

立法會 *Legislative Council*

LC Paper No. CB(1)589/03-04
(These minutes have been seen
by the Administration)

Ref : CB1/PL/TP/1

Panel on Transport

**Minutes of meeting held on
Friday, 28 November 2003, at 10:45 am
in the Chamber of the Legislative Council Building**

Members present : Hon LAU Kong-wah, JP (Chairman)
Hon Andrew CHENG Kar-foo (Deputy Chairman)
Dr Hon David CHU Yu-lin, JP
Hon Albert HO Chun-yan
Ir Dr Hon Raymond HO Chung-tai, JP
Hon CHAN Kwok-keung, JP
Hon LAU Chin-shek, JP
Hon Miriam LAU Kin-yee, JP
Hon TAM Yiu-chung, GBS, JP
Hon Tommy CHEUNG Yu-yan, JP
Hon Albert CHAN Wai-yip

Members absent : Hon Mrs Selina CHOW LIANG Shuk-yee, GBS, JP
Hon Andrew WONG Wang-fat, JP
Dr Hon TANG Siu-tong, JP
Hon Abraham SHEK Lai-him, JP
Hon LEUNG Fu-wah, MH, JP
Hon WONG Sing-chi
Hon LAU Ping-cheung

**Public Officers
attending** : **Agenda Item IV**

Environment, Transport and Works Bureau

Ms Margaret FONG

Deputy Secretary for the Environment, Transport and Works (T)1

Ms Ernestina WONG
Principal Assistant Secretary for the Environment, Transport
and Works (T)5

Highways Department

Mr M L WAN
Deputy Project Manager (Major Works)

Transport Department

Mr Y M LEE
Chief Engineer/New Territories West

Agenda Item V

Environment, Transport and Works Bureau

Mr Arthur HO
Deputy Secretary for the Environment, Transport and Works (T)2

Mr Patrick HO
Principal Assistant Secretary for the Environment, Transport
and Works (T)1

Transport Department

Ms Carolina YIP
Assistant Commissioner/Bus & Railway

Mr Albert YUEN
Principal Transport Officer/Bus & Railway

Agenda Item VI

Environment, Transport and Works Bureau

Mr Arthur HO
Deputy Secretary for the Environment, Transport and Works (T)2

Mr Patrick HO
Principal Assistant Secretary for the Environment, Transport
and Works (T)1

Transport Department

Mr Peter LUK
Assistant Commissioner/New Territories

Mr KONG Kwok-kwan
Chief Transport Officer

**Attendance by
invitation**

: Agenda Item V

The Kowloon Motor Bus Co. (1933) Ltd.

Mr LUI Po-chiu
Operations Director

New World First Bus Services Limited

Mr Mark SAVELLI
Director & General Manager

Citybus Limited

Mr William CHUNG
Assistant General Manager (Operations)

Long Win Bus Company Limited

Mr Kenrick FOK
General Manager

New Lantao Bus Co. (1973) Limited

Mr Matthew WONG
Managing Director

Agenda Item VI

Public Light Bus General Association

Mr NG Mou-shing

Mr LING Chi-keung

NT San Tin PLB (17) Owners Association

Mr CHAN Shu-hing

Mr BOON Yue

Lam Tin Wai Hoi Public Light Bus Association

Mr NGAI Chor

HK Public Light Bus Owner & Driver Association

Mr LAI Ming-hung

區瑞興先生

Tsuen Wan PLB Commercial Association Ltd.

Mr CHAN Chet-yin

Hong Kong, Kowloon and New Territories Public &
Maxicab Light Bus Merchants' United Association

Mr LEUNG Hung

Mr HUI Siu-keung

Lei Yue Mun Ko Chiu Road Public Light Bus Merchants
Association Ltd.

Mr POON Shing-cho

Sai Kung PLB Drivers and Owners Association

譚業菜先生

黃武先生

G.M.B. Maxicab Operators General Association

Mr HIEW Moo-siew

蘇世雄先生

Hong Kong Scheduled (GMB) Licensee Association

Mr WONG Man-kit

Mr WONG Ling-sun

Environmental Light Bus Alliance

Mr CHAN Man-chun

Clerk in attendance : Mr Andy LAU
Chief Assistant Secretary (1)2

Staff in attendance : Ms Alice AU
Senior Assistant Secretary (1)5

Miss Winnie CHENG
Legislative Assistant 5

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I Confirmation of minutes and matters arising

(LC Paper No. CB(1)404/03-04 - Minutes of meeting held on 24 October 2003)

The minutes of meeting held on 24 October 2003 were confirmed.

II Information papers issued since last meeting

- (LC Paper No. CB(1)208/03-04(01) - Submission from the Public Omnibus Operators Association Ltd on the Proposed implementation of the Route 7 and South Hong Kong Island Line;
- LC Paper No. CB(1)287/03-04(01) - Response from the Administration to LC Paper No. CB(1)208/03-04(01);
- LC Paper No. CB(1)209/03-04(01) - Submission from the Environmental Light Bus Alliance on Proliferation of non-franchised bus services;
- LC Paper Nos. CB(1)234/03-04(01) and (02) - Submission from the Environmental Light Bus Alliance on the Incentive Scheme for replacing diesel light buses with light buses using cleaner fuel and the Administration's interim reply;
- LC Paper No. CB(1)392/03-04(01) - Potential capital works items to be

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- submitted to the Public Works Subcommittee in the 2003-04 legislative session;
- LC Paper No. CB(1)402/03-04(01) - Information paper provided by the Administration on Reconstruction of two footbridges across Choi Hung Road near Shatin Pass Road and Tai Shing Street; and
- LC Paper No. CB(1)405/03-04(01) - Submission from the Motor Transport Workers General Union Taxi Driver Branch on Addressing the problem of fare-bargaining by taxi passengers)

2. Members noted the above information papers issued since last meeting.

III Items for discussion at the next meeting scheduled for 19 December 2003

- (LC Paper No. CB(1)406/03-04(01) - List of outstanding items for discussion; and
- LC Paper No. CB(1)406/03-04(02) - List of follow-up actions)

3. Members agreed to discuss the following items as proposed by the Administration at the next regular meeting scheduled for 19 December 2003:

- (a) Design standard of crash barriers along Tuen Mun Road and other elevated roads in the territory;
- (b) Provision and operation of tunnels and tollways; and
- (c) Policy on non-franchised bus services.

(Post-meeting note: At the request of the Administration and with the concurrence of the Chairman, item (b) was subsequently deferred to a later meeting.)

4. Mr CHENG Kar-foo referred to the motion on "Improving public transport fare system" passed by the Council on 12 November 2003, and reiterated his concern that the Administration should discuss with various franchised bus companies ways to improve their existing fare structures, including the setting of full and sectional fares of each bus route according to the distance of the journey. At his request, members agreed to include a relevant item in the list of outstanding items for discussion so as to facilitate the Panel to follow up the matter with the Administration.

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IV Improvement to Castle Peak Road between Ka Loon Tsuen and Siu Lam

(LC Paper No. CB(1)406/03-04(03) - Information paper provided by the Administration)

5. The Deputy Secretary for the Environment, Transport and Works (T)¹ briefly introduced the Administration's paper on the funding proposal in relation to the improvement of Castle Peak Road (CPR) between Ka Loon Tsuen and Siu Lam (LC Paper No. CB(1)406/03-04(03)).

6. Members noted that the Administration intended to submit the proposal to the Public Works Subcommittee in December 2003 for consideration.

7. In reply to Ms Miriam LAU's concern about the possible traffic disruption during construction stage, the Deputy Project Manager (Major Works) of the Highways Department said that as the proposed construction of a new section of CPR between Tai Lam Kok and Siu Lam would be in the form of viaduct along the sea, the traffic impact was not expected to be great. Taking heed of the member's concern, the Administration would also ensure that the traffic impact arising from the reconstruction of the existing sections of CPR would be kept to a minimum.

V Measures to enhance the safety of bus operations

(LC Paper No. CB(1)406/03-04(04) - Information paper provided by the Administration)

8. The Chairman welcomed the representatives of franchised bus companies and the Administration to the meeting.

9. The Assistant Commissioner for Transport/Bus & Railway (AC for T/B&R) introduced the Administration's paper on "Measures to enhance the safety of bus operations" (LC Paper No. CB(1)406/03-04(04)). She said that in view of public concern about the safety of franchised bus operation arising from the occurrence of a few conspicuous serious accidents involving franchised buses in recent months, the Transport Department (TD) had requested all franchised bus operators to conduct a thorough review and submit a detailed report to TD around January 2004 on their safety arrangements and areas where further enhancement to road and passenger safety could be made.

10. AC for T/B&R said that the last sentence of paragraph 3(d) of LC Paper No. CB(1)406/03-04(04) should read "Such checks normally cover about 2-6% of the total franchised bus fleet each month", instead of "each year".

11. Mr LAU Chin-shek considered that the Administration should ensure that better arrangements were put in place to facilitate the victims of bus accidents and/or their

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families in seeking compensation from the responsible parties. Mr TAM Yiu-chung also said that at present, the limit of liability for each franchised bus was capped and this might affect the amount of compensation due to each victim if multi-casualties were involved. Hence, the Administration should review whether the situation might need to be improved.

Bus vehicles

12. Mr CHENG Kar-foo considered that the installation of seat belts on franchised buses, particularly on the more vulnerable seats, could help enhance passenger safety. In this connection, he sought information about the experience of other densely-populated cities.

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13. AC for T/B&R replied that TD had been discussing the installation of seat belts with franchised bus operators. As a result, some franchised buses had already been installed with seat belts on the more vulnerable seats. However, according to TD's study taking into account overseas experience, the additional safety benefit of installing seat belts on all seats might not be as great as envisaged. She would provide the relevant information to members after the meeting.

14. In this respect, members noted from the representatives of franchised bus companies that some buses operated by Kowloon Motor Bus Co. (1933) Ltd. (KMB) and New World First Bus Services Limited (NWFB) were already installed with seat belts on the more vulnerable and exposed seats, while all seats on the double-deck buses operated by Long Win Bus Company Limited (LW) were installed with seat belts. In addition, NWFB had also explored other alternatives in promoting passenger safety including the provision of more accessible handrails and arm rests. As Citybus Limited (Citybus) had not procured any new buses in recent years, the buses in its fleet were not fitted with seat belts. While the existing buses operated by New Lantao Bus Co. (1973) Limited (NLB) were not installed with seat belts, NLB would consider this option when procuring new buses in future.

15. Mr CHENG Kar-foo nonetheless maintained that for the sake of promoting passenger safety, the Administration should consider imposing a mandatory requirement for all new and existing buses to be installed with seat belts on the more vulnerable exposed seats. AC for T/B&R responded that the issue of seat belts would be covered under the on-going safety review conducted by the franchised bus operators.

Bus drivers

16. While appreciating the generally high safety standard of franchised bus operation, Ir Dr Raymond HO called on the Administration to maintain closer liaison with the franchised bus companies with a view to seeking further improvements. He was particularly concerned about the improper driving behaviour of some bus drivers such as speeding and jumping red lights.

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17. In response, the Deputy Secretary for the Environment, Transport and Works (T)2 (DS for ETW(T2)) said that TD would relay the member's concern to the Police with a view to stepping up enforcement. On the other hand, the Administration would continue to work with the franchised bus companies on ways to improve bus driver training. AC for T/B&R supplemented that regular road safety seminars were organized by TD in collaboration with the Police for franchised bus drivers to promote their road safety awareness and proper driving behaviour.

18. Referring to paragraph 3 (i) of the Administration's paper, Mr CHENG Kar-foo expressed grave concern about the long working hours of bus drivers as the maximum duty of a bus driver could be as long as 14 hours in a day while the maximum driving duty could be as long as 11 hours a day according to TD's current guidelines. He was worried that under such excessive working hours, bus drivers would be deprived of adequate rest and recovery time and this might in turn create additional road safety risks. To tackle the problem at root, he called on the Administration to expeditiously review the said guidelines so that bus drivers would not be required to work for more than eight hours a day, as promulgated by the Government in maintaining a healthy and balanced lifestyle.

19. Echoing similar concerns, Mr LAU Chin-shek sought the Administration's stance as to whether bus drivers were given adequate rest time under the guidelines and enquired about TD's monitoring on compliance by the franchised bus operators.

20. Mr TAM Yiu-chung considered that TD's guidelines were outdated and there was a need for the Administration to impose more restriction on the working hours of bus drivers so as to meet the changing demand of the community.

21. Ms Miriam LAU opined that while there should not be any compromise to road safety, the issue of working hours of bus drivers must be considered objectively. In reviewing the matter, it would be most important to consider the views of the bus drivers as some would find the present arrangement acceptable. They might even welcome the opportunity to work a longer shift so that they could get extra pay or make better use of their rest time. Hence, a certain degree of flexibility should be allowed.

22. In this respect, members noted from the representatives of franchised bus companies that on average, the driving duty of bus drivers was about 10 hours a day, often with the inclusion of a meal break or short rests in-between each trip. In case of any delayed or lost trips as a result of traffic congestion, the drivers were not required to make up for the time lost and they would still be given their entitled rest period. Mr LUI Po-chiu, Operations Director of KMB (OD/KMB), further said that the maximum duty of 14 hours in the guideline would only apply to those drivers on split shift. Mr Mark SAVELLI, Director & General Manager of NWFB (D&GM/NWFB), also said that all of the drivers would be given enough time to complete their trips within their duty and have adequate recovery time between trips.

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23. Responding to members' concern, AC for T/B&R explained that a review on the working hours of bus drivers in Hong Kong was conducted by the Hong Kong University some years ago. There appeared to be no direct relationship between the number of working hours of bus drivers and the incidence of bus accidents. The objective of TD's guidelines which were reviewed in 1995 was to set down the maximum hours of both working and driving duties of bus drivers to ensure that they were provided with reasonable rest time. TD noted that the average driving duty a day was about 10 hours. TD had been monitoring compliance of the franchised bus companies through returns of regular reports. It was found that the franchised bus companies had generally followed the guidelines and arranged for bus drivers' rest breaks accordingly.

24. AC for T/B&R further said that as part of the safety review, the franchised bus companies were required to look into any possible improvements in relation to the working schedule of bus drivers. The franchised bus companies would no doubt consult their drivers' unions on the matter. To supplement, DS for ETW(T)2 stated that in considering the matter, the Administration would take into account the changing circumstances as well as the recommendations made by the franchised bus companies in their review. In this respect, both OD/KMB and D&GM/NWFB said that their workers' unions would be consulted on matters relating to the working schedules, duty rosters and rest times of the bus drivers.

25. Mr CHENG Kar-foo however said that instead of leaving this important matter to the franchised bus operators, the Administration should critically review the relevant issues and come up with its own stance.

26. Mr Albert CHAN said that he had received some complaints from bus drivers that the bus companies had been issuing more warnings to their senior bus drivers. This had increased the work pressure of the bus drivers and also threatened their job security. He asked whether the Administration was aware of the situation. To facilitate members' understanding, he requested the Administration to provide written information on the number of different levels of warnings issued and the number of dismissals made by respective bus operators in the past five years.

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27. In response, DS for ETW(T)2 said that it would be a matter of concern for the Administration if the situation did exist. The Administration would request the franchised bus operators to provide the said information to members after the meeting. In this connection, OD/KMB stressed that the company had an established procedure to deal with disciplinary cases, and that such procedure would be consistently applied to all drivers irrespective of their seniority. D&GM/NWFB also said that the objective of company's disciplinary procedures was to correct and not to punish. In case of any dismissal, the staff concerned would be provided with an avenue of appeal.

Performance of individual bus companies

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28. Referring to the accident rates given in Annex to the paper, Mr LAU Chin-shek expressed concern about the relatively higher accident rate of Citybus. AC for T/B&R replied that the said figures denoted the number of accidents per million kilometre operated by the franchised bus companies, and should be considered in relation to their different operating environment. The routes operated by Citybus (Franchise 1) were mostly on the urban areas of the Hong Kong Island. The busy urban traffic conditions and the hilly terrain might have contributed to the slightly higher accident rate of Citybus (Franchise 1). She said that Citybus operated the Airport and North Lantau bus routes under its second franchise and the accident rate of Citybus (Franchise 2) was much lower when compared to the Hong Kong Island and cross harbour bus routes operated by the same company. She assured members that TD would follow up on major bus accident with the concerned operator so that all necessary improvements could be made.

29. Mr TAM Yiu-chung was concerned about the deteriorating safety record of NLB, and queried whether this was related to the maintenance and age of their buses. In reply, Mr Matthew WONG, Managing Director of NLB, said that while a number of serious accidents had happened in 2002 involving NLB buses, their causes were not related to any mechanical failure or human error on the company's part. NLB had been able to meet various maintenance and examination requirements imposed by TD. However, he acknowledged that the narrow and winding roads on Lantau such as the Tung Chung Road merited special attention and the company had been liaising with TD on measures to seek further improvements. In particular, he pointed out that more and more public buses were operating on Lantau, and drivers who were unfamiliar with the environment would be more prone to accidents. He called on TD to impose more stringent requirements on the applicants before issuing temporary closed road permits to outside vehicles. The Administration should also step up enforcement against those entering Tung Chung Road without valid permits.

30. DS for ETW(T)2 said that the Administration was also concerned about improving the safety of Tung Chung Road. Over the years, various improvement works had been completed to enhance traffic safety of Tung Chung Road including the widening of local road sections, the provision of additional warning signs, and the installation of safety fences. AC for T/B&R also said that to prevent vehicles without valid permits from entering the closed roads and Tung Chung Road, enforcement actions including spot checks and regular patrol would be taken by the Police. Moreover, a security guard was deployed to monitor inbound vehicles. The licence plates of violators would be recorded and passed on to the Police for action.

31. The Chairman however said that the situation was far from satisfactory. Given the paramount importance of ensuring road safety, the Administration should seriously consider all suggestions from the concerned parties with a view to seeking an effective solution to the problem.

32. Ms Miriam LAU remarked that the accident rates of franchised bus companies had in fact registered a general downward trend in the past few years. In some cases,

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accidents involving franchised buses were caused by other road users. The Administration should therefore consider more road safety publicity and education activities to increase the awareness of other road users, in particular drivers of heavy vehicles.

33. Mr TAM Yiu-chung also remarked that the Administration should pay special attention to prevent the occurrence of serious bus accidents on expressways such as Tuen Mun Road and Western Harbour Crossing. AC for T/B&R said that the Administration would pursue the matter with the franchised bus companies taking into account the recommendations to be announced by the Independent Expert Panel on the Tuen Mun Road Traffic Incident.

VI Promoting the conversion of red minibus to green minibus operation

- (LC Paper No. CB(1)406/03-04(06) - Submission dated 25 November 2003 from Public Light Bus General Association;
- LC Paper No. CB(1)406/03-04(07) - Submission dated 25 November 2003 from NT San Tin PLB (17) Owners Association;
- LC Paper No. CB(1)2406/02-03(01) - Submission provided by the Environmental Light Bus Alliance in August 2003;
- LC Paper No. CB(1)406/03-04(08) - Submission dated 8 November 2003 from Kowloon Fung Wong Public Light Bus Merchants & Workers' Association Ltd.; and
- LC Paper No. CB(1)406/03-04(05) - Information paper provided by the Administration)

34. The Chairman welcomed representatives of the public light bus (PLB) trades deputations and the Administration to the meeting.

35. Members noted from the Administration's paper (LC Paper No. CB(1)406/03-04(05)) that the Administration was considering a possible trial scheme for facilitating incumbent drivers of red minibuses (RMBs) operating in the service area of the West Rail (WR) to operate green minibus (GMB) services via Route 3. The trial scheme, if implemented, would last for not more than six months. In addition, the Administration had accepted the full set of recommendations (as set out in Annex A to the paper) made by the Working Group of the Transport Advisory Committee, together with two additional changes to the existing practices, in relation to the selection criteria and marking scheme for GMB operator selection exercises. The purpose of such changes was to improve the opportunities for RMB operators (in particular the small operators) to convert to GMB operation.

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36. The Chairman invited the deputations to take turn and present their views on the Administration's proposed measures to promote the conversion of RMBs to GMB operation. The major views expressed by the deputations were summarized as follows:

- (a) Both GMB and RMB trades deputations generally supported the proposed trial GMB scheme on Route 3 as it would provide an opportunity for those incumbent RMB drivers who were affected by the opening of WR to improve their livelihood.
- (b) Some RMB trade deputations reiterated that their demand was for the Administration to open up Route 3 to RMB operation. Noting the Administration's present proposal, they had no choice but accept the trial GMB scheme.
- (c) Some RMB trade deputations also suggested that if the trial scheme was successful, the same arrangement should be extended to allow existing RMB operators to convert their routes to GMB operation.
- (d) Both GMB and RMB trades deputations generally supported the Government's established policy to encourage the conversion of RMBs to GMB operation, and called on continuous efforts from the Administration to identify further measures to improve the livelihood of PLB operators.

37. The HK Public Light Bus Owner & Driver Association referred to the existing RMB route operating between Yuen Long and Causeway and requested the Administration to consider allowing the incumbent RMB drivers to operate this additional route as part of the proposed trial GMB scheme on Route 3. The Association was also dissatisfied that it had not been informed on the registration arrangements of incumbent RMB drivers for the proposed trial scheme. In response, the Assistant Commissioner for Transport/New Territories said that the operation of the said route as part of the trial scheme was not supported because its areas of service extended well beyond that of WR which was between Yuen Long and Nam Cheong only. As regards the registration arrangement, he said that in order to reach out to the incumbent RMB drivers who operated between Yuen Long and Tsuen Wan/Jordan Road and informed them of the proposed trial scheme, TD had distributed leaflets with a short questionnaire to the incumbent drivers at suitable locations on Castle Peak Road on 14 November 2003. TD's record also showed that it had received completed questionnaires from drivers of the Association.

38. The G.M.B. Maxicab Operators General Association suggested that the Administration should consider tendering out new GMB routes operating to the Airport and Lantau so as to speed up the conversion of RMBs to GMB operation.

39. The Environmental Light Bus Alliance made the following points:

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- (a) The transparency of the Vetting Committee and Appeal Committee in respect of the registration of incumbent RMB drivers for the trial GMB scheme on Route 3 should be increased by appointing members from the Legislative Council, trade associations and the academia. The membership and composition of these committees should also be made public.
- (b) In case the proposed GMB routes did not have sufficient passenger demand, the Administration should consider whether the trial scheme would simply be terminated or whether the routes would be re-designed to increase their viability.
- (c) Regarding the proposed selection criteria and marking scheme for GMB operator selection exercises, the Administration should:
 - (i) clarify what type of experience was required, say owners, drivers or managers, under the assessment factor of "Applicant's experience in public transport service";
 - (ii) address the irregularity where existing GMB operators had difficulty in obtaining approval from TD to provide additional in-vehicle passenger facilities such as handrails or luggage racks while the same suggestion would be awarded with additional points in the selection exercises;
 - (iii) consider awarding a maximum of 15 points for good past GMB performance as a maximum of 15 marks would be given to the new entrants to the GMB trade. The same weighting would ensure fairness to all applicants; and
 - (iv) disclose the points awarded to existing GMB operators for past performance in their mid-term review.

40. Citing the Government's rail-based policy, Ms Miriam LAU pointed out that the opening of new railways would invariably impact upon the operation of other public transport services and it was incumbent upon the Administration to formulate measures to address the livelihood issues faced by the affected operators. As such, she welcomed the flexible approach adopted by the Administration to allow incumbent RMB drivers to participate in the trial GMB scheme on Route 3. In order to expedite the conversion of RMBs to GMB operation, she said that if the trial scheme was successful, other incumbent RMB operators who operated more or less "fixed" routes should also be allowed to convert to GMB operation under the same arrangement.

41. Mr Albert CHAN also expressed support for the proposed trial GMB scheme on Route 3. He called on the Administration to closely liaise with the PLB trades in

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finalizing the details of the scheme. The drivers concerned should also work out their differences in a conciliatory manner so as to ensure success of the scheme.

42. Stating support for the trial scheme, both Dr David CHU and Mr TAM Yiu-chung considered that more should be done by the Administration to help improve the operating environment of the PLB trades.

43. In response, DS for ETW(T)2 said that with the general support of the RMB and GMB trades, the Administration would proceed to firm up the plan on the proposed trial scheme on Route 3 taking into account all comments received. However, he stressed that the proposed scheme was a very special case in view of the impact of a new railway (i.e. WR) on existing RMB drivers in the area concerned. According to the established system, new PLB services would be introduced in the form of GMB services, and all PLB operators would be invited to submit applications in the GMB operator selection exercises. Through the tender exercise, the interest of passengers would be safeguarded. Nonetheless, he said that the Administration would take into account the views expressed by members and the PLB trades as well as the experience of the proposed trial scheme when considering the matter further.

44. While expressing support for the Administration to tender out new GMB routes, Ms Miriam LAU stressed that her concern was those incumbent RMB operators who had been operating more or less "fixed routes" for many years. Without any guarantee on their operating right, it would be very difficult to convince them to convert their existing RMB routes to GMB operation.

45. Concluding the discussion, the Chairman said that members were in general supportive of the proposed trial GMB scheme on Route 3. He called on concerted efforts from all parties concerned to ensure the success of the scheme. The Administration should also take note of the views and concerns expressed by members and the trade deputations at the meeting in considering further measures to promote the conversion of RMBs to GMB operation.

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VII Any other business

46. There being no other business, the meeting ended at 1:00 pm.

Council Business Division 1
Legislative Council Secretariat
16 December 2003