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A Report on Taxi Services (Market Competition) Policy Review

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1. INTRODUCTION

1.1 Background

This research study was conducted from 15 November 2005 to 14 February 2006 and was sponsored by the Taxi Dealers & Owners Association Limited as well as The Hong Kong Taxi and Public Light Bus Association Limited. Although the research was funded by the taxi trade organizations, it was conducted as an academic piece of work, with no interference from and bias to any interested parties. The researchers involved are impartial and the main purpose of the Public Policy Research Institute of the Hong Kong Polytechnic University in undertaking this study is to devise good public policy proposals so as to contribute to the good governance of Hong Kong.

The taxi trade organizations claimed that the trade was severely affected by the growing number of passenger cum goods vans. These van-type light goods vehicles carry passengers at bargained lower prices than taxis throughout the entire territory, especially to and from the Hong Kong International Airport. The operation of these van-type light goods vehicles, i.e., carrying passengers even without goods may be illegal.

Obviously, the operation of these van-type light goods vehicles creates unfair competition to taxis. The cost of operating a taxi is very expensive mainly because of the license fee which values at around HK\$3 million each. The taxi operation is regulated in a number of ways such as a) the driver has to obtain a taxi driving license; b) the taxi fare is fixed and un-negotiable; and c) the taxi has to undergo a more regular safety check.

The frustration in the taxi trade over the market situation stems from their perceived confusions in the passenger carrying competitions posted by the van-type light goods vehicles as well as their perceived unfair regulations on the taxi. Their frustration is a potential threat to the stability of the community and certainly worth a serious review of the current relevant control policy and regulation that govern the passenger carriage business market of taxis.

1.2 Objectives

This research study carries the following objectives:

- (a) to review the situation of the market intrusion of the van-type light goods vehicles into the taxi trade;
- (b) to identify the discrepancies (if any) in policy, law and regulation governing the operation of the taxis and the vans that give rise to the market confusion; and
- (c) to make recommendations to clarify the roles of the taxis and the van-type light goods vehicles in passenger transport.

2. STUDY METHODOLOGY

In order to achieve objective a) above, it is necessary to know i) market situation of the taxi trade; ii) market situation of the van-type light goods vehicles and iii) competition in taxi market especially market intrusion of the van-type light goods vehicles carrying passengers in recent years.

To achieve objective 2 b) above, it is necessary to dig out all the relevant laws and regulations as well as the practices of Government Departments (including Transport Department and Hong Kong Police Force) in enforcing these laws and regulations. We have also conducted an internet search on relevant laws and regulations in connection to taxi services.

Four surveys have been conducted to enable us achieving these objectives: i) a passenger characteristics survey at the Hong Kong International Airport; ii) an observational screenline survey in the urban areas of Hong Kong; iii) a telephone survey to identify the service and service charges of the van-type light goods vehicles as well as vi) an observational study at selected key locations to identify the normal operational of van-type light goods vehicles.

2.1 Survey Methods

2.1.1 Airport survey

The airport observational surveys were conducted from 28 December 2005 to 2 January 2006 at five selected locations in the airport as shown in Figure A1 in Appendix A1. These five locations are: i) carpark 1; ii) limousine area; iii) vehicle drop off (departure) kerb; iv) carpark 4 (level 5) and v) taxi pick-up area. Passengers who take taxi, private cars (5-seater or 7-seater) or light goods vehicles to arrive or leave the airport use either one of these five locations. More detailed information of these survey sites is shown in Table A3. Surveyors at each location filled in the three data sheets as shown in Appendix A2.

The data sheets record the number and types of vehicle as well as the characteristics of passengers and their luggage at each location.

2.1.2 Screenline survey

The screenline observational survey was conducted at three spots along the major urban trunk roads from 28 November to 3 December 2005. As shown in the Appendix B1, the locations of the three spot are: i) at the Kowloon Exit of Hung Hom Cross Harbour Tunnel; ii) at Gloucester Road/ Fenwick Road junction and iii) at Lung Cheung Road/ Lung Yan Road junction. At each location, surveyors recorded the vehicle registration plate number, the number of passengers (including driver on-board), the company name and telephone number shown on the vehicle for every passing van-type light goods vehicles. The data sheet is shown in Appendix B2. The survey was carried out from 10:00am to 1:00pm at spot i) and 11:00am to 1:00pm at spots ii) and iii) every day.

2.1.3 Telephone survey

The telephone survey was conducted in the December 2005. The surveyors made telephone calls to ask for quotations for transport fees from the van-type light goods vehicle companies, whose names and telephone numbers are collected from the screenline surveys, airport surveys and the internet. A total of 153 origin-destination (O-D) pairs were designed (Appendix C). They cover trips within a district; cross district and from

each district to the airport. For each O-D pair, the surveyors dropped down the name of the company and quoted fees.

2.1.4 Road-side survey

The road-side survey was conducted in Wanchai, Mong Kok and Sham Shui Po from 22 December to 23 December 2005. The exact locations of the survey are shown in Appendix D1. Surveyors recorded the normal activities of van-type light goods vehicles in loading/unloading goods at these locations. The registration plate number, the number of operators on-board, the type of goods carried, the percentage of goods occupied, the company name and telephone number are recorded when the van-type light goods vehicles performed loading/ unloading activities at each spot. The survey sheet is shown in Appendix D2.

2.1.5 Literature search

A search on the information in connection to the following were conducted: a) taxi operation survey reports in the last three years, i.e., 2003 - 2005; b) the numbers of taxi and light goods vehicle license issued since 2000; c) the laws and regulations relating to taxi and airport passenger transport in major world cities such as London, New York and Singapore.

2.2 Survey Analysis Methodology

2.2.1 Airport survey

The objectives of the analyses were:

- 2.1. to characterize airport passenger and luggage;
- 2.2. to find out the relationship between the airport passenger and luggage;
- 2.3. to identify the relationship between vehicle types and passenger/ luggage carried; and
- 2.4. to identify the market overlapping of taxi services and services provided by other types of vehicles.

Therefore, the following analyses were conducted:

- a) Frequency and percentage distributions of the number of vehicles against number of passenger carried for each type of vehicles, i.e., 5-seater private car, 7-seater private car, taxi and van-type light goods vehicles;
- b) Frequency and percentage distributions of the number of vehicles against number of luggage carried for each types of vehicles;
- c) For increase in each number of passenger, the distributions of the number of vehicles against number of luggage for each types of vehicles;
- d) Correlation analysis of passenger and luggage carried for each types of vehicle;
- e) Counts and percentage distribution of each type of vehicles recorded;
- f) For 5-seater, 7-seater and van-type light goods vehicles, frequency distribution of re-appearance.

2.2.2 Screenline survey

The objectives of the analyses were:

- a) to identify the passenger carrying characteristics of the van-type light goods vehicles in its normal operation; and
- b) to understand the normal business situation of van-type light goods vehicle operation.

Therefore the following analyses were conducted:

- a) Frequency distribution of van-type light goods vehicles carrying 1, 2, 3.... passengers;
- b) Frequency distribution of number of reappearance of the van-type light goods vehicles;
- c) Vehicles counts of van-type light goods vehicles advertising their transport services.

2.2.3 Telephone survey

The objectives of the analyses of this survey were:

- a) to identify the passenger transport service fees of van-type light goods vehicles;
- b) to identify the differences in fees between taxi and van-type light goods vehicles offering passenger transport services; and
- c) to characterize the service competition between taxi and van-type light goods vehicles

Therefore the following analyses were performed:

- a) Plots of service fee differences versus distances/ districts.

2.2.4 Roadside survey

The objective of the analyses was:

- a) to understand the normal operation environment of van-type light goods vehicles when carrying goods;

The following analyses were conducted:

- a) Frequency distribution of light goods vehicles carrying 1,2,3,...passengers;
- b) Counts of light goods vehicles carrying various types of goods; and
- c) Plots of number of light goods vehicles versus the percentage of full loading.

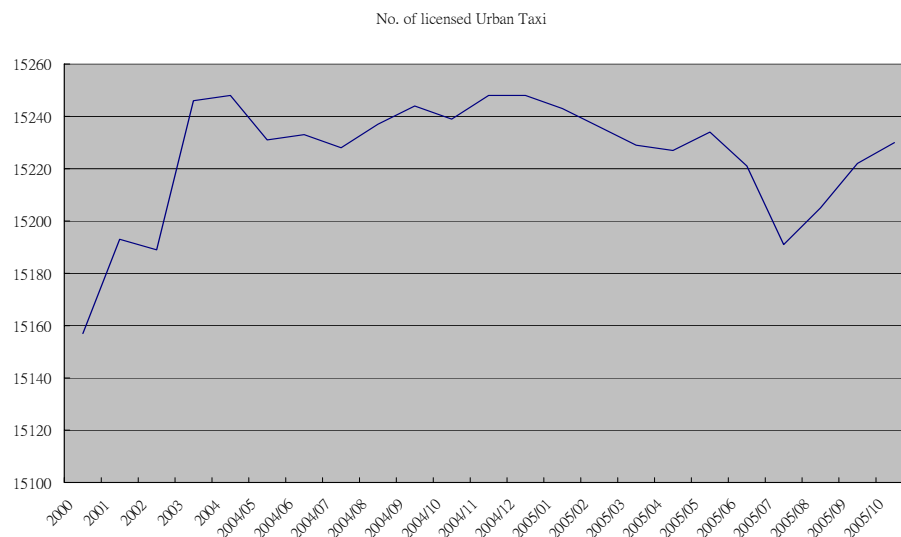
3. TAXI SERVICES DEMANDS

Taxi services constitute a significant part of public passenger transport services in Hong Kong. In this section, we are going to review the demand of taxi services in two perspectives, i.e., the number of licensed taxi and queuing at taxi stands.

3.1 Number of Licensed Taxi

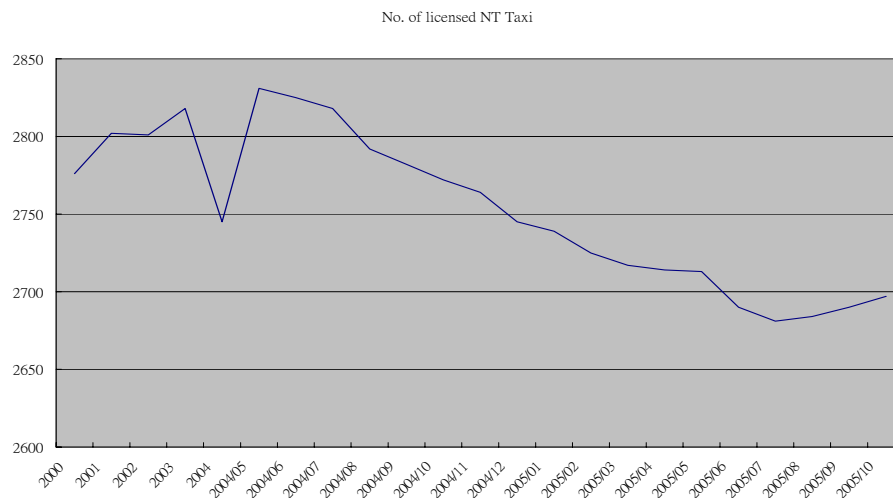
Number of licensed taxi is a good indicator of the actual number of taxi used to deliver passenger transportation service. It is assumed that the number of licensed taxi has direct relationship with the demand of taxi services. Following we are going to look into the number of three types of licensed taxi, Urban taxi, NT taxi and Lantau taxi.

Figure 3.1 Number of licensed Urban taxi.



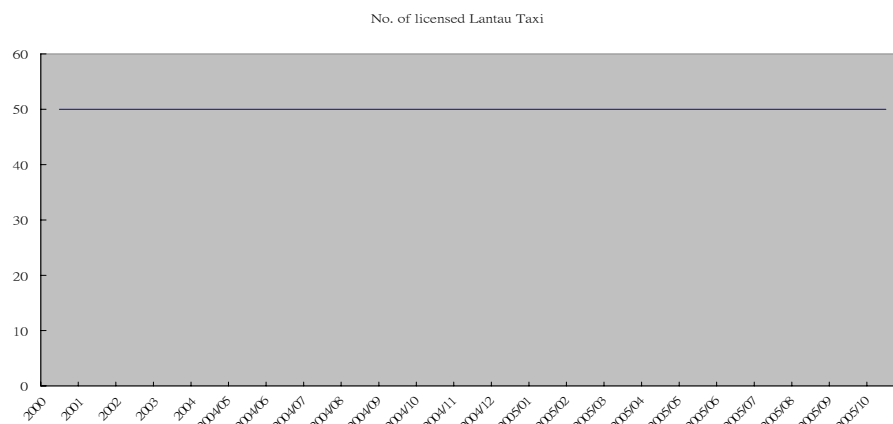
Data source: Transport Department

Figure 3.2 Number of licensed NT taxi.



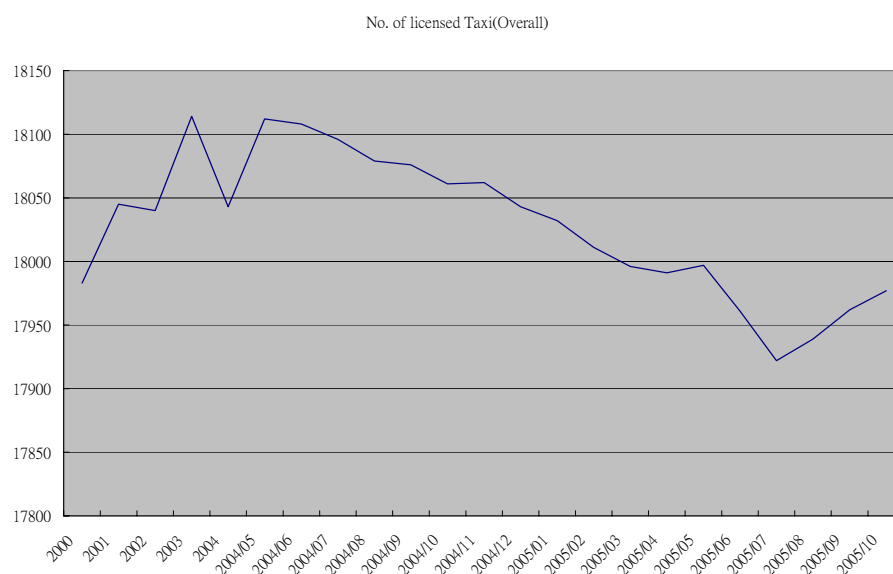
Data source: Transport Department

Figure 3.3 Number of licensed Lantau taxi.



Data source: Transport Department

Figure 3.4 Number of licensed taxi (Overall).



Data source: Transport Department

The number of licensed urban taxi does not have a noticeable trend of increase or decrease in the past four years. Figure 3.1 shows that the number fluctuates from 15157 to 15248 and the fluctuation is less than 1 %. This reflects that the demand for urban taxi service is stable.

On the other hand, Figure 3.2 shows that the number of licensed taxi in the New Territories (NT) has been declining from 2831 in 2004/05 to 2681 in 2005/07, perhaps reflecting a decline of taxi business. However, there was a rebound since then and the figure increased steadily afterwards. More observations are needed to determine the future trend of the NT taxi business.

Figure 3.3 shows that the number of licensed Lantau taxi was very stable throughout the chart. It should be noted that the number of licensed taxi is kept at the number of registered taxi, which is the maximum number of taxi allowed by the Transport Department to operate. It reflects the tight supply and high demand of licensed taxi in Lantau.

Lastly, we can see from Figures 3.4 and 3.2 that the shape of curves of the number of licensed Taxi (Overall) is similar to the curves for the number of NT taxis. In fact, the downtrend of the NT taxis over-shadowed of the trends of the other two types of taxis. However, it should be noted that the fluctuation is minimal compared to the total number of licensed taxi.

To conclude, the number of licensed NT taxi is found to have a declining trend and no significant trend is found for the Urban taxi and Lantau taxi. The downward trends for both the NT taxi and the overall taxi are gentle, reflecting that the taxi demand did not drop drastically in the last four years under discussion.

3.2 Queuing at Taxi Stands

Queuing at taxi stands reflects the demand of taxi services. We use the data collected by the Transport Department in the last four years and tabulate them in Table 3.1, 3.2, 3.3a and 3.3b.

Table 3.1 Results of taxi stand surveys for Urban taxis.

Level of Services	Area	2000	2001	2002	2003	2004
Average passenger queue length (All queues)	HK Island	1.00	0.50	0.39	0.16	0.12
	Kowloon Metropolitan	0.70	1.11	0.53	0.30	0.39
	Whole Urban Area	0.80	0.93	0.48	0.26	0.31
	New Territories	0.00	0.04	0.02	0.01	0.01
Average passenger queue length (Non-zero queues)	HK Island	4.40	2.95	2.09	1.62	1.99
	Kowloon Metropolitan	3.60	3.79	3.34	2.02	3.59
	Whole Urban Area	3.90	3.53	2.94	1.89	3.08
	New Territories	1.10	0.81	0.56	0.41	0.48
Average passenger waiting time (min)	HK Island	0.54	0.21	0.15	0.10	0.43
	Kowloon Metropolitan	0.28	0.47	0.25	0.14	0.24
	Whole Urban Area	0.36	0.39	0.22	0.13	0.30
	New Territories	0.03	0.07	0.02	0.02	0.03
Average taxi waiting time (min)	HK Island	9.47	12.08	17.19	22.04	15.05
	Kowloon Metropolitan	7.75	10.45	11.57	17.85	14.03
	Whole Urban Area	8.29	10.96	13.38	19.22	14.35
	New Territories	46.84	57.73	57.22	91.75	64.91
Total no. of boarding passengers	Whole Urban Area	N/A	43968	39133	33814	36402
	New Territories	N/A	3109	2407	1951	1683
	Overall	N/A	47077	41540	35765	38085
Total no. of recorded taxis	Whole Urban Area	N/A	32241	30299	28038	28628
	New Territories	N/A	2561	2253	2095	1882
	Overall	N/A	34802	32552	30133	30510
Average no. of passengers per taxi	Whole Urban Area	N/A	N/A	1.28	1.21	1.27
	New Territories	N/A	N/A	1.05	0.93	0.89
	Overall	N/A	N/A	1.27	1.19	1.25

Data source: Transport Department

Table 3.2 shows the data of queuing at taxi stands for Urban taxi in the entire territory of Hong Kong. We have the following observations:

Urban Area (Kowloon and Hong Kong Island)

- The total number of recorded taxis decreases from 32241 in 2001 to 28628 in 2004, though there are some fluctuations in the trend.
- The total number of boarding passengers decreases from 43968 in 2001 to 36402 in 2004, though there are some fluctuations in the trend.
- The average number of passengers per taxi remained almost the same, from 1.2 to 1.3.
- The average passenger waiting time drop from 0.36 min in 2000 to 0.13 min in 2003, and there is a rebound to 0.30 min in 2004.
- The average taxi waiting time increases from 8.29 min in 2000 to 14.35 min in 2004, though there are some fluctuations in the trend.
- Both the average passenger queue lengths, i.e., all queues and non-zero queue, decrease during the period under study. For all queues, the figure decreases from 0.8 in 2000 to 0.31 in 2004. For non-zero queue, the figure decreases from 3.9 in 2000 to 3.08 in 2004, though there are fluctuations in both trends.

In brief, there is a general slowdown for taxi-related activities; fluctuations appear perhaps due to extremely bad business environment in 2003 during the attack of SARS and subsequent recovery of business environment in 2004.

New Territories

- The total number of recorded taxis decreases from 2561 in 2001 to 1882 in 2004.
- The total number of boarding passengers decreases from 3109 in 2001 to 1683 in 2004.
- The average number of passengers per taxi decreases from 1.05 in 2002 to 0.89 in 2004.
- The average passenger waiting time does not appear to have a significant change.
- The average taxi waiting time increases from 46.84 min in 2000 to 64.91 min in 2004, though there are some fluctuations in the trend.
- Both the average passenger queue lengths, i.e., all queues and non-zero queue, decrease during the period under study. For all queues, the figure decreases steadily from 0.04 in 2001 to 0.01 in 2004. For non-zero queue, the figure decreases from 1.1 in 2000 to 0.48 in 2004, though there are fluctuations in trend for non-zero queue data.

In brief, there is a general slowdown for taxi-related activities; the possible reasons for fluctuations are similar to that for the urban taxi.

Table 3.2 Results of taxi stand surveys for NT taxis.

Level of Services	Area	2000	2001	2002	2003	2004
Average passenger queue length (All queues)	NT Rural Area	0.11	0.29	0.07	0.03	0.04
	Tsuen Wan/ Kwai Chung and Shatin	N/A	N/A	0.20	0.02	0.01
	Overall NT	0.10	0.25	0.09	0.03	0.03
Average passenger queue length (Non-zero queues)	NT Rural Area	3.01	3.77	2.80	1.58	2.26
	Tsuen Wan/ Kwai Chung and Shatin	N/A	N/A	2.79	1.01	0.50
	Overall NT	2.69	3.49	2.80	1.50	2.00
Average passenger waiting time (min)	NT Rural Area	0.07	0.21	0.07	0.03	0.06
	Tsuen Wan/ Kwai Chung and Shatin	N/A	N/A	0.38	0.06	0.01
	Overall NT	0.06	0.19	0.11	0.04	0.05
Average taxi waiting time (min)	NT Rural Area	6.82	7.88	10.6	13.79	16.31
	Tsuen Wan/ Kwai Chung and Shatin	N/A	N/A	22.13	31.38	30.45
	Overall NT	8.68	9.45	12.33	16.32	18.35
Total no. of boarding passengers	Overall NT	N/A	25320	25101	19083	18583
Total no. of recorded taxis	Overall NT	N/A	17464	17986	14783	14183
Average no. of passengers per taxi	Overall NT	N/A	N/A	1.40	1.29	1.31

Data source: Transport Department

Table 3.2 shows the data for queuing at taxi stands of NT taxi in New Territories. We have the following observations:

Overall NT

- The total number of recorded taxis decreases from 17464 in 2001 to 14183 in 2004, though there are fluctuations in the trend.
- The total number of boarding passengers decreases from 25320 in 2001 to 18583 in 2004, though there are fluctuations in the trend.
- The average number of passengers per taxi remains almost the same, from 1.29 to 1.40.
- There is no observable significant change in the average passengers waiting time.
- The average taxi waiting time increases from 8.68 min in 2000 to 18.35 min in 2004.
- Both the average passenger queue lengths, i.e., all queues and non-zero queue, decrease during the period under study. For all queues, the figure decreases from 0.10 in 2000 to 0.03 in 2004. For non-zero queue, the figure decreases from 2.69 in 2000 to 2.00 in 2004, though there are fluctuations in both trends. It should be noted that the average passenger queue length surges to reach a top in 2001.

In brief, there is a general slowdown for taxi-related activities; fluctuations appear perhaps due to extremely bad business environment in 2003 during the attack of SARS and subsequent recovery of business environment in 2004.

Table 3.3a Comparisons of Taxi Stand Surveys for Lantau Taxis (Thursday).

Level of Services	Area	2000	2001	2002	2003	2004
Average passenger queue length (All queues)	Lantau Island Overall	N/A	N/A	0.20	0.18	0.50
Average passenger queue length (Non-zero queues)	Lantau Island Overall	N/A	N/A	2.08	1.58	2.31
Average passenger waiting time (min)	Lantau Island Overall	N/A	N/A	0.99	0.24	1.05
Average taxi waiting time (min)	Lantau Island Overall	N/A	N/A	22.27	21.55	11.36
Total no. of boarding passengers	Lantau Island Overall	849	1021	768	777	861
Total no. of recorded taxis	Lantau Island Overall	453	558	508	609	542
Average no. of passengers per taxi	Lantau Island Overall	2.04	2.17	1.89	1.8	1.96

Table 3.3b Comparisons of Taxi Stand Surveys for Lantau Taxis (Sunday).

Level of Services	Area	2000	2001	2002	2003	2004
Average passenger queue length (All queues)	Lantau Island Overall	N/A	N/A	1.06	1.51	1.00
Average passenger queue length (Non-zero queues)	Lantau Island Overall	N/A	N/A	5.24	5.43	5.13
Average passenger waiting time (min.)	Lantau Island Overall	N/A	N/A	2.73	3.18	1.81
Average taxi waiting time (min.)	Lantau Island Overall	N/A	N/A	9.07	4.71	13.42
Total no. of boarding passengers	Lantau Island Overall	1501	1734	1409	1111	1100
Total no. of recorded taxis	Lantau Island Overall	651	597	598	596	525
Average no. of passengers per taxi	Lantau Island Overall	2.49	3.24	2.75	2.89	2.55

Data source: Transport Department

Table 3.3a and b shows the data of queuing at taxi stands for Lantau taxi in the New Territories on Thursday and Sunday. We have the following observations:

Lantau Island Overall (Thursday)

- There is no observable change in the total number of recorded taxis.
- There is no observable change in the total number of boarding passengers.
- There is no observable change in the average number of passengers per taxi.
- There is no observable change in the average passenger waiting time.
- The average taxi waiting time decreases rapidly from 22.27 min in 2002 to 11.36 min in 2004.
- Both the average passenger queue lengths, i.e., all queues and non-zero queue, exhibit no observable change.

Lantau Island Overall (Sunday)

- The total number of recorded taxis decreases from 651 in 2000 to 525 in 2004.
- The total number of boarding passengers decreases from 1501 in 2000 to 1100 in 2004, though there are fluctuations in the trend.
- There is no observable change in the average number of passengers per taxi.
- The average passenger waiting time does not have observable trend.
- The average taxi waiting time exhibits no significant trend.
- Both the average passenger queue lengths, i.e., all queues and non-zero queue have no observable trend.

Almost all data indicates that taxi-related business is more active on Sunday. However, it should be noted that there is an anomaly that average taxi waiting time is longer on Sunday than on Thursday in 2004.

To conclude, there is a general slowdown of the taxi-related business activity and the demand of taxi services. There is a rebound in 2004 in the trend, perhaps due to the extremely bad economic condition in 2003 when SARS attacked HK.

4. TAXI MARKET COMPETITION

In Hong Kong, the main passenger transportation modes are franchised bus, public light bus, railway and taxi. Taxi is designed to provide a convenient and comfortable personalized point-to point service for passenger who can afford the premium fare. Taxi plays an important role in the public transport system. According to Transport Department report, the monthly patronage of taxi is around 29,871,000, 8.7% of all public transport modes in 2005.

There is always competition in each industry. However, there is an exceptionally fierce competition for taxi in Hong Kong. Our survey has found that taxi related business is generally declining in the last few years. In this section, we are going to discuss the competitions in the taxi trade.

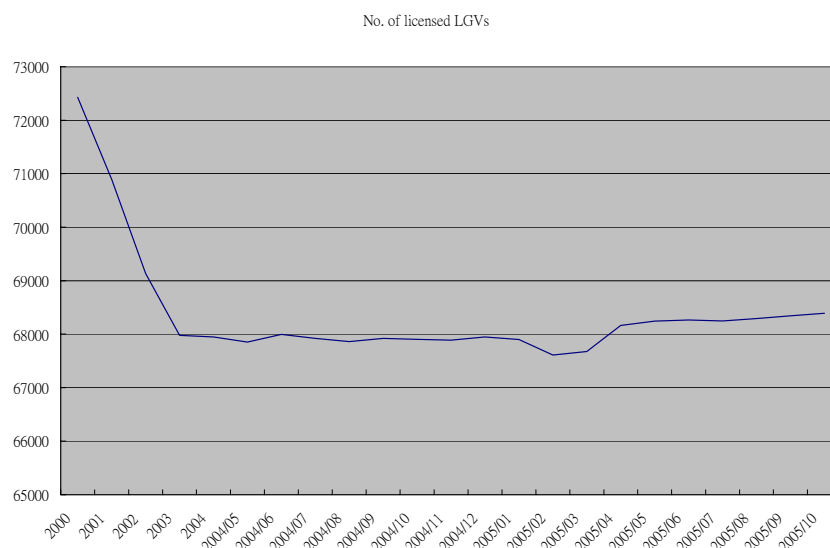
The van-type light goods vehicles (LGVs) have been competing passenger transport business with the taxis, especially at the airport. We have spotted over one hundred van-type LGVs advertising their services both at the airport and our screenline surveys. We have used all the recorded telephone numbers advertised on these van-type LGVs in our telephone survey. We found that these van-type LGVs accepted orders without asking whether there would be goods to be carried. Our observations revealed that these van-type LGVs actually carried passengers with no goods at all. The existence of the van-type LGVs obviously poses a strong competition to the taxi trade in Hong Kong.

4.1 Light Goods Vehicles (LGVs)

4.1.1 Number of licensed LGVs

According to the licensing statistics of the Transport Department (Figure 4.1), the number of licensed LGVs dropped from 72429 in 2000 to 67946 in 2004. It stabilized till the beginning of 2005. It then dropped to a bottom of 67611 in 2005/02. Since then, the number of licensed LGVs increased steadily. However, we have no break-down figure for the van-type LGVs. It is suspected that this increase is largely the increase in the number of the van-type LGVs. Further study should be carried out to study the reason for the rebound of number of licensed LGVs.

Figure 4.1 Number of licensed LGVs.



Data source: Transport Department

In 2005/10, the number of licensed LGVs was 68392, 12.68% of total licensed motor vehicle, almost four times the number of licensed taxi.

4.1.2 Observational screenline survey

The survey result is tabulated and shown in Table 4.1. The table shows that during the survey period, 28th November, 2005 to 3rd December, 2005, the number of van-type LGVs has an inverse relationship with the number of people on board. For all of the four locations, largest number of van-type LGVs was found to have the driver only in the vehicle. As the number of people on board increases, the number of van-type LGVs count drop steadily. This phenomenon may indicate that van-type LGVs do not usually afford more people on board to transport goods.

Table 4.1 Number of van-type LGVs with number of people on board (excluding driver).

	0 person	1 person	2 people	3 people	4 people	Sub-Total	Missed	Total
Cross Harbour Tunnel to Hong Kong	4,830	3,311	391	53	9	8,594	173	8,767
Cross Harbour Tunnel to Kowloon	5,270	2,510	92	9	6	7,887	707	8,594
Gloucester Road to Central	3,122	2,593	258	87	7	6,067	487	6,554
Gloucester Road to Wan Chai	5,881	1,862	159	45	3	7,950	16	7,966
Overall	19,103	10,276	900	194	25	30,498	1,383	31,881
Percentage (%)	0.626	0.337	0.030	0.006	0.001	1.000		
Cumulative Percentage (%)*	0.626	0.963	0.993	0.999	1.000			

* Total may not equal to 1 due to rounding.

During the survey period, there was about 62.6% of van-type LGVs with driver only in the vehicle, 33.7% with 1 person and 3% with 2 people (excluding driver) in it, whereas number of van-type LGVs with more than 2 people (excluding driver) constituted only less than 1% of the total number of van-type LGVs recorded.

To conclude, more than 99% of the van-type LGVs on the road can accommodate all passengers in the front seat row. The use of back seats is rare.

4.1.3 Observational roadside survey

The roadside survey recorded 725 vehicles performing normal loading/ unloading activities at the selected spots where demands for transport are high. The survey results are shown in Tables 4.2, 4.3 and 4.4.

Table 4.2 Frequency distribution of vehicle count with seat type.

	Frequency	Percent (%)	Cumulative Percent
Front Seat	311	42.9	42.9
Front Seat + Back Seat	400	55.2	98.1
Missed	14	1.9	100
Total	725	100	

Table 4.3 Frequency distribution of vehicle Count with number of passengers.

No. of passenger (Driver included)	Frequency	Percent (%)	Cumulative Percent
1	431	59.4	59.4
2	247	34.1	93.5
3	25	3.4	97.0
4	3	0.4	97.4
5	2	0.3	97.7
Missed	17	2.3	100
Total	725	100	

Not all the van-type LGVs which are primarily used for transport goods have the back seat row; 43% of these vehicles do not have back seats (Table 4.2). Regarding number of passengers carried, 97.4% of the vehicle carried less than 4 people (including driver). This phenomenon reflects the fact that a) few vehicles afford to have more people to handle the goods carried; or b) few clients would be in a big group. It further explains the 43% of vehicles do not have the back seat.

Over 50% of the vehicles carried less than 30% loading volume of the vehicle. In fact, only less than 3% of the vehicles carried full load. This reflects the fact that the carrying capacity of these van-type LGVs is adequate to cater for the demands.

Table 4.4 Frequency distribution of vehicle counts with goods occupation.

% of Goods Occupation	Frequency	Percent	Cumulative Percent
0 - 10	137	18.9	18.9
11 - 20	131	18.1	37.0
21 - 30	116	16.0	53.0
31 - 40	80	11.0	64.0
41 - 50	77	10.6	74.6
51 - 60	37	5.1	79.7
61 - 70	46	6.3	86.1
71 - 80	44	6.1	92.1
81 - 90	31	4.3	96.4
91 - 100	18	2.5	98.9
Missed	8	1.1	100
Total	725	100	

4.2 Service Competition at Airport

A survey was carried out at the airport to study the competition situation of the taxi service. The results of the airport survey are tabulated as shown below. 8710 vehicles were recorded, with 28% 5-seater car, 16% 7-seater car, 48% taxi and 8% van-type LGV (Table 4.6).

There are two major observations from the results of this survey: a) the characteristics of traveling passenger demands and b) the passenger carriage market competition at the airport.

4.2.1 Characteristics of passenger travel demands

We look at the characteristics of passenger travel demands in two aspects: a) the number of passengers traveling together and b) the amount of luggage/ goods carried. Table 4.5 shows the number of passengers carried in each of the four types of vehicles. In cases of 5-seater private car (PC(5S)), 7-seater private car (PC(7S)) and taxi, the number of vehicles counted is inversely related to the number of passengers carried. For example, the number of taxi with only 1 passenger is 1990, the number dropped rapidly to 65 when the number of passengers carried increased to 5. It was quite surprising that there were 11 taxis carrying 6 passengers, exceeding the legal capacity of a taxi.

Table 4.5 Frequency distribution of number of passengers for different types of vehicles at airport.

	Overall number of passengers excluding driver										Total
	0	1	2	3	4	5	6	7	8	9	
Vehicle Type											
PC (5S)	1	1189	792	311	118	32	2	3			2448
PC (7S)	1	372	326	253	220	120	69	26	4	1	1392
Taxi		1990	1314	525	289	65	11				4194
Van	1	116	176	135	138	72	26	7	3	2	676
Total		3667	2608	1224	765	289	108	36	7	3	8710

For the van-type LGVs, the number of van-type LGVs counted increases from 116 when the passengers carried is 1 to reach a top of 176 when the number of passengers increases to 2. The numbers of van-type LGVs carrying 3 and 4 passengers are 135 and 138 respectively, slightly less than 176. The figure then drop significantly from 72 for 5 passengers to 3 people for 8 passengers.

The relationships of passenger carried and the goods/ luggage carried for the four types of vehicles recorded at the airport are shown in Tables 4.6a to 4.6d. The modes (i.e., highest number of vehicle count) for 5-seater private car (444 vehicles); 7-seater private car (133 vehicles); and taxi (847 vehicles) occur co-incidentally at one passenger carrying 2 luggages. The mode for van-type LGVs (33 vehicles) occurs at 2 passengers carrying 5 luggage.

Table 4.6a Frequency distribution of 5-seater private car with increasing number of passengers and luggage.

5-seater private car	No. of passengers (excluding driver)								
No. of Goods/ luggage	0	1	2	3	4	5	6	7	Total
0		53	9	7	4	1		1	75
1	1	232	44	5	3				285
2		444	85	20	3			1	553
3		279	130	34	9	3			455
4		116	198	59	15	3			391
5		40	139	60	19	6	1		265
6		11	108	54	20	6	1		200
7		6	38	17	13	6			80
8		6	19	29	10	2		1	67
9			16	14	7	2			39
10		1	4	5	6	1			17
11			2	3	3	1			9
12		1		3	3	1			8
13				1	2				3
14									
15					1				1
Total	1	1189	792	311	118	32	2	3	2448

Table 4.6b Frequency distribution of 7-seater private car with increasing number of passengers and luggage.

7-seater private car	No. of passengers (Excluding driver)										Total
No. of Goods/ luggage	0	1	2	3	4	5	6	7	8	9	
0		27	6	8	2		3	1			47
1	1	81	20	5	5	2					114
2		133	49	12	5	1					200
3		79	60	24	7	3					173
4		27	75	34	18	10	1				165
5		9	42	40	18	16	3				128
6		9	27	43	33	13	7	2			134
7		4	15	29	25	14	4	1			92
8		1	13	25	31	13	10	2	1		96
9			8	13	18	17	8	7			71
10			4	4	22	9	5		1		45
11		1	2	7	15	6	9	1			41
12				2	8	4	6	5		1	26
13			1	2	5	2	5	2			17
14				1	2	4	5	1			13
15		1	1		2	2	3	1			10
16			1	1	1	4			1		8
17			1	1	1			2			5
18					1			1			2
19			1		1						2
20				2					1		3
Total	1	372	326	253	220	120	69	26	4	1	1392

Table 4.6c Frequency distribution of taxi with increasing number of passengers and luggage.

Taxi	No. of passengers (Excluding driver)							
No. of Goods/ luggage	0	1	2	3	4	5	6	Total
0		51	25	9	3	1		89
1		442	52	12	2			508
2		847	234	37	7	1		1126
3	1	434	282	106	18	6	1	848
4		156	297	69	49	13		584
5		37	203	103	48	7	3	401
6		20	94	72	48	7	2	243
7		1	88	52	53	12	1	207
8		1	22	29	20	11		83
9			10	18	17	3		48
10		1	4	9	12	1	1	28
11			2	6	6		2	16
12				1	4	1	1	7
13					2			2
14						1		1
15				1				1
16								
17						1		1
18				1				1
19								
20								
21								
22								
23								
24								
25			1					1
Total	1	1990	1314	525	289	65	11	4195

Table 4.6d Frequency distribution of van with increasing number of passengers and luggage.

Van	No. of passengers (Excluding driver)										Total
No. of Goods/ luggage	0	1	2	3	4	5	6	7	8	9	
0		5	3	2							10
1		16	7	1	1	1	1				27
2		21	17	4	3	2					47
3		29	15	6	6						56
4	1	13	25	16	9	4					68
5		10	33	18	8	3	1				73
6		7	31	18	14	7	3				80
7		5	12	20	22	10	1	1			71
8		2	9	15	17	3	2	1			49
9		3	8	6	12	6	1	2	2		40
10		2	4	5	10	9	4	1	1		36
11			2	3	10	5	3			1	24
12			3	3	9	5	2	1			23
13			1	2	7	2	2	1			15
14		1		2		1	1				5
15		1		6	2	4	2			1	16
16			3	1		2					6
17				2			2				4
18					2	2					4
19			1		1	1					3
20					3	2					5
21			1								1
22				2							2
23			1	1							2
24					1	1					2
25					1	1					2
26							1				1
27				1		1					2
30				1							1
50		1									1
Total	1	116	176	135	138	72	26	7	3	2	676

When the percentage of vehicle counts is plotted against the number of passenger carried and the number of goods/ luggage carried in Figures 4.2 and 4.3, we can easily visualize the different passenger and luggage carrying patterns for each type of the vehicles.

Figure 4.2 Percentage distribution of vehicle counts with increasing number of passengers (Fitting).

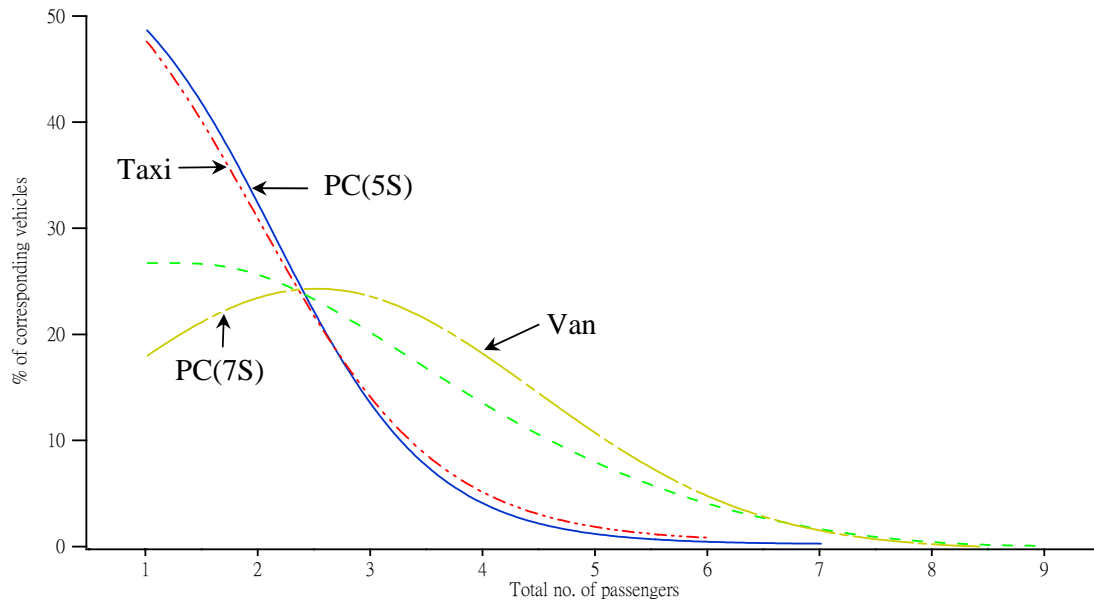
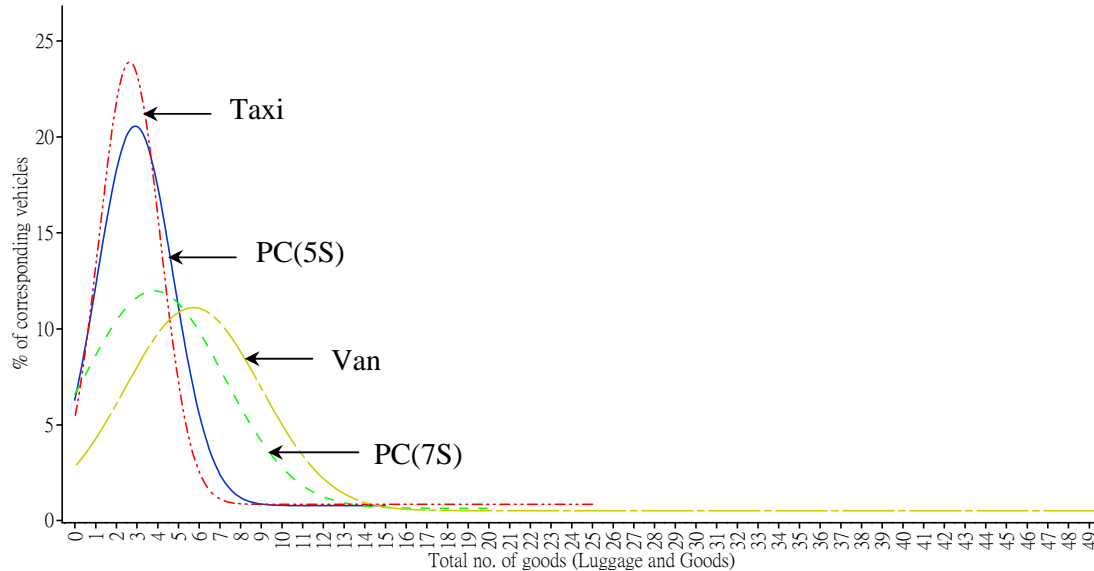


Figure 4.3 Percentage distribution of vehicle counts with increasing number of goods (luggage and goods) (Fitting).



The curve for 5-seater private car (PC(5S)) has similar shape with the curve for taxi for both passenger and goods carrying situations, reflecting similar vehicle body structure of the two types of vehicles. The number of vehicle counted drop drastically with the number of passenger carried. The number counted decreases from 1189 to 3 and 372 to 1 for PC(5S) and PC(7S) respectively. It should be noted that some PC(5S) carried 7 passengers and PC(7S) carried 9 passengers.

The curves shown in Figures 4.2 and 4.3 clearly show that the capacity of the taxi can cater for majority of the demands for passenger and goods/ luggage carriage to and from the

airport. There are some demands for larger carrying capacity, i.e., 5 or more passengers and 10 or more goods/ luggage. There are 154 vehicles carrying more than five passengers (1.8% of total number of vehicles); and 423 vehicles carrying more than 10 pieces of goods/ luggage (4.9% of total number of vehicles). In other words, the carrying capacity of the taxi can cater for 95% of the transport services demands of traveling passengers.

Very little number of vehicles arriving or departing at the Hong Kong International Airport carries boxes of goods. There were 145 5-seater private car, 125 7-seater private car, 263 taxi and 154 van-type LGV recorded to carry boxes of goods, constituting 7.9% of the total number of vehicles recorded.

Regarding the origins of passengers, vehicles with only East Asian or Caucasian are the main groups of vehicles recorded, constituting 64% and 25% respectively (Appendix E). There are about 4% vehicles with travelers from South Asia. The van-type LGV carries mainly East (i.e., 414 vehicles, 61% of all van-type LGV) and South Asian with (i.e., 102 vehicles, 15% of all van-type LGV).

To conclude, the percentage of vehicles carried less than 6 passengers for PC(5S), PC(7S), Taxi and van-type LGVs are 99.8%, 92.8%, 99.7% and 94.4% respectively. Therefore, we found a significant overlap in terms of passenger carriage service offered by the 4 types of vehicles in this survey. It should be noted that from the screenline survey, it was found that most van-type LGVs that doing transportation of goods carried mostly 2 or 3 people. However, from the airport survey, many van-type LGVs carried more people. It indicates that the van-type LGVs recorded in the airport are used for the carriage of passengers for hire or reward which we understand is illegal.

4.2.2 Passenger carriage service market competition

We have demonstrated that 95% of the traveling passengers at the airport have a choice of using either 5-seater private car, 7-seater private car, taxi or van-type LGV. In case all these four types of vehicle are available for hire at the airport, the current passenger carriage service market share among these four types of vehicle is 28% (PC(5S)), 16%(PC(7S)), 48%(Taxi) and 8% (Van). However, only taxi is legally allowed to be hailed at the airport. Licensed hire car can be pre-booked through travel agencies and hotels. Other vehicles shall be deemed illegal to carry passengers when they do it for reward. It is, nevertheless, very difficult, if not impossible, to know that these vehicles are carrying passenger for reward illegally. To have a feel of the extend of these illegal activities which may inflict unfair competition with the taxi and licensed hire car, we make a bold assumption that those vehicles re-appeared frequently in our five day survey period are likely to run a passenger carriage business. We are aware that we may have counted some legal activities as illegal such as a) company cars taking staff to and from the airport and b) vehicles taking friends and relatives genuinely to and from the airport. Despite this, our assumption should not cause an unacceptable mis-count.

Tables 4.7a to 4.7d show the number of appearances of the four types of vehicles in each of the five survey days. Table 4.7e shows the number of appearances of the four types of vehicles in the entire five days survey period. If a vehicle appears twice within a day, it may be that i) it drops off passenger(s) at the departure lounge, then park the car, go say goodbye to friends and pick up the car and go; ii) it drops off passenger(s), then park the car, receive friends, pick up friends with the car and go; iii) it maybe running a passenger carriage business. However, if a vehicle appears more than twice within a day, it is of course higher likely that the vehicle is running a passenger carriage business or it may be a company car to pick up employees or clients.

Table 4.7a Frequency and percentage distribution of appearance for 5-seater private car.

Date	28/11/2005		29/11/2005		30/11/2005		1/12/2005		2/12/2005	
Sampling hours	2		2		3		7		7	
No. of appearances	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)
1	211	96.79	196	94.69	257	88.01	484	80.27	519	79.48
2	7	3.21	10	4.83	33	11.30	73	12.11	88	13.48
3			1	0.48	2	0.68	32	5.31	35	5.36
4							8	1.33	10	1.53
5							6	1.00		
6									1	0.15
Total	218	100	207	100	292	100	603	100	653	100

Table 4.7b Frequency and percentage distribution of appearance for 7-seater private car.

Date	28/11/2005		29/11/2005		30/11/2005		1/12/2005		2/12/2005	
Sampling hours	2		2		3		7		7	
No. of appearances	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)
1	84	92.31	106	93.81	146	95.42	368	87.00	379	86.53
2	7	7.69	7	6.19	7	4.58	51	12.06	45	10.27
3							3	0.71	10	2.28
4							1	0.24	4	0.91
Total	91	100	113	100	153	100	423	100	438	100

Table 4.7c Frequency and percentage distribution of appearance for taxi.

Date	28/11/2005		29/11/2005		30/11/2005		1/12/2005		2/12/2005	
Sampling hours	2		2		3		7		7	
No. of appearances	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)
1	278	95.86	285	96.61	490	92.80	1034	84.68	1028	80.63
2	9	3.10	10	3.39	34	6.44	151	12.37	205	16.08
3	3	1.03			3	0.57	20	1.64	32	2.51
4					1	0.19	9	0.74	7	0.55
5							5	0.41	3	0.24
6							1	0.0819		
7										
8							1	0.0819		
Total	290	100	295	100	528	100	1221	100	1275	100

Table 4.7d Frequency and percentage distribution of appearance for van.

Date	28/11/2005		29/11/2005		30/11/2005		1/12/2005		2/12/2005	
Sampling hours	2		2		3		7		7	
No. of appearances	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)
1	52	94.55	75	93.75	76	92.68	146	82.49	137	74.86
2	3	5.45	5	6.25	6	7.32	27	15.25	34	18.58
3							4	2.26	10	5.46
4									2	1.09
Total	55	100	80	100	82	100	177	100	183	100

It is obvious from Tables 4.7a to 4.7d that the last two survey days caught the most numbers of re-appearances of these vehicles because we conducted seven hours of survey on each of these two days. And, the last survey day caught the maximum numbers of appearance of these vehicles. Quoting these maximum numbers of appearance, 134 out of 653 (20.5%) PC(5S); 59 out of 438 (13.5%) PC(7S); 247 out of 1275 (19.4%) taxi and 46 out of 183 (25.1%) van appeared more than once in this last survey day (2 December 2005) at the airport. The percentages of appearance of these four types of vehicle drop to 7.64%, 3.19%, 3.3% and 6.55% when we look at the number of appearance for more than twice.

Table 4.7e provides another perspective to the operation of these vehicles. There are 17.5%, 19.8%, 55% and 23.2% of PC(5S), PC(7S), taxi and van appeared twice and 11%, 8%, 20% and 9% appeared more than twice in the five consecutive survey days at the airport.

To conclude, taxi is the major type of vehicle carrying passengers to and from the Hong Kong International Airport. There appears to have a significant number as well as proportion of vehicles other than taxi carrying passengers at the airport, highly likely for a reward. This activity is believed to be illegal. This phenomenon certainly warrants the concerned authority to take actions.

Table 4.7e Number of appearances of each type of vehicles during the survey periods.

No. of Appearances	Vehicle Types						
	PC(5S)	PC(7S)	Taxi	Van			
	Airport	Airport	Airport	All sites	Airport	Screenline	Roadside
1	1290	820	1182	11570	371	11304	620
2	101	125	909	3813	68	3783	44
3	36	35	210	2525	22	2502	3
4	38	22	156	1790	9	1780	2
5	27	14	63	1254	7	1236	
6	24	6	43	931	3	882	
7	25	1	25	616		595	
8	8		16	394	3	376	
9	7		2	247		243	
10	4		6	178		172	
11	2		6	127		122	
12	1		1	79		75	
13			3	43		41	
14				25		24	
15			1	20		19	
16				14		13	
17			2	8		7	
18				7		7	
19				4		4	
20				2		2	
21			1				
22						1	
23							
24				1		1	
25				1			
26							
27							
28							
29				1		1	
TOTAL	1563	1023	2626	23650	483	23190	669
%age of appear twice	17.5%	19.8%	55.0%	51.1%	23.2%	51.3%	7.3%
%age of appear more than twice	11%	8%	20%	35%	9%	34%	1%

4.3 Price Competition

To appreciate the price competition in the passenger carriage service market, we have recorded, through the roadside survey, screenline survey and airport survey, over one hundred company names and telephone numbers which are advertised on the vehicle bodies. We made telephone calls to these companies and asked them for quotations for passenger carriage services. We obtained 2931 price quotations over 18 fixed origin and destination (O-D) pairs. We then obtained the corresponding taxi fares from the taxi associations which ask their member drivers to record the usual minimum and maximum fares. The fare level varies between minimum and maximum over the same O-D pair because of traffic congestion. We then compared the fare levels of the taxi and the fare quotations from the service companies. Detail analysis is contained in Appendix F.

Figures 4.4a and 4.4b show the key results. We group the O-D pairs into six domains, i.e., i) within Hong Kong Island; ii) within Kowloon Peninsula; iii) New Territories; iv) Hong Kong Island to Kowloon or Kowloon to Hong Kong Island; v) Kowloon to New Territories or New Territories to Kowloon and vi) Hong Kong Island to New Territories or New Territories to Hong Kong Island.

Figures 4.4a and 4.4b show the fare levels of taxi and van companies of all the O-D pairs in the six domains. There are three major observations over the fare difference over all the O-D trips:

- a) the difference is not obvious for fare level below HK\$100;
- b) the difference gets larger when the O-D trips are longer or more expensive; and
- c) the fare deviations of taxi are small for all the trips while that of the van companies are getting larger for longer or more expensive O-D trips.

For the trips within HKI and KLN, the fare differences are now obvious. The fare level is below HK\$100. For the trips in domain iv), the differences begin to show. The taxi fare is getting higher than that of the quoted fare of the van companies. For trips in domain iii) and v), the fare difference enlarges as the trips get more and more expensive. And, the biggest differences appear for trips in domain vi); to be more exact, for the trip O-D of Aberdeen Centre (Hoi Chu Court) and Hong Kong International Airport. The biggest fare difference is in the range of HK\$200.

To conclude, taxi fare is competitive for trips below HK\$100 and becomes less and less competitive for more and more expensive trips. The fare level of the van companies is less negotiable for trips less than HK\$100 and becomes more and more negotiable for more and more expensive trips. It reflects that if these van companies are operating illegal to compete with the taxi, the taxi trade is really under a very severe competition. In fact, the van companies have never asked whether there is any goods to carry for giving out the quotations.

Figure 4.4a Fare of taxi and fare quotations from van companies.

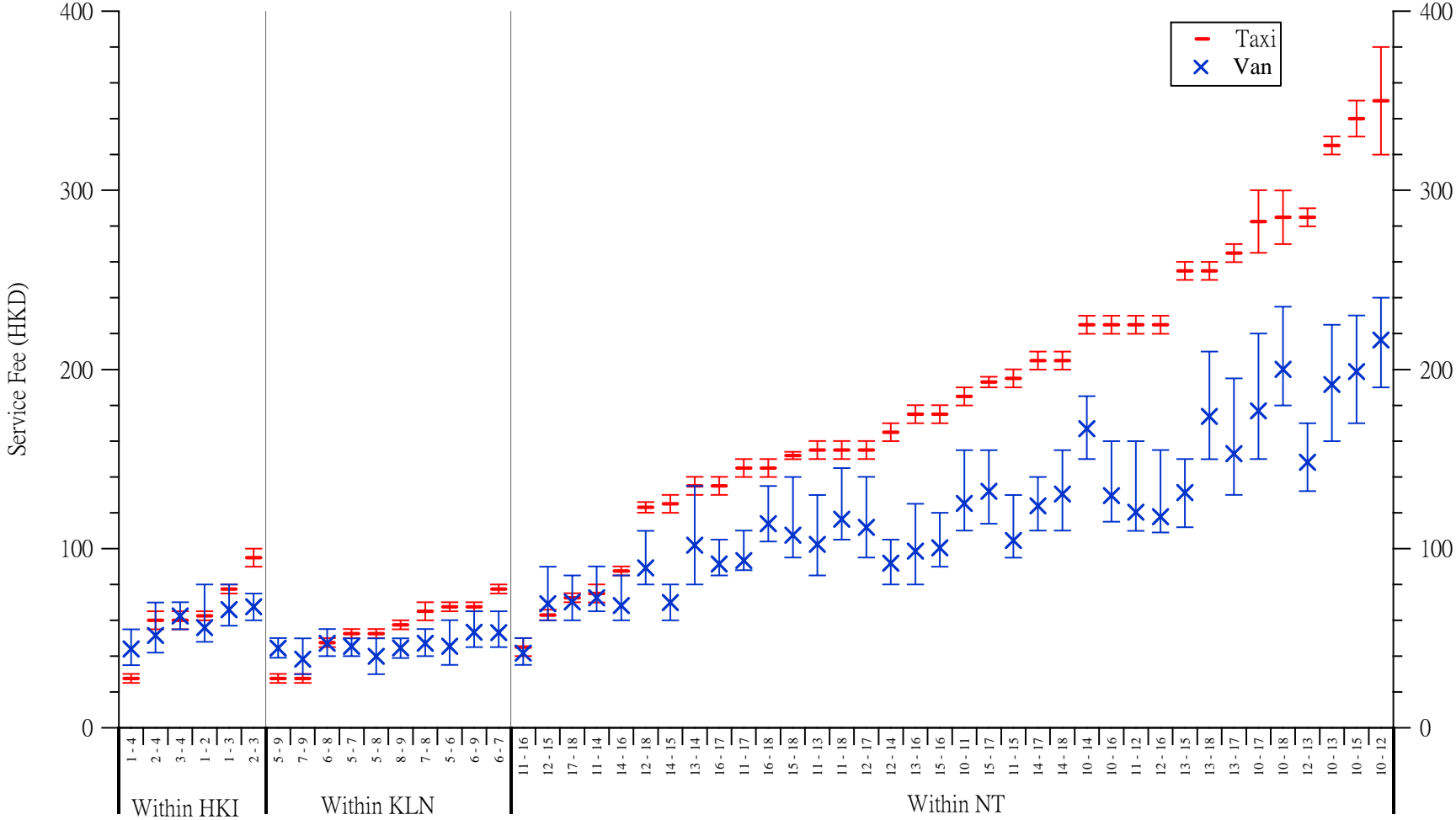
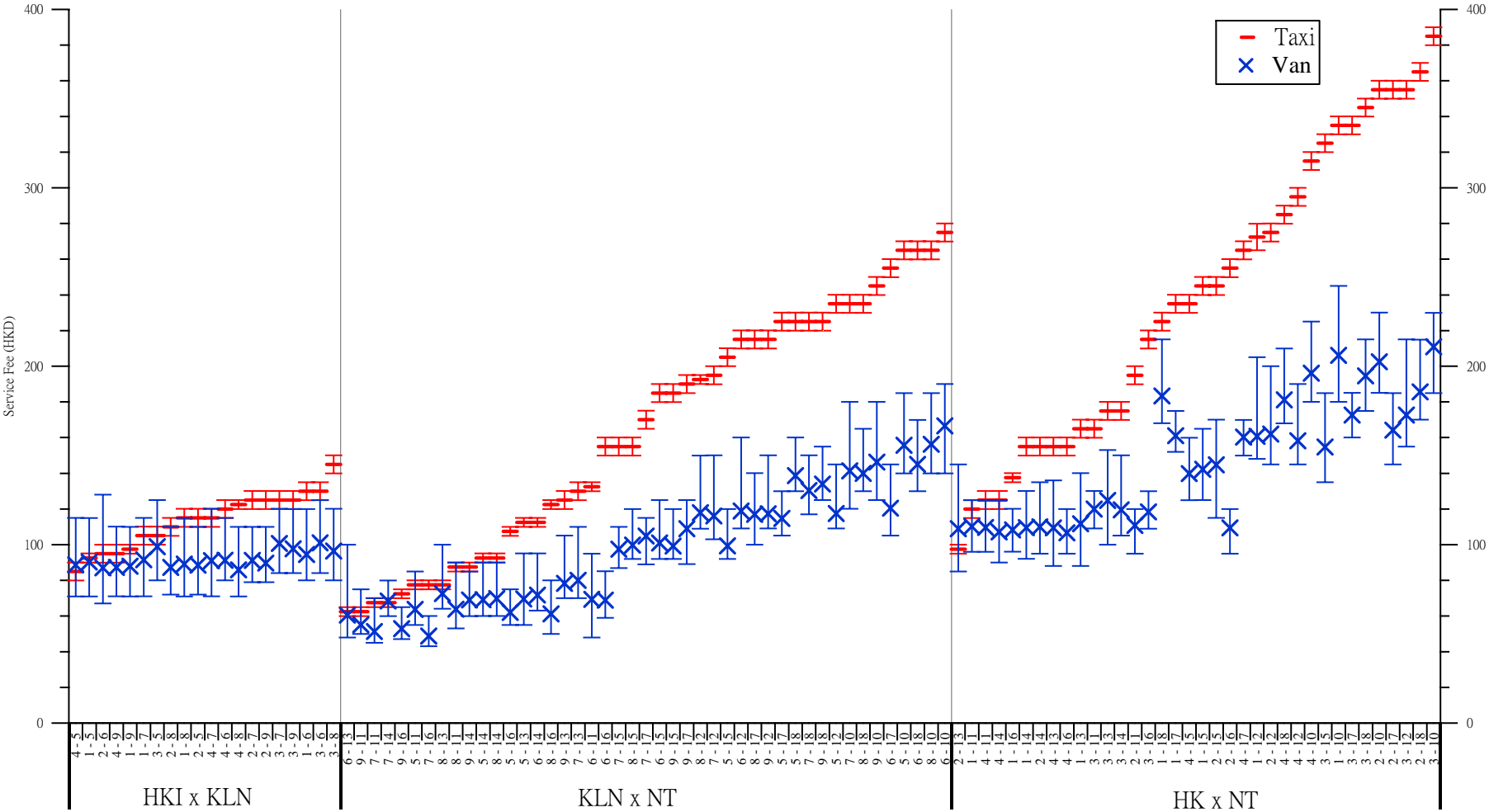


Figure 4.4b Fare of taxi and fare quotations from van companies.



5. POLICY AND REGULATION

5.1 Taxi and for-hire vehicle policy and regulation in major world cities

5.1.1. Relevant regulations in New York, London and Hong Kong

The New York City Taxi and Limousine Commission (TLC), created in 1971, is the agency responsible for licensing and regulating New York City's medallion (yellow) taxicabs, for-hire vehicles (community-based liveries and black cars), commuter vans, paratransit vehicles (ambulettes) and certain luxury limousines. The regulations can be found in New York City Administrative Code, Title 19, Chapter 5 on Transportation; or in the TLC Rules.

The Public Carriage Office under the control of Transport for London is the agency responsible for licensing and regulating taxis and private hire vehicles in London. Taxis are regulated by the London Hackney Carriage Act (1843) while private hire vehicles are regulated by the Private Hire Vehicles (London) Act 1998.

The Transport Department is the agency responsible for licensing and regulating taxis and hire cars. Relevant regulations are covered in Chapter 374 Road Traffic Ordinance, and the associated regulations, such as Chapter 374D, Road Traffic (Public Service Vehicles) Regulations.

In general, the relevant regulations in London and New York have separate sections for taxis and in more detail while those in Hong Kong are dispersed throughout Chapter 374 and contain less detail.

5.1.2 Level of regulation of taxis

Over the world, taxi is very strictly regulated. Each city has regulations governing taxi operation, including the following aspects:

- Issue and renewal of vehicle licenses
- Issue and renewal of driver licenses
- Registration of vehicle
- Drivers
- Owners
- Taximeter
- Passenger capacity
- Fare
- Region of operation
- Taxi identification
- Age limitation of taxi
- Taxi ranks (taxi stands)
- Vehicle conditions
- Vehicle inspections

Taxis in different countries/cities might have different carrying capacities. In most cities, the maximum carrying capacity is five, while in some countries, like in Belgium, Denmark and Sweden, the number of passenger might be up to nine. Different kinds of vehicles have been used as taxis. Some examples are shown in Appendix G1.

London as example:

- Formal requirements to provide information to clients (license number has to be displayed outside and inside of a taxi).
- The fare data have to be displayed inside the taxi
- Special taxi driver tests
- Depending on age, medical declaration and examination are mandatory
- Test on knowledge of London (The Knowledge Test)
- London taxi has a unique specification with a very small turning circle.
- Only taxis registered in London are permitted to use the ranks at the airport.
- There are formal channels for handling consumer complaints
- Taxi areas: All-London License or Suburban License (one or more of 16 suburban sectors)
- The Black Cabs are designed to take up to 6 passengers in the back, and hold luggage in the front next to the driver.

New York as example

New York has strong regulations for taxis. The following is an example on the requirements for taxi driver license applicant:

An applicant for a taxicab driver's license must be:

- (1) at least 19 years of age;
- (2) a citizen or person lawfully resident in the United States;
- (3) a holder of a valid New York State chauffeur's license, or a holder of an equivalent class of valid license from another state of which he is a resident and who provides the Commission with an abstract of his driving record from that state. For the purposes of these rules, a valid chauffeur's license, or a license of an equivalent class, shall mean a license, issued by the New York State Department of Motor Vehicles or by the agency of another state which issues such license, which is neither probationary, suspended, revoked, conditional, nor restricted as to use for violations of traffic laws or regulations;
- (4) of sound physical condition as certified to by a physician licensed to practice in New York State or in the state in which the applicant resides, on forms provided by the Commission. If the Commission has cause to believe that an applicant or driver has a physical or mental impairment that renders him unfit for the safe operation of a taxicab, it may direct the applicant or driver to appear before a duly licensed physician designated by the Commission, for an examination of his physical or mental condition. Failure to appear as directed may lead to suspension or revocation of an existing license;
- (5) not addicted to the use of drugs or intoxicating liquors;
- (6) able to speak, read, write and understand the English language;
- (7) of good moral character;
- (8) familiar with the geography, streets and traffic regulations of the City of New York and the rules and regulations of the New York City Taxi and Limousine Commission, as well as the Vehicle and Traffic Law of the State of New York;
- (9) the holder of a certificate of attendance for the required hours of instruction in taxi related subjects at a school approved by the Commission; and
- (10) the holder of a certificate of completion for the required hours of instruction in a defensive driving course from a school, facility or agency authorized by the Commission and certified by the New York State Department of Motor Vehicles. The course must have been completed within six (6) months prior to the date of application.

Paris as an example

Taxi in Paris may carry up to eight passengers, but most taxis carry a maximum of five passengers.

- The taxis do not have a single colour.

- Minivans can also be used as taxis.
- Fares are charged based on days of the week and time of the day.
- There may be additional charge for the fourth and fifth passengers.

Taxi in Germany

Sedan taxi can take four passengers while minivan taxi can take up to six passengers.

5.1.3 For hire vehicles

In both London and New York, passengers can choose taxis and for-hire vehicles other than taxis. The for-hire vehicles are also strongly regulated in both cities.

London

Taxis are authorized to accept hails from persons in the street. London's famous taxis (black cabs) can either be booked in advance, hailed on the street or found at taxi ranks.

The for-hire vehicles in London are regulated by the Private Hire Vehicles (London) Act 1998. The Act provides for the licensing and regulation of private hire operators, drivers and vehicles in London. Private hire vehicles must always be booked through a licensed operator. Any private hire vehicle not booked through an operator is illegal, unlicensed and uninsured.

New York

Taxicab. A "taxicab" is a motor vehicle licensed and approved by the TLC to carry no more than five (5) passengers and authorized to accept hails from persons in the street. "Medallion" means the metal plate issued by the commission for displaying the license number of a licensed taxicab on the outside of the vehicle. New York taxicabs are also referred as Medallion taxicab. They are yellow in colour and hence are also called the yellow taxicab.

"For-hire vehicle" means a motor vehicle carrying passengers for hire in the city, with a seating capacity of twenty passengers or less, not including the driver, other than a taxicab, coach, wheelchair accessible van, commuter van or an authorized bus operating pursuant to applicable provisions of law. For-hire vehicles are not permitted to accept street hails from passengers in the street and are required to be licensed by the TLC. The TLC rules on for-hire vehicles contain 72 pages.

5.2 Taxi and For-hire Vehicle Policy and Regulation in Hong Kong

5.2.1 Type of vehicles

In Hong Kong, motor vehicles can be registered as one of the following, as stated in Chapter 374 Road Traffic Ordinance:

- Private car
- Taxi
- Public light bus
- Private light bus
- Light goods vehicle
- Medium goods vehicle
- Public bus
- Private bus
- Heavy goods vehicle
- Special purpose vehicle
- Motor cycle
- Motor tricycle

- Invalid carriage
- Trailer
- Rickshaw

The vehicles mentioned above can be broadly be classified into three groups:

- Private cars
- Goods vehicles
- Public service vehicles

5.2.2 Some definitions

The following definitions are applied in Chapter 374 Road Traffic Ordinance and the associated regulations:

1. "Private car" means a motor vehicle constructed or adapted for use solely for the carriage of a driver and not more than 7 passengers and their personal effects but does not include an invalid carriage, motor cycle, motor tricycle or taxi;
2. "Goods vehicle" means a motor vehicle, or trailer, which is constructed or adapted for use primarily for the carriage of goods;
3. "Goods" includes burden of any description;
4. "Personal effects" means goods which are the property of the driver of a motor vehicle or any passenger carried therein;
5. "Public service vehicle" means any motor vehicle registered as a public bus, public light bus or taxi, or as a private car in respect of which a hire car permit is in force;
6. "Van-type light goods vehicle" means a light goods vehicle constructed with a fully enclosed body which is an integral part of the vehicle.

Hence, the taxis and for-hire vehicles are grouped under "public service vehicles".

5.2.3 Regulations on taxis

The regulations on taxis are covered in Chapter 374 Road Traffic Ordinance and its associated regulations. The ordinance and regulations covers the registration and licensing of taxis and drivers, as well as the operation and constructions of taxis:

- Issue and renewal of vehicle licenses
- Issue and renewal of driver licenses
- Registration of vehicle
- Drivers
- Owners
- Taximeter
- Passenger capacity
- Fare
- Region of operation
- Taxi identification
- Age limitation of taxi
- Taxi ranks (taxi stands)
- Vehicle conditions
- Vehicle inspections

The maximum passenger capacity has been limited to 5.

5.2.4 Hire car regulation

There are specific regulations in Chapter 374 Road Traffic Ordinance and the associated regulations governing the licensing, registration and operation of hire cars.

For example:

The Commissioner may issue a hire car permit in respect of a private car for the carriage of passengers for hire or reward, for any of the following types of services-

- (a) an hotel hire car service;
- (b) a tour hire car service;
- (c) an airport hire car service;
- (d) a school hire car service;
- (e) a private hire car service.

The total number of hire car permits which may be issued shall be-

- (a) for private hire car service, 1500;
- (b) for hotel hire car service, 400;
- (c) for airport hire car service, 60;(d) for school hire car service, 1500;
- (e) for tour hire car service, 400.

A private car in respect of which a hire car permit is issued for an hotel hire car service shall not be hired other than for the conveyance of guests of an hotel which is specified in the hire car permit and of persons bona fide accompanying such guests.

A private car in respect of which a hire car permit is issued for a tour hire car service shall not be hired other than for the conveyance of visitors to Hong Kong and of persons bona fide accompanying such visitors on a journey which commences and terminates at the same point.

A private car in respect of which a hire car permit is issued for an airport hire car service shall not be hired other than for the conveyance of persons who board or alight from the vehicle at the Hong Kong International Airport.

A private car in respect of which a hire car permit is issued for a school hire car service shall not be hired other than for the conveyance of the students, teachers and employees of any schools.

A hire car permit holder shall not place or cause to be placed on or in the private car any marking, words, sign or device visible on or from the outside of the car except such as may be approved or required by law or by the Commissioner in writing.

The private car shall not be fitted with any equipment permitting the driver to transmit and receive messages by radio, unless the hire car permit is for an hotel hire car service or an airport hire car service.

Any person who drives or uses any private car in respect of which a hire car permit is issued in contravention of any condition to which the hire car permit is subject commits an offence and is liable to a fine of \$1000 and to imprisonment for 6 months.

5.2.5 Light goods van

Light goods van is defined as a type of light goods vehicle. However such vehicles are known to be used as private cars and even for the carriage of passengers for hire or reward.

According to the law, no person shall drive or use a light goods van for the carriage of passengers for hire or reward.

According to the law, no person shall solicit or attempt to solicit any person for hire or reward to travel in any vehicle which is licensed as a light goods van.

Any person who contravenes commits an offence and is liable to a fine and to imprisonment.

However:

A light goods vehicle has a maximum passenger capacity of 5.

“Personal effects” means goods which are the property of the driver of a motor vehicle or any passenger carried therein.

It is thus difficult to point out if a goods vehicle carrying a passenger with personal effects for hire or reward is against the law or not.

5.2.6 Contravene of condition of license

According to the law, no person shall drive or use a motor vehicle for the carriage of passengers for hire or reward unless-

- (i) the vehicle is licensed as a public bus, public light bus or **taxi**;
- (ii) the vehicle is licensed as a private bus and the passengers are students, teachers or employees of an educational institution, disabled persons, or persons employed to assist disabled persons;
- (iii) a hire car permit is in force in respect of the vehicle.

No person shall solicit or attempt to solicit any person for hire or reward to travel in any vehicle which is licensed as-

- (a) a private car;
- (b) a private light bus;
- (c) a private bus;
- (d) a light goods vehicle;
- (e) a medium goods vehicle; or
- (f) a heavy goods vehicle.

No person shall permit or suffer a motor vehicle which is licensed as a private car, private light bus or private bus to stand or ply for hire or reward.

Subject to this Ordinance, no person shall-

- (a) drive or use a motor vehicle; or
 - (b) suffer or permit a motor vehicle to be driven or used,
- for the carriage of goods (other than personal effects) for hire or reward unless-
- (i) the vehicle is licensed as a light goods vehicle, a medium goods vehicle or a heavy goods vehicle; or
 - (ii) in the case of a vehicle licensed as a public bus, a private bus, a public light bus or a private light bus, the Commissioner has issued a permit for such carriage of goods by the vehicle.

No person shall (a) drive or use; or (b) permit or suffer to be driven or used, a motor vehicle in contravention of any conditions subject to which the vehicle license was issued.

Any person who contravenes commits an offence and is liable to a fine and to imprisonment.

More details are shown in Appendix G2.

5.2.7 Prosecution cases

We have searched the database of the judiciary of Hong Kong regarding the court cases involving van-type LGV carrying passenger for reward. However, we have found none. It reflects two possibility: a) the law enforcing authority has never enforced the law or b) the law is not enforceable.

6 CONCLUSIONS AND RECOMMENDATIONS

The review revealed the following facts:

- a) The taxi passenger carriage business in general has been slowing down and getting more difficult in the last four years; the situation of taxi in New Territories is worst. The taxis have to wait longer to get a passenger while a passenger waits less to ride on a taxi at taxi stands. The taxi in Lantau is however an exception, enjoying a growing business. The Lantau taxis wait a lot shorter time to get a passenger.
- b) Van-type light goods vehicle (LGV) is an obvious competitor of the taxi. Companies advertise their transportation services (passenger with or without goods) on vehicle bodies and many web-sites. The number of licensed light goods vehicles has been rising in the last few months in 2005. The fleet of LGV is nearly four times larger than that of the taxi.
- c) Over 99% of the van-type LGVs running in the urban areas or operating in roadside during loading/unloading carry two or less than two passengers in the front seat. Some 43% of the van-type LGVs performing roadside loading/ unloading activities have only the front seat in the vehicles.
- d) The carrying capacity of the taxi can cater for 95% of the transport services demands of traveling passengers at the airport. Only less than 5% of the passengers who either travel in groups larger than five or carry goods/ luggage more than ten pieces that the taxi cannot cope with.
- e) A significant number and proportion of van-type LGVs carry more than two passengers at the airport, indicating that they may carry passengers for rewards which may not be permitted in law.
- f) There are significant numbers and proportions of 5-seater private car, 7-seater private car and van-type LGVs probably running passenger carriage business at the airport. Around one in five of these vehicles appeared more than once in one of the survey days.
- g) The fare of the taxi services is competitive for trips less than HK\$100 but gradually loses its competitiveness as the trips get more expensive or longer compared to the fare quotations from the van companies. The fare levels quoted by the van companies are more negotiable as the fare gets more expensive.
- h) Taxi services and fare levels are governed by dedicated offices in major world cities such as New York and London. The carrying capacity of taxi is not necessarily five and many major world cities and countries do allow a higher carrying capacity. There may be different types of taxi with larger capacity to serve passengers at the airport.
- i) It is also common to have licensed hire vehicles to take passengers to and from the airport. These licensed hire vehicles may have a much higher carrying capacity, say 20 for New York. However, these vehicles are not allowed to accept hails on the street. Passengers have to pre-book these vehicles from licensed agencies.
- j) The Chapter 374 Road Traffic Ordinance of the Hong Kong law regulates all passenger carriage vehicles. Apart from taxi, it allows licensed hire vehicles to carry passengers. The light goods vehicles are allowed to carry up to five passengers. However, all light goods vehicles are not allowed to carry passengers for rewards. The current practices of the van-type LGVs, in particular, advertising, soliciting and charging passengers without goods are likely violating the relevant clauses of the Road Traffic Ordinance. But, there are no court cases found involving this clause of Chapter 374 in the database of the judiciary web-site.
- k) There is a grey area in the relevant clause of Chapter 374 Road Traffic Ordinance regarding the definitions of personal effects and goods. The licensed van-type LGVs are permitted to carry goods but not passenger with personal effects for hire

or reward. However, the same Ordinance explains that personal effects can be small items personal belongings and can also be goods.

Based on these facts, we have the following recommendations:

- a) The business environment of the urban and New Territory taxis has been getting worse over the last four years probably owing to the deteriorating economic situation in Hong Kong. There is a general hard feeling in the trade. Further market intrusion in the taxi business will certainly aggravate this hard feeling. The services offered by the van-type LGV companies obviously jeopardize the taxi business. The activity of the van-type LGV especially at the airport probably violates the Chapter 374 Road Traffic Ordinance. The responsible authority should take immediate actions to stop all illegal activities that harm the taxi business market.
- b) At the policy level, the current situation that the van-type LGV and the taxi offer overlapping passenger carriage services especially at the airport is highly unsatisfactory. The only difference of these two services is that van-type LGV is not permitted to accept hails on street while taxi can. This situation inflicts an equity issue. Taxi is highly regulated including requirements of drivers, vehicle body and fare level. It also has to bear a very high capital cost in terms of the high license fee, in the order of HK\$3 million. The van-type LGV is less regulated and bears much lower capital cost to operate. The intention of the law maker should not have allowed this to happen. In view of the market intrusion situation as revealed in this review, there is an immediate need to restrict the services offered by van-type LGV to primarily carry goods so as to comply with the spirit of the law. This task certainly requires the legal professional to do. As non-legal professionals, we can only contribute some ideas for the direction to change. There are three possible directions:
 - i. to limit the passengers carried by the van-type LGV to 2 and in effect do away with the back seats of this type of vehicles in order to reflect the primary role of goods carrying for this type of vehicle. The impact of this change to those van-type LGVs genuinely for goods carrying is minimal. Less than 1% of van-type LGV carry more than 2 passengers at the screenline survey and 2.6% at roadside survey as shown in the survey results;
 - ii. to specify the key words “goods carriage” to be used in advertising the LGV (including van-type LGV) services; as such there is no confusion in public perception; and
 - iii. to clearly define the term “personal effects” and “goods” in the Chapter 374 Road Traffic Ordinance so that goods do not include small personal items such as a brief case or a small bag.
- c) There is a significant number of private cars likely to run passenger carrying business at the airport. These private cars may be licensed hire cars, company cars and hotel cars. However, some of them may also be unlicensed passenger vehicles. As such, these vehicles are probably operating illegally. They intrude severely into the taxi business market. The authority should step up the enforcement action against these illegal activities.
- d) To cater for the demands of passengers who may travel in big group with more luggages at the airport, a larger taxi body is needed. The taxi trade may consider using a larger taxi car model so as to increase its luggage carrying capacity and the authority may consider allowing taxi to have a larger passenger carrying capacity to meet with these demands at the airport. There are many larger taxi models running in many major world cities.

Appendix A1 Airport Survey Locations and Period

Figure A1 Site location (Hong Kong International Airport)



Table A1. Number of surveyors at designated sites.

Ref. No.	Site Location	Number of Surveyors (person)
1	Car Park 1	4
2	Limousine area	4
3	Departures Kerb	6
4	Car Park 4 (Level 5)	3
5	Taxi Pick-up Area	4
	Total	21

Table A2. Survey date and period.

Date	28/11/2005	29/11/2005	30/11/2005	1/12/2005	2/12/2005
Day	Mon	Tue	Wed	Thu	Fri
Period	19:00 – 21:00	19:00 – 21:00	19:00 – 21:00	14:00 – 21:00	14:00 – 21:00

Table A3. Permission of pick-up and let down for airport survey sites.

Ref. No.	1	2	3	4	5
Sites	Car Park 1	Limousine Area	Departure kerb	Car Park 4	Taxi Pick-up Area
Private car – 5 seater (PC(5S))	L	L	L	L	
Private car – 7 seater (PC(7P))	P	P		P	
Taxi	L		L	L	P
Light goods vehicle (LGV)	L			L	
	P			P	

*Note: L – permit to let down; P – permit to pick-up; PC(5S)

Appendix A2 Data Forms used in the Airport Survey

Form 1(Airport survey)

Reference No: _____ 調查員: _____ Date: _____

地點		上落客情況	上 / 落(*)
日期		時間	
車輛類型	私家車(5 人)(7 人) / 的士 / 小型貨車 (*)		
車牌	(香港) (國內)		
公司名稱			小型貨車適用
電話			
乘客人數		成人	小孩
		男	女
		12 歲以下	
	亞裔		
	南亞裔		
行李數量	行李總	(大)(件)	(小)(件)
	尼龍袋/布袋	(個)	
	手提袋/背包	(個)	
貨物數量	貨物	(大)(件)	(小)(件)
備註欄			

地點		上落客情況	上 / 落(*)
日期		時間	
車輛類型	私家車(5 人)(7 人) / 的士 / 小型貨車 (*)		
車牌	(香港) (國內)		
公司名稱			小型貨車適用
電話			
乘客人數		成人	小孩
		男	女
		12 歲以下	
	亞裔		
	南亞裔		
行李數量	行李總	(大)(件)	(小)(件)
	尼龍袋/布袋	(個)	
	手提袋/背包	(個)	
貨物數量	貨物	(大)(件)	(小)(件)
備註欄			

地點		上落客情況	上 / 落(*)
日期		時間	
車輛類型	私家車(5 人)(7 人) / 的士 / 小型貨車 (*)		
車牌	(香港) (國內)		
公司名稱			小型貨車適用
電話			
乘客人數		成人	小孩
		男	女
		12 歲以下	
	亞裔		
	南亞裔		
行李數量	行李總	(大)(件)	(小)(件)
	尼龍袋/布袋	(個)	
	手提袋/背包	(個)	
貨物數量	貨物	(大)(件)	(小)(件)
備註欄			

地點		上落客情況	上 / 落(*)
日期		時間	
車輛類型	私家車(5 人)(7 人) / 的士 / 小型貨車 (*)		
車牌	(香港) (國內)		
公司名稱			小型貨車適用
電話			
乘客人數		成人	小孩
		男	女
		12 歲以下	
	亞裔		
	南亞裔		
行李數量	行李總	(大)(件)	(小)(件)
	尼龍袋/布袋	(個)	
	手提袋/背包	(個)	
貨物數量	貨物	(大)(件)	(小)(件)
備註欄			

(*請刪除不適用者)

Form 2(Airport survey)

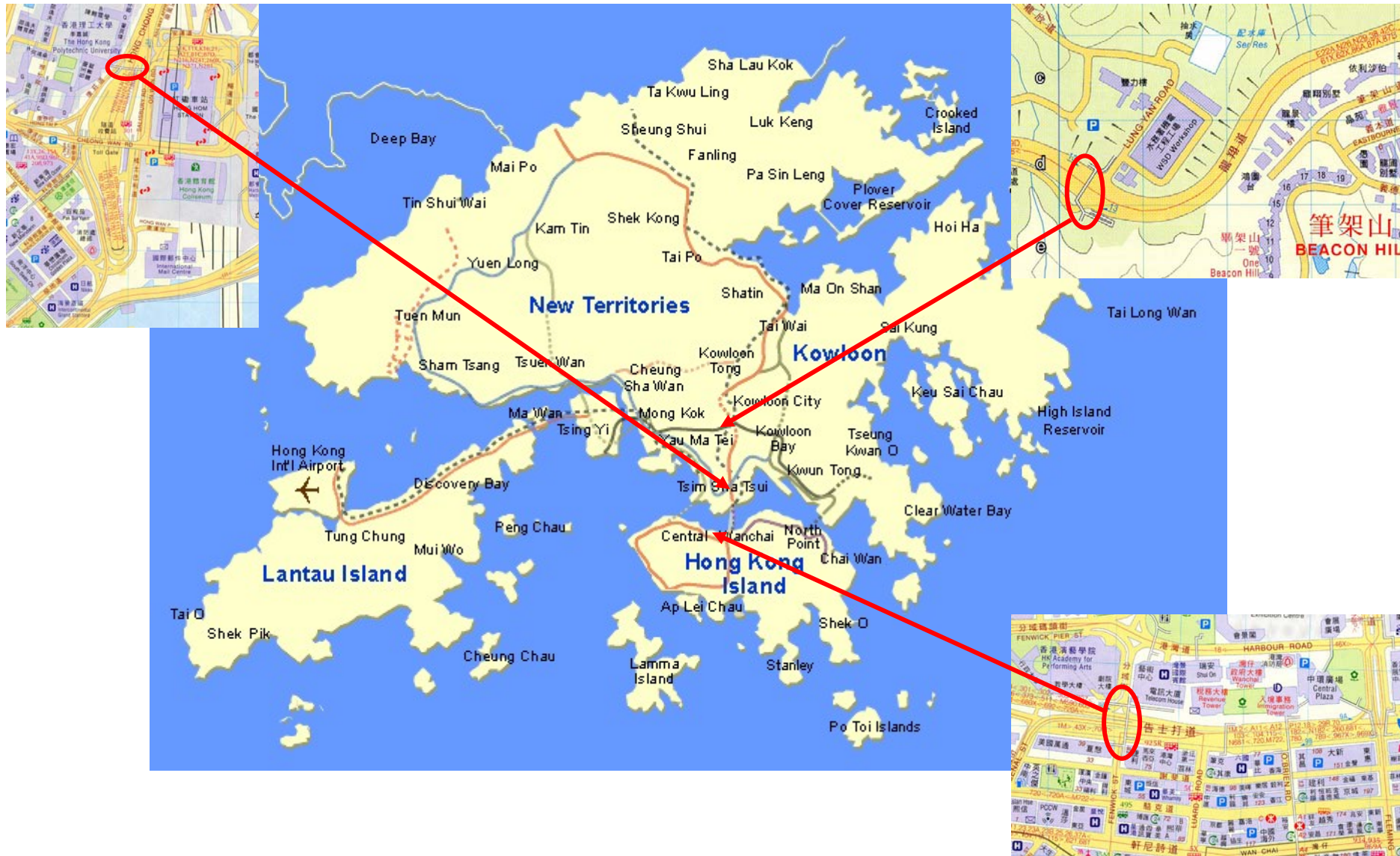
Reference No:_____

調查員：_____

[illegible]

*每 10 分鐘重新計算

Appendix B1 Screenline Survey Locations



Appendix B2 Data Forms used in the Screenline Survey

地點：

方向： To

日期：

時間：

數目	車牌	公司	電話	乘客數目
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

數目	車牌	公司	電話	乘客數目
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
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38				
39				
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41				
42				
43				
44				
45				

Appendix C Origin-Destination Pair for the Telephone Survey

O-D Pair	Origin			Destination		
	Region	District	Location	Region	District	Location
1	HKI	Central & Western	Central(Star Ferry Pier)	HKI	Eastern	Kornhill(Block N)
2					Southern	Aberdeen Centre(Hoi Chu Court)
3					Wan Chai	Southorn Centre
4				KLN	Kowloon City	Whampoa Garden
5					Kwun Tong	Laguna City
6					Sham Shui Po	Lai Kok Estate
7					Wong Tai Sin	Plaze Hollywood
8					Yau Tsim Mong	Park Avenue
9				NT	Island	Hong Kong International Airport
10					Kwai Tsing	Mayfair Gardens
11					North	Sheung Shui Town Centre
12					Sai Kung	Metro City(Phase 2)
13					Sha Tin	New Town Plaza(Phase 3)
14					Tai Po	Tai Po Centre
15					Tsuen Wan	Discovery Park
16					Tuen Mun	Tuen Mun Town Plaza
17					Yuen Long	Sun Yuen Long Plaza
18	HKI	Eastern	Kornhill(Block N)	HKI	Southern	Aberdeen Centre(Hoi Chu Court)
19					Wan Chai	Southorn Centre
20				KLN	Kowloon City	Whampoa Garden
21					Kwun Tong	Laguna City
22					Sham Shui Po	Lai Kok Estate
23					Wong Tai Sin	Plaze Hollywood
24					Yau Tsim Mong	Park Avenue
25				NT	Island	Hong Kong International Airport
26					Kwai Tsing	Mayfair Gardens
27					North	Sheung Shui Town Centre
28					Sai Kung	Metro City(Phase 2)
29					Sha Tin	New Town Plaza(Phase 3)
30					Tai Po	Tai Po Centre
31					Tsuen Wan	Discovery Park
32					Tuen Mun	Tuen Mun Town Plaza
33					Yuen Long	Sun Yuen Long Plaza

O-D Pair	Origin			Destination		
	Region	District	Location	Region	District	Location
34	HKI	Southern	Aberdeen Centre (Hoi Chu Court)	HKI	Wan Chai	Southorn Centre
35				KLN	Kowloon City	Whampoa Garden
36					Kwun Tong	Laguna City
37					Sham Shui Po	Lai Kok Estate
38					Wong Tai Sin	Plaze Hollywood
39					Yau Tsim Mong	Park Avenue
40				NT	Island	Hong Kong International Airport
41					Kwai Tsing	Mayfair Gardens
42					North	Sheung Shui Town Centre
43					Sai Kung	Metro City(Phase 2)
44					Sha Tin	New Town Plaza(Phase 3)
45					Tai Po	Tai Po Centre
46					Tsuen Wan	Discovery Park
47					Tuen Mun	Tuen Mun Town Plaza
48					Yuen Long	Sun Yuen Long Plaza
49	HKI	Wan Chai	Southorn Centre	KLN	Kowloon City	Whampoa Garden
50					Kwun Tong	Laguna City
51					Sham Shui Po	Lai Kok Estate
52					Wong Tai Sin	Plaze Hollywood
53					Yau Tsim Mong	Park Avenue
54				NT	Island	Hong Kong International Airport
55					Kwai Tsing	Mayfair Gardens
56					North	Sheung Shui Town Centre
57					Sai Kung	Metro City(Phase 2)
58					Sha Tin	New Town Plaza(Phase 3)
59					Tai Po	Tai Po Centre
60					Tsuen Wan	Discovery Park
61					Tuen Mun	Tuen Mun Town Plaza
62					Yuen Long	Sun Yuen Long Plaza

O-D Pair	Origin			Destination		
	Region	District	Location	Region	District	Location
63	KLN	Kowloon City	Whampoa Garden	KLN	Kwun Tong	Laguna City
64					Sham Shui Po	Lai Kok Estate
65					Wong Tai Sin	Plaze Hollywood
66					Yau Tsim Mong	Park Avenue
67				NT	Island	Hong Kong International Airport
68					Kwai Tsing	Mayfair Gardens
69					North	Sheung Shui Town Centre
70					Sai Kung	Metro City(Phase 2)
71					Sha Tin	New Town Plaza(Phase 3)
72					Tai Po	Tai Po Centre
73					Tsuen Wan	Discovery Park
74					Tuen Mun	Tuen Mun Town Plaza
75					Yuen Long	Sun Yuen Long Plaza
76	KLN	Kwun Tong	Laguna City	KLN	Sham Shui Po	Lai Kok Estate
77					Wong Tai Sin	Plaze Hollywood
78					Yau Tsim Mong	Park Avenue
79				NT	Island	Hong Kong International Airport
80					Kwai Tsing	Mayfair Gardens
81					North	Sheung Shui Town Centre
82					Sai Kung	Metro City(Phase 2)
83					Sha Tin	New Town Plaza(Phase 3)
84					Tai Po	Tai Po Centre
85					Tsuen Wan	Discovery Park
86					Tuen Mun	Tuen Mun Town Plaza
87					Yuen Long	Sun Yuen Long Plaza
88	KLN	Sham Shui Po	Lai Kok Estate	KLN	Wong Tai Sin	Plaze Hollywood
89					Yau Tsim Mong	Park Avenue
90				NT	Island	Hong Kong International Airport
91					Kwai Tsing	Mayfair Gardens
92					North	Sheung Shui Town Centre
93					Sai Kung	Metro City(Phase 2)
94					Sha Tin	New Town Plaza(Phase 3)
95					Tai Po	Tai Po Centre
96					Tsuen Wan	Discovery Park
97					Tuen Mun	Tuen Mun Town Plaza
98					Yuen Long	Sun Yuen Long Plaza

O-D Pair	Origin			Destination		
	Region	District	Location	Region	District	Location
99	KLN	Wong Tai Sin	Plaze Hollywood	KLN	Yau Tsim Mong	Park Avenue
100				NT	Island	Hong Kong International Airport
101					Kwai Tsing	Mayfair Gardens
102					North	Sheung Shui Town Centre
103					Sai Kung	Metro City(Phase 2)
104					Sha Tin	New Town Plaza(Phase 3)
105					Tai Po	Tai Po Centre
106					Tsuen Wan	Discovery Park
107					Tuen Mun	Tuen Mun Town Plaza
108					Yuen Long	Sun Yuen Long Plaza
109	KLN	Yau Tsim Mong	Park Avenue	NT	Island	Hong Kong International Airport
110					Kwai Tsing	Mayfair Gardens
111					North	Sheung Shui Town Centre
112					Sai Kung	Metro City(Phase 2)
113					Sha Tin	New Town Plaza(Phase 3)
114					Tai Po	Tai Po Centre
115					Tsuen Wan	Discovery Park
116					Tuen Mun	Tuen Mun Town Plaza
117					Yuen Long	Sun Yuen Long Plaza
118	NT	Island	Hong Kong International Airport	NT	Kwai Tsing	Mayfair Gardens
119					North	Sheung Shui Town Centre
120					Sai Kung	Metro City(Phase 2)
121					Sha Tin	New Town Plaza(Phase 3)
122					Tai Po	Tai Po Centre
123					Tsuen Wan	Discovery Park
124					Tuen Mun	Tuen Mun Town Plaza
125					Yuen Long	Sun Yuen Long Plaza

O-D Pair	Origin			Destination		
	Region	District	Location	Region	District	Location
126	NT	Kwai Tsing	Mayfair Gardens		North	Sheung Shui Town Centre
127					Sai Kung	Metro City(Phase 2)
128					Sha Tin	New Town Plaza(Phase 3)
129				NT	Tai Po	Tai Po Centre
130					Tsuen Wan	Discovery Park
131					Tuen Mun	Tuen Mun Town Plaza
132					Yuen Long	Sun Yuen Long Plaza
133	NT	North	Sheung Shui Town Centre		Sai Kung	Metro City(Phase 2)
134					Sha Tin	New Town Plaza(Phase 3)
135				NT	Tai Po	Tai Po Centre
136					Tsuen Wan	Discovery Park
137					Tuen Mun	Tuen Mun Town Plaza
138					Yuen Long	Sun Yuen Long Plaza
139	NT	Sai Kung	Metro City(Phase 2)		Sha Tin	New Town Plaza(Phase 3)
140					Tai Po	Tai Po Centre
141				NT	Tsuen Wan	Discovery Park
142					Tuen Mun	Tuen Mun Town Plaza
143					Yuen Long	Sun Yuen Long Plaza
144	NT	Sha Tin	New Town Plaza(Phase 3)		Tai Po	Tai Po Centre
145				NT	Tsuen Wan	Discovery Park
146					Tuen Mun	Tuen Mun Town Plaza
147					Yuen Long	Sun Yuen Long Plaza
148	NT	Tai Po	Tai Po Centre		Tsuen Wan	Discovery Park
149				NT	Tuen Mun	Tuen Mun Town Plaza
150					Yuen Long	Sun Yuen Long Plaza
151	NT	Tsuen Wan	Discovery Park	NT	Tuen Mun	Tuen Mun Town Plaza
152					Yuen Long	Sun Yuen Long Plaza
153	NT	Tuen Mun	Tuen Mun Town Plaza	NT	Yuen Long	Sun Yuen Long Plaza

Appendix D1 Location of survey sites in roadside survey

Figure D1. Site map of the spot survey at Wai Chai (Lockhart Road – Red line).

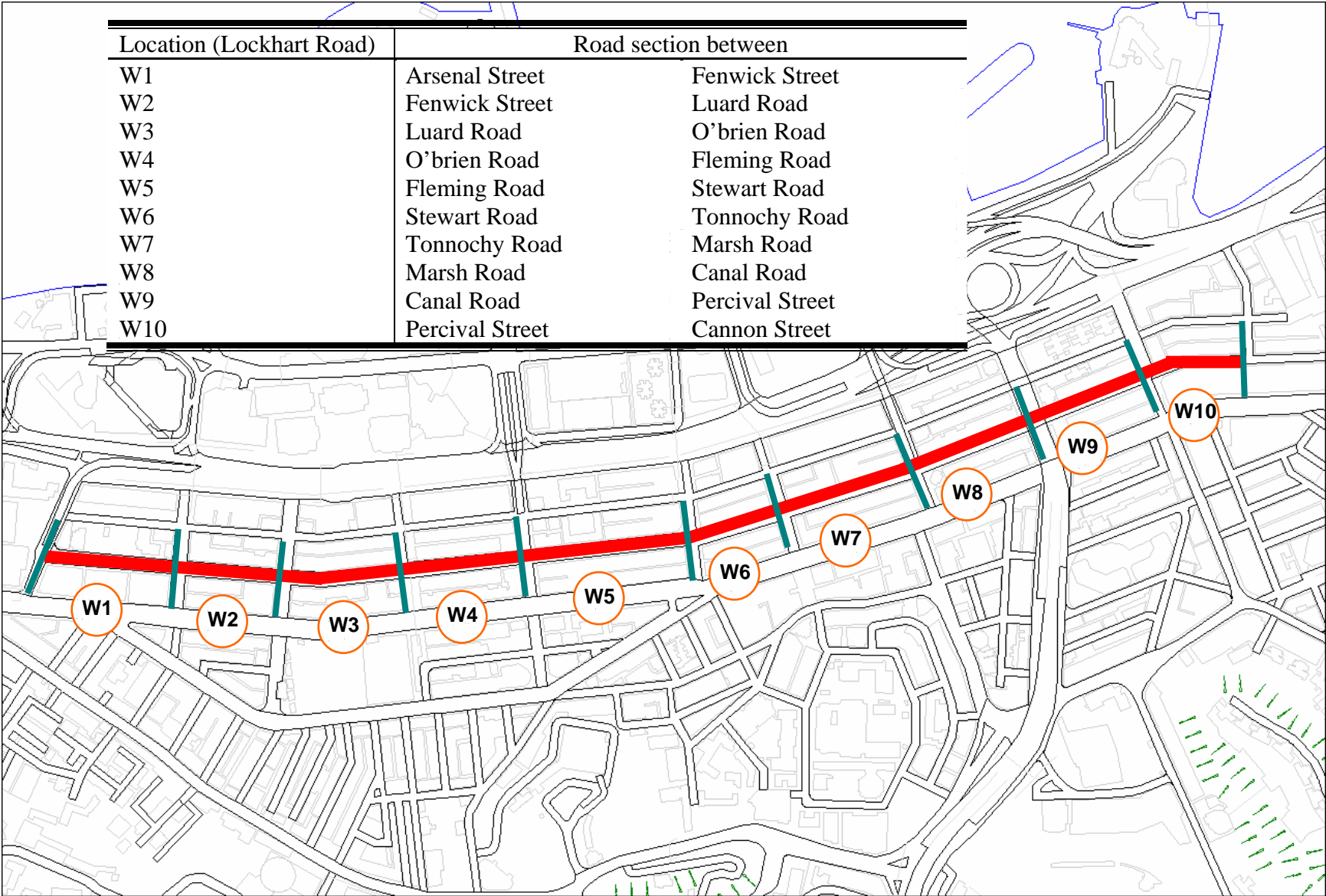


Figure D2. Site map of the spot survey at Mong Kok (Reclamation Street- Green line).

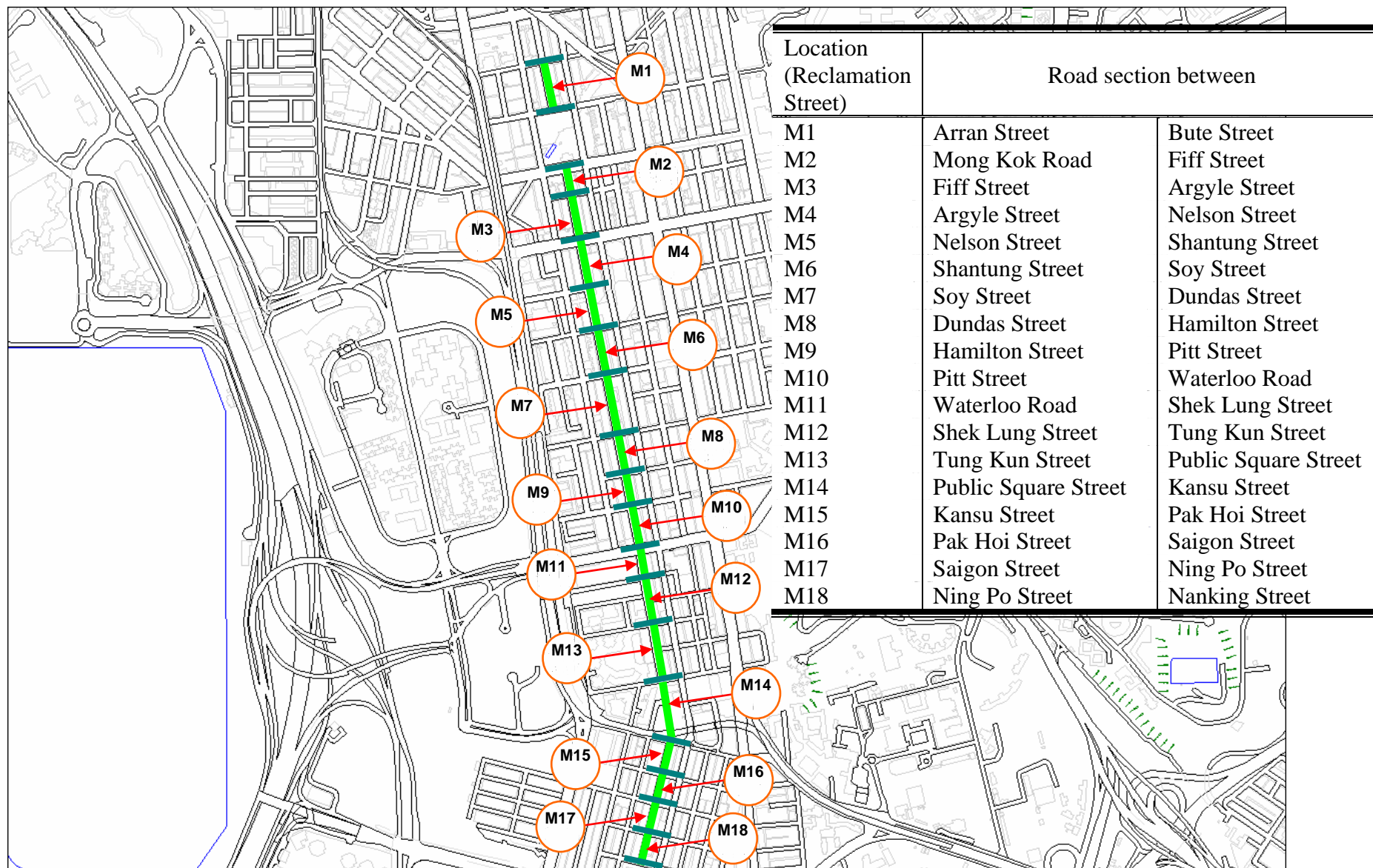


Figure D3. Site map of the spot survey at Sham Shui Po.

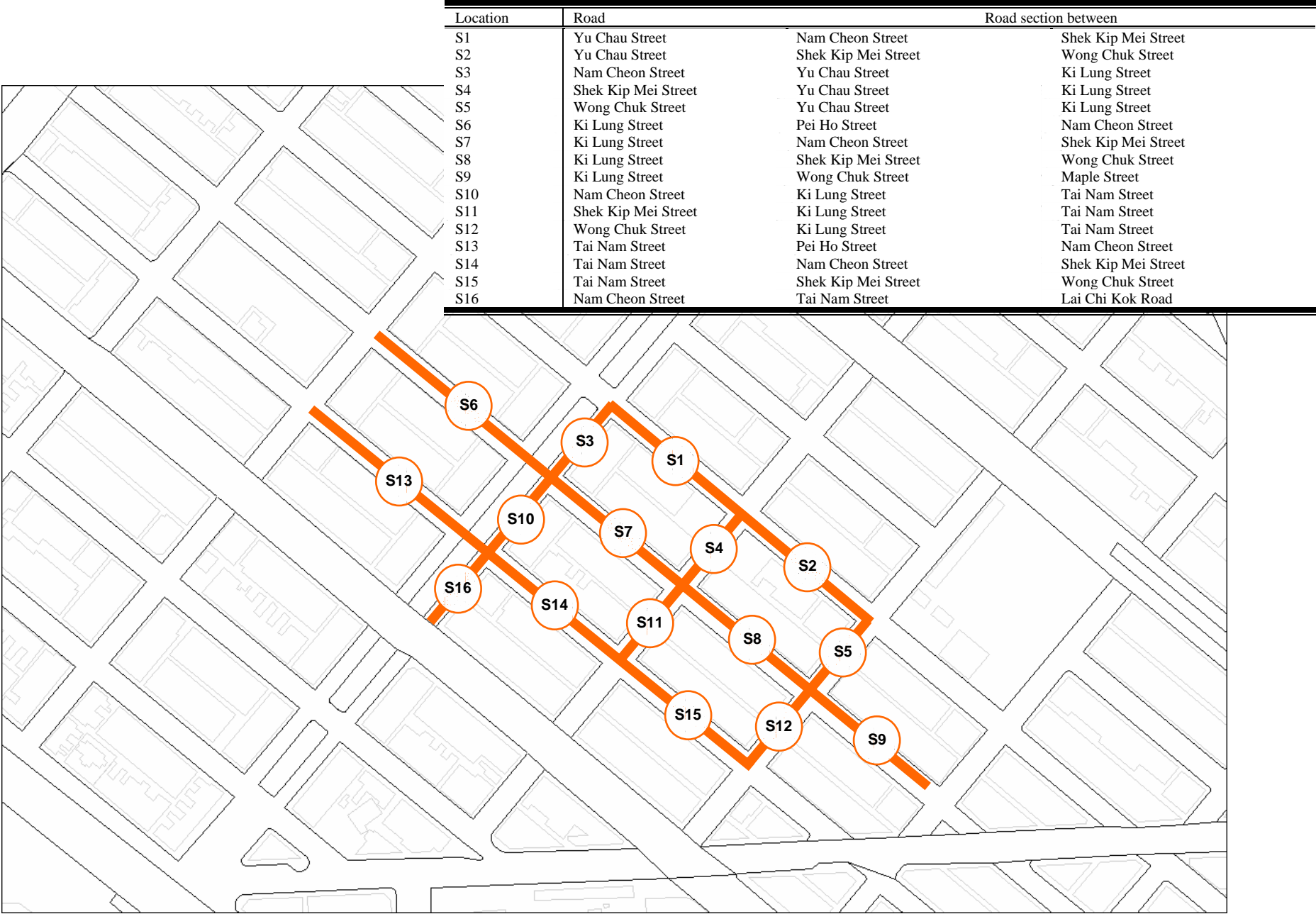
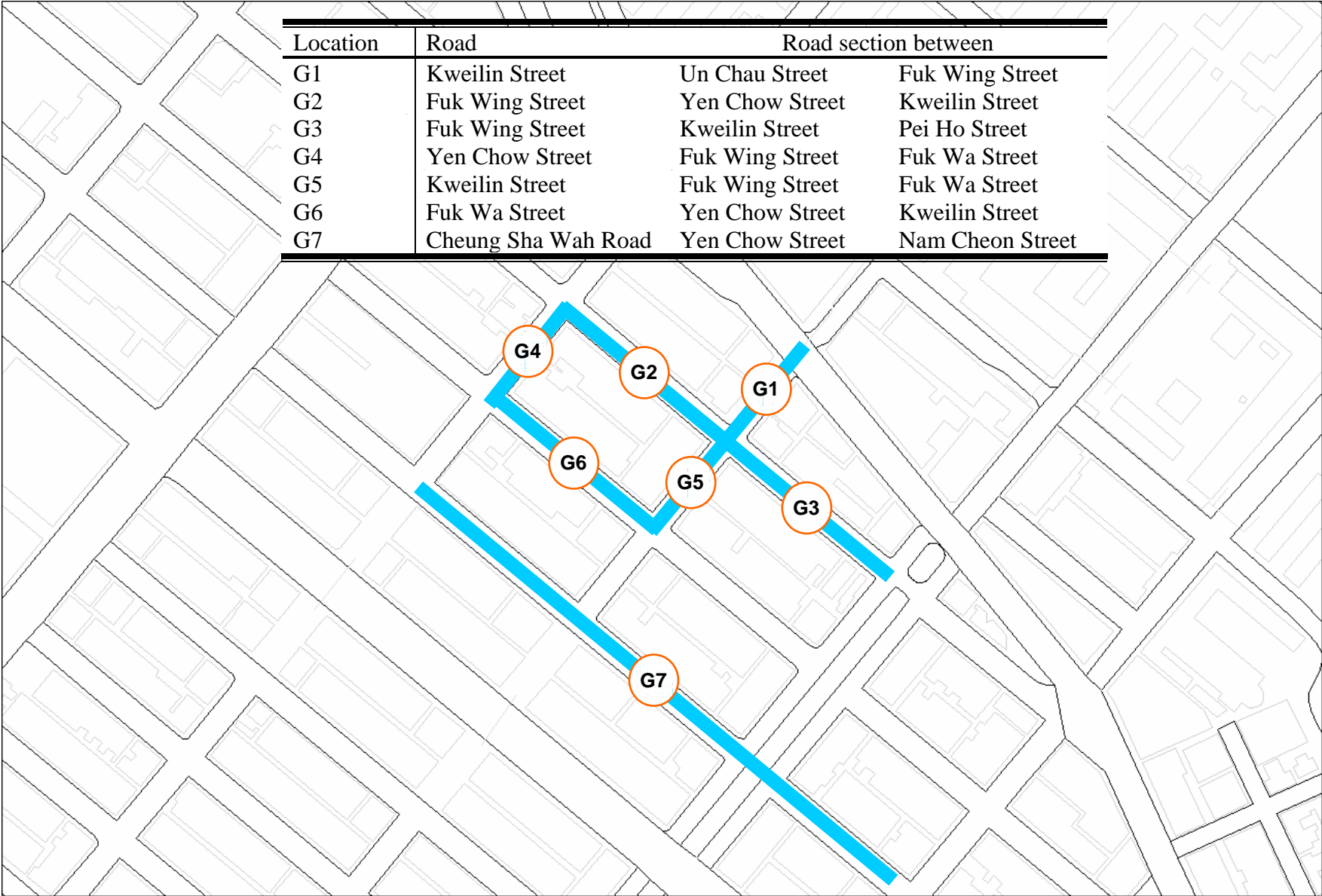


Figure D4. Site map of the spot survey at Sham Shui Po (Golden Computer Arcade).



Appendix D2 Data Form used in the Roadside Survey

Form (Roadside survey)

Reference No: _____ 調查員: _____ Date: _____ Site: _____ (*請圈出適用者)

地點 (街名)			時間	車牌		座位數目	載客人數	載貨情況	上落貨情況	貨物種類	備註欄
				(香港)	(國內)	前座 / 前後座*		%	上 / 落*		
公司名稱							電話				

地點 (街名)			時間	車牌		座位數目	載客人數	載貨情況	上落貨情況	貨物種類	備註欄
				(香港)	(國內)	前座 / 前後座*		%	上 / 落*		
公司名稱							電話				

地點 (街名)			時間	車牌		座位數目	載客人數	載貨情況	上落貨情況	貨物種類	備註欄
				(香港)	(國內)	前座 / 前後座*		%	上 / 落*		
公司名稱							電話				

地點 (街名)			時間	車牌		座位數目	載客人數	載貨情況	上落貨情況	貨物種類	備註欄
				(香港)	(國內)	前座 / 前後座*		%	上 / 落*		
公司名稱							電話				

地點 (街名)			時間	車牌		座位數目	載客人數	載貨情況	上落貨情況	貨物種類	備註欄
				(香港)	(國內)	前座 / 前後座*		%	上 / 落*		
公司名稱							電話				

地點 (街名)			時間	車牌		座位數目	載客人數	載貨情況	上落貨情況	貨物種類	備註欄
				(香港)	(國內)	前座 / 前後座*		%	上 / 落*		
公司名稱							電話				

Appendix E Frequency Distribution of Vehicles According to Their Origins

Table E1 Frequency distribution of vehicles for East Asian only.

	East Asian									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)	623	400	209	89	24	2	1			1348
PC (7S)	266	216	174	150	82	51	15	3	1	958
Taxi	1356	835	384	242	56	7				2880
Van	82	108	70	90	40	16	4	3	1	414
Total	2327	1559	837	571	202	76	20	6	2	5600

Table E2 Frequency distribution of vehicles for South Asian only.

	South Asian									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)	30	10	7	4			2			53
PC (7S)	12	6	6	7	5	1	1			38
Taxi	71	46	22	8	6	1				154
Van	18	20	25	18	15	5	1			102
Total	131	82	60	37	26	7	4			347

Table E3 Frequency distribution of vehicles for Western only.

	Western									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)	517	329	63	14	5					928
PC (7S)	87	66	38	22	10	1	1			225
Taxi	542	335	68	18	1	1				965
Van	10	21	10	10	5	1	1			58
Total	1156	751	179	64	21	3	2			2176

Table E4 Frequency distribution of vehicles for African only.

	African									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)	19	4	3							26
PC (7S)	7	16	6	4	2	1				36
Taxi	21	10	5	1						37
Van	6	20	22	8	8		1			65
Total	53	50	36	13	10	1	1			164

Table E5 Frequency distribution of vehicles for East and South Asian.

	East Asian + South Asian									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)		4	5	1						10
PC (7S)		1	5	7	4	2	2			21
Taxi		5	12	5	2	1				25
Van		1		4	1	1			1	8
Total		11	22	17	7	4	2		1	64

Table E6 Frequency distribution of vehicles for East Asian and Western.

	East Asian + Western									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)		33	22	9	3					67
PC (7S)		19	18	22	14	10	6			89
Taxi		64	26	11		1				102
Van		5	7	5	1	3				21
Total		121	73	47	18	14	6			279

Table E7 Frequency distribution of vehicles for East Asian and African.

	East Asian + African									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)			1							1
PC (7S)			2	2	1	2		1		8
Taxi		3	2	1						6
Van					1					1
Total		3	5	3	2	2		1		16

Table E8 Frequency distribution of vehicles for South Asian and Western.

	South Asian + Western									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)		6								6
PC (7S)		1			1					2
Taxi		11	4	1						16
Van		1	1	2	1					5
Total		19	5	3	2					29

Table E9 Frequency distribution of vehicles for South Asian and African.

	South Asian + African									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)										
PC (7S)										
Taxi		1		1						2
Van										
Total		1		1						2

Table E10 Frequency distribution of vehicles for Western and African.

	Western + African									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)		6	1							7
PC (7S)		1	3	5						9
Taxi		4	1							5
Van				1						1
Total		11	5	6						22

Table E11 Frequency distribution of vehicles for East Asian, South Asian and Western.

	East Asian + South Asian + Western									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)				1						1
PC (7S)			1							1
Taxi			1	1						2
Van										
Total			2	2						4

Table E12 Frequency distribution of vehicles for East Asian, South Asian and Western.

	South Asian + Western + African									Total
	1	2	3	4	5	6	7	8	9	
Veh. Type PC (5S)										
PC (7S)				1	1					2
Taxi										
Van										
Total				1	1					2

No sample for crosstabulation of East Asian + South Asian + African.

No sample for crosstabulation of East Asian + South Asian + Western + African.

Appendix F Analyses of Price Competition

Table F1 Designated locations of service competition survey.

Ref. no.	District		Location
1	Hong Kong Island (HKI)	Central & Western	Central(Star Ferry Pier)
2		Eastern	Kornhill(Block N)
3		Southern	Aberdeen Centre(Hoi Chu Court)
4		Wan Chai	Southorn Centre
5	Kowloon (KLN)	Kowloon City	Whampoa Garden
6		Kwun Tong	Laguna City
7		Sham Shui Po	Lai Kok Estate
8		Wong Tai Sin	Plaze Hollywood
9		Yau Tsim Mong	Park Avenue
10	New Territories (NT)	Island	Hong Kong International Airport
11		Kwai Tsing	Mayfair Gardens
12		North	Sheung Shui Town Centre
13		Sai Kung	Metro City(Phase 2)
14		Sha Tin	New Town Plaza(Phase 3)
15		Tai Po	Tai Po Centre
16		Tsuen Wan	Discovery Park
17		Tuen Mun	Tuen Mun Town Plaza
18		Yuen Long	Sun Yuen Long Plaza

Table F2 Mean service fee of taxi for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories								
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
HKI	Central & Western	1	-																	
	Eastern	2	62.5	-																
	Southern	3	77.5	95	-															
	Wan Chai	4	27.5	60	60	-														
KLN	Kowloon City	5	92.5	115	105	85	-													
	Kwun Tong	6	130	95	130	120	67.5	-												
	Sham Shui Po	7	105	125	125	115	52.5	77.5	-											
	Wong Tai Sin	8	115	110	145	122.5	52.5	47.5	65	-										
	Yau Tsim Mong	9	97.5	125	125	95	27.5	67.5	27.5	57.5	-									
NT	Island	10	335	355	385	315	265	275	235	265	245	-								
	Kwai Tsing	11	120	195	165	125	77.5	132.5	67.5	87.5	62.5	185	-							
	North	12	272.5	275	355	295	235	215	195	192.5	215	350	225	-						
	Sai Kung	13	165	97.5	175	155	112.5	62.5	130	77.5	125	325	155	285	-					
	Sha Tin	14	155	155	175	125	92.5	112.5	67.5	92.5	87.5	225	75	165	135	-				
	Tai Po	15	245	245	325	235	205	185	155	155	185	340	195	63	255	125	-			
	Tsuen Wan	16	137.5	255	215	155	107.5	155	77.5	122.5	72.5	225	45	225	175	87.5	175	-		
	Tuen Mun	17	235	355	335	265	225	255	170	215	190	282.5	145	155	265	205	193	135	-	
	Yuen Long	18	225	365	345	285	225	265	225	235	225	285	155	123	255	205	152	145	72.5	-

Table F3 Mean service fee of van for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories								
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
HKI	Central & Western	1	-																	
	Eastern	2	55.86	-																
	Southern	3	65.91	67.56	-															
	Wan Chai	4	44.04	51.57	62.38	-														
KLN	Kowloon City	5	90.29	88.53	98.84	88.63	-													
	Kwun Tong	6	94.48	87.00	101.00	91.26	45.42	-												
	Sham Shui Po	7	91.46	91.21	100.63	91.00	45.53	53.11	-											
	Wong Tai Sin	8	89.08	87.26	96.40	85.92	39.89	47.15	47.16	-										
	Yau Tsim Mong	9	87.96	89.63	97.70	87.20	44.42	53.30	38.32	44.60	-									
NT	Island	10	206.10	202.47	210.94	196.06	155.72	166.61	141.28	156.28	146.22	-								
	Kwai Tsing	11	110.26	110.83	119.94	109.64	63.74	69.37	51.32	63.84	55.16	125.25	-							
	North	12	160.68	162.00	172.68	158.21	117.42	118.80	116.05	117.95	117.30	216.38	120.35	-						
	Sai Kung	13	111.68	108.94	124.79	109.37	69.53	60.50	80.00	72.55	78.30	191.63	102.41	148.17	-					
	Sha Tin	14	109.47	110.00	119.47	107.16	69.11	71.70	68.47	69.80	69.05	166.88	72.53	91.83	101.94	-				
	Tai Po	15	142.26	144.72	154.79	139.89	99.37	100.90	97.53	99.80	99.20	198.75	104.59	69.28	131.28	69.89	-			
	Tsuen Wan	16	108.22	109.44	118.39	106.67	62.00	68.84	48.79	61.21	52.89	129.56	41.65	117.76	98.59	68.24	100.47	-		
	Tuen Mun	17	161.11	164.17	172.63	160.32	114.68	120.40	104.79	116.95	108.90	176.81	93.35	111.83	152.94	123.83	132.00	91.35	-	
	Yuen Long	18	183.32	185.67	194.58	181.21	138.68	145.05	130.26	139.95	134.00	200.06	116.47	89.28	173.83	130.50	107.50	113.94	70.28	-

Table F4 Differences of mean service fee between taxi and van for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories								
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
HKI	Central & Western	1	-																	
	Eastern	2	6.64	-																
	Southern	3	11.59	27.44	-															
	Wan Chai	4	-16.54	8.43	-2.38	-														
KLN	Kowloon City	5	2.21	26.47	6.16	-3.63	-													
	Kwun Tong	6	35.52	8.00	29.00	28.74	22.08	-												
	Sham Shui Po	7	13.54	33.79	24.37	24.00	6.97	24.39	-											
	Wong Tai Sin	8	25.92	22.74	48.60	36.58	12.61	0.35	17.84	-										
	Yau Tsim Mong	9	9.54	35.37	27.30	7.80	-16.92	14.20	-10.82	12.90	-									
NT	Island	10	128.90	152.53	174.06	118.94	109.28	108.39	93.72	108.72	98.78	-								
	Kwai Tsing	11	9.74	84.17	45.06	15.36	13.76	63.13	16.18	23.66	7.34	59.75	-							
	North	12	111.82	113.00	182.32	136.79	117.58	96.20	78.95	74.55	97.70	133.63	104.65	-						
	Sai Kung	13	53.32	-11.44	50.21	45.63	42.97	2.00	50.00	4.95	46.70	133.38	52.59	136.83	-					
	Sha Tin	14	45.53	45.00	55.53	17.84	23.39	40.80	-0.97	22.70	18.45	58.13	2.47	73.17	33.06	-				
	Tai Po	15	102.74	100.28	170.21	95.11	105.63	84.10	57.47	55.20	85.80	141.25	90.41	-6.28	123.72	55.11	-			
	Tsuen Wan	16	29.28	145.56	96.61	48.33	45.50	86.16	28.71	61.29	19.61	95.44	3.35	107.24	76.41	19.26	74.53	-		
	Tuen Mun	17	73.89	190.83	162.37	104.68	110.32	134.60	65.21	98.05	81.10	105.69	51.65	43.17	112.06	81.17	61.00	43.65	-	
	Yuen Long	18	41.68	179.33	150.42	103.79	86.32	119.95	94.74	95.05	91.00	84.94	38.53	33.72	81.17	74.50	44.50	31.06	2.22	-

Table F5 Minimum service fee of taxi for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories								
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
HKI	Central & Western	1	-																	
	Eastern	2	60	-																
	Southern	3	75	90	-															
	Wan Chai	4	25	55	55	-														
KLN	Kowloon City	5	90	110	100	80	-													
	Kwun Tong	6	125	90	125	115	65	-												
	Sham Shui Po	7	100	120	120	110	50	75	-											
	Wong Tai Sin	8	110	105	140	120	50	45	60	-										
	Yau Tsim Mong	9	95	120	120	90	25	65	25	55	-									
NT	Island	10	330	350	380	310	260	270	230	260	240	-								
	Kwai Tsing	11	115	190	160	120	75	130	65	85	60	180	-							
	North	12	265	270	350	290	230	210	190	190	210	320	220	-						
	Sai Kung	13	160	95	170	150	110	60	125	75	120	320	150	280	-					
	Sha Tin	14	150	150	170	120	90	110	65	90	85	220	70	160	130	-				
	Tai Po	15	240	240	320	230	200	180	150	150	180	330	190	60	250	120	-			
	Tsuen Wan	16	135	250	210	150	105	150	75	120	70	220	40	220	170	85	170	-		
	Tuen Mun	17	230	350	330	260	220	250	165	210	185	265	140	150	260	200	190	130	-	
	Yuen Long	18	220	360	340	280	220	260	220	230	220	270	150	120	250	200	150	140	70	-

Table F6 Minimum service fee of van for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories										
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long		
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
HKI	Central & Western	1	-																			
	Eastern	2	48	-																		
	Southern	3	57	60	-																	
	Wan Chai	4	35	42	55	-																
KLN	Kowloon City	5	71	72	80	71	-															
	Kwun Tong	6	80	67	84	80	35	-														
	Sham Shui Po	7	71	79	84	71	40	45	-													
	Wong Tai Sin	8	71	72	80	71	30	40	40	-												
	Yau Tsim Mong	9	71	79	84	71	39	45	30	39	-											
NT	Island	10	180	185	185	180	140	140	120	140	125	-										
	Kwai Tsing	11	96	95	109	96	55	48	45	53	50	110	-									
	North	12	148	145	155	145	109	109	103	109	109	190	110	-								
	Sai Kung	13	88	85	100	88	55	48	70	64	70	160	85	132	-							
	Sha Tin	14	92	95	105	90	60	63	60	60	60	150	65	80	80	-						
	Tai Po	15	125	115	135	125	92	92	87	92	92	170	95	60	112	60	-					
	Tsuen Wan	16	96	95	109	95	55	59	43	50	47	115	35	109	80	60	90	-				
	Tuen Mun	17	152	145	160	150	105	105	89	100	89	150	88	95	130	110	114	85	-			
	Yuen Long	18	168	170	175	168	130	130	117	130	125	180	105	80	150	110	95	104	60	-		

Table F7 Differences of minimum service fee between taxi and van for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories								
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
HKI	Central & Western	1	-																	
	Eastern	2	12	-																
	Southern	3	18	30	-															
	Wan Chai	4	-10	13	0	-														
KLN	Kowloon City	5	19	38	20	9	-													
	Kwun Tong	6	45	23	41	35	30	-												
	Sham Shui Po	7	29	41	36	39	10	30	-											
	Wong Tai Sin	8	39	33	60	49	20	5	20	-										
	Yau Tsim Mong	9	24	41	36	19	-14	20	-5	16	-									
NT	Island	10	150	165	195	130	120	130	110	120	115	-								
	Kwai Tsing	11	19	95	51	24	20	82	20	32	10	70	-							
	North	12	117	125	195	145	121	101	87	81	101	130	110	-						
	Sai Kung	13	72	10	70	62	55	12	55	11	50	160	65	148	-					
	Sha Tin	14	58	55	65	30	30	47	5	30	25	70	5	80	50	-				
	Tai Po	15	115	125	185	105	108	88	63	58	88	160	95	0	138	60	-			
	Tsuen Wan	16	39	155	101	55	50	91	32	70	23	105	5	111	90	25	80	-		
	Tuen Mun	17	78	205	170	110	115	145	76	110	96	115	52	55	130	90	76	45	-	
	Yuen Long	18	52	190	165	112	90	130	103	100	95	90	45	40	100	90	55	36	10	-

Table F8 Maximum service fee of taxi for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories								
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
HKI	Central & Western	1	-																	
	Eastern	2	65	-																
	Southern	3	80	100	-															
	Wan Chai	4	30	65	65	-														
KLN	Kowloon City	5	95	120	110	90	-													
	Kwun Tong	6	135	100	135	125	70	-												
	Sham Shui Po	7	110	130	130	120	55	80	-											
	Wong Tai Sin	8	120	115	150	125	55	50	70	-										
	Yau Tsim Mong	9	100	130	130	100	30	70	30	60	-									
NT	Island	10	340	360	390	320	270	280	240	270	250	-								
	Kwai Tsing	11	125	200	170	130	80	135	70	90	65	190	-							
	North	12	280	280	360	300	240	220	200	195	220	380	230	-						
	Sai Kung	13	170	100	180	160	115	65	135	80	130	330	160	290	-					
	Sha Tin	14	160	160	180	130	95	115	70	95	90	230	80	170	140	-				
	Tai Po	15	250	250	330	240	210	190	160	160	190	350	200	66	260	130	-			
	Tsuen Wan	16	140	260	220	160	110	160	80	125	75	230	50	230	180	90	180	-		
	Tuen Mun	17	240	360	340	270	230	260	175	220	195	300	150	160	270	210	196	140	-	
	Yuen Long	18	230	370	350	290	230	270	230	240	230	300	160	126	260	210	154	150	75	-

Table F9 Maximum service fee of van for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories								
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
HKI	Central & Western	1	-																	
	Eastern	2	80	-																
	Southern	3	80	75	-															
	Wan Chai	4	55	70	70	-														
KLN	Kowloon City	5	115	110	125	115	-													
	Kwun Tong	6	120	128	125	115	60	-												
	Sham Shui Po	7	115	110	120	120	50	65	-											
	Wong Tai Sin	8	115	110	120	110	50	55	55	-										
	Yau Tsim Mong	9	110	110	120	110	50	65	50	50	-									
NT	Island	10	245	230	230	225	185	190	180	185	180	-								
	Kwai Tsing	11	125	120	130	125	85	95	70	90	75	155	-							
	North	12	205	200	215	190	145	160	150	150	150	240	160	-						
	Sai Kung	13	140	145	153	136	95	100	110	100	105	225	130	170	-					
	Sha Tin	14	130	135	150	125	90	95	80	90	85	185	90	105	135	-				
	Tai Po	15	165	170	185	160	120	125	110	120	120	230	130	90	150	80	-			
	Tsuen Wan	16	120	120	130	120	75	85	60	80	65	160	50	155	125	85	120	-		
	Tuen Mun	17	175	185	185	170	130	145	115	140	125	220	110	140	195	140	155	105	-	
	Yuen Long	18	215	215	215	210	160	170	150	165	155	235	145	110	210	155	140	135	85	-

Table F10 Differences of maximum service fee between taxi and van for different districts in Hong Kong.

District			Hong Kong Island				Kowloon					New Territories								
			Central & Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Island	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
HKI	Central & Western	1	-																	
	Eastern	2	-15	-																
	Southern	3	0	25	-															
	Wan Chai	4	-25	-5	-5	-														
KLN	Kowloon City	5	-20	10	-15	-25	-													
	Kwun Tong	6	15	-28	10	10	10	-												
	Sham Shui Po	7	-5	20	10	0	5	15	-											
	Wong Tai Sin	8	5	5	30	15	5	-5	15	-										
	Yau Tsim Mong	9	-10	20	10	-10	-20	5	-20	10	-									
NT	Island	10	95	130	160	95	85	90	60	85	70	-								
	Kwai Tsing	11	0	80	40	5	-5	40	0	0	-10	35	-							
	North	12	75	80	145	110	95	60	50	45	70	140	70	-						
	Sai Kung	13	30	-45	27	24	20	-35	25	-20	25	105	30	120	-					
	Sha Tin	14	30	25	30	5	5	20	-10	5	5	45	-10	65	5	-				
	Tai Po	15	85	80	145	80	90	65	50	40	70	120	70	-24	110	50	-			
	Tsuen Wan	16	20	140	90	40	35	75	20	45	10	70	0	75	55	5	60	-		
	Tuen Mun	17	65	175	155	100	100	115	60	80	70	80	40	20	75	70	41	35	-	
	Yuen Long	18	15	155	135	80	70	100	80	75	75	65	15	16	50	55	14	15	-10	-

Figure F1 Price difference of taxi and van 1.

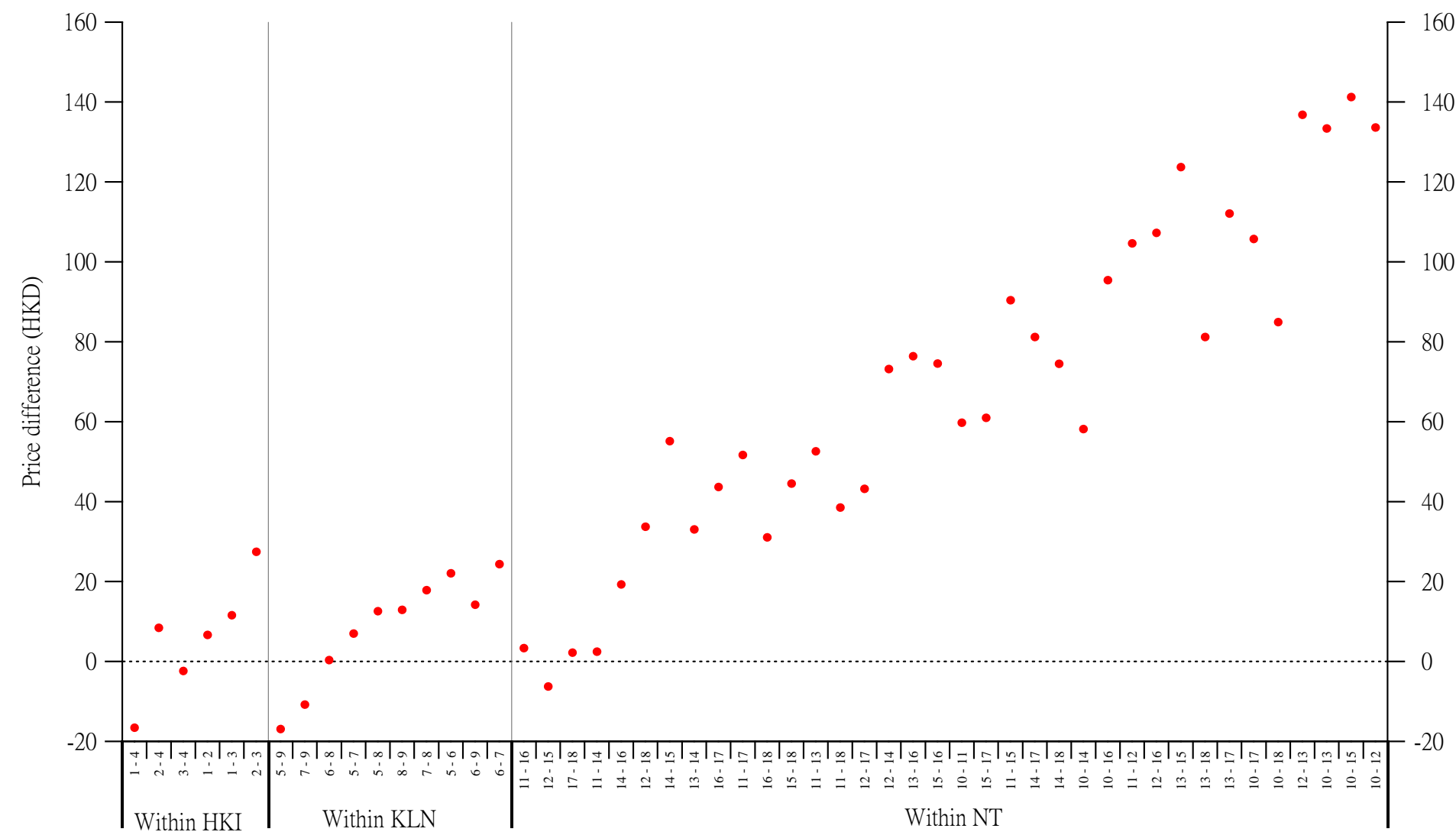
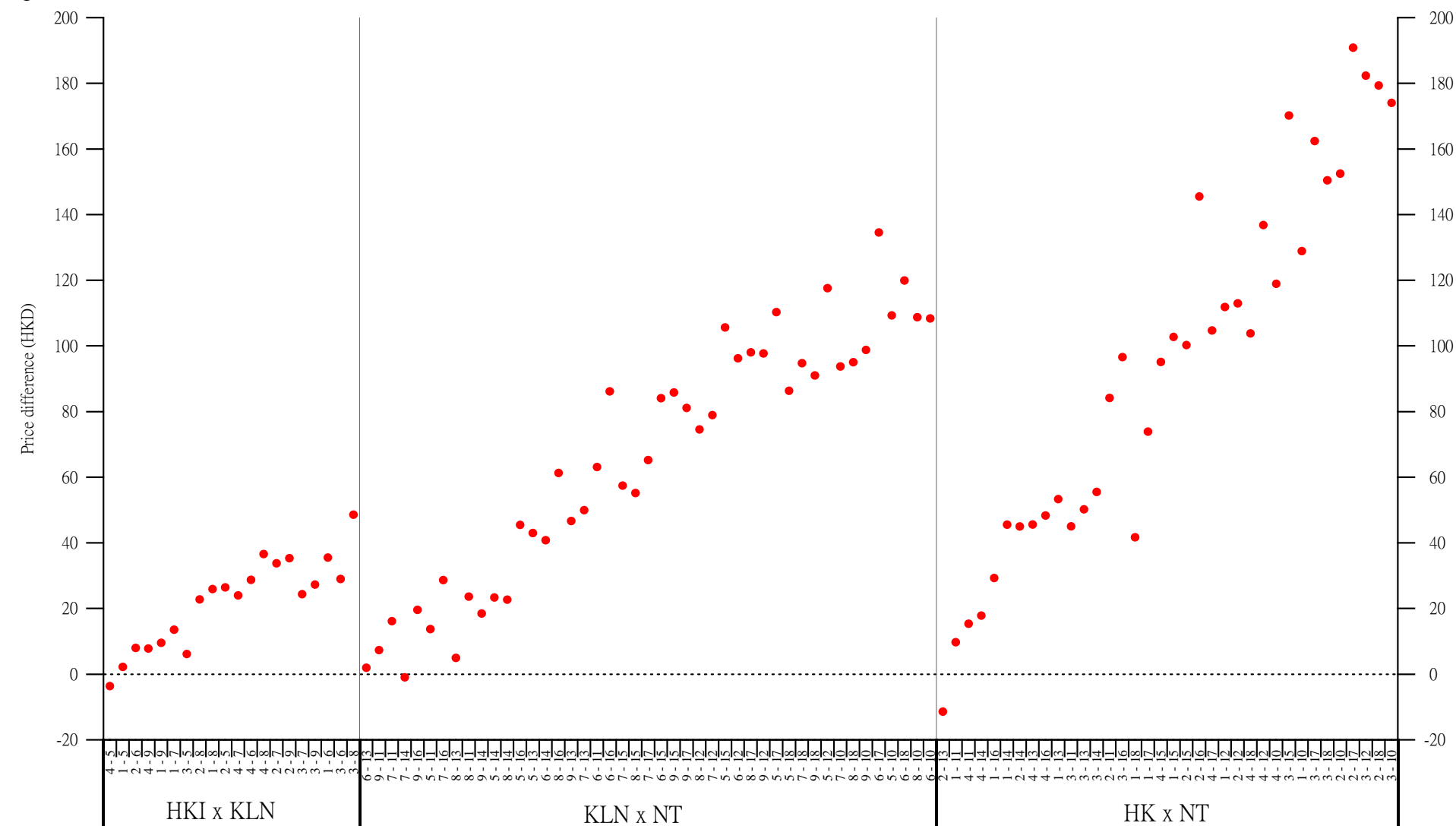


Figure F2 Price difference of taxi and van 2.



Appendix G1 Taxi Photos

1. Taxi in London: the Black Taxi, maximum six passengers



2. Taxi in London: maximum five passengers



3. Taxi Hong Kong – maximum five passengers



5. Taxi in Singapore: normal taxi and London taxi



5. Taxi in Germany, 4 passengers for cars and 6 passengers for minivan



All German taxis are cream-colored with a black and yellow taxi sign. The bulk of the taxi fleet is comprised of Mercedes and Audi sedans, but you can find minivan and station wagon taxis as well.

6. Taxi France, maximum 8 passengers



Mini van
up to
5 passengers

Station wagon
up to
4 passengers

Sedan
up to
4 passengers

Appendix G2

Chapter 374 Road Traffic Ordinance Section 52 Restriction on the use of vehicles

- (3) No person shall-
 - (a) drive or use a motor vehicle; or
 - (b) suffer or permit a motor vehicle to be driven or used,
for the carriage of passengers for hire or reward unless
 - (i) the vehicle is licensed as a public bus, public light bus or taxi;
 - (ii) the vehicle is licensed as a private bus and the passengers are students, teachers or employees of an educational institution, disabled persons, or persons employed to assist disabled persons;
 - (iia) the vehicle is licensed as a private light bus and is used-
 - (A) as a school private light bus; or
 - (B) exclusively for the carriage of persons who are disabled persons and persons assisting them;
 - (iii) a hire car permit is in force in respect of the vehicle.
- (5) No person shall solicit or attempt to solicit any person for hire or reward to travel in any vehicle which is licensed as-
 - (a) a private car;
 - (b) a private light bus;
 - (c) a private bus;
 - (d) a light goods vehicle;
 - (e) a medium goods vehicle; or
 - (f) a heavy goods vehicle.
- (6) No person shall permit or suffer a motor vehicle which is licensed as a private car, private light bus or private bus to stand or ply for hire or reward.
- (7) Subject to this Ordinance, no person shall-
 - (a) drive or use a motor vehicle; or
 - (b) suffer or permit a motor vehicle to be driven or used,
for the carriage of goods (other than personal effects) for hire or reward unless-
 - (i) the vehicle is licensed as a light goods vehicle, a medium goods vehicle or a heavy goods vehicle; or
 - (ii) in the case of a vehicle licensed as a public bus, a private bus, a public light bus or a private light bus, the Commissioner has issued a permit for such carriage of goods by the vehicle.
- (8) No person shall without the permission in writing of the Commissioner-
 - (a) drive or use; or
 - (b) permit or suffer to be driven or used,
a motor vehicle which is licensed as a private car for the carriage of goods the total weight of which exceeds 200 kg.
- (9) No person shall-
 - (a) drive or use; or
 - (b) permit or suffer to be driven or used,
a motor vehicle in contravention of any conditions subject to which the vehicle license was issued.
- (10) Any person who contravenes-
 - (a) this section, other than subsection (2), commits an offence and is liable in the case of a first conviction for that offence to a fine of \$5000 and to imprisonment for 3 months, and in the case of a second or subsequent conviction for that offence to a fine of \$10000 and to imprisonment for 6 months;

(b) subsection (2) commits an offence and is liable in the case of a first conviction for that offence to a fine of \$1000 and to imprisonment for 3 months, and in the case of a second or subsequent conviction for that offence to a fine of \$2000 and to imprisonment for 6 months