

立法會
Legislative Council

LC Paper No. CB(1)79/14-15
(These minutes have been seen
by the Administration)

Ref : CB1/PL/TP/1

Panel on Transport

**Minutes of meeting held on
Monday, 23 June 2014 , at 8:30 am
in Conference Room 1 of the Legislative Council Complex**

- Members present** : Hon CHAN Kam-lam, SBS, JP (Chairman)
Hon Gary FAN Kwok-wai (Deputy Chairman)
Hon LEE Cheuk-yan
Hon James TO Kun-sun
Hon WONG Kwok-hing, BBS, MH
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Ronny TONG Ka-wah, SC
Hon CHAN Hak-kan, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon CHAN Han-pan
Dr Hon KWOK Ka-ki
Hon POON Siu-ping, BBS, MH
Hon TANG Ka-piu
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen
- Members absent** : Hon LEUNG Kwok-hung
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-ki, BBS, MH, JP

**Public Officers
attending** : **Agenda item IV**

Mr Andy CHAN Shui-fu
Deputy Secretary for Transport and Housing
(Transport) 2

Mr José YAM Ho-san
Principal Assistant Secretary for Transport and
Housing (Transport)4

Ms Macella LEE Shui-chun
Assistant Commissioner/Bus & Railway
Transport Department

Agenda item V

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Mr Andy CHAN Shui-fu
Deputy Secretary for Transport and Housing
(Transport) 2

Miss Carrie CHANG
Principal Assistant Secretary
for Transport and Housing (Transport)1

Miss LAW Fung-ping, JP
Deputy Commissioner for Transport/Transport
Services & Management

Ms Macella LEE Shui-chun
Assistant Commissioner/Bus & Railway
Transport Department

Mr Reginald CHAN
Principal Transport Officer/Bus and Railway 3

Attendance by invitation : Agenda item IV

Ms Jeny YEUNG
Commercial Director
MTR Corporation Limited

Mr Eddie SO
General Manager – Marketing and Planning
MTR Corporation Limited

Ms May WONG
General Manager – Corporate Relations
MTR Corporation Limited

Clerk in attendance : Ms Sophie LAU
Chief Council Secretary (1)2

Staff in attendance : Ms Macy NG
Senior Council Secretary (1)2

Ms Emily LIU
Legislative Assistant (1)2

Action

I Confirmation of minutes of meeting

(LC Paper No. CB(1)1574/13-14 - Minutes of meeting on 28 February 2014)

The minutes of the meeting held on 28 February 2014 were confirmed.

II Information papers issued since the last meeting

(LC Paper No. CB(1)1568/13-14(01) - Referral memoranda to the Panel the views and concerns raised by Sai Kung District Council members on expediting Hiram's Highway improvement (stage 1 and stage 2) and provision of a

- covered footbridge between Tong Ming Street and Tseung Kwan O MTR station
- LC Paper No. CB(1)1569/13-14(01) - Referral memoranda to the Panel the views and concerns raised by Islands District Council members on the outlying island ferry services and related policies
- LC Paper No. CB(1)1606/13-14(01) - Referral memoranda to the Panel the views and concerns raised by Yuen Long District Council members on the request for the Highways Department to expedite implementation of the elevated pedestrian corridor along Yuen Long Town Nullah and to extend it to areas of Ma Tong Road)

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

III Items for discussion at the next meeting on 18 July 2014

(LC Paper No. CB(1)1621/13-14(01) - List of outstanding items for discussion

LC Paper No. CB(1)1621/13-14(02) - List of follow-up actions)

3. Members agreed to discuss the following items at the next regular meeting to be held on 18 July 2014 –

- (a) Illegal carriage of passengers for hire or reward by light goods vehicles; and
- (b) Report of work on combating drink driving and drug driving.

IV MTR fare adjustment for 2014

(LC Paper No. CB(1)1523/13-14(01) - MTR Corporation Limited's Paper on adjustment to MTR fares in 2014

LC Paper No. CB(1)1621/13-14(03) - Paper on adjustment to MTR fares and the Fare Adjustment Mechanism of the MTR Corporation Limited prepared by the Legislative Council Secretariat (background brief)

4. Upon invitation, Deputy Secretary for Transport and Housing (Transport)2 ("DS(T)2") and Commercial Director of MTR Corporation Limited ("CD/MTRCL") briefed members on the outcome of the Fare Adjustment Mechanism ("FAM") of the MTR Corporation Limited ("MTRCL") in 2014; and MTRCL's fare promotions in the coming 12 months.

MTR fare increase in 2014

5. Members in general expressed great dissatisfaction with the MTR fare adjustment in 2014 because MTRCL had made considerable profit the past year and put up poor performance. Mr WONG Kwok-hing, Mr TANG Ka-piu, the Deputy Chairman, Mr Christopher CHUNG and Mr WU Chi-wai requested MTRCL to freeze the MTR fares. Recalling that MTR fares had once been frozen after the rail merger, Mr CHUNG considered that MTRCL should also follow this arrangement in 2014. Mr WU considered that the Administration should give up part of its dividends to exchange for freezing MTR fares.

6. In response, DS(T)2 said that:

- (a) the FAM formula was a direct-drive formula. Under the Operating Agreement, the fare adjustment should be implemented according to the outcome of the FAM formula. As part of the rail merger arrangement in 2007, the first MTR fare increase since merger could only take place on or after 1 July 2009;

- (b) the Administration always urged MTRCL to provide more fare concessions following the principle of prudent financial management as a listed company and to take into account the public affordability; and
- (c) it was not the Government's policy to subsidise the operation of public transport. The provision of special helping measures to the six major outlying island ferry routes was a special arrangement as the relevant routes were not financially viable and were basically the only means of transport for residents of the concerned outlying islands.

7. Dr KWOK Ka-ki considered that the dividends received by the Government as the majority shareholder of MTRCL should be used to set up a fare stabilisation fund. He asked about the Administration's stance with respect to the suggestion of reducing the remuneration of MTRCL's senior management to reflect the poor performance of MTRCL. He and Mr TANG Ka-piu called on the Administration to review the FAM again as it only allowed MTRCL to increase fares.

8. In response, DS(T)2 explained that:

- (a) The FAM outcome would basically reflect the general economic situation of Hong Kong, as FAM captured price and wage movements in addition to productivity of MTRCL. It allowed fare decrease during deflation and fare increase during inflation. The Administration and MTRCL conducted the last FAM review in 2012. According to the Operating Agreement, the FAM would be reviewed once every five years. The Administration would, having regard to the experience gained during the interim years, conduct the review again in 2017.
- (b) The proposal to set up a fare stabilisation fund was not in line with the Government's established policy that public transport services should be run in accordance with prudent commercial principles to maximise operating efficiency. The proposal would also have read-across implications for other public transport modes.
- (c) The Government had reflected to the Board of MTRCL regarding the suggestion of reducing the remuneration of MTRCL's senior management in the event of serious service disruptions and requested MTRCL to carefully consider the

matter. The Board of MTRCL had followed up and decided to include the occurrence of serious service disruptions as a consideration in the payment of performance-based remuneration to MTRCL's senior management staff in future.

9. Mr WONG Kwok-hing enquired whether MTRCL had removed the impact of the previous collection of 10-cent Octopus contribution towards the retrofitting of platform screen doors ("PSDs") and automatic platform gates ("APGs") from the fare increase in 2014.

10. General Manager–Marketing and Planning of MTRCL advised that before the 2014 fare adjustment rate of +3.6% was applied, MTRCL would implement a special arrangement to take off 0.45 cent from the Weighted Average Price of all Controlled Fares. This 0.45 cent was a residual amount left on Octopus fares of the pre-merger MTR network after the 10-cent Octopus contribution towards the retrofitting of PSDs and APGs at 38 MTR stations was withdrawn with effect from 1 December 2013. The residual amount was derived from the impact of all fare adjustments from 2000 to 2013 on the value of the 10-cent Octopus contribution.

11. The Deputy Chairman asked whether MTRCL had ever studied compensating those passengers affected by the service disruptions. CD/MTRCL advised that under the current arrangement, passengers affected by service disruptions would be offered free exit. MTRCL had studied compensating those passengers affected by service disruptions by offering free tickets. However, it was worried that this arrangement might give rise to confusion. Nevertheless, she undertook to further study the matter.

MTRCL's fare promotions

"MTR City Saver"

12. The Deputy Chairman was dissatisfied with the restrictions of using "MTR City Saver". He considered that the entitlement of 40 rides within 30 days did not match the travelling pattern of working population, with most of them taking more than 40 rides a month for work.

13. CD/MTRCL explained that "MTR City Saver" could be regarded as 40 tickets of \$10 value each. Once the 40 tickets were exhausted, the passenger could buy a new "MTR City Saver". She said that passengers would enjoy a discount as high as 24% under the "MTR City Saver".

14. Noting that the number of passengers who could enjoy the fare concessions under the new "MTR City Saver" was minimal compared to the daily patronage of MTR, Mr WONG Kwok-hing urged MTRCL to strengthen the publicity of such fare concessions.

15. CD/MTRCL said that the sale of MTR City Saver was indeed quite satisfactory. Its sale had exceeded that of the most popular "Tuen Mun – Nam Cheong Monthly Pass Extra". It was estimated that the "10% Same-Day Second-Trip Discount" and "MTR City Saver" would bring fare savings to around 3.3 million passenger trips per day, amounting to about 60% of total daily patronage of MTR. She advised that MTRCL had planned to strengthen the promotion of the MTR City Saver at station counters.

16. Mr POON Siu-ping expressed concern that passengers traveling from Fo Tan to Admiralty could not enjoy the benefit under the "MTR City Saver". He also asked about the expected sale of the "MTR City Saver" in the first instance.

17. CD/MTRCL confirmed that the journey between Fo Tan and Admiralty was not covered by the "MTR City Saver" but by the "Sheung Shui–East Tsim Sha Tsui Monthly Pass Extra". She advised that 50 000 pieces of "MTR City Saver" were sold in two weeks after it was launched. MTRCL expected to sell about 75 000 pieces per month.

18. Mr TANG Ka-piu considered that a monthly pass covering the whole MTR network should be introduced. Mr Michael TIEN suggested MTRCL to offer a monthly pass for unlimited rides within the zone of urban areas.

19. DS(T)2 said that the introduction of "MTR City Saver" was the first scheme which offered discount to medium and long-distance frequent travellers commuting within the urban area. It would be difficult to offer an attractive price for a monthly pass covering all MTR routes.

20. CD/MTRCL supplemented that there were at present 54 stations covered by "MTR City Saver". Offering unlimited rides would give rise to the concern of aggravating the congestion problem of railways. Nevertheless, she undertook to study how the monthly pass scheme could further be enhanced.

"Early Bird Discount Promotion"

21. Members noted that MTRCL would launch the "Early Bird Discount Promotion" Trial Programme ("the Trial Programme") from 1 September 2014 to 31 May 2015. Under the Trial Programme, passengers holding Adult Octopus would be able to enjoy a 25% fare discount when they exited from any of the 29 core urban stations between 7:15 am and 8:15 am from Mondays to Fridays (except Public Holidays).

22. The majority of members, including the Chairman, Mr WONG Kwok-hing, Mr POON Siu-ping, Mr Tony TSE, Mr WU Chi-wai, Mr CHAN Han-pan, Mr Michael TIEN and Mr Frankie YICK considered that the Trial Programme should be enhanced. Some of them suggested that the number of stations to be covered should be increased and include also those stations in industrial areas like Tsuen Wan and Kwun Tong. Some suggested that non-peak hours, Saturdays and Sundays should also be covered.

23. Mr Michael TIEN considered that the Trial Programme should be launched in two phases. The first phase should start from September to December 2014 during non-peak hours in the morning. The second phase should start from January to April 2015 and include the evening non-peak hours too. In his view, this would facilitate MTRCL to analyse whether the inclusion of evening non-peak hours would induce additional patronage during the morning non-peak hours. He also suggested MTRCL to consider introducing a monthly pass for non-peak hours.

24. CD/MTRCL responded that:

- (a) the "Early Bird Discount Promotion" was a trial programme. According to MTRCL's statistics, about 80% of all passengers who passed through the busiest train loading sections of the railway network during the morning peak period exited from the 29 stations suggested under the Trial Programme;
- (b) as the busy hours in the morning were rather focused, it would be easier for MTRCL to identify the busiest stations and offer the concessions in a more focused manner; and
- (c) advancing the starting time to before 7:15 am would not bring considerable effect to change the passengers' travel behaviour. The suggestion of covering more stations and evening non-peak hours would have cost implications too. MTRCL would review the effectiveness of the Trial Programme in relieving the

passenger demand during morning peak hours upon its completion and decide the way forward.

25. In response to the Deputy Chairman's concern about the effectiveness of the "Early Bird Discount Promotion" on changing the travelling behaviour of the working population, CD/MTRCL said that a multi-pronged approach would be adopted to relieve the passenger demand during peak hours. Apart from the Trial Programme, MTRCL was also planning to upgrade the signalling system to allow increasing railway frequency. She said that additional platform assistants would be deployed to achieve smooth boarding and alighting of passengers. She added that passengers holding Adult Octopus would be able to enjoy a very attractive 25% fare discount under the Trial Programme.

26. Mr Tony TSE asked about the additional income which would be generated by MTRCL from the "10% Same-Day Second-Trip Discount" scheme, "MTR City Saver" scheme and "Early Bird Discount Promotion" Trial Programme.

27. CD/MTRCL responded that whether the promotional schemes would help generate more income would depend on the growth of patronage. According to the analysis by MTRCL, the "10% Same-Day Second-Trip Discount" mainly provided discounts for existing passengers and could not generate additional patronage. She stressed that the objective of launching the promotional schemes was not to attract more patronage. If so, the objective of relieving the crowdedness problem of railways could not be achieved.

28. Mr CHAN Han-pan requested MTRCL to advance the commencement date of the Trial Programme. CD/MTRCL said that the commencement date of the Trial Programme was set for 1 September 2014 to tie in with the commencement of school year. In addition, some lead time was required to adjust the computer system.

Other views

29. Members further made the following suggestions regarding MTRCL's fare promotions.

- (a) Mr Frankie YICK considered that the Administration should consider setting aside part of the dividends it received as the majority shareholder of MTRCL and put it into a reserve account with a view to providing more fare concessions to

MTR passengers. In addition, passengers should be offered discount for each trip rather than just the second trip on the same day.

- (b) Mr Albert CHAN considered that the promotional schemes should only be offered to those in need. Otherwise, it would attract more passengers and aggravate the crowdedness problem of railways.
- (c) Mr Tony TSE considered that greater discount should be offered for long-haul routes, say for journey between North Point and Yuen Long.

30. In response, CD/MTRCL advised that:

- (a) different fare promotion schemes were offered to cater for the need of different groups of passengers. The existing monthly passes were offering discounts to those who lived in remote areas and had to bear higher transport expenses. MTRCL also offered half-fare concessions to students; and
- (b) according to the figures, there were many passengers who benefited under the "10% Same-Day Second-Trip Discount". MTRCL would continue to enhance its promotion schemes having considered different views and needs of passengers.

Motion

31. Members noted that there were six motions to be moved by two members under this agenda item and agreed to deal with them one by one.

32. The Deputy Chairman moved the first motion, as follows -

"本委員會促請香港鐵路有限公司擴展『早晨折扣優惠』試驗計劃至黃昏繁忙時段。"

(Translation)

"That this Panel urges the MTR Corporation Limited to extend the "Early Bird Discount Promotion" Trial Programme to cover the evening rush hours."

33. The Chairman put the motion to vote. The Deputy Chairman requested a division. Seven members voted for and no member voted against it. The voting results were as follows:

For

Mr Gary FAN Kwok-wai
Mr James TO Kun-sun
Mr WONG Kwok-hing
Mr Albert CHAN Wai-yip

Mr Michael TIEN Puk-sun
Mr WU Chi-wai
Mr POON Siu-pin

(7 members)

Against

(0 member)

34. The Chairman declared that the motion moved by the Deputy Chairman was carried.

35. The Deputy Chairman moved the second motion, as follows –

"本委員會促請香港鐵路有限公司擴展『早晨折扣優惠』試驗計劃至29個核心市區車站以外更多的車站。"

(Translation)

"This Panel urges the MTR Corporation Limited to extend the "Early Bird Discount Promotion" Trial Programme to cover additional stations other than the 29 core urban stations."

36. The Chairman put the motion to vote. Seven members voted for and no member voted against it. The Chairman declared that the motion was carried.

37. Mr Albert CHAN moved the third motion, as follows –

"香港鐵路公司所推出的優惠計劃，未能為乘客帶來真正的得益。本委員會要求港鐵從新檢討，令各區居民能公平地得到真正的優惠。"

(Translation)

"Given that the concession schemes launched by the MTR Corporation Limited ("MTRCL") have failed to bring actual benefits to passengers, this Panel requests MTRCL to conduct a review afresh so that actual concessions can be fairly offered to residents in various districts."

38. The Chairman put the motion to vote. Six members voted for and no member voted against it. The Chairman declared that the motion was carried.

39. The Deputy Chairman moved the fourth motion, as follows –

"本委員會反對香港鐵路有限公司2014年加價。"

(Translation)

"That this Panel opposes the MTR Corporation Limited's fare increase for 2014."

40. Mr Albert CHAN moved the fifth motion, as follows –

"本委員會反對港鐵加價。"

(Translation)

"That this Panel opposes the MTR fare increase."

41. The Chairman said that as the fourth and the fifth motions carried similar content, he would put the two motions to vote together. The Chairman put the two motions to vote. Five members voted for, no member voted against it, and one member abstained from voting. The Chairman declared that the motion was carried.

42. The Deputy Chairman moved the sixth motion, as follows –

"本委員會促請政府再次檢討及修訂港鐵票價調整機制。"

(Translation)

"That this Panel urges the Government to further review and revise the Fare Adjustment Mechanism of MTR Corporation Limited."

43. The Chairman put the motion to vote. Five members voted for and no member voted against it. The Chairman declared that the motion was carried.

V Franchises of Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) and New Lantao Bus Company (1973) Limited

(LC Paper No. CB(1)1621/13-14(04) - Administration's paper on franchises of Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) and New Lantao Bus Company (1973) Limited

LC Paper No. CB(1)1621/13-14(05) - Paper on franchises of Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) and New Lantao Bus Company (1973) Limited prepared by the Legislative Council Secretariat (background brief))

44. Upon invitation, Under Secretary for Transport and Housing ("USTH") briefed members on the Government's plan to engage Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) ("Citybus") and New Lantao Bus Company (1973) Limited ("NLB") for discussion on the granting of new 10-year franchises upon expiry of the current ones in 2016 and 2017 respectively.

Lost trip rate of Citybus

45. Mr WONG Kwok-hing expressed concern over the lost trip problem of Citybus. He suggested that electronic display panels should be installed

at bus terminus to provide better information on bus frequencies and to facilitate monitoring of the lost trip problem.

46. USTH said that the Administration attached great importance on the service performance of bus companies. Under the current franchise, the annual average lost trip rate of Citybus was 1.8%, which was lower than the average of about 3% for the industry during the same period. The Administration would bear in mind Mr WONG's views relating to the installation of electronic display panels during the negotiation.

47. The Deputy Chairman referred to the investigation report of the Office of The Ombudsman ("The Ombudsman") issued in early 2014 which revealed that there were inadequacies in Transport Department ("TD")'s mechanism for monitoring the frequencies of bus services. He asked whether the calculation of the annual lost trip rate of 1.8% for Citybus between 2006 and 2013 followed TD's established calculation method or a new one. Noting from the Citybus Fuller Disclosure that the lost trip rate of Citybus was as high as 2.6% from July 2012 to June 2013, he asked if the Administration had any measures to improve the lost trip rate of Citybus.

48. Deputy Commissioner for Transport/Transport Services & Management ("DC/TS&M") said that, in calculating the lost trip rate of bus companies, TD would compare the number of journeys actually travelled with the number specified in the service schedule for the bus route concerned. The average annual lost trip rate of 1.8% since commencement of the current franchise for Citybus was calculated on this basis. In response to the Ombudsman's recommendations, TD was studying with bus companies the feasibility of calculating the lost trip rate for different time periods. TD would report the outcome to the Panel in due course.

Adequacy of bus services provided by NLB on Lantau Island

49. Mr Albert CHAN declared that he was a frequent traveller of NLB. He expressed concern that NLB had focused its resources to provide bus services to tourists. As a result, the bus service provided for local residents was far from sufficient, particularly during weekends and public holidays. In his view, TD had failed to duly monitor the NLB bus services. Concurring with Mr CHAN, Mr WU Chi-wai asked if TD had conducted any surveys and could provide information on whether NLB had duly discharged its duty to deliver adequate bus services to meet passengers' demand, in particular during weekends and public holidays. He also asked whether the Administration had considered opening up the franchise through tender in the public's interest.

50. DC/TS&M said that TD had been closely monitoring NLB's bus service. Apart from examining the operational data, TD had also conducted spot checks on site. In view of the great passenger demand for bus service during weekends, NLB had dispatched special bus departures to serve passengers at intermediate bus stops. In addition, NLB had also deployed additional vehicles which were non-franchised buses to cope with passenger demand during the weekends and public holidays. TD would continue to liaise with NLB to strengthen its service to meet passenger demand. She added that, during peak hours, the average occupancy rate of bus route no. 11 serving Tai O and buses serving Ngong Ping were about 80%, whereas that for buses serving Mui Wo was about 50%.

51. USTH supplemented that the Administration was of the view that NLB had all along been providing proper and efficient services during the current franchise period. In view of this, the Administration considered it appropriate to start direct negotiation, as opposed to open tender, with NLB for a new franchise term.

52. Mr TANG Ka-piu and Mr Albert CHAN considered the figures provided by DC/TS&M concerning the patronage of NLB routes could not reflect the real situation. They noted that passengers had to wait for a long time to get on a bus during peak hours on weekends. Pointing out that there were routes with significant differences in patronage between the outward journey and the returned journey, Mr CHAN considered that TD should not take an average figure of patronage for the round trip of a bus route. The Administration noted their views.

53. Mr TANG Ka-piu further expressed concern that NLB had taken the advantage of its franchise to facilitate business development of Kwoon Chung Motors Company Limited, which provided non-franchised bus service and was a related company of NLB.

54. DC/TS&M said that the deployment of non-franchised buses by NLB on weekends and public holidays in Lantau was a long established arrangement. This could enable NLB to meet the upsurge in transport demand during the periods concerned, without the need of maintaining a large bus fleet when the passenger demand on the other days was comparatively lower. Such arrangement was considered more cost-effective for NLB and could help reduce the pressure to increase fare.

55. Mr Frankie YICK noted that although NLB bus service might not be the most adequate during weekends and public holidays, passengers were generally satisfied with NLB's service according to the survey result. He

asked about NLB's measures to further improve its service. USTH said that NLB planned to further acquire a total of 54 new buses, amounting to around 50% of its bus fleet, between 2014 and 2018. These vehicles would be used to replace the old buses and to meet rising passenger demand.

Other views and concerns

56. Mr TANG Ka-piu asked about the Administration's timetable of granting the new franchises to the two companies. USTH said that the current franchise of Citybus and NLB would expire on 1 June 2016 and 1 March 2017 respectively. To ensure the continuation of public bus service which was essential to passengers, the Administration planned to conclude the discussion with the two companies in early 2015 and would report to the Panel again.

57. Mr WONG Kwok-hing considered that the section fares of those cross-harbour routes running on Hong Kong Island should be reduced to a level which was comparable to those of local services after they crossed the harbour to enhance their patronage. For the benefits of bus captains and passengers, he also urged the bus companies concerned to employ more bus captains on permanent terms.

58. USTH explained that cross-harbour bus routes were relatively long-haul and required return trips. To ensure the precise headways of cross-harbour buses, passengers were encouraged to use local non-cross-harbour bus routes running on Hong Kong Island. He undertook to reflect Mr WONG's views regarding the employment terms of bus captains to the bus companies.

59. Mr Albert CHAN considered that the Government on granting new franchises to any bus companies should require the companies concerned to provide interchange concessions at designated bus-bus interchanges in the form of a free ride on the second leg journey upon interchange to bus routes with the same fares. He also indicated that he would move a motion in this regard. USTH said that the Administration had always been encouraging the bus companies to offer more bus-bus interchange concessions as the circumstances would permit. The Administration would bear in mind Mr CHAN's views during the negotiation.

60. Mr POON Siu-ping noted that the two bus companies had been taking measures to further enhance the safety of their bus services, including the provision of longer rest time for bus captains when they were on duty, provision of training courses on safe driving to strengthen bus captains'

driving skills, and requirement of bus captains to undergo health checks. He asked about the details of the above arrangements.

61. DC/TS&M advised that TD had issued guidelines to franchised bus companies on drivers' working hours. The guidelines were as follows:

- (a) bus captains should have a rest time of at least 30 minutes after 6 hours of duty and within that 6-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first 4 hours of duty;
- (b) maximum duty (including all rest times) in a working day should not exceed 14 hours;
- (c) driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours;
- (d) the break between successive working days should not be less than 10 hours; and
- (e) bus captains working for a duty of not less than 8 hours in a working day should have a meal break of not less than 1 hour.

She said that, according to the surveys commissioned by TD, the compliance rate of the above guidelines by bus companies ranged from about 98% to 100%.

62. For the health check requirements, DC/TS&M added that bus captains aged 50 or above would be required to undergo annual health checks. Those aged 60 or above would also be required to take an electrocardiogram during their annual health checks. Further, with effect from August 2013, bus captains of 50, 54 and 57 years old as well as those with specified illnesses had to undergo an electrocardiogram during their annual health checks. As reflected by bus companies, the above arrangements had been operating smoothly.

(To allow sufficient time for discussion, the Chairman extended the meeting by 15 minutes.)

Motion

63. After discussion, Mr Albert CHAN moved the following motion –

"本委員反對給予新大嶼山巴士公司未來十年的專營權。"

(Translation)

"That this Panel opposes the grant of franchise to New Lantao Bus Company (1973) Limited for the next 10 years."

64. The Chairman put the motion to vote. Three members voted for and five members voted against it. The Chairman declared that the motion was negated.

65. Mr Albert CHAN then moved the following motion –

"本委員要求政府給予任何巴士公司新專營權的同時，有關的巴士公司必須在指定的巴士轉乘站給予轉乘優惠服務，而同車資巴士的轉乘，應給予免費轉乘。"

(Translation)

"That this Panel requests that while the Government grants new franchises to any bus companies, the companies concerned must provide interchange concessions at designated bus-bus interchanges in the form of a free ride offered to passengers on the second leg journey upon interchange to bus routes with same fares."

66. The Chairman put the motion to vote. Four members voted for and three members voted against it. The Chairman declared that the motion was carried.

VI Any other business

67. There being no other business, the meeting ended at 10:33 am.