

Response to Consultation Paper on Methods for selecting the Chief Executive and for Forming the Legislative Council in 2012

Following publication of the public consultation document in November 2009, the Chartered Institute of Logistics and Transport in Hong Kong, a registered elector in the Transport Functional Constituency, consulted our members on their views on arrangements for the Transport Functional seat.

The Questionnaire and Results

On 11 January, 2010 we sent questionnaires to 2033 Members and received 502 valid responses (ie responses posted by 4 February, 2009), a 25% response rate. The results of three questions in the questionnaire are in the Annex.

Analysis

1. On the FC system and the Transport Seat:

- a. Members' views are sharply divided on whether they should be retained permanently or disestablished (241/48% for retention, 219/44% for disestablishment, 42/8% don't know)
- b. Members who are for disestablishment strongly favour early change with 181/83% of responses in favour of disestablishment in 2012/2016, and 134/61% in favour of disestablishment in 2012.

In sum, views are sharply divided, and those in favour of disestablishment strongly favour early disestablishment.

- ### 2. On voting arrangements, Members are strongly in favour of individual Members having the right to vote, rather than the corporate vote (384/78% for individual Members, 83/17% for an Authorised Representative and 24/5% don't know).

Response to the Consultation Paper

Although views are sharply divided on the future of the FC system and transport seat, there is a strong wish for early change among those who want change.

Question 7 (a) of the consultation paper is on the electorate base of the FC's: "Do you agree that the method of replacing "corporate votes" with "director's/executive's/association's/ individual votes" should not be adopted?"

It follows from the results of our survey that we **strongly disagree** with the question.

We hope you will find the results useful as you consider the way ahead, and that you will be able to respond positively to our Members' strong views that the current corporate voting system be replaced with individual votes.



Questionnaire and Results

(A): Future of the Functional Constituency (FC) System

Q: For this question, we assume that the FC system and the Transport seat will either both be retained or both be disestablished at the same time.

(1a) Do you think the FC system and the Transport FC seat should be:

- | | | |
|--|------------------|------------------|
| <input type="checkbox"/> retained permanently | 241 / 48% | |
| <input type="checkbox"/> disestablished, now or in the future (<i>please proceed to Q1b</i>) | 219 / 44% | |
| <input type="checkbox"/> don't know | 42 / 8% | Total 502 |

(1b) If you think the FC system and the Transport FC seat should be disestablished, do you think that should be in:

- | | | |
|-------------------------------------|------------------|------------------|
| <input type="checkbox"/> 2012 | 134 / 61% | |
| <input type="checkbox"/> 2016 | 47 / 21% | |
| <input type="checkbox"/> 2020 | 21 / 10% | |
| <input type="checkbox"/> After 2020 | 11 / 5% | |
| <input type="checkbox"/> Don't know | 6 / 3% | Total 219 |

(B): Voting Arrangements for CILTHK

Q: While the Transport FC seat continues, what voting arrangements do you think should apply:

- | | | |
|--|------------------|------------------|
| <input type="checkbox"/> CILTHK should retain the current arrangements for voting, ie an Authorized Representative should cast one vote for CILTHK following a process to determine how that vote should be cast | 83 / 17% | |
| <input type="checkbox"/> Individual Members of CILTHK should be eligible to register to vote for the candidate of their choice | 384 / 78% | |
| <input type="checkbox"/> Don't know | 24 / 5% | Total 491 |

18th February 2010