen, BBS, JP Hon Stanley LI Sai-wing, MH Hon Dominic LEE Tsz-king Hon CHAU Siu-chung Hon LAM San-keung, JP Hon YIU Pak-leung, MH Hon CHAN Hok-fung, MH, JP Ir Hon Gary ZHANG Xinyu Hon YANG Wing-kit Hon TANG Ka-piu, BBS, JP Hon YIM Kong (Total : 20 members)
Clerk	Ms Sophie LAU
Legal Adviser	Miss Evelyn LEE (up to 17 July 2023) Miss Dorothy YUNG (starting 18 July 2023)