

立法會
Legislative Council

LC Paper No. CB(4)1436/14-15

Ref : CB4/PL/TP/1

Panel on Transport

**Minutes of special meeting held on
Tuesday, 14 April 2015, at 9:00 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 LEE Cheuk-yan
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon WONG Kwok-hing, BBS, MH
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 Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon Gary FAN Kwok-wai
Hon CHAN Han-pan, JP
Dr Hon KWOK Ka-ki
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS
- Members absent** : Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Ronny TONG Ka-wah, SC

Dr Hon Elizabeth QUAT, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP

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

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

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

Miss Cindy LAW, JP
Deputy Commissioner/Transport Services and
Management
Transport Department

Ms Macella LEE
Assistant Commissioner/Management and
Paratransit
Transport Department

Mr Vincent FAN
Chief Transport Officer/Bus & Railway 4
Transport Department

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

Motor Transport Workers General Union
Non-franchised Bus Branch

Mr LAM Chun-yuen
Right & Interest Executive

Individual

Mr Jacky LIM
Commentator

Democratic Alliance for the Betterment and Progress of Hong Kong

Mr LUI Chiu-hung
Deputy Spokesperson of Transport Affair

China Hong Kong and Macau Boundary Crossing Bus Association

Mr Alan CHAN
Secretary General

Civic Party

Mr Joshua LI Chun-hei
District Developer (KLW)

Our Bus Terminal

Mr Leslie CHAN
Chairman

Hong Kong Evergreen Association

Ms Sarah WONG
Chairman

Individual

Mr Michael YUNG Ming-chau
Shatin District Councillor

West Kowloon Harmony Association

Mr Stanley CHAN
Chairman

Liberal Party

Mr Mark FU
Representative

Individual

Mr Brian WOO Kai-ming

Public Omnibus Operators Association

Mr Matthew WONG
Chairman

Tsuen Wan District Tourists and Passengers
Omnibus Operators Association Limited

Mr TANG Chi-keung
Chairman

Yuen Long District Tourists and Passengers
Omnibus Operators Association Limited

Mr Jack CHEUNG
Chairman

Hong Kong District Tourists and Passengers
Omnibus Operators Association Limited

Mr CHAN Chi-tak
Chairman

Tuen Mun District Tourists and Passengers
Omnibus Operators Association Limited

Mr Dick YIP
Chairman

Kowloon District Tourists and Passengers
Omnibus Operators Association Limited

Mr Cyrus LAI
Committee Member

Winhoi (Group) Limited

Mr Ocean LAW
Managing Director

Sun Fai Transportation Company

Mr CHEUNG Y F
Director

Jackson Coach Hire Service Limited

Mr Jackson KWOK
Executive Director

Jubilee International Tour Centre Limited

Mr Johnny LEE
Managing Director

Kwoon Chung Bus Holding Limited

Mr James WONG
CEO

Jtech Passenger Transport Limited

Mr MAN Hoi-tik
Consultant

City Motors

Mr Howard C H TONG
Operation Department Senior Manager

合勝旅遊巴士(公共小巴)客運公司

Mr YIP Wing-ching
Manager

Chung Kee Transportation Limited

Mr Derek CHEUNG

Natural Express

Mr CHUNG Bing-wah
Owner

Tai Fung Coach Company Limited

Mr Peter MOK Wah-fun
General Manager

Sun Star Taxi Operators Association

Mr CHAN Wai-ming
President

Session II

Success Universal Travel Company Limited

Mr CHAN Yat-chun
Manager

Universal Travel Company Limited

Ms TANG Wai-chun
Director

Individual

Mr Stanley LEE

學童車協會

Mr LEUNG Kong
Chairman

Hong Kong Guangdong Boundary Crossing Bus

Mr CHEUNG Kim-ping
秘書長

New People's Party

Mr CHENG Chit-pun
Community Development Officer

North Kwai Chung Transport Concern Group

Mr Carter LAU
Chairman

Coach Drivers Union

Mr WONG Hin-wai
Secretary

The Lion Rock Institute

Ms Kate CHAN
Research Assistant

Individual

Ms YANG May-lee

Hong Kong Aided Primary School Heads
Association

Mr SIN Kim-wai
Vice Chairman

Sun Bus Limited

Mr Eddie CHOI
Executive Director

Individual

Mr CHEUNG Yung-chung

Individual

Mr LEE Kwai-ping

Individual

Mr MAN Ho-ting

Individual

Mr MAN Chi-fat

Non-franchised Public Buses Workers
Association

Ms SO Po-lin
理事長

Public Transport Research Team

Mr Ben HON Ka-mo
Chairman

Public Transport Concern Group

Mr Titus LAM
Committee Member

Fare Group

Mr Quentin CHENG
Convener

Labour Party

Mr Helix HA
Representative

The Student Union of the Chinese University of
Hong Kong

Mr HUNG Ho-ming
Vic-President

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

Staff in attendance : Ms Wendy JAN
Senior Council Secretary (4)7

Ms Emily LIU
Legislative Assistant (4)6

Mr Griffin FUNG
Legislative Assistant (4)8

Action

I. Public Transport Strategy Study – Non-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. CB(4)673/14-15(01) - Letter from Hon TANG Ka-piu on the proposed increase of licences for non-franchised bus (Student Service))

Briefing by the Administration

At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members that the Public Transport Strategy Study ("PTSS") would comprise two parts, namely the Role and Positioning Review ("RPR") and Topical Study. USTH advised that RPR would review the roles and positioning of various public transport services, including non-franchised bus ("NFB") service. He explained that there were currently over 7 000 NFBs in Hong Kong, providing different types of services comprising tour service, hotel service, student service, employees' service, international passenger service, residents' service and contract hire service. The fare of NFB service was not subject to regulation, and this helped enable NFBs to meet market demand with more flexibility. Whilst the overall operation of NFBs had been satisfactory, a slightly tight supply of school buses might have occurred. Meanwhile, having regard to the opening of new infrastructures in the pipeline, the Administration would review whether there was a need to

allow certain flexibility on NFB operation as appropriate to meet new service demand.

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 NFB services. At the invitation of the Chairman, a total of 51 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) most of the deputations/individuals opposed the Administration's proposal of granting new endorsement for "solely for student service" (with a code of A03R) to NFBs ("the proposed new endorsement") because they considered that-
 - i) the proposed new endorsement might have an adverse impact on the NFB market, leading to the closure of small sized school bus companies eventually;
 - ii) the operating cost of running school bus service was very high, and some school bus operators might have to operate unauthorized bus services to generate sufficient income to cover the high operational costs;
 - iii) the proposed new endorsement might also exacerbate the problem of shortage of drivers, NFB maintenance workers and parking spaces;
 - iv) the crux of the problem of shortage of school bus service lay with the under-enrolment and scattered distribution of students as well as the high operational costs of running the service;
- (b) the transport trade undertook to follow up with the schools which encountered difficulties in obtaining tenders for providing school bus service and put forth a number of measures to solve the problem;

- (c) the Administration should consider formulating measures to improve the supply of school bus service using the 3 000 or more NFBs (out of around 7 000 NFBs) which had been issued with student service endorsements ("SSE") or by allowing the remaining 4 000 or more NFBs to be issued with SSE;
- (d) the Transport Department ("TD") should expedite the processing time for NFB related applications, such as the applications for the granting of new service endorsements of NFBs, the applications for the replacement of NFBs, etc., to allow greater flexibility in operating NFB services; and
- (e) there were insufficient pick-up/drop-off areas, waiting areas and parking spaces for NFBs, especially in popular tourist areas.

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

- (LC Paper No. CB(4)736/14-15(03) - Submission from Public Transport Think Tank of Hong Kong
- LC Paper No. CB(4)740/14-15(01) - Submission from Mr LEE Yuet-man, Yuen Long District Councillor
- LC Paper No. CB(4)740/14-15(02) - Submission from G.M.B. Maxicab Operators General Association Ltd.
- LC Paper No. CB(4)740/14-15(03) - Submissions from The Independent Schools Foundation Academy
& LC Paper No. CB(4)808/14-15(10)
- LC Paper No. CB(4)740/14-15(04) - Submission from Hong Kong Federation of Education Workers
- LC Paper No. CB(4)808/14-15(11) - Submission from Airport Air Freight Employees' Association)

Response by the Administration

4. USTH said that the views expressed by deputations and individuals at the meeting would be taken into consideration by the Administration. He further said that the Administration would discuss with members in detail the supply and demand of school bus service at the next Panel meeting on 17 April 2015. As a working group comprising representatives from the transport trade and the education sector ("the working group") had been formed to actively explore how the arrangements with respect to the supply and demand of school bus service could be improved for the new school year in September 2015, all the views collected on the provision of school bus service would also be forwarded to the working group for consideration.

5. The Chairman asked whether the Administration would also follow up the requests of the deputations, such as to expedite the granting of new service endorsements to NFBs and to review the width requirements of NFBs. USTH replied that PTSS would examine the roles and positioning of various public transport modes, including NFB services. Other trade issues would be followed up under the established mechanisms.

(At 12:48 pm, the Chairman extended the meeting by 15 minutes to allow sufficient time for discussion.)

Discussion

School bus service

6. Mr James TO enquired how the Administration would tackle the problem of shortage of school bus service. USTH advised that the Administration proposed to exempt the sourcing requirement for schools operating their own school buses as needed. The Administration also proposed to grant new endorsement for "solely for student service" (with a code of A03R) to NFBs with a view to increasing the supply of school bus service. The sourcing requirement exemption for private buses was accepted by all stakeholders and the Administration would implement it as soon as possible. Since the transport trade had concerns over the A03R proposal, the Administration would closely monitor the supply and demand of school bus service after the working group had come into operation and decide whether, and if so when, this proposal should be implemented.

7. Mr James TO hoped that the Administration would solve the problem of shortage of school bus service in a decisive and timely manner

and decide whether its proposals would be implemented well before the start of the next school year to allow sufficient time for schools and the transport trade to prepare themselves for the possible new measures.

8. Mr TANG Ka-piu was concerned that the proposed new endorsement might have an adverse impact on the NFB market, leading to the closure of small sized school bus companies eventually. He noted that the working group would explore how to improve the supply and demand of school bus service, and that a transport trade association had promised to provide financial support, if needed, for six months during the new school year for the school bus operators that would be running a loss in order to keep them in business. To ensure the provision of stable and affordable school bus service in the long run, Mr TANG urged the Administration to review its policies to address the crux of the problem, which was high operational costs in providing school bus service. In this regard, he suggested that consideration could be given to providing assistance to school bus operators or providing travel subsidy to school children to cover some of their school bus fees so that operators could charge a lower price for the service to cover their operating cost. He suggested that representative(s) from the Education Bureau should be invited to attend the next meeting of the Panel to discuss the issue of providing travel subsidy for school children.

9. In reply, USTH advised that the Government had put in place the Student Travel Subsidy Scheme to provide subsidies to eligible students for home-school travels and that could be used to pay for school bus fare.

10. Mr CHAN Kam-lam urged the Administration to gain a good understanding of the market situation of school bus service by conducting adequate consultation before taking forward any coordinating measures with a view to allowing the market itself to respond to the service demand of school bus service.

11. USTH responded that it would be ideal if the market itself could meet the demand of school bus service. However, Legislative Council Members as well as some schools and parents had reflected repeatedly that there were at times some mismatch in the supply and demand of school bus service. As such, the Administration proposed new measures with a view to better meet the demand of school bus service.

12. Mr Frankie YICK said that the transport trade had objected to the proposed new endorsement because it would not solve the problem of school bus shortage, but instead it would have an adverse impact on the

NFB market. He therefore requested the Administration not to implement the proposed new endorsement before conducting adequate consultation with the transport trade and the education sector. Since there were only about ten or more schools which encountered difficulties in obtaining tenders for providing school bus service and the crux of the problem lay with the rise in the costs of operating school bus service as well as a drop in the number of students using the service, he suggested that the working group should consider measures such as the use of contract hiring service by those schools, the arrangement of flexible school hours or the consolidation of bus routes of schools in the same district. He further said that he agreed to Mr TANG Ka-piu's view that the Education Bureau should be invited to attend the next Panel meeting to discuss the issue of providing travel subsidy for school children.

13. Echoing Mr Frankie YICK's views, Mr POON Siu-ping requested the Administration to conduct further consultation before taking forward the proposed new endorsement and hoped that the Education Bureau would consider the proposal of providing travel subsidy to school children.

14. In view of the changes in demand in the NFB service due to seasonal factors or economic conditions, Mr Albert CHAN urged the Administration to conduct an overall review on the licensing system for NFB operation, including to examine whether the proposed new endorsement would improve the provision of stable school bus service to meet the demand without having any adverse impact on the NFB market.

15. Noting the difficulties encountered by school bus operators in providing school bus service and that some of those operators might have to operate unauthorized bus services to make a living, the Chairman asked whether the Administration believed that the proposed new endorsement would cater for the demand of school bus service.

16. USTH advised that according to the statistics compiled by the Administration, there were NFB operators with SSE only and were providing student bus service only. Also, nanny vans could only provide student service. The Administration therefore believed that there could be a business case for an operation to provide student service only. He further said that the Administration would certainly take enforcement actions against any unauthorized NFB services.

17. Mr Frankie YICK pointed out that only a few NFB operators which provided school bus service for large sized schools or education bodies with large number of students would be able to operate the service in an effective

manner. As regards NFB operators which provided school bus service for smaller schools with smaller number of students, they were running the business with a loss. He said that he would discuss with school bus operators about their operational difficulties and relay their views to the Administration at the next Panel meeting.

18. The Chairman invited views from the deputations about the measures that could be taken to increase the supply of school bus service to meet the demand in the new school year. At the invitation of the Chairman, Ms TANG Wai-chun, Director of Universal Travel Company Limited, suggested that the provision of travel subsidy by the Education Bureau for school children to cover their school bus fare might be one of the solutions to the problem. Mr SIN Kim-wai, Vice Chairman of Hong Kong Aided Primary School Heads Association, said that some school bus operators had adopted specific measures, such as the consolidation of bus routes in the same district, in order to provide school bus service in an effective and efficient manner. However, he pointed out that the formulation and implementation of such measures involved coordination of NFB operators and different schools, which would not be easy to achieve. As such, he was not optimistic that the demand for school bus service would be met in the new school year. The Chairman said that the suggestion of increasing the number of seats of "nanny vans" might also be a viable improvement measure to address the issue.

Admin 19. Mr WU Chi-wai said that one of the problems encountered by school bus operators was the scattered distribution of students. He requested the Administration to provide the Panel with statistics on the distribution of students using school bus service and to advise the Panel on how the Administration would tackle this problem with a view to improving the supply of school bus service. He also requested the Administration to consider providing support for school bus operators to cover their loss so as to attract more NFBs to provide school bus service.

20. Given that NFBs might carry different types of passengers in accordance with the endorsement(s) issued by TD and there were currently only about 3 000 NFBs (out of around 7 000 NFBs) issued with SSE, Mr WU Chi-wai asked whether consideration would be given to allowing the remaining 4 000 or more NFBs to be issued with SSE in order to increase the supply of school bus service.

21. USTH responded that as some existing NFBs with SSE and other service endorsements had opted to provide service other than school bus service in order to generate more income, the Administration proposed the

granting of a new endorsement for "solely for student service" (A03R) to NFBs with a view to ensuring a more steady supply of school bus service. Deputy Commissioner/Transport Services and Management ("DC/TSM") added that to increase the supply of school buses, TD had since 2012 implemented a new measure to allow an NFB operator in possession of SSE to use all vehicles meeting the relevant requirements in his/her fleet for carriage of students upon application. Over 400 additional vehicles had been granted SSE through this measure. Despite having this measure in place, the number of NFBs with SSE still decreased between 2012 and 2014.

Difficulties encountered by NFB operators

22. Mr WONG Kwok-hing requested the Administration to conduct an overall review on NFB licensing system with a view to facilitating business operation and meeting demand, and implement measures to tackle the problems of the shortage of parking spaces and pick-up/drop-off areas for NFBs as well as the shortage of experienced workers in providing maintenance service for NFBs.

23. Mr Frankie YICK also requested the Administration to conduct a review on the NFB arrangement with a view to alleviating the difficulties encountered by NFB operators, such as inadequate parking spaces, shortage of drivers, etc.

24. Ir Dr LO Wai-kwok pointed out that the problems of the shortage of parking spaces and pick-up/drop-off areas for NFBs had seriously affected the operation of NFBs and caused nuisance to the public. He urged the Transport and Housing Bureau and the Development Bureau to jointly work out short-term measures to solve the abovesaid problems and to eliminate them in the long run by improved town planning.

25. Ms Claudia MO asked how the Administration would solve the problem of insufficient parking spaces for tour coaches in Tsim Sha Tsui. DC/TSM responded that TD would liaise with the transport trade and identify suitable parking spaces in Tsim Sha Tsui for tour coaches. Members of the transport trade were welcome to put forward their views to TD on the measures to solve the problem. The Chairman urged the Administration to formulate effective measures to solve these problems faced by the NFB operators in the long run.

Transportation services for airport staff

26. Regarding the submission from the Airport Air Freight Employees' Association on the insufficient supply of transportation services for airport staff, Mr POON Siu-ping asked whether TD would consider the application submitted by labour unions to operate employees' bus service for their members.

27. DC/TSM replied that there are about 180 employees' service routes arranged by employers on top of franchised bus service in order to meet the traffic needs of those working on the airport island. TD held regular meetings with the Airport Authority of Hong Kong to discuss the transport needs of airport staff with a view to improving the transport arrangements for the workers. As regards the provision of NFB service by labour unions for their members, DC/TSM pointed out that an employees' service had to be a service provided by an employer for the carriage of his employees to and from the workplace as per the law.

28. Mr LEUNG Kwok-hung considered that the Administration should be flexible in implementing their policies and should try their best to improve the transport arrangements to cater for the need of airport staff.

Conclusion

29. The Chairman thanked the deputations/individuals for presenting their views at the meeting. He called on the Administration to pay heed to the views of the deputations/individuals, in particular the difficulties encountered by school bus operators, when conducting PTSS. He also requested USTH to coordinate with the Education Bureau and invite them to attend the next Panel meeting regarding the provision of travel subsidy to school children.

30. The Chairman said that the next meeting of the Panel was scheduled for 17 April 2015 at 10:45 am.

II. Any other business

31. There being no other business, the meeting ended at 1:05 pm.

Council Business Division 4
Legislative Council Secretariat
31 August 2015

Panel on Transport

Meeting on Tuesday, 14 April 2015, at 9:00 am
Public Transport Strategy Study – Non-franchised bus services
Summary of views and concerns expressed by deputations/individuals

No.	Name of deputation/individuals	Major views and concerns
1.	Motor Transport Workers General Union (Non-franchised Bus Branch)	<ul style="list-style-type: none"> ● the proposal made by the Administration to grant new endorsement for "solely for student service" (with a code of A03R) to non-franchised buses ("NFBs") ("the proposed new endorsement") might have an adverse impact on the NFB market, leading to the closure of small sized school bus companies eventually; ● it would be difficult for the small sized school bus companies to adopt to the new market situation, in particular the operators who had replaced their vehicles six months ago as a result of the introduction of the incentive scheme for the replacement of old diesel vehicles; ● the Administration should take into consideration the livelihood of school bus drivers and escorts when implementing new transport policies
2.	Mr Jacky LIM	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)736/14-15(05) (Chinese version only)
3.	Democratic Alliance for the Betterment and Progress of Hong Kong	<ul style="list-style-type: none"> ● there was great demand for NFB services; ● the Administration should: <ol style="list-style-type: none"> i) review the role and purpose of NFB services, and compile annual statistics on the users of NFB services; ii) consider identifying suitable locations in popular tourist areas which could be used as controlled parking zones for tour

No.	Name of deputation/individuals	Major views and concerns
		<p>coaches with a view to solving the problem of shortage of parking spaces for NFBs;</p> <p>iii) hold regular meetings with the transport trade and education sector with a view to improving the provision of stable school bus service;</p> <p>iv) step up enforcement actions against unauthorized residents' service for residents of estates;</p> <p>v) closely liaise with District Councils to formulate measures to improve the transport services in remote areas</p>
4.	China Hong Kong and Macau Boundary Crossing Bus Association	<ul style="list-style-type: none"> ● there were only less than 2% of schools, i.e. 14 schools, which encountered difficulties in obtaining quotations for providing school bus service; ● the crux of the problem lay with the under-enrolment and scattered distribution of students; ● without setting a ceiling on the total number of new NFBs in the market, the proposed new endorsement might have an adverse impact on the NFB market, leading to the closure of small sized school bus companies eventually
5.	Civic Party	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(09) (Chinese version only)
6.	Our Bus Terminal	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(01) (Chinese version only)
7.	Hong Kong Evergreen Association	<ul style="list-style-type: none"> ● the charges of school bus service were getting higher and higher because most schools had received limited number of tenders in

No.	Name of deputation/individuals	Major views and concerns
		response to the tendering exercises for school bus service; <ul style="list-style-type: none"> ● supported the implementation of the proposed new endorsement but requested the Administration to consider relaxing the restrictions on this new endorsement to allow operators to run other bus services in addition to school bus service so that they could generate sufficient income to cover the high operational costs
8.	Mr Michael YUNG Ming-chau, Shatin District Councillor	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)851/14-15(01) (Chinese version only)
9.	West Kowloon Harmony Association	<ul style="list-style-type: none"> ● shortage of parking spaces for "nanny vans" and tour coaches had caused serious illegal parking problems in the Ho Man Tin area; ● the Administration should consider increasing the number of seats of "nanny vans" in order to improve the supply of school bus service
10.	Liberal Party	<ul style="list-style-type: none"> ● the Administration had imposed too many restrictions on the operation of NFB service; ● the crux of the problem of shortage of school bus service was the high operational cost of running the service; ● the transport trade was very dissatisfied with the proposed new endorsement
11.	Mr Brain WOO Kai-ming	<ul style="list-style-type: none"> ● no view was expressed
12.	Public Omnibus Operators Association	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)812/14-15(02) (Chinese version only)

No.	Name of deputation/individuals	Major views and concerns
13.	Tsuen Wan District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> ● opposed the implementation of the proposed new endorsement because of its possible adverse impact on the NFB market; ● there were 24 schools sought assistance from the transport trade regarding their school bus service while 14 of them had not received any tenders in response to the tendering exercises for school bus service; ● the transport trade had undertaken to follow up with these schools on the problem of shortage of school bus service and put forth a number of measures to solve the problem
14.	Yuen Long District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(02) (Chinese version only)
15.	Hong Kong District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> ● opposed the implementation of the proposed new endorsement because of its possible adverse impact on the NFB market; ● only less than 2 % of the schools in Hong Kong, i.e. about 14 schools, had not received any tenders in response to the tendering exercises for school bus service; ● as there were about 4 000 NFBs (out of around 7 000 NFBs) without the A03 student service endorsement ("SSE"), the Administration should consider issuing temporary SSEs to them with a view to increasing the supply of school bus service
16.	Tuen Mun District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> ● the Transport Department should expedite the processing time for NFB related applications, such as the applications for the granting of new service endorsements of NFBs, the applications for the replacement of NFBs, etc., to allow greater flexibility in operating

No.	Name of deputation/individuals	Major views and concerns
		<p>NFB service;</p> <ul style="list-style-type: none"> ● the Administration should consider relaxing the licensing regime and application requirements so that NFB service could be adjusted taking into account changes in demand
17.	Kowloon District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> ● the Administration should provide more pick-up/drop-off points and waiting areas for NFBs in popular tourist areas; ● the Administration should streamline and shorten the vetting time for NFB related applications
18.	Winhoi (Group) Limited	<ul style="list-style-type: none"> ● the operation of the tour bus service was subject to seasonal fluctuation. The operators needed to fully utilize their buses and provide multiple types of services during non-peak seasons to generate sufficient income to cover their operational costs; ● the Administration should consider introducing greater flexibility to the current endorsement system to allow operators of other bus services to run school bus service; ● opposed the implementation of the proposed new endorsement because of its possible adverse impact on the NFB market; ● due to the high operational costs, school bus operators might have to operate unauthorized bus services to generate sufficient income to cover their operational costs
19.	Sun Fai Transportation Company	<ul style="list-style-type: none"> ● opposed the implementation of the proposed new endorsement because it would greatly increase the number of NFBs in the market and this would be unfair to the NFB operators who were required to source second-hand vehicles from existing fleet in the market as stipulated by the Administration in the past;

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> ● the operational cost of running school bus service was very high, and some school bus operators might have to operate unauthorized bus services to generate sufficient income to cover the operational costs
20.	Jackson Coach Hire Service Limited	<ul style="list-style-type: none"> ● opposed the implementation of the proposed new endorsement because it could not solve the problem of shortage of school bus service; ● high operational cost of running school bus service was due to the under-enrolment and the scattered distribution of students; ● schools should negotiate with school bus operators to work out feasible and reasonable school bus routes arrangements with a view to optimizing the usage of school buses
21.	Jubilee International Tour Centre Limited	<ul style="list-style-type: none"> ● opposed the implementation of the proposed new endorsement because of its possible adverse impact on the NFB market; ● the proposed new endorsement might also exacerbate the problem of shortage of drivers, NFB maintenance workers and parking spaces; ● the Administration should consider introducing greater flexibility to the current endorsement system to allow operators of other bus services to run school bus service
22.	Kwoon Chung Bus Holding Limited	<ul style="list-style-type: none"> ● the Administration should consider: <ol style="list-style-type: none"> i) requiring the companies which operated private NFBs to provide employees' service (i.e. B02) to first consider procuring the service from NFB operators. The requirement to source second-hand vehicles in the market should also be strictly

No.	Name of deputation/individuals	Major views and concerns
		<p>enforced for this type of private bus service;</p> <p>ii) relaxing the restrictions on the applications for the hiring of buses by companies to provide transport service for their employees;</p> <p>iii) relaxing the procurement requirement for NFBs, such as the width requirement of NFBs, so as to enable operators to have more choices in procuring vehicles</p>
23.	Jtech Passenger Transport Limited	<ul style="list-style-type: none"> ● opposed the granting of new "point to point" franchised bus service because of its adverse impact on the existing operators of residents' service; ● the Administration should consider granting new residents' service which carry residents to the city and this could relieve the crowdedness of the railways during peak hours; ● the Administration should consider accepting the applications made by residents' service operators on the change of service, such as increase in the frequency of bus service, change of operating hours, etc. to meet demand of service
24.	City Motors	<ul style="list-style-type: none"> ● the implementation of the proposed new endorsement would not solve the problem of shortage of school bus; ● the crux of the problem was the high operational cost of running the service due to the arrangement of multiple school bus routes to meet the requests from parents and schools
25.	合勝旅遊巴士(公共小巴)客運公司	<ul style="list-style-type: none"> ● opposed the implementation of the proposed new endorsement because of its possible adverse impact on the NFB market; ● the shortage of school bus service was due to frequent policy

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		<p>changes;</p> <ul style="list-style-type: none"> ● there was insufficient consultation over the proposed new endorsement
26.	Chung Kee Transportation Limited	<ul style="list-style-type: none"> ● the Administration should consider designating some areas for parking large sized vehicles at late night in order to tackle the serious problem of insufficient parking spaces for such vehicles
27.	Natural Express	<ul style="list-style-type: none"> ● the problems of insufficient coach parking spaces and shortage of maintenance workers for NFBs and coach drivers had been deteriorating; ● the proposed new endorsement, i.e. A03R, would exacerbate the above problems
28.	Tai Fung Coach Company Limited	<ul style="list-style-type: none"> ● the regulatory measures implemented by the Administration since 2004 on NFB service had facilitated reasonable development of the NFB market; ● opposed the implementation of the proposed new endorsement because of its possible adverse impact on the NFB market; ● the Administration should review the transport system as a whole before implementing any new measures to deal with the shortage of school bus service
29.	Sun Star Taxi Operators Association	<ul style="list-style-type: none"> ● taxi trade and public light bus trade had opposed the implementation of the proposed new endorsement; ● as there were around 3 000 NFBs issued with SSE, the Administration should consider formulating measures to improve the supply of school bus service by these NFB operators;

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> ● the Administration should take into consideration the livelihood of taxi drivers when implementing new transport policies
30.	Success Universal Travel Company Limited	<ul style="list-style-type: none"> ● opposed the implementation of the proposed new endorsement because of its possible adverse impact on the NFB market; ● the operational cost of running school bus service was very high, and some school bus operators might have to operate unauthorized bus services to generate more income to cover the high operational costs; ● the proposed new endorsement might also exacerbate the problem of shortage of drivers
31.	Universal Travel Company Limited	<ul style="list-style-type: none"> ● some school bus companies had been providing school bus service with a loss for at least a few years; ● most of the schools did not agree to pay a fixed sum to school bus operators for providing school bus service; ● there were incidents where schools did not agree to follow up with students who had failed to pay their school bus charges
32.	Mr Stanley LEE	<ul style="list-style-type: none"> ● opposed the implementation of the proposed new endorsement because it could not solve the problem of shortage of school bus service; ● the operational cost of running school bus service was very high, and some school bus operators might have to operate unauthorized bus services to generate more income to cover the high operational costs; ● as there were about 4 000 NFBs (out of around 7 000 NFBs) without SSE, the Administration should consider issuing temporary

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		SSE to them with a view to increasing the supply of school bus service
33.	學童車協會	<ul style="list-style-type: none"> ● the increase in the charges of school bus service was due to the high operational cost of running the service; ● opposed the implementation of the proposed new endorsement; ● the Administration should consider increasing the number of seats of "nanny vans" from 16 seats to 24 seats so as to increase the supply of school bus service
34.	Hong Kong Guangdong Boundary Crossing Bus	<ul style="list-style-type: none"> ● the Administration should consider solving the serious problem of shortage of NFB drivers by importing labour from other countries/places
35.	New People's Party	<ul style="list-style-type: none"> ● the implementation of the proposed new endorsement could not solve the problem of shortage of school bus service because of the high operational cost of running school bus service; ● school bus operators might have to operate other bus services to cover the high operational costs; ● the Administration should review its outdated regulatory framework and licensing regime for NFB services and formulate effective measures to increase the supply of school bus service; ● the Education Bureau should consider the proposal of granting travel subsidy to school children with a view to relieving the burden of parents
36.	North Kwai Chung Transport Concern Group	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(03) (Chinese version only)

No.	Name of deputation/individuals	Major views and concerns
37.	Coach Drivers Union	<ul style="list-style-type: none">● shortage of parking spaces for NFBs had caused serious illegal parking problem, especially in popular tourist districts, and the Administration should formulate effective measures to solve this problem;● the Administration should consider requiring NFB companies to follow the guidelines on bus captain working hours in making arrangements for scheduling their NFB drivers' duties, breaks and meal time for service delivery with a view to providing safe NFB services
38.	The Lion Rock Institute	<ul style="list-style-type: none">● the Administration should consider allowing residents' service to drop off or pick up residents along their bus routes in non-busy districts to better meet the demand of residents;● the Administration should also consider using information technology to collect data on the vehicles on the road and then formulate measures to alleviate road congestion based on these data
39.	Ms YANG May-lee	<ul style="list-style-type: none">● only around 1% of schools encountered difficulties in obtaining tenders for provision of school bus service;● opposed the implementation of the proposed new endorsement because it would aggravate traffic congestion;● the Administration should consider increasing the number of seats of "nanny vans" from 16 seats to 24 seats so as to increase the supply of school bus service
40.	Hong Kong Aided Primary School Heads Association	<ul style="list-style-type: none">● some schools received only the tender from the existing operator or no tender in response to the tendering exercises for school bus service starting from five or six years ago;

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none">● the annual increase in the school bus fare was much higher than the annual inflation rate;● education sector welcome the assistance provided by transport trade to improve the provision of stable school bus service to meet the demand;● hoped that the tendering exercises for school bus service would be conducted in a fair and competitive manner
41.	Sun Bus Limited	<ul style="list-style-type: none">● the Administration should consider solving the serious problem of shortage of parking spaces for NFBs by requiring the holder of a short term tenancy for parking purpose to reserve part of the spaces for parking of NFBs in the site
42.	Mr CHEUNG Yung-chung	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(04) (Chinese version only)
43.	Mr LEE Kwai-ping	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(05) (Chinese version only)
44.	Mr MAN Ho-ting	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(06) (Chinese version only)
45.	Mr MAN Chi-fat	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(07) (Chinese version only)
46.	Non-franchised Public Buses Workers Association	<ul style="list-style-type: none">● presentation of views as set out in submission LC Paper No. CB(4)808/14-15(08) (Chinese version only)

No.	Name of deputation/individuals	Major views and concerns
47.	Public Transport Research Team	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)736/14-15(01) (Chinese version only)
48.	Public Transport Concern Group	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)736/14-15(02) (Chinese version only)
49.	Fare Group	<ul style="list-style-type: none"> ● the role and positioning of NFBs were ambiguous; ● some of the bus routes of NFBs were duplicated with the routes of franchised buses, resulting in a waste of resources; ● the restrictions imposed on the operation of franchised buses were more stringent than those imposed on the operation of NFBs; ● the Administration should review the overall strategic arrangements of the public transport system
50.	Labour Party	<ul style="list-style-type: none"> ● the Administration should consider: <ol style="list-style-type: none"> i) relaxing the restrictions on the operation of residents' service to allow operators to provide such service for more than one housing estate at the same time and to have greater flexibility in route planning to meet the demand of residents; ii) relaxing the sourcing requirement for residents' service in order to increase the supply of bus for residents' service; iii) reviewing the regulatory framework and licensing regime for NFB services to allow greater flexibility in enhancing NFB services
51.	The Student Union of the Chinese University of Hong Kong	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)736/14-15(04) (Chinese version only)

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