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From: 

Date: 2004/05/29 Sat AM 08:55:30 CST

To: &lt;views@cab-review.gov.hk&gt;

Subject: Dear Sirs,

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**Re: Views on the Constitutional Consultation:**

The transport functional constituency has over 40 votes, or almost 25% of its total constituents of 191 associations and trade organizations, accruing to Public Light Buses and Taxi operators and associations, yet it has one vote for both the KCR and MTR.

This goes, in my opinion, a considerable way towards explaining why road still gets preference over rail in Hong Kong when it comes to transport policy as the representative of this functional constituency is a member of the Liberal Party and heads the Legco panel on transport.

In such an important area of economic activity and public policy the fact that the constituency is skewed heavily in favour of outdated modes of transport has very important political implications, as Buchanan's public choice theory would imply.

The weighting of the votes of the constituents in this particular constituency should reflect the proportion of Hong Kong people that use the respective mode of transport, for domestic services, while for services that operate offshore such as the container and shipping traffic, these votes could be weighted according to the offshore volumes that they handle.

The absurdity of the system used to elect the transport representative in this functional constituency is reflected by the fact that the Xiamen United Expresses Company and the Concrete Producers Association of Hong Kong have collectively the same proportionate say in electing the representative of the sector as our two rail companies have.

I suggest that the KCR and MTR are more representative of the people than these two organizations and, as improved representation is the professed aim of this constitutional exercise, I hope that you will specifically accept that this structure is absurd.

Kind Regards

(Name Provided)

(Editor's Note: The sender requested anonymity.)

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