

立法會
Legislative Council

LC Paper No. CB(1)1971/06-07
(These minutes have been seen
by the Administration)

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**Subcommittee to Study the Transport Needs of and Provision of
Concessionary Public Transport Fares for Persons with Disabilities**

**Minutes of tenth meeting on
Tuesday, 22 May 2007, at 10:45 am
in the Chamber of the Legislative Council Building**

- Members present** : Hon LEE Cheuk-yan (Chairman)
Hon LEUNG Yiu-chung
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-ye, GBS, JP
Hon TAM Yiu-chung, GBS, JP
Hon WONG Kwok-hing, MH
Hon LEUNG Kwok-hung
Dr Hon Fernando CHEUNG Chiu-hung
- Member absent** : Hon Andrew CHENG Kar-foo
- Public Officers attending** : Mrs Mary MA
Commissioner for Rehabilitation,
Health, Welfare and Food Bureau
- Mr Don HO
Assistant Commissioner for Transport/
Management and Paratransit
- Mr Kenneth MOK
Chief Transport Officer/Planning/Disabled Transport &
Project
Transport Department

- Attendance by invitation** : Equal Opportunities Commission
Dr Ferrick CHU Chung-man
Head, Policy & Research
The Parents' Association of Pre-school Handicapped Children
Ms CHEUNG Kwok-chun
Representative
Ms YU Tung-mui
Representative
Rehabilitation Alliance Hong Kong
Ms IP Tin-yan
Project Officer
Mr LEE Tsz-yu
Member
1st Step Association
Ms NG Yan-yee
Senior Organizer
Mr SIU Tung-choi
Member
Individual
Mr Wilson YU Wai-keung
- Clerk in attendance** : Ms Connie SZETO
Chief Council Secretary (1)6
- Staff in attendance** : Ms Sarah YUEN
Senior Council Secretary (1)6
Ms Michelle NIEN
Legislative Assistant (1)9

Action

I Confirmation of minutes and matters arising

(LC Paper No. CB(1)1613/06-07 - Minutes of the meeting held on 12 April 2007)

The minutes of the meeting held on 12 April 2007 were confirmed.

II Rehabus service provided by the Government and voluntary agencies

Meeting with deputations

(LC Paper No. CB(1)1683/06-07(01) - Submission from the Parents' Association of Pre-school Handicapped Children

LC Paper No. CB(1)1683/06-07(02) - Submission from Mr Wilson YU Wai-keung

2. Members noted the following papers tabled at the meeting:

- (a) Revised submission from the Parents' Association of Pre-school Handicapped Children;
- (b) Submission from Hong Kong Association for Parents of Persons with Physical Disabilities;
- (c) Submission from Monitoring Alliance on Elderly Policies; and
- (d) Submission from the Association of Parents of the Severely Mentally Handicapped.

(Post-meeting note: The above submissions were circulated to members vide LC Paper No. CB(1)1706/06-07 on 23 May 2007.)

3. At the Chairman's invitation, the deputations took turns to express views on the Rehabus service. In gist, their comments on the service were as follows:

- (a) The procedures involved in booking Dial-a-Ride Service (DAR) were complicated and not conducive to the integration of persons with disabilities (PwDs) into the society. Due to the great difficulty in booking DAR during peak hours, PwDs had to use the service provided by light goods vehicles (LGVs) which operated illegally as taxis. As LGVs were not properly equipped for providing service for PwDs, there was concern about safety of PwDs on board these vehicles. In addition, the fares charged by LGVs were high;

Action

- (b) Due to shortage in school bus service for special schools, some handicapped school children had to use the Scheduled Route Service (SRS) of Rehabus. Escort service was however not provided on board Rehabuses. As these children would not have the ability to take care of themselves during emergency situations, consideration should be given to providing escort service on board SRS Rehabuses to ensure safety of these children;
- (c) The operating hours of Rehabus were not conducive to PwDs participating in social activities to integrate into the society. Moreover, unlike public transport services, Rehabus service would be immediately suspended upon hoisting of the black rainstorm warning or typhoon signal No. 8. Consideration should be given to extending the operating hours of Rehabus service. In particular, service suspension of Rehabus during adverse weather conditions should be aligned with that of public transport services in consideration of PwDs' difficulty in finding alternative means of transport in inclement weathers;
- (d) The existing fleet of Rehabuses could not meet the demand of the great number of PwDs. As such, more vehicles should be purchased to improve the service. Moreover, old-model Rehabuses were too narrow and unsafe because their tail lifts did not have railing and sufficient lifting capacity. Efforts should be made to modify or replace aging vehicles to enhance their safety;
- (e) The present fare structure of DAR was unfair in that the hourly rate difference between a small group and a slightly bigger group could be more than \$10 even though vehicles of the same size were used, and that payment of group fare instead of individual fare would be charged should there be more than one passenger. During holidays, fares were even charged on the basis of minimum four hours; and
- (f) Consideration should be given to gearing up the publicity for new Feeder Service (FD) routes to boost patronage and hence enhance their financial viability. FD stops should also be convenient to facilitate patronage.

Meeting with the Equal Opportunities Commission and the Administration

(LC Paper No. CB(1)1683/06-07(03) - Letter dated 11 May 2007 from the Chairman to the Administration

LC Paper No. CB(1)1612/06-07(01) - Information paper provided by the Administration

LC Paper No. CB(1)1612/06-07(02) - Submission from the Equal Opportunities Commission

Action

LC Paper No. CB(1)1612/06-07(03) - List of follow-up actions (position as at 15 May 2007) prepared by the Secretariat)

4. Members noted the Administration's response to the letter dated 11 May 2007 from the Chairman (LC Paper No. CB(1)1683/06-07(03)) tabled at the meeting.

(Post-meeting note: The Administration's response above (LC Paper No. CB(1)1683/06-07(04)) was circulated to members vide LC Paper No. CB(1)1706/06-07 on 23 May 2007.)

5. At the invitation of the Chairman, Dr Ferrick CHU, Head, Policy & Research of the Equal Opportunities Commission (EOC), briefed members on EOC's submission. Members noted the major points of the submission as follows:

- (a) It was a known fact that not all franchised buses had ramps or low-floor facilities. On the other hand, not all routes were designated with accessible buses. PwDs who used clutches or other walking aids might find it difficult to walk a long distance from their home to the nearby bus stops or to board a franchised bus without such facilities. However, they were not regarded as PwDs having no alternative means of transport. EOC was concerned that the 47 PwDs awaiting SRS as at end February 2007 might have a genuine need for the service which was not met due to insufficient provisions;
- (b) There were 8,173 orders (representing about 9% of the total orders received) for DAR service in 2006 declined and about half of them were concentrated in the peak periods. EOC considered that the situation needed to be improved. The stated policy objective of facilitating PwDs' participation and integration in the community was considered not fulfilled if most or a substantial number of orders continued to be declined during the peak periods; and
- (c) Recent trends had seen a move towards a 24-hour society. The inflexible service hours of SRS might mean that some PwDs who relied on it might be excluded from employment opportunities. Thus, EOC considered that the operating hours of Rehabus needed to be reviewed from time to time taking into account the various societal changes and the consequential changes in needs for Rehabus service.

6. Dr Ferrick CHU also added that, as pointed out by the deputations, both DAR and SRS were inadequate in meeting the demand of PwDs. It was necessary to purchase more vehicles to ensure adequate provision and enhancement of Rehabus service. He also opined that with more efficient vehicle allocation and trip scheduling, the demand for Rehabus service could be better met without additional resources.

Action

Follow-up actions

- Admin. 7. Members shared the views and concerns of the deputations and EOC, and requested the Administration to take the following actions and report the outcomes and/or progress to the Subcommittee in July 2007:
- (a) To work out the targets with concrete timetables, as well as provide estimates on the financial resources (including the number of additional vehicles required) to effectively improve the Rehabus service, in respect of the following areas –
 - (i) to meet the needs of 39 applicants waiting for SRS as at end of March 2007;
 - (ii) to reduce the number of rejected DAR orders;
 - (iii) to strengthen SRS and DAR, and increase FD routes to meet anticipated rising demand for the services in the next few years; and
 - (iv) to examine the needs of PwDs living in remote areas, such as Tung Chung, Tseung Kwan O and Tin Shui Wai, for both SRS and FD, and explore measures to meet such needs. In this regard, consideration should be given to gearing up the publicity for new FD routes to boost patronage and hence enhance their financial viability;
 - (b) To explore the feasibility of enhancing Rehabus service by deploying more Government resources, and seeking private donations to subsidize the purchase and operation of additional Rehabuses;
 - (c) To examine with the Electrical and Mechanical Services Department the feasibility of modifying aging Rehabuses to add railing to and increase the wheelchair lifting capacity of their tail-lifts;
 - (d) To undertake a comprehensive review with the Hong Kong Society for Rehabilitation on the operation of Rehabus service in respect of the following areas with a view to identifying improvements to address the various concerns highlighted by members and deputations at the meeting –
 - (i) the inadequacy of SRS;
 - (ii) the long lead time required for booking DAR and complicated booking procedures involved;

Action

- (iii) the immediate suspension of SRS upon hoisting of the black rainstorm warning or typhoon signal No. 8;
 - (iv) the present fare structure of DAR during holidays, in particular concerns about the minimum four-hour charge, and the strict requirement for PwDs to pay group fare instead of individual fare should there be more than one passenger; and
 - (v) to maximize shared DAR through optimizing vehicle allocation and trip scheduling with the aid of computer;
- (e) To liaise with the Education and Manpower Bureau on measures to meet parents' request for provision of escorts on Rehabuses which provided SRS for handicapped school children; and
- (f) To consider relaxing the restrictions on taxis to allow the introduction of wheelchair accessible taxis, and to consider re-introducing the taxi voucher scheme for PwDs implemented some years before with improvements to the relevant reimbursement arrangements.

Motion

8. As a result of the preceding discussion, Dr Fernando CHENG moved the following motion:

"本委員會促請政府立即制訂計劃，以滿足傷殘人士使用復康巴士的需要，以促進他們融入社會；並檢討現時殘疾學童跟車服務，讓學童在往返學途中得到充份照顧；此外，靈活處理假日復康巴士服務收費，以鼓勵傷殘人士參與正常社交活動。"

(Translation)

"That this Subcommittee urges the Government to immediately formulate plans to meet the demand from persons with disabilities (PwDs) for Rehabus service to facilitate the integration of PwDs into the community; to review the provision of escort service for disabled school children so that they will be taken good care of on their way to and from school; and to handle Rehabus service fares on public holidays in a flexible way, so as to encourage them to participate in normal social functions."

9. The Subcommittee agreed to proceed with the motion. Ms Miriam LAU proposed amendments to the motion as highlighted in bold type below:

"本委員會促請政府立即制訂計劃，以滿足傷殘人士使用復康巴士的需要，**包括引入可讓輪椅進出之大型多元化的士**，以促進他們融入社會；並檢討現時殘疾學童跟車服務，讓學童在往返學途

Action

中得到充份照顧；此外，靈活處理假日復康巴士服務收費**及考慮提供傷殘人士乘坐的士的資助計劃**，以鼓勵傷殘人士參與正常社交活動。"

(Translation)

"That this Subcommittee urges the Government to immediately formulate plans to meet the demand from persons with disabilities (PwDs) for Rehabus service, **which should include the introduction of large-size multi-purpose wheelchair accessible taxis** to facilitate the integration of PwDs into the community; review of the provision of escort service for disabled school children so that they will be taken good care of on their way to and from school; and handling of Rehabus service fares on public holidays in a flexible way **and considering the offer of a subsidy scheme to PwDs for taking taxis**, so as to encourage them to participate in normal social functions."

10. Mr WONG Kwok-hing proposed further amendments as highlighted in bold type below to the motion as amended by Ms Miriam LAU:

"本委員會促請政府立即制訂計劃**及時間表**，以滿足傷殘人士，**尤其是偏遠新市鎮的傷殘人士**使用復康巴士的需要，包括引入可讓輪椅進出之大型多元化的士，以促進他們融入社會；並檢討現時殘疾學童跟車服務，讓學童在往返學途中得到充份照顧；此外，靈活處理假日復康巴士服務收費及考慮提供傷殘人士乘坐的士的資助計劃，以鼓勵傷殘人士參與正常社交活動。"

(Translation)

"That this Subcommittee urges the Government to immediately formulate plans **and timetables** to meet the demand from persons with disabilities (PwDs), **especially those living in remote new towns**, for Rehabus service, which should include the introduction of large-size multi-purpose wheelchair accessible taxis to facilitate the integration of PwDs into the community; review of the provision of escort service for disabled school children so that they will be taken good care of on their way to and from school; and handling of Rehabus service fares on public holidays in a flexible way and considering the offer of a subsidy scheme to PwDs for taking taxis, so as to encourage them to participate in normal social functions."

11. Members agreed to vote on Ms Miriam LAU's amendments first. Of the members present, four voted for Ms LAU's amendments. The Chairman declared that Ms LAU's amendments were passed.

12. Members then proceeded to vote on Mr WONG Kwok-hing's amendments to the motion as amended by Ms Miriam LAU. Of the members present, four voted for Mr WONG's amendments. The Chairman declared that Mr WONG's amendments

Action

were passed.

13. The motion as amended by Ms Miriam LAU and Mr WONG Kwok-hing was put to vote. Of the members present, four voted for the amended motion. The Chairman declared that the motion as amended was carried.

(Post-meeting note: The wording of the motion as amended was circulated to members vide LC Paper No. CB(1)1707/06-07 on 23 May 2007.)

III Any other business

Meeting arrangements

14. The Chairman reminded members that the next meeting of the Subcommittee was scheduled for Friday, 29 June 2007, at 10:45 am to meet with the Administration and EOC to re-visit the provision of concessionary public transport fares for PwDs. Members also agreed to schedule a meeting for Friday, 20 July 2007, at 10:45 am to re-visit the issues on Rehabus service. The Administration was invited to take follow-up actions as requested in paragraph 7 above and for the above passed motion, as well as to report the outcomes and/or progress to the Subcommittee at the meeting on 20 July 2007.

Admin.

15. There being no other business, the meeting ended at 12:50 pm.

Council Business Division 1
Legislative Council Secretariat
26 June 2007

**Proceedings of the tenth meeting of
the Subcommittee to Study the Transport Needs of and Provision of
Concessionary Public Transport Fares for Persons with Disabilities
on Tuesday, 22 May 2007, at 10:45 am
in the Chamber of the Legislative Council Building**

Time marker	Speaker	Subject(s)	Action required
Agenda Item I – Confirmation of minutes and matters arising			
000134 – 000145	Chairman	Confirmation of minutes of the meeting held on 12 April 2007 (LC Paper No. CB(1)1613/06-07)	
Agenda Item II – Rehabus service provided by the Government and voluntary organizations			
<i>Meeting with deputations/individual</i>			
000146 – 000344	Chairman	Opening remarks by the Chairman	
000345 – 000929	Chairman The Parents' Association of Pre-school Handicapped Children	Presentation of views (LC Paper No. CB(1)1683/06-07) (01)	
000930 – 001230	Chairman Rehabilitation Alliance Hong Kong	Presentation of views	
001231 – 001606	Chairman 1 st Step Association	Presentation of views	
001607 – 002138	Chairman Mr Wilson YU Wai-keung	Presentation of views (LC Paper No. CB(1)1683/06-07) (02)	
002139 – 003432	Chairman Administration	The Administration's responses to deputations' views as follows: (a) On the adequacy of Rehabus service, in recognition of the specialized role of Rehabus to serve persons with disabilities (PwDs) who had no alternative means of point-to-point public transport in meeting their transport needs for employment, education, training, medical treatment and social participation, the Health, Welfare and Food Bureau (HWFB) had already purchased 12 Rehabuses during the past three years with resources painstakingly set aside for the purpose. In 2007 alone, four additional Rehabuses would be put into service. Of which, three would be deployed for Dial-a-Ride Service (DAR). HWFB would continue to secure more resources to purchase more Rehabuses	

Time marker	Speaker	Subject(s)	Action required
		<p>(b) On the provision of escort service on board Rehabus, it should be noted that Rehabus was primarily for commuting PwDs to workplace, though requests for service from PwDs for the purposes of education, training, medical treatment and social participation would also be entertained subject to availability of spare capacity. Hence, Rehabus service was not designed as school bus service for disabled students and resembled green minibus service with special facilities. Moreover, under the existing arrangement, the duties of a Rehabus driver already included operating the wheelchair lifting device and the wheelchair restraint system on board during passenger boarding and alighting. The drivers also had valid first-aid qualifications and knowledge in using the safety fastening devices equipped in the vehicles. It was considered more appropriate to deploy resources for purchasing more Rehabuses instead of providing escort service on board Rehabuses</p> <p>(c) The replacement of aging Rehabuses had commenced progressively since 2002. The replaced Rehabuses were fitted with 300 kg lifting capacity. At present, only 14 aging Rehabuses of lifting capacity up to 180 kg out of the fleet of 95 vehicles were yet to be replaced. The Administration planned to replace seven of these aging vehicles in 2007. The Administration would examine with the Electrical and Mechanical Services Department (EMSD) the feasibility of improving the lifting facilities of old Rehabuses before their replacement</p> <p>(d) Regarding the higher holiday rates and the minimum four-hour charge for DAR, this had been necessitated by the higher cost incurred for requiring drivers to work overtime and engaging part-time drivers to provide the service. However, to most holiday users of the service, who were organizations organizing activities for PwDs, the minimum charge requirement was not a problem. Notwithstanding, liaison would be made with the Hong Kong Society for Rehabilitation (HKSR) to</p>	

Time marker	Speaker	Subject(s)	Action required
		review the fare structure	
<i>Meeting with the Equal Opportunities Commission and the Administration</i>			
003433 – 003818	Chairman Equal Opportunities Commission (EOC)	Briefing by EOC on its submission (LC Paper No. CB(1) 1612/06-07(02))	
003819 – 004931	Chairman Mr WONG Kwok-hing Administration	<p>(a) Mr WONG Kwok-hing's enquiry about the timetable for meeting the service gap highlighted by EOC in its submission and improvement in Rehabus service for PwDs living in remote areas in Northwest New Territories (NT), and his view that there was a need to increase resources to enhance the Rehabus service</p> <p>(b) The Administration's responses as follows:</p> <p>(i) Efforts had already been made to provide barrier-free transport for PwDs to meet their transport needs;</p> <p>(ii) The 47 applicants waiting for SRS had already been reduced to 39 as at end of March 2007. Moreover, the long waiting time might be caused by difficulties in matching the timetables and routings of SRS with the needs of these PwDs. The one additional Rehabus to be added in 2007 would enable the provision of SRS to ten more applicants. Meanwhile, more than 130 rationalizations on routes had been implemented between January to March 2007 to enable over 50 more PwDs to benefit from SRS; and</p> <p>(iii) Of the 62 SRS routes, some were serving NT. The routings of SRS were planned according to the destinations of PwDs requiring the service</p> <p>(c) The Chairman's comment that in recognition of (b)(iii) above, there might be a need to enhance publicity of SRS to boost patronage by PwDs living in Northwest NT. It was also necessary to secure resources to purchase more Rehabuses</p>	

Time marker	Speaker	Subject(s)	Action required
004932 – 005900	Chairman Dr Fernando CHEUNG Administration	<p>(a) Dr Fernando CHEUNG's concerns and views as follows:</p> <ul style="list-style-type: none"> (i) The great difficulty in booking DAR during peak hours was not conducive to meeting PwDs' need for medical treatment and social participation; (ii) Specific plans should be worked out to reduce the presently high number of rejected DAR orders; and (iii) The shortage in school bus service for handicapped school children had led to increasing demand for SRS by these children, and hence raised the question of provision of escorts on Rehabuses. The provision of an escort had been made mandatory as a licensing condition for school buses with 17 or more passenger seats providing student services to primary and kindergarten students, as well as vehicles with 16 passenger seats or less serving kindergarten students. Indeed, the handicapped school children had greater need for escort service <p>(b) The Administration's responses as follows:</p> <ul style="list-style-type: none"> (i) Four additional Rehabuses would be purchased and nine aging Rehabuses would be replaced in 2007-08. It was estimated that the number of rejected DAR orders would be reduced by 30% if demand remained at current level; (ii) Funding was being sought to upgrade HKSAR's computer system to enable it to maximize shared DAR through optimizing vehicle allocation and trip scheduling with the aid of computer; and (iii) Rehabuses were not provided with escorts because of its primary purpose and the multi-role of Rehabus drivers highlighted above. The Administration would follow up concerns in this regard and consider suitable solution to the issue in question 	

Time marker	Speaker	Subject(s)	Action required
005901 – 010616	Chairman Mr LEUNG Yiu-chung Administration	<p>(a) Mr LEUNG Yiu-chung's views and suggestions as follows:</p> <ul style="list-style-type: none">(i) The provision of escorts on Rehabuses was necessary not to assist boarding and alighting but to take care of handicapped school children during the bus trip;(ii) The lifting devices of aging Rehabuses might not be able to support the weight of new-model wheelchairs, which were heavier; and(iii) The six-month lead time required for booking DAR was unreasonably long and had made planning of activities for PwDs difficult. Measures should be taken to improve the situation <p>(b) The Administration's responses as follows:</p> <ul style="list-style-type: none">(i) Although Rehabuses were not provided with escorts, passengers with special needs might request that they be accompanied by carers during the rehabus trips. HWFB would liaise with the Education and Manpower Bureau (EMB) and parents' associations to address the issue of commuting children to school on school buses which were already provided with escorts;(ii) After the planned replacement exercise in 2007-08, only seven out of 95 Rehabuses would still be using the old lifting devices. These remaining Rehabuses would be replaced progressively with new ones with wheelchair lifting capacity of up to 300 kg; and(iii) The requirement for restricting DAR booking to not exceeding six months in advance had been cancelled. At present, cancellation for bookings would be subject to additional charges. Early booking could ensure the booking would be entertained	

Time marker	Speaker	Subject(s)	Action required
010617 – 011703	Chairman Mr LAU Kong-wah Administration EOC	<p>(a) Mr LAU Kong-wah's views and suggestions as follows:</p> <ul style="list-style-type: none"> (i) More resources should be deployed to strengthen SRS and DAR to meet anticipated rising demand; (ii) The minimum four-hour charge for DAR during holidays was unreasonable. Holiday rates should be lower to facilitate PwDs' participation in family gatherings; (iii) The Administration should enhance vehicle allocation to increase the efficiency of Rehabuses, and (iv) As the resources required for meeting the present need should not be too substantial, efforts should be made to explore the feasibility of enhancing Rehabus service by deploying more Government resources as soon as possible instead of by phases <p>(b) EOC's view that with more efficient vehicle allocation and trip scheduling, the demand for Rehabus service could be better met without additional resources</p> <p>(c) The Administration's undertaking to secure more resources and review with HKSR the present fare structure of DAR during holidays with a view to examining the feasibility of improving service in the light of available resources</p> <p>(d) The Administration's explanation that in considering enhancement to Rehabus service by purchasing more vehicles, due regard had to be given to the recurrent cost and not just the capital cost for purchasing the vehicles. It needed to take about two months for the Administration to work out the resources requirement and the procurement proposal</p>	<p>The Administration to take follow-up actions as requested in paragraph 7(b) of the minutes</p>
011704 – 012016	Chairman Mr TAM Yiu-chung Administration	<p>(a) Mr TAM Yiu-chung's suggestion to seek private donations to meet the resources requirement for enhancing Rehabus service through means such as acknowledgement for the donating parties on the vehicle body and providing tax concessions to the parties</p>	

Time marker	Speaker	Subject(s)	Action required
		(b) The Administration's agreement to pursue Mr TAM's suggestion	The Administration to take follow-up actions as requested in paragraph 7(b) of the minutes
012017 – 012236	Chairman 1 st Step Association Administration	The Administration's agreement in response to 1 st Step Association to examine with EMSD the feasibility of modifying aging Rehabuses to add railing to their tail-lifts, and to report the outcome to the Subcommittee	The Administration to take follow-up actions as requested in paragraph 7(c) of the minutes
012237 – 012433	Chairman Rehabilitation Alliance Hong Kong	The Alliance's reiteration of the need to ensure sufficient Rehabus service to facilitate PwDs' integration into society and to address safety concern arising from the use of illegal LGVs	
012434 – 013423	Chairman The Parents' Association of Pre-school Handicapped Children Administration	<p>(a) The Association's views that:</p> <p>(i) It was unreasonable that unlike public transport services, Rehabus service would be immediately suspended upon hoisting of the black rainstorm warning or typhoon signal No. 8. Consideration should be given to aligning the service suspension practice with that of public transport services, especially as PwDs had difficulty in finding alternative means of transport in inclement weathers;</p> <p>(ii) The requirement for PwDs to pay group fare instead of individual fare should there be more than one passenger for using DAR during holidays was unfair and should be reviewed;</p> <p>(iii) Consideration should be given to gearing up the publicity for new Feeder Service (FD) routes to boost patronage and hence enhance their financial viability. The locations of FD stops should also be convenient to facilitate patronage; and</p> <p>(iv) It was regrettable that due to the lack of resources, a new school bus donated by a private party for use by handicapped children had been left idle</p> <p>(b) The Administration's responses as follows:</p> <p>(i) The Administration would follow up</p>	The Administration to take follow-up

Time marker	Speaker	Subject(s)	Action required
		<p>items (a)(i), (a)(ii) and (a)(iii) above with HKSR; and</p> <p>(ii) In deciding on the locations of FD stops, due regard had to be given to the availability of accessible facilities for PwDs such as lifts at the locations</p>	<p>actions as requested in paragraphs 7(a)(iv), 7(d)(iii) and 7(d)(iv) of the minutes</p>
013424 – 013910	Chairman Ms Miriam LAU	<p>(a) Ms Miriam LAU's view that to bridge the gap between the demand and supply of Rehabus service, consideration should be given to relaxing the restrictions on taxis to allow the introduction of wheelchair accessible taxis, and to consider re-introducing the taxi voucher scheme for PwDs implemented some years before</p> <p>(b) Ms LAU's support for the motion proposed by Dr Fernando CHEUNG tabled at the meeting, and indication of her intention to amend the motion</p>	<p>The Administration to take follow-up actions as requested in paragraph 7(f) of the minutes</p>
013911 – 014019	Chairman EOC	<p>EOC's view that it was unreasonable to charge DAR users the minimum four-hour charge if during the hired hours the vehicle could be deployed to provide service for other users. If the vehicle would be left idle for most of the time during the four-hour period, resources were not being sufficiently utilized</p>	
014020 – 014624	Chairman Dr Fernando CHEUNG Administration	<p>(a) Dr Fernando CHEUNG's:</p> <p>(i) briefing for members on his motion;</p> <p>(ii) call for review of the suspension of Rehabus service upon hoisting of the black rainstorm warning or typhoon signal No. 8;</p> <p>(iii) expression of concerns about the problems which HWFB might face in co-ordinating improvements to the Rehabus service for handicapped school children having regard that another bureau, namely EMB, was involved; and</p> <p>(iv) query of the effectiveness of the present User Liaison Group of Rehabus</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(b) The Administration's agreement to undertake a comprehensive review with HKSR on the operation of Rehabus service with a view to identifying improvements to address the various concerns highlighted by members and deputations above, and to liaise with EMB on measures to meet parents' request for provision of escorts on SRS Rehabuses servicing handicapped school children</p>	<p>The Administration to take follow-up actions as requested in paragraphs 7(d) and 7(e) of the minutes</p>
<p>014625 – 015019</p>	<p>Chairman Mr LEUNG Yiu-chung Administration</p>	<p>(a) Mr LEUNG Yiu-chung's views that:</p> <p>(i) The taxi voucher scheme for PwDs implemented some years before was unsuccessful because the relevant reimbursement arrangements were too complicated and inconvenient. It was necessary to improve the reimbursement arrangements for the scheme; and</p> <p>(ii) Targets with concrete timetables should be worked out to effectively improve the Rehabus service within a reasonable timeframe. Estimates on the financial resources and the number of additional Rehabuses required should be given</p> <p>(b) The Chairman's view that Dr CHEUNG's motion should be able to address Mr LEUNG's views above</p>	<p>The Administration to take follow-up actions as requested in paragraph 7(a) of the minutes</p>
<p>015020 – 015613</p>	<p>Chairman Mr WONG Kwok-hing Administration</p>	<p>(a) Mr WONG Kwok-hing's views and suggestions as follows:</p> <p>(i) Additional funding should be sought from the Legislative Council to meet the needs of the applicants waiting for SRS. The estimated number of additional Rehabuses required should be given; and</p> <p>(ii) In keeping with the development of new towns, FD routes should be increased to meet the demand of PwDs living in remote new towns, such as Tung Chung, Tseung Kwan O and Tin Shui Wai</p> <p>(b) The Administration's agreement that consideration would be given to providing FD for PwDs living in Northwest NT where necessary. The current FD to Lai King</p>	

Time marker	Speaker	Subject(s)	Action required
		facilitating PwDs from Tung Chung to interchange had also been extended to Mei Foo	
015614 – 020052	Chairman Ms Miriam LAU Mr WONG Kwok-hing	Discussion and voting on the motion moved by Dr Fernando CHEUNG and amended by Ms Miriam LAU and Mr WONG Kwok-hing	The Administration to take follow-up actions as requested in paragraph 14 of the minutes
Agenda Item III – Any other business			
020053 – 020331	Chairman	Meeting arrangements	

Council Business Division 1
Legislative Council Secretariat
 26 June 2007