

立法會
Legislative Council

LC Paper No. CB(4)286/19-20
(These minutes have been
seen by the Administration)

Ref : CB4/PL/TP/1

Panel on Transport

**Minutes of meeting held on
Wednesday, 25 July 2018, at 10:45 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon Frankie YICK Chi-ming, SBS, JP (Chairman)
Hon LAM Cheuk-ting (Deputy Chairman)
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon YIU Si-wing, BBS
Hon CHAN Chi-chuen
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon Elizabeth QUAT, BBS, JP
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon Wilson OR Chong-shing, MH
Hon CHAN Chun-ying, JP

Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Tony TSE Wai-chuen, BBS

Members absent : Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon Charles Peter MOK, JP
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Hon CHUNG Kwok-pan
Hon Tanya CHAN
Hon Kenneth LAU Ip-keung, BBS, MH, JP

Public Officers attending : **Agenda item III**

Mr Frank CHAN, JP
Secretary for Transport and Housing

Ms Mable CHAN, JP
Commissioner for Transport

Mr Kevin CHOI, JP
Deputy Secretary for Transport and Housing
(Transport) 2

Miss Crystal YIP
Principal Assistant Secretary for Transport and
Housing (Transport)1

Ms Stella LEE
Assistant Commissioner for Transport/
Management and Paratransit

Agenda item IV

Dr Raymond SO, BBS, JP
Under Secretary for Transport and Housing

Mr Kevin CHOI, JP
Deputy Secretary for Transport and Housing
(Transport)2

Miss Crystal YIP
Principal Assistant Secretary for Transport and
Housing (Transport)1

Ms Macella LEE, JP
Deputy Commissioner/Transport Services and
Management
Transport Department

Mr Patrick WONG
Assistant Commissioner/Bus and Railway
Transport Department

Mr William SHUM
Chief Electrical and Mechanical Engineer/Vehicle
Safety and Standards
Transport Department

Mr Gary WONG
Senior Engineer/Road Safety 2
Transport Department

Agenda item V

Mr Raymond KONG
Project Manager/Major Works (Special Duties)
Highways Department

Mr Chris WONG
Government Engineer/Special Services
Highways Department

Mr David LO
Principal Project Coordinator 3/Special Services
Highways Department

Clerk in attendance: Ms Sophie LAU
Chief Council Secretary (4)2

Staff in attendance : Miss Joyce CHING
Senior Council Secretary (4)2

Ms Jacqueline LAW
Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

Action

I. Information paper(s) issued since the last meeting

- LC Paper No. CB(4)1275/17-18(01) - Joint letter from Dr Hon KWOK Ka-ki, Hon Alvin YEUNG, Hon Tanya CHAN and Hon Jeremy TAM requesting to discuss the issues relating to the incidents of Shatin to Central Link
- LC Paper No. CB(4)1291/17-18(01) - Administration's response to two submissions from a Yuen Long District Council member on issues relating to residents' services and two submissions from Tuen Mun District Council members on franchised bus services
- LC Paper No. CB(4)1300/17-18(01) - Letter from Hon KWONG Chun-yu requesting to discuss the issues relating to the incidents at Yuen Long

Station of West Rail line

- LC Paper No. CB(4)1301/17-18(01) - Joint letter from Dr Hon KWOK Ka-ki, Hon Alvin YEUNG, Hon Tanya CHAN and Hon Jeremy TAM requesting to discuss the issues relating to the incidents of Shatin to Central Link and to discuss the issue relating to Guangzhou-Shenzhen-Hong Kong Express Rail Link at the meeting to be held on 20 July 2018
- LC Paper No. CB(4)1377/17-18(01) - Memorandum referring to the Panel the views and concerns raised by Tai Po District Council members on Transport issues of the Tolo Highway and New Territories East and issues relating to Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030(Restricted to members)
- LC Paper No. CB(4)1401/17-18(01) - Memorandum referring to the Panel the views and concerns raised by Islands District Council members on the transport issues on Lantau Island and Cheung Chau (Restricted to members)
- LC Paper No. CB(4)1408/17-18(01) - Letter from Hon CHAN Han-pan requesting to discuss the issue on barrier-free accessibility of visually impaired persons

- LC Paper No. CB(4)1434/17-18(01) - Joint letter from 24 members
(*Chinese version only*) requesting to discuss the issues relating to the Guangzhou-Shenzhen-Hong Kong Express Rail Link
- LC Paper No. CB(4)1434/17-18(02) - Administration's response to the joint letter from Dr Hon KWOK Ka-ki, Hon Alvin YEUNG, Hon Tanya CHAN and Hon Jeremy TAM requesting to discuss the issues relating to the incidents of Sha Tin to Central Link and to discuss the issue relating to Guangzhou-Shenzhen-Hong Kong Express Rail at the meeting to be held on 20 July 2018
- LC Paper No. CB(4)1436/17-18(01) - Administration's response to the letter from Hon KWONG Chun-yu requesting to discuss the issues relating to the incidents at Yuen Long Station of West Rail line

Members noted the above papers issued since the last meeting.

2. The Chairman recalled that he had written to the Administration to express his concern over a fatal accident involving an illegally hired car (CB(4)983/17-18(01)). The Chairman proposed to discuss the issues relating to the regulation of hire car service and protection of road users. Members agreed to discuss this issue at a meeting of the 2018-2019 legislative session.

II. Matters arising from the meeting on 15 June 2018

- LC Paper No. CB(4)1279/17-18(01) - Wording of a motion to be moved by Hon Jeremy TAM Man-ho (Chinese version only)
- LC Paper No. CB(4)1279/17-18(02) - Wording of a motion to be moved by Hon Charles Peter MOK (Chinese version only)
- LC Paper No. CB(4)1279/17-18(03) - Wording of a motion to be moved by Hon AU Nok-hin (Chinese version only)
- LC Paper No. CB(4)1279/17-18(04) - Wording of a motion to be moved by Hon CHAN Han-pan and Hon LAU Kwok-fan (Chinese version only)

3. Hon Jeremy TAM moved the following motion -

本委員會反對城巴有限公司(香港島及過海巴士網絡專營權)及新世界第一巴士申請大幅加價12%。本會敦促政府在審批巴士公司加價的申請時，必須充分考慮其母公司(新創建交通集團)於公共巴士服務上獲逾億盈利的事實，申請大幅加價有違《公共巴士服務條例》中「巴士公司需要得到的合理回報率」及需考慮「市民的接受程度及負擔能力」兩項原則，並據此否決兩巴加價的申請。

(Translation)

This Panel objects to the applications of the Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and the New World First Bus Services Limited for substantially increasing bus fares by 12%. This Panel urges that while assessing the fare increase applications of the bus companies, the Government has to fully consider the fact that their parent company (the NWS Transport Services Limited) has made a profit of over 100 million dollars out of public bus services and their applications for substantially increasing bus fares are contrary to the two principles of

"the need to provide the operator with a reasonable rate of return" and the need to take into account "public acceptability and affordability" under the Public Bus Services Ordinance, and that the Government should on this basis reject their fare increase applications.

4. The Chairman put the motion to vote. The Chairman ordered a division. A total of 5 members voted for the motion, 9 members voted against it and 2 members abstained from voting. The Chairman declared that the motion was negatived. The votes of individual members were at **Appendix I**.

5. Hon Charles Peter MOK moved the following motion -

"開放數據涉及公眾利益，亦能創造經濟效率，但本港在開放數據的政策和措施配套極為不足。交通是公用事業，目前城巴新巴透過自家應用程式提供實時到站資訊，但第三方無法使用。本會促請政府在審批城巴及新巴的加價申請時，加入條件要求兩家專營巴士公司開放實時到站資訊，並加強統籌各專營巴士營運商向公眾開放實時班次資料的應用程式介面(API)，以"機器可讀"的數碼格式發放實時到站資訊、時間表、價錢等資料，方便程式開發者運用創意為市民提供更加多創新服務，推動本港智慧城市發展。"

(Translation)

"Opening up of data involves public interest and can also create economic benefits. However, the policy and the supporting measures on opening up of data in Hong Kong are grossly inadequate. Transport is a public utility. The Citybus Limited ("Citybus") and the New World First Bus Services Limited ("NWFB") currently provide real-time arrival information through their own applications which, however, cannot be used by a third party. This Panel urges the Government to impose conditions to require Citybus and NWFB to open up real-time arrival information while vetting and approving the fare increase applications of the two franchised bus companies, and to strengthen the coordination of the Application Programming Interfaces ("APIs") through which various operators of franchised buses can release real-time schedule information to the public so that real-time arrival information and other information such as time schedules and fares will be disseminated in "machine-readable" digital formats to facilitate application developers to provide the public with more innovative services creatively and to promote the development of Hong Kong as a smart city."

6. The Chairman put the motion to vote. The Chairman ordered a division. A total of 9 members voted for the motion, 8 members voted against it and none abstained from voting. The Chairman declared that the motion was carried. The votes of individual members were at **Appendix II**.

7. Hon AU Nok-hin moved the following motion -

本委員會反對城巴有限公司(香港島及過海巴士網絡專營權)及新世界第一巴士申請大幅加價12%。

本會對運輸署長年未能妥善執行「巴士路線發展計劃中有關改善及減少服務的指引」表示強烈遺憾。政府在考慮巴士加價同時，應同時嚴加執行機制，改善巴士公司服務，增加巴士路線吸引力。

(Translation)

This Panel objects to the applications of the Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and the New World First Bus Services Limited for substantially increasing bus fares by 12%.

This Panel expresses strong regret at the prolonged failure of the Transport Department to properly implement the "Guidelines on Service Improvement and Reduction in Bus Route Development Programmes". While considering bus fare increases, the Government should at the same time strictly implement the mechanism so as to improve the services of bus companies and enhance the attractiveness of bus routes.

8. The Chairman put the motion to vote. The Chairman ordered a division. A total of 7 members voted for the motion, 7 members voted against it and 4 members abstained from voting. The Chairman declared that the motion was not carried. The votes of individual members were at **Appendix III**.

9. Hon CHAN Han-pan and Hon LAU Kwok-fan moved the following motion -

本委員會要求城巴及新巴調低加幅，並承諾改善車長待遇及行車安全。

(Translation)

This Panel calls upon the Citybus Limited and the New World First Bus Services Limited to adjust downwards the rates of fare increases and undertake to improve the remuneration of bus captains and safety of buses in operation.

10. The Chairman put the motion to vote. The Chairman ordered a division. A total of 13 members voted for the motion, 1 member voted against it and 3 members abstained from voting. The Chairman declared that the motion was carried. The votes of individual members were as at **Appendix IV**.

III. Enhancing taxi service quality

LC Paper No. CB(4)1407/17-18(01) - Administration's paper on enhancing taxi service quality

LC Paper No. CB(4)1407/17-18(02) - Paper on enhancing taxi service quality prepared by the Legislative Council Secretariat (Background brief)

LC Paper No. CB(4)1438/17-18(01) - Submission from Community for Road Safety on enhancing taxi service quality

LC Paper No. CB(4)1438/17-18(02) - Submission from Uber on enhancing taxi service quality

11. At the invitation of the Chairman, the Secretary for Transport and Housing ("STH") briefed members on the Administration's proposals, which included updating the taxi service standard and guidelines, providing training courses for in-service taxi drivers, imposing heavier penalties for taxi driver-related offences and improving the mechanism of handling complaints about taxi services, for enhancing taxi service quality.

Taxi Driver-Offence Points System

12. Mr Wilson OR expressed support for introducing a Taxi Driver-Offence Points System and urged for its early implementation. Mr OR then asked about the measures to be taken by the Administration to ensure the effective and smooth implementation of the proposed system with a view to strengthening the deterrent effect on malpractices of the taxi trade and enhancing taxi service quality.

13. STH responded that, under the proposed Taxi Driver-Offence Points System, when a taxi driver was convicted of taxi driver-related offences of a more serious nature by the Court, the offence points would be recorded accordingly. STH emphasized that the record of offence points would be based on the Court's decision and that TD would set up an internal database for consolidating the judgment details on the taxi drivers' malpractices given by the Courts. With the legal procedures and administrative measures being put in place, the system could be operated effectively and smoothly. In response to Mr Wilson OR's enquiry about the appeal mechanism in case there was dispute over the issues relating to the record of offence points, STH advised that any taxi driver who had been convicted of a taxi driver-related offence by the Court could appeal against the decision and/or sentence in accordance with the existing Court procedures.

14. Mr LUK Chung-hung said that the Motor Transport Workers General Union was against the introduction of a Taxi Driver-Offence Points System owing to its possible implication on the livelihood of taxi drivers. Mr LUK opined that the proposed Taxi Driver-Offence Points System might fail to distinguish serious and minor contraventions under the categories of "overcharging" and "not using the most direct and practicable route". The Chairman also opined that some areas of the proposed system remained unclear.

15. Noting Mr LUK Chung-hung's concern, STH emphasized that the offences recommended to be included in the Taxi Driver-Offence Points System were considered to be those malpractices of a more serious nature and that offence points would only be recorded if the taxi drivers concerned were convicted by the Court. STH emphasized that, in making prosecution decisions, the police would strive to gather and consider all relevant and credible evidence. Moreover, the Court would also handle the cases in a fair and just manner in accordance with the law. STH assured that the proposed system would be fair to the law-abiding taxi drivers.

16. Mr Jeremy TAM and Mr YIU Si-wing declared themselves members of the Committee on Taxi Service Quality ("CTSQ"). Mr TAM and Mr YIU also expressed support for introducing a Taxi Driver-Offence Points System. Pointing out that the Court had rarely convicted any alleged taxi drivers' malpractices of a relatively minor nature in the past, Mr TAM was confident that the Court would do justice to the law-abiding taxi drivers.

17. Mr CHAN Chi-chuen opined that the crux of the problems relating to the taxi service quality tied with the operating environment of taxis, such as the problem of licence premium speculation. Mr CHAN therefore opined that the proposed Taxi Driver-Offence Points System, which targeted at strengthening the deterrent effect on taxi drivers' malpractices, might not be able to tackle the problem at the root. While the proposed system might be able to deter the malpractices of the black sheep of the taxi trade, it might also have the adverse effect of putting extra pressure on taxi drivers as a whole. Mr CHAN opined that the Administration should also formulate measures to motivate taxi owners to improve the operating environment of the taxi industry with a view to enhancing taxi service quality.

18. STH advised that the proposals put forward by the Administration, which included updating the taxi service standard and guidelines and providing training courses and others, aimed at enhancing taxi service quality through improving the operating environment of the taxi industry. STH supplemented that some taxi operators would keep track of the records of repeated offenders of taxi driver-related offences and that there were networks among the taxi owners for exchange of such information, so as to avoid renting taxis to the black sheep of the taxi trade.

19. Mr CHAN Han-pan expressed support for introducing a Taxi Driver-Offence Points System, but had grave concern about drivers who committed serious taxi-driver related offences repeatedly and the adverse effect on the taxi trade. Mr CHAN Han-pan called on the Administration to consider imposing heavier penalties on those repeated offenders by disqualifying them from holding or obtaining taxi driver licences permanently when the offence points were accumulated to a certain level.

20. STH clarified that the approach to be adopted for the Taxi Driver-Offence Points System aimed at strengthening the deterrent effect on repeated offenders. The Administration therefore took the stance that even for drivers who had accumulated 15 points or more, they should be given the chance to operate taxi service after they had been disqualified for holding or obtaining taxi licence for a certain period of time. STH supplemented that the proposed approach adopted for the penalty arrangement of taxi

driver-related offences was in line with the Correctional Services Department's principle of placing emphasis on rehabilitation by giving the offenders a chance to rehabilitate and reintegrate into society.

21. Mr LAM Cheuk-ting pointed out that, under the proposed Taxi Driver-Offence Points System, drivers who excessively overcharged passengers would only get 10 offence points, meaning those who committed serious offence like overcharging would be able to cheat passengers a second time. Expressing the view that heavier penalties should be imposed on the black sheep in the taxi trade, Mr LAM called on the Administration to consider disqualifying unscrupulous taxi drivers from holding or obtaining a taxi driver licence immediately upon the conviction of serious offence which involved fraudulent behavior like overcharging excessively.

22. STH said that in the course of formulating the proposed system, the Administration noted that there had been different views on the penalty to be imposed. While some stakeholders shared similar views that heavier penalties should be imposed on serious offenders, the taxi trade was of the view that disqualifying taxi drivers from holding or obtaining taxi driving licence immediately just upon one conviction would be too stringent and this might in turn affect their livelihood. In conducting the review, the Administration had carefully struck a balance so that the penalties would have sufficient deterrent effect and at the same time be set at a reasonable level proportionate to the seriousness of the contraventions.

23. Mr LEUNG Che-cheung opined that the Administration's proposal to record offence points of taxi drivers apart from penalties handed down by the Court on taxi drivers who had been convicted of taxi-related offence seemed to have violated the rule against double punishment. Echoing with Mr LAM Cheuk-ting's view, Mr LEUNG suggested the Administration consider making legislative amendment to allow the Court to disqualify a taxi driver from holding or obtaining a taxi driver licence immediately upon the conviction of certain serious offences.

24. STH reiterated that the introduction of the Taxi Driver-Offence Points System aimed at strengthening the deterrent effect on repeated offenders. As the proposed system would cover a range of taxi driver-related offences, the offence points incurred by the same driver could thus reflect all his convictions of different offences. Moreover, the two-tier penalty system proposed by the Administration could distinguish the penalty level for first-time offenders and that for repeated offenders. Repeated offenders would be subject to a higher level of fine and imprisonment.

25. While expressing that the Taxi Driver-Offence Points System might be able to enhance taxi service quality, Mr POON Siu-ping opined that the Administration should also review the policy relating to the licensing and operation of taxis in a holistic manner. Regarding the about 1200 prosecutions relating to taxi offences per annum on average between 2013 and 2017, Mr POON Siu-ping requested the Administration to provide the number of convicted cases which involved handed-down of fine and/or imprisonment respectively (with annual breakdown figures).

Admin 26. STH undertook to provide the information requested by Mr POON Siu-ping. STH supplemented that if a taxi driver had accumulated 10 or more points in respect of taxi driver-related offences committed within a two-year period, TD would issue an Obligatory Attendance of Taxi Service Improvement Course Notice. The taxi driver would have to attend and complete the improvement course accordingly.

(Post-meeting note: The Administration's written response was issued to members vide LC Paper No. CB(4)170/18-19(01) on 7 November 2018)

Installation of close-circuit television system in taxi compartments

27. Mr Wilson OR expressed that the Taxi Driver-Offence Points System covered offences which usually arose from dispute between taxi drivers and passengers and thus the Administration should require a close-circuit television ("CCTV") system be installed in every taxi to facilitate gathering of evidence. Sharing a similar view, Dr Elizabeth QUAT stressed that the Administration should give due regard to both protecting the rights of taxi drivers as well as the privacy of passengers in taking forward the above matter.

28. Mr CHAN Han-pan expressed that the proposed arrangement of installation of CCTV system in taxi compartments on a voluntary basis might trigger privacy concern. Mr CHAN expressed that installation of CCTV system should be regulated by the Administration and that the data recorded could only be decrypted by the police or authorized persons to avoid the misuse of such data. Dr Elizabeth QUAT expressed a similar view.

29. Mr Jeremy TAM opined that the proposed arrangement of installation of CCTV system in taxi compartments on a voluntary basis would not be able to protect the interests of passengers. Mr TAM further expressed that if taxi drivers were not required (by law) to disclose the data recorded via the CCTV system, it would be unlikely that taxi drivers would

disclose such data if it contained evidence not to their advantage. Moreover, privacy would also be an issue of concern to passengers. Mr TAM then suggested the Administration to mandate the storage of data recorded via CCTV system be installed inside taximeters so the data could only be retrieved by law enforcement officers. Concurring with Mr TAM's view, Mr YIU Si-wing expressed that legislative amendment would be the right direction in taking forward this matter.

30. STH advised that owing to the divergent views from different stakeholders in this matter, the Administration considered that it would be more appropriate for TD to promulgate guidelines on the installation of CCTV system in taxi compartments on a voluntary basis at this stage. Depending on the effectiveness of the above mentioned guidelines, the Administration would further consider the need to make the installation of CCTV system in taxi compartments mandatory. STH also responded that members' views would be taken into account when the Administration took forward the issues related to the proposed arrangement of installation of CCTV system in taxi compartments.

Provision of training courses for enhancing the service quality of taxi drivers

31. Dr Elizabeth QUAT opined that the Administration should formulate measures to avoid dispute between taxi drivers and passengers. In response, STH advised that the training course which aimed at enhancing taxi service quality to be launched at TD's dedicated website would cover topics on effective communication skills between taxi drivers and passengers, methods of handling conflicts and good customer service skills. To strengthen publicity and education in this regard, the Administration had also distributed copies of the "Hong Kong Taxi Service Standard" (in the form of stickers) to taxi owners for display inside taxi compartments. The Administration would maintain close communication with the taxi trade with a view to working out long-term measures to strive for continuous improvement regarding the provision of personalized and point-to-point public transport services.

32. Mr AU Nok-hin queried about the effectiveness of the training course to be launched at TD's dedicated website. Mr AU then asked about the format of the examination to be arranged by TD upon the completion of the online course by taxi drivers and how the Administration could ensure that the provision of the above training could achieve the purpose of enhancing service quality. Mr AU also asked about the incentive to encourage taxi drivers to take the training course.

33. STH advised that the topics to be covered by the online course were highly relevant to the day-to-day operation of taxi services. To encourage active participation of taxi drivers in the training courses, participants might make an appointment free-of-charge to sit for an examination, in the format of multiple-choice questions, arranged by TD. The taxi drivers would also be encouraged to display inside taxi compartments, their certificate of commendation upon completion of the above mentioned online course.

34. Mr POON Siu-ping asked whether the above mentioned certificate of commendation would be cancelled if the taxi drivers concerned were later found to have engaged in taxi drivers' malpractices and/or committed taxi driver-related offences. Mr POON also suggested the Administration consider allowing taxi drivers to display the labels, which indicated their completion of related courses and examination, on the outside of the taxi compartments so that passengers would be able to know whether the taxi drivers had got the certificate before boarding the taxis.

35. STH advised that the Administration had noted Mr POON Siu-ping's suggestions in this connection.

Unleashing competition in the personalized point-to-point transport service

36. Mr Gary FAN pointed out that technological advances and rapid emergence of online hailing services had been providing consumers with better personalized point-to-point transport services. Moreover, based on a recent study on the above subject, the Consumer Council had recommended the Administration open up the pre-booked segment of the market to create a level-playing field for both online hailing and taxi services to compete, thereby increasing consumers' choices and improving the quality of overall services. Mr FAN then asked whether the Administration would consider taking forward the recommendation by the Consumer Council and to review the current licensing system so as to legalize the operation of online hailing services.

37. Mr CHAN Chi-chuen also expressed that the Administration should formulate measures to boost the competition in the industry, such as legalizing the operation of Uber, in order to enhance taxi service quality.

38. STH advised that the Administration had been encouraging the trade to leverage on technology to enhance the operational efficiency and service quality, such as setting up or integrating taxi hailing application platforms. STH further advised that the current legislation did not prohibit the provision of online hailing and point-to-point transport services, and that Uber and

other companies providing such services could apply for hire car permits according to the relevant legal requirement for the operation of hire car services. Regarding the recommendation by the Consumer Council, STH advised that the Administration would introduce franchised taxis to meet the new demand in the community for personalized and point-to-point public transport services of higher quality as well as with online hailing features. STH said that the Administration had maintained a dialogue with the Consumer Council in this matter.

Others measures

39. Mr CHAN Chun-ying opined that the proposals set out in the Administration's paper, which included updating the taxi service standard and guidelines, provision of training courses and imposing heavier penalties for taxi driver-related offences, had not put forward any effective incentive to encourage drivers to enhance taxi service quality. Mr CHAN suggested the Administration introduce passengers' survey via the taxi hailing application platforms so that passengers might be able to get to know taxi drivers with good ratings thereby helping to promote the business of these taxi drivers. Mr CHAN further suggested the Administration facilitate the taxi industry to adopt a corporatized mode of operation with a view to improving the management capabilities of the taxi owners and/or companies.

40. STH responded that the Administration had been striving to enhance the professional image of the taxi industry, such as enhancing education and publicity efforts, as well as establishing channels to facilitate giving commendation to taxi drivers who were of good conduct and provided quality taxi service. The Administration would actively consider how to take forward Mr CHAN Chun-ying's suggestions.

41. Mr YIU Si-wing opined that the Administration should devote more efforts to enhance the collaboration among the taxi trade and relevant stakeholders. Mr YIU mentioned that a recent campaign launched by the police in the Kowloon City District and the taxi trade had successfully achieve the target of reducing the number of complaints received. Mr YIU further expressed that the Administration should participate more actively in the events organized by the taxi trade.

42. STH responded that the Administration had been striving to strengthen the interaction and co-operation with the taxi trade and other stakeholders. Among others, CTSQ would serve as a multi-party platform for the discussion of strategies to drive changes to enhance taxi service quality. The Administration would also take the initiative to launch a

signature campaign together with the taxi trade to improve the overall quality and professional image of taxi service.

43. Mr CHAN Han-pan suggested the Administration consider the feasibility of allowing taxis to use bus-only lanes during peak hours so as to meet the demand in the community for personalized and point-to-point public transport services.

44. While indicating no objection to the proposed Taxi Driver-Offence Points System, the Chairman opined that the Administration should also impose heavier penalty on the operation of illegal hire car service. Moreover, the Administration should require mandatory installation of CCTV and Global Positioning Systems in every taxi to facilitate gathering of evidence. The Chairman also called on the Administration to impose heavier fine on the black sheep of the taxi trade, particularly those who excessively overcharged passengers and tampered the taximeters illegally. The Chairman also urged the Administration to review the relevant legislation so as to enable taxi drivers to display labels which indicated the certificate of commendation outside the taxi.

Conclusion

45. In summing up, the Chairman concluded that members generally supported the introduction of a Taxi Driver-Offence Points System. However, some of the details of the system had to be fine-tuned before its implementation. The Administration should also maintain close communication with the trade in taking forward this matter.

Motion

46. Hon LAM Cheuk-ting moved the following motion -

本會要求加強罰則，打擊的士業界害群之馬，包括將嚴重濫收車資等欺詐乘客的定罪個案，以計分制，令嚴重違規違法的黑的司機，即時停牌，以維護乘客權益及業界專業形象。

(Translation)

To safeguard the rights and interests of passengers and the professional image of the taxi trade, this Panel calls for the imposition of heavier penalties to deter the malpractices of the black sheep of the taxi trade by disqualifying unscrupulous taxi drivers from driving taxis

immediately upon being convicted of defrauding passengers like overcharging excessively under a Taxi Driver-Offence Points System.

47. The Chairman put the motion to vote. The Chairman ordered a division. A total of 6 members voted for the motion, one member voted against it and 3 members abstained from voting. The votes of individual members were at **Appendix V**.

48. The Chairman declared that the motion was carried.

IV. Safety for franchised bus operation

LC Paper No. CB(4)1407/17-18(03) - Administration's paper on safety of franchised bus operation

LC Paper No. CB(4) 1407/17-18(04) - Paper on safety of franchised bus operation prepared by the Legislative Council Secretariat (Background brief)

LC Paper No. CB(4)1438/17-18(03) - Submission from Community for Road Safety on enhancement of safety of franchised buses

49. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the recommended measures to further enhance safety of franchised buses.

Proposed installation of in-vehicle safety devices and passenger seat belts

50. While indicating support for the installation of different in-vehicle safety devices, Mr CHAN Han-pan expressed that in enhancing safety of franchised buses, human factor such as the health of the bus captains should also be looked into. Mr CHAN Chi-chuen and Mr Jeremy TAM expressed similar views.

51. Mr LUK Chung-hung welcomed the Administration's plan of incorporating the electronic stability control ("ESC") on all new double-deck

buses, which had been recommended by the Hong Kong Federation of Trade Unions and himself. Mr LUK also noted that the above device would be installed on existing buses too, but the testing and trials of the retrofitting work would be in the second half of 2019. Mr LUK urged the Administration to commence the testing in 2018 with a view to implementing the device as soon as possible. In response, USTH said that Mr LUK's view would be reflected to the franchised bus companies for necessary action.

52. Whilst having no objection to the proposed installation of in-vehicle safety devices and seat belts on passenger seats, Mr AU Nok-hin expressed that the Administration should weigh all the pros and cons before taking forward any plan relating to the above matters. Mr AU was worried that the extra cost incurred by the installation of seat belts might lead to increase in bus fares. Moreover, noting the low usage rate of seat belts on public light buses, he was concerned that it would take a very long time before passengers would get used to the wearing of seat belts on buses. Moreover, Mr AU opined that strengthening of the monitoring system on bus captains and installation of related devices might put extra pressure on bus captains.

53. USTH responded that the Administration would be cautious about the privacy issues arising from the installation of any kind of monitoring devices as a means to supervise the bus captains. The Administration, together with the franchised bus companies, would also communicate with the trade unions in taking forward this matter. The Administration would enhance the publicity efforts to encourage passengers to wear seat belts.

54. Mr LAM Cheuk-ting noted that the Administration might give consideration to retrofitting all seats on the upper deck with seats belts on existing buses deployed for specific bus routes, i.e. long-haul routes which were operated via expressways with relatively fewer bus stops. Mr LAM pointed out that the recent fatal accident on Tai Po Road and the one occurred during the lunar new year of 1998 did not involve buses of the specific bus routes mentioned above. Mr LAM queried whether the proposed way forward with regard to the installation of seat belts on franchised buses could address the safety issue and asked for the reason for only giving consideration to the above mentioned types of buses but not the others.

55. USTH advised that technical and operational feasibility had to be considered for the installation of seat belts on franchised buses. USTH explained that due to structural constraints, it would be technically impracticable, if not infeasible, to retrofit seat belts on all the passenger seats

on the lower deck of the existing buses. USTH further advised that it should be more feasible to retrofit seat belts on all passenger seats of the upper deck only in some vehicle models of the existing double-deck fleet. However, the weight of a bus would be increased by about 300 to 400 kg if all passenger seats on the upper deck were retrofitted with seat belts. USTH stressed that, in taking forward the matter of the installation of seat belts, safety would be the prime concern.

56. While noting the installation of passenger seat belts on the passenger seats of the lower deck might be infeasible, Ms Claudia MO expressed that the planning and implementation with regard to the retrofitting works of seat belts on the upper deck should be worked out as soon as practicable.

57. USTH clarified that seat belts would be provided for all the seats of the new buses procured from July 2018. USTH supplemented that, subject to the technical feasibility, the installation of seat belts on existing buses would be implemented by phase.

Remuneration and working conditions of bus captains

58. Mr LUK Chung-hung pointed out that the basic monthly salary for the bus captains was lower than the median monthly wage for the land transport industry. Mr LUK called upon the Administration to urge the five franchised bus companies to improve the remuneration package of bus captains which, to his view, would have a bearing on the safe operation of franchised bus services. Mr CHAN Chi-chuen and Mr AU Nok-hin expressed similar views.

59. Mr CHAN Chi-chuen expressed that bus captains were facing hardship at work and thus he urged the Administration to take the initiative to encourage the franchised bus companies to provide incentive and better career path to attract people to join the bus industry with a view to improving the quality of franchised bus service.

60. Mr CHAN Han-pan raised grave concern over the shortage of manpower in the public transport industry and urged the Administration to review its policy in this regard.

61. USTH said that members' concern over remuneration and working conditions of bus captains was noted. The Administration had also been working with the bus companies to take initiatives to resolve the aging problem and high turnover rate of bus captains. USTH supplemented that recruitment fairs for bus captains, which aimed at attracting more new blood

to join the bus industry, were organized earlier this year in Tung Chung, Tuen Mun and Tin Shui Wai. USTH further said that part-time and retired bus captains would also be recruited to meet the operational need. He stressed that part-time bus captains would be subject to the same standard of professional requirement and that the safety of franchised bus operation would not be compromised.

62. Mr CHAN Han-pan pointed out that the Administration used to lease some areas in the public housing estates to franchised bus companies for the provision of rest room facilities at nominal rent. Along these lines, Mr CHAN then asked the Administration to review whether other measures could be taken to help improving the working conditions of bus captains.

63. Mr CHAN Chi-chuen also reiterated that bus captains had been facing great pressure at work and their mental health was often at risk. Mr CHAN then asked whether the Administration would require the franchised bus companies to review the system of health assessment on bus captains, including their mental health condition.

64. USTH advised that the franchised bus companies had put in place a requirement for bus captains to undergo health check before joining the service. However, the health check basically covered the physical condition only. USTH said that members' concern over mental health of bus captains and the impact of interaction between bus captains and passengers on the safety of franchised bus operation would be referred to the franchised bus companies for necessary follow-up action.

65. Expressing her view that the passengers' influence on drivers should not be overlooked, Ms Claudia MO requested the Administration to consider means to enhance the positive relationship between passengers and bus captains. In response, USTH said that the Administration would strive to promote good passenger behaviour. USTH supplemented that any person who wilfully obstructed, impeded or distracted the driver of the bus would be subject to a fine of \$3,000 and/or 6 months' imprisonment on conviction of the offence.

Guideline on the Guideline on Bus Captain Working Hours, Rest Times and Meal Breaks ("the Guidelines")

66. Mr Gary FAN noted that the Guidelines which had been revised in 2018 did not carry any penalty provisions. In light of the above, Mr FAN queried the efficacy of the Guidelines and asked whether the Administration

would conduct further review on the mechanism on the monitoring of franchised bus operation in a holistic manner.

67. USTH advised that the franchised bus operation was governed by the regulations and franchise agreement for which the franchised bus companies were obliged to observe the concerned requirements and conditions.

68. Mr Jeremy TAM expressed that the number of working hours and the arrangement of rest break as set out in the latest version of the Guidelines was still unacceptable in certain aspects. Mr TAM pointed out that overnight shift arrangement of bus captains had not been covered. In this regard, Mr TAM opined that special consideration should be given to an individual's "window of circadian low" (which referred to the time in the circadian body clock cycle, roughly between midnight to five o'clock in the morning, when subjective fatigue and sleepiness were greatest and people were least able to do mental or physical work). Mr TAM also suggested the Administration consider further revising the Guidelines with reference to the relevant guideline on the working hours of pilots. Among others, the maximum number of working hours during overnight shift (which should be shorter than that of day time shifts) should be stipulated.

69. USTH said that Mr TAM's concern about working hours and rest times was noted. However, USTH remarked that there was fundamental difference between the work arrangement of pilots and bus captains.

Training for franchised bus captains

70. Mr LUK Chung-hung was worried that some bus captains might not have on-site training before they were deployed to serve a new route or drive a new bus model. In response, USTH advised that Kowloon Motor Bus Company (1933) Limited would arrange relevant training for all bus captains before they were assigned to serve the route and/or drive the bus model concerned. USTH supplemented that the arrangement of the training for each individual route/ bus model might vary for different franchised bus companies and that bus captains would be entitled to request for on-site training.

Independent Review Committee on Hong Kong's Franchised Bus Service ("the IRC")

71. Mr Gary FAN noted that the IRC had been set up following the occurrence of the fatal accidents involving franchised buses and that the IRC

had commenced its work in late March 2018 with the target of submitting a report to the Chief Executive in around nine months' time. Mr FAN then asked whether the Administration had kept track of the progress of the IRC. In response, USTH advised that it might not be appropriate to comment on this matter at this stage since the hearings of the IRC were in progress. USTH stressed that the work of the IRC would be carried out in a fair and independent manner.

Conclusion

72. In summing up, the Chairman said that members generally supported the proposed installation of in-vehicles safety devices to further enhance safety of franchised buses. A number of members had expressed concern over the remuneration and working conditions of bus captains. The Chairman further remarked that the public transport industry had been facing manpower shortage which deserved the attention of the Administration. Expressing that salary increase for bus captains might have implication on bus fare, the Chairman urged the Administration to take a multi-pronged approach to balance the interest of different stakeholders in taking forward the matters relating to the improvement in remuneration package and working conditions of bus captains.

V. Recent incidents of water leakage and smoke emission from the pillar box at the basement of the Passenger Clearance Building of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port

LC Paper No. CB(4)1407/17-18(05) - Administration's paper on recent incidents of water leakage and smoke emission from the pillar box at the basement of the Passenger Clearance Building of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port

LC Paper No. CB(4)1407/17-18(06) - Information note on recent incidents of water leakage and smoke emission from the pillar box at the basement of the Passenger Clearance

Briefing by the Administration

73. With the aid of a powerpoint presentation (CB(4)1445/17-18(01)), Project Manager/Major Works (Special Duties) ("PM/MW(SD))" of the Highways Department ("HyD") briefed members on the general arrangement of the electrical and mechanical (E&M) facilities at the Passenger Clearance Building ("PCB") of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") Hong Kong Port ("HKP"). PM/MW(SD) also gave an account of the water leakage incident and the smoke emission incident from a pillar box of the air conditioning system at the basement of the PCB which happened on 15 April and 20 June 2018 respectively.

Discussion

The general arrangement of the E&M facilities at PCB

74. Ms Claudia MO expressed that some engineers were of the view that the design arrangement to house E&M facilities at the basement of the PCB might possibly give rise to problems. Ms MO enquired whether the existing arrangement of housing the E&M facilities at the basement had met all the necessary safety standards and whether the HyD had endorsed the above design arrangement. Ms MO also asked whether it would be possible to modify the design arrangement to house the E&M facilities on above-ground levels if such modified arrangement could better address the safety concern.

75. PM/MW(SD) advised that the overall design of the HKP as well as arrangement of the facilities housed inside PCB had met all the required safety standards. PM/MW(SD) further advised that the buildings on the HKP, including the PCB, are in close proximity of the Hong Kong International Airport and thus subject to stringent airport height restriction. Therefore, it was necessary to house the E&M facilities of PCB at the basement in order to release more space at above-ground levels for housing the port facilities. Such an arrangement was common in building designs and was also a reasonable design arrangement.

76. Having noted the need to house the E&M facilities of PCB at the basement in order to release more space at above-ground levels, Mr POON Siu-ping expressed that safety should be the prime concern in considering the design arrangement of E&M facilities.

77. Dr CHENG Chung-tai was also concerned about the safety of the design arrangement of E&M facilities of the PCB. Dr CHENG then raised particular concern about the safety of the PCB during typhoon and heavy rain since PCB was situated on an artificial island and exposed to bad weather.

78. PM/MW(SD) advised that in designing the flood prevention features in PCB, among others, typhoon conditions had been taken into consideration. PM/MW(SD) supplemented that the structural safety of PCB had been put to test during the severe typhoon attack in 2017. The construction of the PCB was largely completed at that time and that no abnormal condition was reported after the typhoon.

79. Dr CHENG Chung-tai asked about the operation of the water pumps and the switch rooms at the basement of PCB. Dr CHENG also raised the concern that in case the switch rooms at basement level were disabled by flood, the pumps without electricity would not function at all. In response, PM/MW(SD) explained that there was a central system to monitor the overall operation of all E&M facilities. There were a total of 67 sump pits, with two water pumps in each pit, at the basement of PCB. Such an arrangement would ensure the overall operation would not be affected in case there were water seepage into the basement.

80. Following the enquiry from Dr CHENG Chung-tai, the Chairman asked, to play safe, whether arrangement could be made to place the switch rooms providing electricity at the above-ground levels to supply electricity for the water pumps placed at the basement. PM/MW(SD) undertook to review the arrangement in this regard.

81. Mr Tony TSE enquired about the operation of the water leakage detection system, in particular, the circumstance under which the alarm device would be triggered. PM/MW(SD) advised that the alarm device would be triggered when the water level reached the blue line as shown in slide 9 of the powerpoint presentation (CB(4)1445/17-18(01)), i.e. quite a low level of water could be detected by the system. Moreover, individual parts of all E&M facilities would be connected to a central monitoring system to facilitate timely follow-up actions in case there was malfunction of any parts.

Work progress of the HZMB HKP

82. Mr POON Siu-ping asked about the progress of the remaining works and the anticipated time required for completing the construction of the whole HZMB project. PM/MW(SD) advised that while the construction works had been substantially completed, the remaining works, including finishing and minor E&M works, were underway. The Administration assured that the construction works and acceptance testing work would be completed as soon as practicable to tie in with the commissioning of the HZMB HKP.

83. Mr Andrew WAN asked whether the Administration had inspected the cable ducts prior to the water leakage incident and endorsed the acceptance testing work of the cables laying works of the cable ducts concerned. Mr Jeremy TAM asked a similar question. PM/MW(SD) advised that, on 15 April 2018, rainwater ran into some unsealed underground cable ducts through the draw-pits due to the cable ducts not being sealed up in a timely manner. At that time, the above mentioned works were still under inspection.

84. Mr Jeremy TAM also asked about the timeframe under which the contractor was required to seal up the cable ducts after finishing the cables laying works. PM/MW(SD) advised that the contractor was required to seal up the relevant cable ducts as soon as practicable. For the cable ducts involved in the incidents, the Administration considered that they should have been sealed up in a more timely manner.

Concerns about liability arising from the recent incidents

85. In response to Mr LAM Cheuk-ting's enquiry, PM/MW(SD) confirmed that Leighton-Chun Wo Joint Venture was the contractor of the PCB contract. Since the water leakage incident should have been avoided if the contractor had sealed up the cable ducts in a timely manner, Mr LAM therefore asked whether the Administration would enforce the penalty clause in the works contract, if any, against the contractor or hold the contractor liable for any loss and/or works delay arising from the incident. Mr POON Siu-ping asked a similar question.

86. PM/MW(SD) assured that the Administration had all along attached great importance to safety. After the incidents, HyD had issued a letter to demand the concerned contractor to take all necessary follow-up actions and measures to avoid recurrence of similar incidents. PM/MW(SD) further

advised that the acceptance testing work was still in progress when the incidents happened and thus the concerned contractor was held liable for the loss arising from the incidents. Among others, the cost for replacing the damaged equipment due to the water leakage incident had to be borne by the concerned contractor. PM/MW(SD) supplemented that only individual pillar boxes were affected in the incidents and the overall work progress of the E&M facilities installation was unaffected. The Administration would continue to supervise the inspection and acceptance test work stringently to ensure that the quality of the works would meet the standards as stipulated in the works contracts.

87. Mr Andrew WAN enquired about the status of all the damaged items caused by water leakage into the cable ducts. In response, PM/MW(SD) advised that the battery and meters in the low voltage switch room which were affected/damaged during the water leakage incident on 15 April 2018 had been replaced. The cable ducts had also been sealed up and that the contractor had also checked all other concerned equipment and replaced the affected parts.

Measures to enhance the monitoring mechanism

88. Mr Andrew WAN and Mr AU Nok-hin asked whether the Administration would take further measures to enhance the monitoring mechanism with a view to avoiding recurrence of similar incidents. PM/MW(SD) advised that the Administration had established mechanisms to monitor the implementation of works projects. Among others, the resident site staff of the consultant employed by HyD were responsible for supervising the day-to-day operations of the various works contracts. HyD had also been conducting more on-site checking in the recent months. The Administration would also maintain closer contact with contractors in order to keep track of the latest work progress with a view to ensuring the quality of the works. Moreover, the checking of documentation and incident reporting mechanism would also be enhanced.

89. Mr AU Nok-hin further enquired whether the acceptance testing work had been delayed due to the overall delay in the progress of the construction works. Mr AU then urged the Administration to put forward concrete proposals setting out the specific areas to be enhanced in relation to the monitoring works. PM/MW(SD) assured that the acceptance testing work was in good progress, and there were measures to enhance the monitoring of the works.

90. Mr Tony TSE asked whether the 24-hour security patrols in the PCB would be conducted by Government departments or the contractor. PM/MW(SD) advised that in addition to the regular patrols conducted by the contractor, a property management company was engaged to take charge of the building management of the PCB and that the company concerned had been required to conduct 24-hour security patrols. Mr TSE further enquired about the measures to be taken by Administration to ensure the property management company would conduct all the patrols as scheduled. PM/MW(SD) advised that the property management company was a large-scaled firm and would have proper procedures and records with regard to the patrolling. Moreover, the Administration would closely monitor the operation of the property management company.

Wage payment to workers

91. Mr CHAN Han-pan expressed that he heard that the Administration had held up the payment to some contractors owing to works delay. As a result, those contractors had failed to pay wages to their workers on time. Mr CHAN therefore enquired whether the Administration had secured sufficient funding for making payment to the contractors and called on the Administration to ensure that wages would be paid to workers on time. PM/MW(SD) advised that over 90% of the works of HZMB had been completed and assured that the Administration had strictly complied with its payment obligations as set out in the works contracts. Moreover, the Administration would perform monthly check to ensure that the contractors had paid wages to their workers on time.

VI. Any other business

92. There being no other business, the meeting ended at 1:12 pm.

點名表決 DIVISION: 3
日期 DATE: 25/07/2018
時間 TIME: 10:55:28 上午 AM

動議 MOTION: 譚文豪議員就"城巴有限公司(香港島及過海巴士網絡專營權)及新世界第一巴士服務有限公司的加價申請"動議的議案
Motion moved by Hon Jeremy TAM on "Fare increase applications by Citybus Limited (franchise for the Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited"

動議人 MOVED BY:

出席 Present : 17
投票 Vote : 16
贊成 Yes : 5
反對 No : 9
棄權 Abstain : 2
結果 Result : 否決 Negatived

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok		
張宇人	Tommy CHEUNG	反對	NO	鍾國斌	CHUNG Kwok-pan		
林健鋒	Jeffrey LAM	反對	NO	楊岳橋	Alvin YEUNG		
陳克勤	CHAN Hak-kan			尹兆堅	Andrew WAN		
黃國健	WONG Kwok-kin			朱凱迪	CHU Hoi-dick		
葉劉淑儀	Mrs Regina IP	反對	NO	何君堯	Dr Junius HO	反對	NO
謝偉俊	Paul TSE			何啟明	HO Kai-ming	棄權	ABSTAIN
毛孟靜	Claudia MO			林卓廷	LAM Cheuk-ting	贊成	YES
田北辰	Michael TIEN			柯創盛	Wilson OR	反對	NO
何俊賢	Steven HO			陳振英	CHAN Chun-ying	反對	NO
胡志偉	WU Chi-wai			陳淑莊	Tanya CHAN		
姚思榮	YIU Si-wing	反對	NO	陸頌雄	LUK Chung-hung	棄權	ABSTAIN
莫乃光	Charles Peter MOK			劉國勳	LAU Kwok-fan		
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU		
陳恒鎮	CHAN Han-pan	反對	NO	鄭松泰	Dr CHENG Chung-tai		
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu		
郭家麒	Dr KWOK Ka-ki			譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG			范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT			區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	反對	NO	謝偉銓	Tony TSE		

秘書 CLERK



點名表決 DIVISION: 4
日期 DATE: 25/07/2018
時間 TIME: 10:56:49 上午 AM

動議 MOTION: 莫乃光議員就"城巴有限公司(香港島及過海巴士網絡專營權)及新世界第一巴士服務有限公司的加價申請"動議的議案
Motion moved by Hon Charles Peter MOK on "Fare increase applications by Citybus Limited (franchise for the Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited"

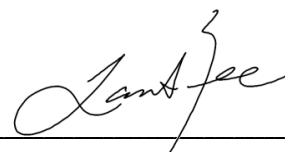
動議人 MOVED BY:

出席 Present : 18
投票 Vote : 17
贊成 Yes : 9
反對 No : 8
棄權 Abstain : 0
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kiok	反對	NO
張宇人	Tommy CHEUNG	反對	NO	鍾國斌	CHUNG Kwok-pan		
林健鋒	Jeffrey LAM	反對	NO	楊岳橋	Alvin YEUNG		
陳克勤	CHAN Hak-kan			尹兆堅	Andrew WAN		
黃國健	WONG Kwok-kin			朱凱迪	CHU Hoi-dick		
葉劉淑儀	Mrs Regina IP	反對	NO	何君堯	Dr Junius HO	反對	NO
謝偉俊	Paul TSE			何啟明	HO Kai-ming		
毛孟靜	Claudia MO			林卓廷	LAM Cheuk-ting	贊成	YES
田北辰	Michael TIEN			柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO			陳振英	CHAN Chun-ying	反對	NO
胡志偉	WU Chi-wai			陳淑莊	Tanya CHAN		
姚思榮	YIU Si-wing	反對	NO	陸頌雄	LUK Chung-hung	贊成	YES
莫乃光	Charles Peter MOK			劉國勳	LAU Kwok-fan		
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU		
陳恒鎮	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai		
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu		
郭家麒	Dr KWOK Ka-ki			譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG			范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT	贊成	YES	區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	反對	NO	謝偉銓	Tony TSE		

秘書 CLERK



點名表決 DIVISION: 5
日期 DATE: 25/07/2018
時間 TIME: 10:57:48 上午 AM

動議 MOTION: 區諾軒議員就"城巴有限公司(香港島及過海巴士網絡專營權)及新世界第一巴士服務有限公司的加價申請"動議的議案
Motion moved by Hon AU Nok-hin on "Fare increase applications by Citybus Limited (franchise for the Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited"

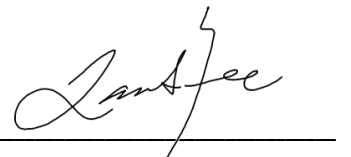
動議人 MOVED BY:

出席 Present : 19
投票 Vote : 18
贊成 Yes : 7
反對 No : 7
棄權 Abstain : 4
結果 Result : 相等 Tied

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	反對	NO
張宇人	Tommy CHEUNG	反對	NO	鍾國斌	CHUNG Kwok-pan		
林健鋒	Jeffrey LAM	反對	NO	楊岳橋	Alvin YEUNG		
陳克勤	CHAN Hak-kan			尹兆堅	Andrew WAN		
黃國健	WONG Kwok-kin			朱凱迪	CHU Hoi-dick		
葉劉淑儀	Mrs Regina IP	反對	NO	何君堯	Dr Junius HO	反對	NO
謝偉俊	Paul TSE			何啟明	HO Kai-ming	贊成	YES
毛孟靜	Claudia MO			林卓廷	LAM Cheuk-ting	贊成	YES
田北辰	Michael TIEN			柯創盛	Wilson OR	棄權	ABSTAIN
何俊賢	Steven HO			陳振英	CHAN Chun-ying	反對	NO
胡志偉	WU Chi-wai			陳淑莊	Tanya CHAN		
姚思榮	YIU Si-wing	反對	NO	陸頌雄	LUK Chung-hung	贊成	YES
莫乃光	Charles Peter MOK			劉國勳	LAU Kwok-fan		
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU		
陳恒鎮	CHAN Han-pan	棄權	ABSTAIN	鄭松泰	Dr CHENG Chung-tai		
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu		
郭家麒	Dr KWOK Ka-ki			譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG			范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT	棄權	ABSTAIN	區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	棄權	ABSTAIN	謝偉銓	Tony TSE		

秘書 CLERK



點名表決 DIVISION: 6
日期 DATE: 25/07/2018
時間 TIME: 10:58:34 上午 AM

動議 MOTION: 陳恒鑠議員及劉國勳議員就"城巴有限公司(香港島及過海巴士網絡專營權)及新世界第一巴士服務有限公司"的加價申請"動議的議案"
Motion moved by Hon CHAN Han-pan and Hon LAU Kwok-fan on "Fare increase applications by Citybus Limited (franchise for the Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited"

動議人 MOVED BY:

出席 Present : 18
投票 Vote : 17
 贊成 Yes : 13
 反對 No : 1
 棄權 Abstain : 3
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	贊成	YES
張宇人	Tommy CHEUNG	反對	NO	鍾國斌	CHUNG Kwok-pan		
林健鋒	Jeffrey LAM			楊岳橋	Alvin YEUNG		
陳克勤	CHAN Hak-kan			尹兆堅	Andrew WAN		
黃國健	WONG Kwok-kin			朱凱迪	CHU Hoi-dick		
葉劉淑儀	Mrs Regina IP	棄權	ABSTAIN	何君堯	Dr Junius HO	棄權	ABSTAIN
謝偉俊	Paul TSE			何啟明	HO Kai-ming	贊成	YES
毛孟靜	Claudia MO			林卓廷	LAM Cheuk-ting	贊成	YES
田北辰	Michael TIEN			柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO			陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai			陳淑莊	Tanya CHAN		
姚思榮	YIU Si-wing	贊成	YES	陸頌雄	LUK Chung-hung	贊成	YES
莫乃光	Charles Peter MOK			劉國勳	LAU Kwok-fan		
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU		
陳恒鑠	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai		
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu		
郭家麒	Dr KWOK Ka-ki			譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG			范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT	贊成	YES	區諾軒	AU Nok-hin	棄權	ABSTAIN
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE		

秘書 CLERK



點名表決 DIVISION: 7
日期 DATE: 25/07/2018
時間 TIME: 11:56:42 上午 AM

動議 MOTION: 林卓廷議員就議程第 III 項 "提升的士服務質素" 動議的議案
Motion moved by Hon LAM Cheuk-ting under Agenda Item III on "Enhancing taxi service quality"

動議人 MOVED BY:

出席 Present : 11
投票 Vote : 10
贊成 Yes : 6
反對 No : 1
棄權 Abstain : 3
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok		
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan		
林健鋒	Jeffrey LAM			楊岳橋	Alvin YEUNG		
陳克勤	CHAN Hak-kan			尹兆堅	Andrew WAN		
黃國健	WONG Kwok-kin			朱凱迪	CHU Hoi-dick		
葉劉淑儀	Mrs Regina IP			何君堯	Dr Junius HO	棄權	ABSTAIN
謝偉俊	Paul TSE			何啟明	HO Kai-ming		
毛孟靜	Claudia MO			林卓廷	LAM Cheuk-ting	贊成	YES
田北辰	Michael TIEN			柯創盛	Wilson OR		
何俊賢	Steven HO			陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai			陳淑莊	Tanya CHAN		
姚思榮	YIU Si-wing			陸頌雄	LUK Chung-hung	反對	NO
莫乃光	Charles Peter MOK			劉國勳	LAU Kwok-fan		
陳志全	CHAN Chi-chuen			劉業強	Kenneth LAU		
陳恒鎮	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai		
梁志祥	LEUNG Che-cheung	贊成	YES	鄭俊宇	KWONG Chun-yu	贊成	YES
郭家麒	Dr KWOK Ka-ki			譚文豪	Jeremy TAM	棄權	ABSTAIN
黃碧雲	Dr Helena WONG			范國威	Gary FAN	棄權	ABSTAIN
葛珮帆	Dr Elizabeth QUAT			區諾軒	AU Nok-hin		
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE		

秘書 CLERK

