

**立法會**  
**Legislative Council**

LC Paper No. CB(4)1040/14-15  
(These minutes have been seen  
by the Administration)

Ref : CB4/PL/TP/1

**Panel on Transport**

**Minutes of special meeting held on  
Monday, 9 February 2015, at 9:30 am  
in Conference Room 1 of the Legislative Council Complex**

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

**Members absent** : Hon LEE Cheuk-yan  
Hon Ronny TONG Ka-wah, SC  
Hon Frankie YICK Chi-ming

**Public Officers attending** : **Agenda item I**

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

Mr Andy CHAN, JP  
Deputy Secretary for Transport and Housing  
(Transport)2

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

Ms Macella LEE  
Assistant Commissioner/Management and  
Paratransit  
Transport Department

Ms Rachel KWAN  
Principal Transport Officer/Bus & Railway 1  
Transport Department

**Attendance by invitation** : **Agenda item I**

New People's Party

Mr CHENG Chit-pun  
Community Development Officer

Democratic Alliance for the Betterment and  
Progress of Hong Kong

Mr YEUNG Hok-ming  
Deputy Spokesperson of Transport Affair

Liberal Party

Mr Mark FU

Our Bus Terminal

Mr Leslie CHAN  
Chairman

North Kwai Chung Transport Concern Group

Mr Carter LAU  
Chairman

Individual

Mr Michael YUNG Ming-chau  
Shatin District Councillor

Individual

Mr Jacky LIM  
Commentator

Individual

Ms LI Shee-lin

Individual

Mr NGAN Man-yu  
Kwun Tong District Councillor

Clean Air Network

Mr LOONG Tsz-wai  
Community Relations Manager

Individual

Mr YIU Ka-chun  
Chairman of Traffic and Transport Committee, Sha  
Tin District Council

The Lion Rock Institute

Ms CHAN Hiu-wai  
Research Assistant

Civic Party (Kowloon West Branch)

Ms Sarah WONG  
District Developer (Tai Kok Tsui)

Hong Kong Taxi Owners' Association Limited

Mr WONG Po-keung  
Chairman

CFM Management Company Limited

Mr Terence TSE Kin-leung  
Managing Director

Sun Cheong Transportation Hong Kong Company Limited

Mr William WONG  
Manager

Empty Transport International

Ms CHAO Suet-ying  
Spokesperson

Friends of the Earth (HK)

Mr Adrien CHAN  
Environmental Affairs Officer

Motor Transport Workers General Union Long Win Bus Branch

Mr CHEUNG Tsz-kei  
Director

The Federation of Bus Industry Trade Unions

Mr LAM Nai-wa  
Secretary

New World First Bus Company Staff Union

Mr LAM Kam-piu  
Chairperson

The K.M.B. Staff Union

Mr LI Kwok-wah  
Chairperson

Citybus Limited Employees Union

Mr TANG Sin-hing  
Chairperson

Civic Party

Mr Joshua LI Chun-hei  
District Developer (KLW)

Motor Transport Workers General Union

Mr TANG Wai-cheong  
Principal Vice-Chairman

Motor Transport Workers General Union N.L.B.  
Branch

Mr LAM Po-keung  
Director

Motor Transport Workers General Union Kowloon  
Bus Branch

Ms CHENG Wai-kwan  
Director

Motor Transport Workers General Union New  
World Bus Branch

Mr CHAN Shu-ming  
Director

Labour Party

Mr Quentin CHENG

Individual

Mr Paul ZIMMERMAN  
Southern District Councillor

Bike Racks on Buses @HK

Mr CHAN Ka-leung  
Spokesperson

The Kowloon Motor Bus Company (1933) Limited

Mr Roger LEE  
Managing Director

City Joy Investment Limited

Mr CHUNG Chi-wai  
Director

Individual

Mr NG Chung-tat

Citybus Limited

Mr Newton NG Yee-kwan  
Senior Operations Manager, New World First Bus  
& Citybus

New World First Bus Services Limited

Mr William CHUNG Chak-man  
Head of Operations, New World First Bus &  
Citybus

Kowloon Motor Bus Workers General Union

Mr CHAN Tat-ho  
Chairperson

Public Transport Think Tank of Hong Kong

Mr PUN Wai-chung  
Executive

Neo Democrats

Mr Ventus LAU  
Community Officer

Choi Kee (Yuen Long) Maxicab Route PLB  
Limited

Mr TAM Man-fung  
Director

Choi Kee (Mong Kok) Maxicab Route PLB Limited

Mr TAM Chi-sing  
Director

Public Transport Research Team

Mr Ben HON  
Chairperson

The Democratic Party

Mr Henry CHAI Man-hon  
Deputy Spokesman on Transport Policy

Hong Kong Public Transport Concern Group

Mr Titus LAM  
Committee member

Hong Kong Cycling Alliance

Mr Martin TURNER  
Chairman

**Clerk in attendance :** Ms Sophie LAU  
Chief Council Secretary (4)6

**Staff in attendance :** Ms Cindy CHAN  
Senior Council Secretary (4)2

Ms Emily LIU  
Legislative Assistant (4)6

Miss Kay PANG  
Legislative Assistant (4)7

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Action

**I. Public Transport Strategy Study - Franchised bus services**

Meeting with deputations/individuals and the Administration

(LC Paper No. CB(1)238/14-15(06) - Administration's paper on  
Public Transport Strategy  
Study – Workplan

LC Paper No. CB(1)238/14-15(07) - Paper on public transport  
strategy in Hong Kong  
prepared by the Legislative  
Council Secretariat  
(background brief)



LC Paper No. IN05/14-15

- Paper on franchised bus services in Seoul and Singapore prepared by the Research Office of the Legislative Council Secretariat (information note))

### Briefing by the Administration

At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") said that the Administration had briefed Members on the work plan of the Public Transport Strategy Study ("PTSS") in November 2014. In short, the PTSS would examine the role and positioning of public transport services other than railway and some important issues of greater concerns to the public transport trade to enhance their complementarity. The objective was to maintain quality and diversified public transport services and draw up strategies conducive to the healthy and sustainable development of the trades. With regard to franchised bus service, the Role and Positioning Review ("RPR") would examine the role and positioning of franchised bus service. Issues such as how to further promote bus route rationalization and the feasibility of introducing new services and installing real-time bus arrival information systems would be covered. USTH also said that the scope of the RPR was extensive. It would touch upon a number of issues of public interest or that would affect the business prospect of the public transport trades. The Government would engage a consultant to assist and was proposing to create a supernumerary post of an Administrative Officer Staff Grade C (D2) to oversee and steer the work of the RPR. The proposal would be considered by the Establishment Subcommittee. The Administration would not have spare resources to take up the RPR if the proposal was not supported. USTH appealed to Members for their support for the proposal so that the RPR could commence as early as possible.

2. The Chairman remarked that a series of special meetings would be held by the Panel on Transport to collect public views on different aspects of PTSS, and this meeting was to collect views on franchised bus service. At the invitation of the Chairman, a total of 45 deputations/individuals presented their views. A summary of the views and major concerns of these deputations/individuals was in the **Appendix**. The gist of discussion was as follows:

Views and major concern of deputations/individuals

- (a) franchised buses service could not and should not be replaced by expanded railway services;
- (b) improvement measures should be worked out to address the inadequacies in the operation of individual franchised bus operators;
- (c) various modes of public transport could complement railways and with each other;
- (d) the Government's public transport policy should ensure that different sectors of passengers continued to enjoy multi-modal choices that could meet their demand;
- (e) operation efficiency of franchised bus service was constrained by the seating capacity of the vehicles used by the franchised bus operators, traffic volume on busy streets, limited road space and road network planning;
- (f) the Government should provide support to the franchised bus operators to improve the facilities of transport interchanges and bus stops;
- (g) consideration could be given to introducing designated bus-only lanes or bus priority measures to enhance operation efficiency of bus service in selected districts/areas;
- (h) the franchised bus operators had suffered from a shortage of patronage due to the overlapping of their routes with railways, resulting in an increased pressure on franchised bus operators to raise fares;
- (i) the livelihood of bus drivers as well as the modal choices of passengers should be taken into consideration when reviewing the roles and long-term development of franchised bus service;
- (j) promotion of franchised bus route rationalization should aim at redirecting resources so saved to routes with keen demand, instead of merely cancelling under-utilized routes or reducing their frequencies;

- (k) when examining ways to rationalize franchised bus routes, the implications of bus route rationalization for other public transport services like public light buses and non-franchised bus services should be taken into account;
- (l) franchised bus route rationalization might open up new opportunities for the provision of public light bus and non-franchised bus services;
- (m) the franchised bus operators should be encouraged to consider application of information technology and other advanced intelligent transport systems in the management of bus service;
- (n) the Government should actively explore the possibility of introducing more environmentally friendly modes of transport and "park and ride" facilities near railway stations; and
- (o) the franchised bus operators should consider implementing more user-friendly measures to cater for the needs of cyclists who might ride on buses with their bikes.

3. Members also noted the following submissions from deputations/individuals not attend the meeting -

- (LC Paper No. CB(4)447/14-15(01) - Submission from a member of the public
- LC Paper No. CB(4)447/14-15(02) - Submission from Mr YEUNG Wai-sing, Eastern District Councillor
- LC Paper No. CB(4)447/14-15(03) - Submission from Community for Road Safety))

#### Response by the Administration

4. In response, USTH said that:

- (a) the Administration would take into account the views expressed by deputations and individuals at the meeting. For views relating to issues other than public transport services, The Administration would suitably follow up separately. The consultant would consult the public and public transport trades

in the course of the PTSS;

- (b) given that Hong Kong was a small and densely-populated city with limited road space, and the public were concerned about the impact of road traffic on air quality, the Administration would continue to use the railway as the backbone of Hong Kong's public transport system;
- (c) Whilst the railway was the backbone of Hong Kong's public transport system, it was not hegemonic. Road-based public transport services would continue to play an important role. In conducting the PTSS, the Administration would examine the overall strategic arrangements of the public transport network, so as to enhance the complementarity among public transport services and maintain reasonable modal choices for the public ;
- (d) the Administration had along been encouraging the franchised bus companies to make use of information technology (such as real-time bus arrival information system) to enhance their services and provide new services (such as point-to-point express routes) to meet passenger demand. These topics would be further studied in the RPR;
- (e) the Administration would explore how to further promote bus route rationalization to enhance network efficiency and improve service quality under the PTSS. The objective of the bus route rationalization was to minimize wastage by cancelling under-utilized routes or reducing their frequencies, with a view to redirecting resources so saved to routes with keen demand; and
- (f) cycling was not a public transport mode and hence not covered in the PTSS. The Administration would consider promoting user-friendly measures for cyclists to carry bicycles on franchised buses.

(At 12:00 noon, the Chairman extended the meeting by 15 minutes to allow sufficient time for discussion.)

## Discussion

### *Coverage of PTSS*

5. Dr KWOK Ka-ki considered that as a number of the recommendations made in the Third Comprehensive Transport Study ("CTS"), carried out in 1997 with the planning horizon extended to 2016, had not been implemented, and the scope of the PTSS was rather limited, it was incumbent upon the Administration to expeditiously launch the Fourth CTS to comprehensively review the transport policies in Hong Kong.

6. USTH said that the broad directions laid down by the CTS-3 remained valid. They had been implemented through adoption of policies and measures over the years. Following the announcement of the Railway Development Strategy 2014 ("RDS 2014") which mapped out the railway network up to 2031, the Administration considered it an appropriate juncture to conduct the PTSS in examining the role and positioning of public transport services other than the railway to enhance their complementarity.

### *Sustainable development of the franchised bus sector*

7. In view of the fact that priority was given to railway development, Mr CHAN Han-pan was concerned that franchised bus operators had to face even greater competition and became a supplementary mode of public transport in the long term. Mr CHAN enquired what policies would be formulated by the Government to help maintain the competitiveness and sustainable development of the franchised bus sector.

8. USTH advised that given that Hong Kong was a small and densely-populated city with limited road space, and the public were concerned about the impact of road traffic on air quality, the railway would continue to be the backbone of Hong Kong's public transport system. Yet, the Administration's objective was to provide quality and diversified public transport services. Road-based public transport services would continue to complement the railway services. For instance, it was expected that franchised buses would continue to account for about 30% of total patronage of all public transport services even after the opening of the several new railways in coming few years. In conducting the PTSS, the Administration would explore how to improve operational efficiency, quality and competitiveness of franchised bus service.

9. Mr CHAN Han-pan suggested that consideration could be given to encouraging the franchised bus operators to launch monthly pass concession, interchange concession schemes or other concession schemes to attract passengers. The Chairman added that the franchised bus operators could consider offering distance-based section fares to boost bus patronage.

10. USTH said that the Administration had along been encouraging the franchised bus companies to provide fare concessions (including section fares) as far as possible, taking into account their operating and financial conditions, market condition and passenger needs, etc., so as to alleviate the burden of travelling expenses on the public. Yet, the offer of any concession or the details of which were commercial decisions of the individual operators.

11. Mr TANG Ka-piu asked whether the Administration considered that there was room for the franchised bus operators to offer any fare concession schemes amid falling fuel prices.

12. Deputy Secretary for Transport and Housing (Transport)<sup>2</sup> said that under the Fare Adjustment Arrangement for Franchised Buses, the Administration would take into account a basket of factors in assessing fare increase applications from the franchised bus companies and considering the need for any fare adjustment. These factors included the changes in operating costs and outcome of a fare adjustment formula, etc. The fare adjustment formula would be applied on a quarterly basis. If the formula outcome reached -2%, the Government would proactively initiate a fare review taking into account the basket of factors but that had so far not happened. He added that although changes in fuel price would inevitably affect the operating costs of franchised bus service, the operating costs were made up of various components apart from fuel cost. These included wage, maintenance and insurance. The Administration would keep the situation in view.

13. Mr TANG Ka-piu pointed out that the bus fleet size of the Kowloon Motor Bus Company (1933) ("KMB") had decreased from its peak of about 4 000 buses to the current level of about 3 600 buses due to the overlapping of its bus routes with the expanded railway network, resulting in a drop of the bus service patronage. This in turn had caused hardship to the livelihood of bus drivers. Mr TANG asked if there was any projected reduction of buses arising from the implementation of the seven new railway projects as proposed in the RDS 2014.

14. USTH responded that prior to the completion of a new railway project, the Administration would assess the change of passenger demand and travelling pattern after the opening of the new railway and the impact on other road-based public transport services. The Administration would devise public transport re-organization plan to enhance the coordination among public transport services. Stakeholders would be consulted before implementation of the rationalization proposals.

*Provision of facilities at bus termini and transport interchanges*

15. Mr WONG Kwok-hing asked what measures would be taken by the Administration to enhance the provision of facilities at bus termini to cater for the needs of bus drivers when taking rest breaks between bus journeys in order to safeguard operational safety.

16. Assistant Commissioner/Management and Paratransit of the Transport Department ("TD") said that during the development of new bus termini or interchanges, TD had worked closely with the franchised bus operators to ensure the provision of appropriate facilities for bus drivers to take rest breaks at bus termini and public transport interchanges between bus journeys. However, owing to physical constraints, some existing bus termini and interchanges (especially those located in developed areas) might not be equipped with such facilities. In this regard, TD would maintain close communication with departments concerned, the trade unions and franchised bus operators to make alternative arrangements as far as practicable.

17. The Chairman considered that apart from installation of large display panels to provide real-time bus arrival/departure information, the franchised bus operators should have contingency measures to cater for any mechanical failure of buses at transport interchanges.

*Provision of real-time information for passengers*

18. Mr WONG Kwok-hing asked whether global positioning system-based ("GPS-based") bus arrival information system would be implemented by the franchised bus operators to facilitate the provision of real-time bus information for passengers.

19. Managing Director of The Kowloon Motor Bus Company (1933) responded at the request of the Chairman that KMB was mindful of the community's calls for more reliable and real-time information to let passengers waiting at bus stops know when to expect the next bus based on

real-time positioning of buses and traffic flow on the roads. KMB was actively preparing for installing this system in its buses by phases. Subject to technical feasibility and user feedback, it was the plan of KMB to gradually roll out such a system within a year.

20. Head of Operations of New World First Bus Services and Citybus Limited pointed out that large display panels had already been installed at bus stops of the airport to provide passengers with real-time bus arrival/departure information.

21. Mr CHAN Han-pan urged the Administration to encourage other franchised bus operators to expedite the use of GPS-based technology and provision of real-time information for passengers, as provision of such information could enable the general public to better monitor franchised bus operators' non-adherence to service schedules, the overall rate of lost bus trips and the deployment of those so-called "phantom buses" (i.e. buses sent to travel to the terminus directly from a nearby bus stop which were counted as full trips) on all bus routes. Such information could encourage the franchised bus operators to improve the quality of bus service.

*Other issues*

22. The Chairman pointed out that, in urban areas in Hong Kong, the vehicular speed had dropped from 25.6 miles per hour ("mph") in 2003 to 22.7 mph in 2013. He was concerned about the adverse effect of road traffic congestion on the operation efficiency of road-based public transport services. Mr LEUNG Kwok-hung considered that the Administration should formulate policies on containing the rapid growth in the number of private cars in order to mitigate road traffic congestion.

23. USTH responded that the Administration was examining the recommendations made by the Transport Advisory Committee ("TAC") in its report on Study of Road Traffic Congestion in Hong Kong submitted in December 2014 and would respond as appropriate.

24. Mr LEUNG Kwok-hung expressed that due to the skewed government policy, the corporatization of railway service had led to the MTR Corporation Limited having become an enormous business running on commercial principles. He urged the Administration to have more stringent supervision over its governance. He was of the view that public space/roads in all metropolitan cities were precious public resources and that all public transport means should be run by the public sector instead of the



private sector. If so, all citizens could conveniently travel around the city on one debit card for all public transport means.

### Conclusion

25. The Chairman thanked the deputations/individuals for presenting their views at the meeting. He called on the Administration to listen to the views of the deputations/individuals when conducting PTSS.

26. The Chairman said that the next meeting of the Panel was scheduled for 27 February 2015 at 10:45 am.

### **II. Any other business**

27. There being no other business, the meeting ended at 12:30 pm.

Council Business Division 4  
Legislative Council Secretariat  
4 June 2015

## Panel on Transport

Meeting on Monday, 9 February 2015, at 9:30 am

## Public Transport Strategy Study - Franchised bus services

Summary of views and concerns expressed by deputations/individuals

No.	Name of deputation/individuals	Major views and concerns
1.	New People's Party	<ul style="list-style-type: none"> <li>● provision of franchised bus service was not sufficient in certain districts/areas;</li> <li>● urged the Administration to implement measures to help enhance the operation efficiency of franchised bus service;</li> <li>● bus route rationalization should aim at redirecting resources so saved to other routes to meet passenger demand, and facilitating smooth transfer of passengers at transport interchanges;</li> <li>● more section fares, interchange concessions and other concession schemes should be provided by franchised bus operators</li> </ul>
2.	Democratic Alliance for the Betterment and Progress of Hong Kong	<ul style="list-style-type: none"> <li>● bus route rationalization should aim at redirecting resources so saved to other routes to meet passenger demand, and facilitating smooth transfer of passengers at transport interchanges and the most crowded sections of the railway system;</li> <li>● urged the Administration to implement measures to help enhance the operation efficiency of franchised bus service, to step up the monitoring of the quality of franchised bus service and review the penalty framework for franchised bus operators;</li> <li>● supported the implementation of environmental friendly measures such as the phasing out of high emission franchised buses;</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>● urged the Administration to expeditiously review the basis on which the scale of fares charged by franchised bus operators was determined and the related provisions in the Public Bus Services Ordinance (Cap. 230);</li> <li>● more section fares, interchange concessions and other concession schemes should be provided by franchised bus operators;</li> <li>● real-time bus arrival/departure information should be provided to passengers</li> </ul>
3.	Liberal Party	<ul style="list-style-type: none"> <li>● supported the implementation of bus route rationalisation to redirect resources to those routes with keen demand;</li> <li>● the under-utilized bus routes could be cancelled and taken up by public light bus service to maintain reasonable modal choices for the public;</li> <li>● the Administration should include environmental protection considerations in the formulation of public transport policies;</li> <li>● urged the Administration to implement measures to help enhance the operation efficiency of franchised bus service;</li> <li>● the Administration should review the road infrastructure and road network planning to better tackle road traffic congestion</li> </ul>
4.	Our Bus Terminal	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)536/14-15(01) (Chinese version only)</li> </ul>
5.	North Kwai Chung Transport Concern Group	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)502/14-15(01) (Chinese version only)</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
6.	Mr Michael YUNG Ming-chau, Shatin District Councillor	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)502/14-15(02) (Chinese version only)</li> </ul>
7.	Mr Jacky LIM	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(11) (Chinese version only)</li> </ul>
8.	Ms LI Shee-lin	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)502/14-15(03) (Chinese version only)</li> </ul>
9.	Mr NGAN Man-yu, Kwun Tong District Councillor	<ul style="list-style-type: none"> <li>● supported the implementation of bus route rationalization to redirect resources to those routes with keen demand;</li> <li>● the under-utilized bus routes could be cancelled and substituted by public light bus service to maintain reasonable modal choices for the public;</li> <li>● provision of franchised bus service was not sufficient in certain districts/areas;</li> <li>● urged the Administration to better coordinate the provision of various public transport services taking into account the roles and positioning of various modes of public transport</li> </ul>
10.	Clean Air Network	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(01) (Chinese version only)</li> </ul>
11.	Mr YIU Ka-chun, Traffic and Transport Committee of Shatin District Council	<ul style="list-style-type: none"> <li>● the franchised bus operators should be encouraged to provide more bus-bus interchange schemes, including inter-company bus-bus interchange schemes;</li> <li>● supported the introduction of two-way section fares or distance-based fares for all bus routes;</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>● the Administration should consider introducing a profit sharing mechanism for the franchised bus sector to enable the bus operators to share their profit with passengers by offering fare concessions;</li> <li>● real-time bus arrival/departure information should be provided to passengers;</li> <li>● supported the introduction of franchised bus routes linking up the public hospitals of the same cluster of the Hospital Authority</li> </ul>
12.	The Lion Rock Institute	<ul style="list-style-type: none"> <li>● suggested to introduce competition to the franchised bus sector to encourage continued improvements to the quality of bus service</li> </ul>
13.	Civic Party (Kowloon West Branch)	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)536/14-15(02) (Chinese version only)</li> </ul>
14.	Hong Kong Taxi Owners' Association Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)502/14-15(04) (Chinese version only)</li> </ul>
15.	CFM Management Company Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(12) (Chinese version only)</li> </ul>
16.	Sun Cheong Transportation Hong Kong Company Limited	<ul style="list-style-type: none"> <li>● urged the Administration to increase the seating capacity of public light buses and review the fare adjustment mechanism for public light bus service;</li> <li>● supported the introduction of more low-floor public light buses to cater for the needs of the elderly and persons with disabilities</li> </ul>
17.	Empty Transport International	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(13) (Chinese version only)</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
18.	Friends of the Earth (HK)	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)518/14-15(01) (Chinese version only)</li> </ul>
19.	Motor Transport Workers General Union Long Win Bus Branch	<ul style="list-style-type: none"> <li>● urged the Administration to improve the road infrastructure, design of bus termini and traffic light signals in order to mitigate traffic congestion and safeguard road safety;</li> <li>● supported the implementation of bus priority measures to enhance operation efficiency of franchised bus service</li> </ul>
20.	The Federation of Bus Industry Trade Unions	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)536/14-15(01) (Chinese version only)</li> </ul>
21.	New World First Bus Company Staff Union	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)502/14-15(05) (Chinese version only)</li> </ul>
22.	The K.M.B. Staff Union	<ul style="list-style-type: none"> <li>● the problem of lost bus trips was partly attributable to undesirable road design and network as well as traffic congestion;</li> <li>● supported the introduction of more point-to-point express routes run by the franchised bus operators</li> </ul>
23.	Citybus Limited Employees Union	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)502/14-15(06) (Chinese version only)</li> </ul>
24.	Civic Party	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)502/14-15(07) (Chinese version only)</li> </ul>
25.	Motor Transport Workers General Union	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Papers Nos. CB(4)444/14-15(02) and CB(4)502/14-15(08) (Chinese version</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		only)
26.	Motor Transport Workers General Union N.L.B. Branch	<ul style="list-style-type: none"> <li>● urged the Administration to improve the road infrastructure and design of bus termini in Lantau;</li> <li>● the Administration should strike a balance between environmental protection and boosting bus patronage when formulating public transport policies for Lantau</li> </ul>
27.	Motor Transport Workers General Union Kowloon Bus Branch	<ul style="list-style-type: none"> <li>● did not support the use of railways as the backbone for Hong Kong's public transport system;</li> <li>● traffic congestion was serious in Hong Kong and affected the operation efficiency of public transport services;</li> <li>● supported the introduction of more bus-bus interchanges through bus route rationalization;</li> <li>● supported the introduction of more point-to-point express routes run by the franchised bus operators;</li> <li>● the Administration should implement measures to facilitate smooth transfer of passengers at transport interchanges;</li> <li>● the livelihood of bus drivers should not be neglected when formulating public transport policies</li> </ul>
28.	Motor Transport Workers General Union New World Bus Branch	<ul style="list-style-type: none"> <li>● delayed or lost bus trips were often caused by traffic congestion and road works;</li> <li>● there was increased pressure on bus drivers to cope with very stringent bus schedule and operational arrangements in the light of expanded railway network and increased patronage arising from the implementation of the Public Transport Fare Concession Scheme</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		for the Elderly and Eligible Persons with Disabilities; <ul style="list-style-type: none"> <li>● insufficient facilities were provided at bus termini and transport interchanges</li> </ul>
29.	Labour Party	<ul style="list-style-type: none"> <li>● the existing level of franchised bus service failed to meet the traffic demand of different sectors of the community;</li> <li>● the Administration should consider measures to curb the growth in the number of private cars which led to traffic congestion and lost bus trips;</li> <li>● urged the Administration to better coordinate the provision of public transport services across various modes of public transport</li> </ul>
30.	Mr Paul ZIMMERMAN, Southern District Councillor	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(03) (English version only)</li> </ul>
31.	Bike Racks on Buses @HK	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(04) (Chinese version only)</li> </ul>
32.	The Kowloon Motor Bus Company (1933) Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(05) (English version only) (restricted to Members only)</li> </ul>
33.	City Joy Investment Limited	<ul style="list-style-type: none"> <li>● urged the Administration to increase the seating capacity of public light buses;</li> <li>● supported the implementation of bus route rationalization;</li> <li>● public light bus service could complement franchised bus service, especially for those under-utilized bus routes</li> </ul>



<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
34.	Mr NG Chung-tat	<ul style="list-style-type: none"> <li>● the implementation of bus route rationalization had only resulted in savings in operating cost of the franchised bus operators while the demand of passengers was not met;</li> <li>● urged the Administration to critically review the fare adjustment mechanism for franchised buses;</li> <li>● the Administration should consider introducing measures to enhance transparency of the financial position of individual franchised bus operators</li> </ul>
35.	Citybus Limited	<ul style="list-style-type: none"> <li>● franchised bus service should include feeder service between residential areas and nearby railway stations, commuter services across different modes of public transport, and cross-boundary transport services;</li> <li>● urged the Administration to implement improvement measures to mitigate road traffic congestion and step up enforcement efforts on illegal parking on the side of streets and at/near bus stops;</li> <li>● suggested the Administration to review the role and positioning of franchised bus service vis-à-vis light rail service;</li> <li>● the overlapping of bus routes with the light rail network or public light bus routes should be avoided;</li> <li>● called upon the Administration to take into account the development of franchised bus service when implementing major road infrastructure projects</li> </ul>
36.	New World First Bus Services Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(06) (Chinese version only)</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
37.	Kowloon Motor Bus Workers General Union	<ul style="list-style-type: none"> <li>● supported the introduction of bus priority measures and designated bus-only lanes on busy roads during peak hours to enhance operation efficiency and safety of franchised bus service;</li> <li>● urged the Administration to implement measures to regulate the use of bus stops by other vehicles so that wheelchair users could board and alight from a low-floor bus without any difficulties;</li> <li>● urged the Administration to consider the impact on the livelihood of bus drivers when considering the granting of new franchises to the bus operators</li> </ul>
38.	Public Transport Think Tank of Hong Kong	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(07) (Chinese version only)</li> </ul>
39.	Neo Democrats	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(08) (Chinese version only)</li> </ul>
40.	Choi Kee (Yuen Long) Maxicab Route PLB Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(14) (Chinese version only)</li> </ul>
41.	Choi Kee (Mong Kok) Maxicab Route PLB Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(15) (Chinese version only)</li> </ul>
42.	Public Transport Research Team	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(09) (Chinese version only)</li> </ul>
43.	The Democratic Party	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Papers Nos. CB(4)502/14-15(09), CB(4)564/14-15(01) and (02) (Chinese version only)</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
44.	Hong Kong Public Transport Concern Group	<ul style="list-style-type: none"><li>● presentation of views as set out in submission LC Paper No. CB(4)444/14-15(10) (Chinese version only)</li></ul>
45.	Hong Kong Cycling Alliance	<ul style="list-style-type: none"><li>● the Government's public transport policies should include cycling as a means of public transport taking into account the benefits of cycling to Hong Kong's public transport system and the Public Transport Strategy Study should also cover cycling;</li><li>● certain franchised buses, such as those cross-harbour tunnel buses, should be equipped with bike racks</li></ul>

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