

**立法會**  
**Legislative Council**

LC Paper No. CB(4)209/15-16  
(These minutes have been seen  
by the Administration)

Ref : CB4/PL/TP/1

**Panel on Transport**

**Minutes of special meeting held on  
Tuesday, 5 May 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 CHAN Kam-lam, SBS, JP  
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-yeet, 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 Gary FAN Kwok-wai  
Dr Hon KWOK Ka-ki  
Hon POON Siu-ping, BBS, MH  
Ir Dr Hon LO Wai-kiwok, BBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS

**Member attending** : Hon CHAN Kin-por, BBS, JP

**Members absent** : Hon LEE Cheuk-yan  
Hon James TO Kun-sun  
Hon WU Chi-wai, MH  
Hon CHAN Han-pan, JP  
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

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 Stella LEE  
Principal Transport Officer/Urban  
Transport Department

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

Individual

Mr Martin OEI  
Political Commentator

Individual

Mr Jacky LIM  
Commentator

Civic Party

Mr Joshua LI  
KLW District Developer

Our Bus Terminal

Mr Leslie CHAN  
Chairman

Individual

Mr Michael YUNG  
Shatin District Councillor

Hong Kong Evergreen Association

Ms Sarah WONG  
Chairman

West Kowloon Harmony Association

Mr Stanley CHAN  
Chairman

North Kwai Chung Transport Concern Group

Mr Carter LAU  
Chairman

"Sze Kei Yau Lok" Mutual Aid Committee

Ms CHAO Suet-ying  
Chairman

CFM Management Company Limited

Mr Terence TSE Kin-leung  
Managing Director

Hop Fat Light Bus Company Limited

Mr TSE Cheuk-yu  
General Manager

Traffic and Transport Committee, North District  
Council

Mr LAU Kwok-fan, MH  
Chairman

Chit Fai Motors Company Limited

Mr Alfred LAI  
General Manager

Holy Gain Limited

Mr NGAI Pui-yeung  
Director

Centrellink Transportation Limited

Mr SIU Yin-hung  
Operation Manager

Democratic Alliance for the Betterment and  
Progress of Hong Kong

Mr LUI Chiu-hung  
Deputy Spokesperson of Transport Affair

The Democratic Party

Mr Henry CHAI Man-hon  
Deputy Spokesman on Transport Policy

Individual

Mr LEE Wai-fung

Individual

Mr LEUNG Wing-kuen

Tsing Yi Synergy

Mr LAU Chi-kit

Individual

Mr NG Kam-hung  
Shatin District Councillor

Choi Kee (Mong Kok) Maxicab Route PLB  
Limited

Mr TAM Chi-sing  
Direct Manager

Choi Kee (Yuen Long) Maxicab Route PLB  
Limited

Mr TAM Man-fung  
Direct Manager

Pokfulam Maxicab Company Limited

Mr William WONG  
Manager

Sun Cheong Transportation HK Company  
Limited

Mr Philip CHAN  
Minibus Station Master

Individual

Mr Joe LAI Wing-ho, MH  
Chairman, Wong Tai Sin District Council,  
Traffic and Transport Committee

Choi Wan Development Network

Mr Timothy CHOY Tsz-kin  
總幹事

Lei Yue Mun Ko Chiu Road Public Light Bus  
Merchants Association Ltd.

Mr POON Shing-cho  
Chairman

Individual

Mr CHUNG Chi-wai

Public Light Bus General Association

Mr LING Chi-keung

Individual

Mr HUNG Kam-in  
Chairman, Kwun Tong District Council, Traffic  
and Transport Committee

Cheung Wong Maxicab Routes Company  
Limited

Mr LEE Wai-kai  
Director

**Session II**

Motor Transport Workers General Union (Public  
Light Bus Branch)

Mr LAM Hau-chuen  
Deputy Director of Public Light Bus Branch

Heade Hpand Limited

Mr WAI Kam-choy  
Director

Sai Kung P.L.B. (Maxicab) (No.1 & 2) Company Limited

Mr FUNG Tuk-keung  
Chairman

T.K.O. Transport Concern Group

Mr LAI Wai-tong  
Spoke person

G.M.B. Maxicab Operators General Association Limited

Mr SO Sai-hung  
Chairman

Hong Kong Public Light Bus Owner & Driver Association

Mr WONG Wing-kwong  
助理秘書

Individual

Ms WONG Ching-chi

Raytop International Limited

Mr WU Lung-chuen

Individual

Mr MUI Kwok-wai  
Minibus Driver

Lam Tin Wai Hoi Public Light Bus Association

Mr NGAI Chor  
Chairman

Hon Wah Public Light Bus Association Limited

Mr CHAU Yee-sun  
Chairman

Luen Wo Hui Residential Association

Mr TSANG Hing-lung  
總幹事

Estate Owners' Committee of Laguna Verde

Mr YUE Chee-wing  
Chairman

Individual

Mr LAW Kwong-keung  
Shatin District Councillor

Neo Democrats

Mr CHUNG Kam-lun  
Deputy Convenor

Individual

Mr Paul ZIMMERMAN  
Southern District Councillor

Individual

Ms CHEUNG Sik-yung  
Southern District Councillor

Individual

Ms LI Shee-lin

Motor Transport Workers General Union

Mr TAM Wai-chiu  
Officer



Individual

Mr LAM Chun-yuen

Individual

Mr Andrew WAN Siu-kin  
Kwai Tsing District Councillor

Individual

Mr TANG Ho-nam

Hong Kong Association for Democracy and  
People's Livelihood

Mr Ronald YEUNG Chun-yu  
Kowloon City District Councillor

Individual

Mr HAU Kam-lam

Labour Party

Mr Helix HA  
Representative

The Hong Kong Society for Rehabilitation  
Centre on Research and Advocacy

Ms Anchor HUNG  
Senior Manager  
(Advocacy, Communication Resource  
Development)

Hong Kong Scheduled (GMB) Licensee  
Association

Mr MA Kiu-sang  
President

Fair Fare Group

Mr Quentin CHENG  
Spokesman

Smart Public Transport Group

Mr Michael SIU  
Convener

Hong Kong Public Transport Concern Group

Mr Titus LAM  
Committee Member

Individual

Mr LAU Ki-fung

Individual

Mr LAW Sai-yan  
Northern District Councillor

Individual

Mr TSE Chi-kit

Public Transport Think Tank of Hong Kong

Mr CHAN Tik Yiu  
Officer

Hong Kong, Kowloon & N.T. Public & Maxicab  
Light Bus Merchants' United Association

Mr LEUNG Hung  
Chairman

Brilliant Way Public Light Bus (Scheduled)  
Service

Mr MA Ah-muk  
Director

AMS Public Transport Holdings Limited

Mr CHAN Man-chun  
CEO

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

**Staff in attendance :** Ms Angela CHU  
Senior Council Secretary (4)1

Ms Emily LIU  
Legislative Assistant (4)6

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Action

**I. Public Transport Strategy Study – Minibus 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))

Members noted the following submissions from  
deputations/individuals not attending the meeting –

(LC Paper No. CB(4)867/14-15(01) - Submission from Tai Wo  
Motors Limited

- LC Paper No. CB(4)867/14-15(02) - Submission from Rich Success Transportation Ltd.
- LC Paper No. CB(4)867/14-15(03) - Submission from 將軍澳友社區FACEBOOK專頁
- LC Paper No. CB(4)867/14-15(05) - Joint submission from 紅色及綠色專線小巴業界商會
- LC Paper No. CB(4)867/14-15(06) - Submission from Professional Power
- LC Paper No. CB(4)867/14-15(07) - Submission from Community for Road Safety)

### 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, details of which were set out in the Administration's paper LC Paper No. CB(1)238/14-15(06). He recapitulated that the Administration had commenced the PTSS, which comprised two parts, namely the Role and Positioning Review ("RPR") and the Topical Study. The RPR would review the roles and positioning of various public transport services, while the Topical Study would look into important topics that were of concern to LegCo Members, the public and the public transport trades. This systematic review would be conducive in mapping out strategies to enhance the complementarity amongst various public transport services and promote healthy and sustainable development of the transport trades. The Administration would enlist the assistance of a consultant in conducting the RPR, which would commence in about mid-2015 and would take about two years to complete.

2. As regards public light bus ("PLB") service, USTH explained that there were 4 350 PLBs, all of which had 16 seats. About 3 100 of the PLBs were green minibuses ("GMBs"), with their routes, frequency and fares regulated by the Transport Department ("TD"). The remaining some 1 200 PLBs were red minibuses ("RMBs"), which could provide more flexible service as their routes, frequency and fares were not regulated by TD. USTH further said that the Government was aware of the difficulty faced by PLB operators in recent years. An increase in the seating capacity

of PLBs had been suggested as a measure to help the trade. Having regard to the implications for other public transport services, the Administration would explore whether it was feasible and desirable for PLBs to increase the number of seats. In the process, it would carefully assess the long-term operational and financial implications of the proposal for the PLB trade, other public transport services and road traffic. To enable an earlier start for the study, the Administration had included the issue under the Topical Study of PTSS to examine the present situation and listen to Members' views at the next Panel meeting scheduled for 12 May 2015. Views collected would be considered in the course of reviewing the role and positioning of PLBs under the RPR of PTSS. In addition, the statutory limit on the number of PLBs, which was now capped at 4 350 under the Public Light Buses (Limitation on Number) Notice (Cap. 374K), would also be examined under another Topical Study of PTSS.

#### Presentation of views from deputations/individuals

3. The Chairman invited deputations/individuals to present their views. He reminded them that, when addressing the Panel at the meeting, they were not covered by the protection and immunity under the Legislative Council (Powers and Privileges) Ordinance (Cap. 382), and their written submissions were also not covered by the Ordinance. In total, 69 deputations/individuals presented their views at the meeting, a summary of which was in the **Appendix**.

4. In gist, a majority of deputations/individuals and members of the PLB trade who attended the meeting called on the Administration to increase the seating capacity of PLBs from 16 to 20-24. They opined that an increase in the seating capacity of PLBs would enable PLBs to meet passenger demand and reduce waiting time during peak hours, improve the financial position of PLB operators and thereby alleviate the pressure on fare increase, and increase passenger capacity without additional road usage. Some members of the trade also expressed concern about the increasingly difficult operating environment and urged the Administration to consider measures to promote the sustainable development of the trade.

5. Deputations representing RMB operators opposed to the proposal of increasing the seating capacity of PLBs. They opined that many RMB routes were operating at a loss, and the proposal might further worsen their operating situation. Some deputations said that the Administration should introduce barrier-free PLBs to facilitate elderly passengers and wheelchair users.

6. In response to deputations' views, USTH said that the Administration acknowledged the important role played by PLBs in the public transport system in providing supplementary feeder service flexibly and serving areas where passenger demand was comparatively lower or where the use of high-capacity transport modes was not feasible. As the increase in the seating capacity of PLBs would in turn increase the overall passenger capacity of the public transport system, the proposal would need to be studied carefully. The Administration would conduct an in-depth study under the RPR of PTSS to gauge the views of different stakeholders.

7. In respect of matters relating to the operating environment of the PLB trade, USTH advised that there had been established channels for TD and the trade to maintain close communication. Measures had been implemented to help maintain the sustainable development of the PLB trade. For example, new GMB routes were introduced where justified, and fare increases were implemented where necessary to enhance the financial viability of the loss-making GMB routes.

### Discussion

#### *A comprehensive review of the PLB transport policy*

8. Mr WONG Kwok-hing considered that the existing transport policy of PLB service was outdated and inadequate for the sustainable development of the trade. Sharing a similar view, Mr CHAN Kam-lam said that even though there was an emerging demand for PLB service arising from the development of new towns, the role of PLBs as providing supplementary feeder service had not changed over the years. Both Mr WONG and Mr CHAN called on the Administration to conduct a comprehensive review of the policy of PLB service.

9. Mr Frankie YICK considered that the scope of PTSS was rather limited, as it only focused on the roles and positioning of different public transport services. He urged the Administration to consider conducting the fourth Comprehensive Transport Study to map out strategic plans for overall transport development.

10. USTH responded that as different public transport services were complementary and highly related, the Administration considered it necessary to carry out a systematic review of the roles and positioning of various public transport services under the RPR of PTSS. The objective of the RPR was to ensure that the public could enjoy efficient services with

reasonable modal choices on one hand, and the public transport operators could enjoy sustainable development on the other.

*Operating difficulties faced by the PLB trade*

11. Mr Frankie YICK expressed concern about the operating difficulties faced by the PLB trade. He said that many PLB routes were operating at a loss due to the shortage of drivers, difficulties in increasing fares for GMBs, restrictions on their operating areas and direct competition from new railway lines. Noting that PTSS would take about two years to complete, he urged the Administration to consider implementing immediate measures that could address the operating difficulties faced by the trade. He made the following suggestions for the Administration's consideration:

- (a) introducing new GMB routes in new districts, such as Tung Chung, where there was a keen demand for public transport services;
- (b) relaxing restricted or prohibited zones in busy districts to allow PLBs to pick up and drop off passengers;
- (c) importing drivers from other places under the Supplementary Labour Scheme to ease the problem of driver shortage;
- (d) lowering the requirement that an applicant should hold a valid private car/light goods vehicles driving license for at least three years before he/she could apply for a commercial vehicles driving license to one year; and
- (e) gauging the views of the trade when considering the rationalization of GMB routes, and enhancing the financial viability of those loss-making routes.

12. Mr POON Siu-ping and Mr CHAN Kam-lam also raised concern about the financial viability of certain RMB routes because of the restrictions on their operating areas and the opening of new railway lines on the Hong Kong Island. Mr CHAN supported the Administration's efforts to encourage more RMBs to convert to GMBs.

13. In reply to members' enquiry, Mr LAM Hau-chuen, Deputy Director of the Motor Transport Workers General Union (Public Light Bus Branch) said that it was difficult for RMBs to sustain their operation in view of the competition from railways and franchised buses. Many RMB routes on the

Hong Kong Island were operating at a loss. He urged the Administration to relax the restrictions imposed on their permitted operating areas so as to enhance their operational viability.

14. USTH replied that the focus of the Topical Studies under PTSS on PLB service would be to listen to the views of the public over the proposal to increase the seating capacity of PLBs and to consider whether the statutory limit on the number of PLBs should be adjusted having regard to supply and demand of PLBS. Issues including the long-term operational and financial implications for the PLB trade, other public transport services and road traffic management would also be taken into account. For issues relating to the operational matters of the trade, such as fare adjustment, route management and operating boundaries, TD would continue to communicate with members of the trade through established channels and to seek improvements where possible, in the light of market demand and situation.

15. Assistant Commissioner/Management and Paratransit of TD ("AC/M&P") supplemented that TD had all along been maintaining close communication with the trade regarding the planning of new GMB routes such as for new development areas. She added that it was the Government's policy to encourage the conversion of RMBs to GMBs through the introduction of new GMB routes. TD would continue to listen to the views of the trade on measures that could facilitate PLB operation.

16. In reply to Mr POON Siu-ping's enquiry on the change in the number of PLB passengers over the past three years and measures that had been undertaken by the Administration to address the driver shortage problem, USTH said that the average daily patronage of PLBs had remained relatively stable at around 1.8 million passenger trips in the past three years. AC/M&P added that TD had been implementing measures to address the driver shortage problem, such as working with the Labour Department to help the trade recruit drivers through different channels. PLB operators had also employed part-time drivers, particularly during peak hours, to provide relief. TD would continue to work with the trade to address the issue.

17. Mr Albert CHAN and Ms Claudia MO said that the Administration's transport policy was skewed towards big corporations such as the MTR Corporation Limited and franchised bus companies. Whilst these corporations made huge profits every year, many small public transport operators in the PLB trade faced an adverse operating environment because of the restrictions imposed by the Administration. Citing as an example, Mr CHAN said that it was difficult for GMB operators to increase fare, as



fare increase was subject to TD's approval in consultation with relevant stakeholders, including the District Council concerned. As a result, fares of some GMB routes were even lower than that of franchised buses with similar routing. Both Mr CHAN and Ms MO urged the Administration to conduct a comprehensive review of the transport policy regarding PLB service and to enhance the operating environment of the PLB trade.

18. USTH said that PLBs, railways and franchised buses had different roles within the public transport network. It was therefore inappropriate to make a direct comparison among them. The Administration recognized the unique role of PLBs in providing feeder service and serving areas with fewer passenger demand or where the use of high-capacity transport service was not suitable. With the development of railway and other transport services, the complementarity of different transport services had subtly evolved. The Administration therefore saw the need of reviewing the respective roles and positioning of different public transport services so as to enhance their complementarity and promote their sustainable development.

19. The Deputy Chairman requested the Administration to provide information relating to the number of PLB routes which had successfully increased fare in the past few years. AC/M&P replied that of a total of about 349 GMB routes, TD approved fare increase applications of about 300 of them in 2014 and the first quarter of 2015. The amount of fare increase ranged from \$0.20 to \$3.00.

#### *Increasing the seating capacity of PLBs*

20. Noting that a majority of the deputations/individuals attending the meeting supported the proposal of increasing the seating capacity of PLBs, the Chairman opined that concerns of different transport trades towards the proposal should be addressed, and urged the Administration to consider the proposal expeditiously. He also suggested PLB operators to make use of the Administration's ex-gratia payment incentive scheme to phase out pre-Euro IV diesel commercial vehicles by replacing their PLB fleet with PLBs with larger seating capacity or low-floor PLBs to facilitate wheelchair users.

21. Mr CHAN Kin-por shared a similar view and opined that the proposal of increasing the seating capacity of PLBs would bring about multiple benefits to all stakeholders concerned. Apart from increasing the overall public transport capacity without increasing vehicle number, thus more environmental-friendly, the proposal could make more efficient use of

the existing PLB capacity, reduce passengers' waiting time during peak hours, enhance the financial viability of the PLB trade, resulting in a higher income for drivers and alleviating the pressure on fare increase. Both the Chairman and Mr CHAN suggested the Administration to solicit the support of other transport services who might be adversely affected by the proposal by providing them with other favourable incentives.

22. Mr LEUNG Kwok-hung supported increasing the seating capacity of PLBs and opined that the proposal could be rolled out as a voluntary scheme for PLB operators to decide whether to increase the seating capacity of their PLBs or not. He suggested the Administration to fully gauge the views of the trade on the proposal.

23. In reply to the Chairman's enquiry, Mr MUI Kwok-wai, a PLB driver said that an increase in the seating capacity of PLBs would enable PLB operators to carry more passengers especially during peak hours at no additional cost. This could help ease the operating difficulties faced by the trade.

24. While agreeing that an increase in the seating capacity of PLBs would bring multiple benefits and help ease the operating difficulties faced by the PLB trade, Mr Frankie YICK and Mr CHAN Kam-lam said that as the proposal might have an adverse impact on other public transport services, the Administration should review holistically the impact of the proposal. The Administration should listen to the views of other public transport trades in working out a proposal which would be acceptable to all stakeholders concerned. Mr CHAN suggested that consideration might be given to implementing the proposal in phases, such as by increasing the seating capacity of PLBs gradually or starting a pilot with GMBs, so as to minimize the impact on other public transport services.

25. USTH responded that the Administration had received mixed views on the proposal from the PLB trade. Some members of the trade did not support increasing the seating capacity of PLBs as it might lead to higher rental cost of PLBs and longer waiting time to fully load a PLB. For those who supported the proposal, there were diversified views on the number of seats to be added. As the proposal would increase the overall passenger capacity of the public transport system, the Administration would need to study it carefully. Changing the seating capacity of PLBs would also affect the maximum number of passenger seats for a "light bus" as defined under Regulation 27 of the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) and thus would require legislative amendments. In order to carefully consider the implications of the

proposal on the PLB trade as well as other public transport trades, the Administration would conduct an in-depth review on the matter under RPR of PTSS and fully gauge the views of different stakeholders before deciding on the way forward.

26. The Deputy Chairman asked the PLB operators who attended the meeting the feasibility of maintaining existing fares and increasing the remuneration of drivers for three years if the proposal was to be implemented. Mr LING Chi-keung, Public Light Bus General Association replied that if the operating income of PLB routes could be increased, then PLB operators would be willing to raise the salary for drivers. Mr MA Kiu-sang, President of Hong Kong Scheduled (GMB) Licensee Association responded that given the escalating operating costs due to inflation, it would be difficult to undertake that there would be no PLB fare increase for three years. Nevertheless, PLB operators would increase the remuneration of drivers if the proposal would bring about a higher income to the operation of PLB routes.

*Accessible facilities for disabled passengers*

27. Mr POON Siu-ping expressed concern about the lack of accessible facilities in PLBs for persons with disabilities and elderly passengers. Mr POON enquired about the possibility of installing such facilities on PLBs or switching to low-floor PLBs to facilitate wheelchair users. Ms Claudia MO suggested deploying barrier-free PLBs for hospital routes to facilitate patients, elderly and wheelchair users.

28. Mr LING Chi-keung, Public Light Bus General Association said that the existing vehicle models of PLB was unable to accommodate a wheelchair. Wheelchair users would need to fold up their wheelchairs if they wanted to ride on PLBs. Mr Terence TSE, Managing Director of CFM Management Company Limited and Mr CHAN Man-chun, Chief Executive Officer of AMS Public Transport Holdings Limited said that given the restrictions on the dimensions of a PLB, the number of low-floor vehicle models available in the market was very limited and the vehicle was costly. The PLB trade would actively pursue the proposal of procuring low-floor PLBs if the Administration could provide incentive or subsidy in this regard.

29. USTH said that the availability of suitable low-floor PLB vehicles for wheelchair users would depend on market supply. The Administration would continue to keep in view the market situation and maintain close

communication with the trade on the matter through the established channels.

### Conclusion

30. The Chairman thanked the deputations/individuals for presenting their views at the meeting. He called on the Administration to consider the views of the deputations/individuals when reviewing the role and positioning of PLB service under the RPR of PTSS.

31. The Chairman said that the next meeting of the Panel was scheduled for 12 May 2015 at 9:30 am.

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

32. There being no other business, the meeting ended at 1:10 pm.

Council Business Division 4  
Legislative Council Secretariat  
13 November 2015

## Panel on Transport

Meeting on Tuesday, 5 May 2015, at 9:00 am

Public Transport Strategy Study – Minibus services

Summary of views and concerns expressed by deputations/individuals

No.	Name of deputation/individuals	Major views and concerns
1.	Mr Martin OEI	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)866/14-15(07) (Chinese version only)</li> </ul>
2.	Mr Jacky LIM	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)866/14-15(08) (Chinese version only)</li> </ul>
3.	Mr Joshua LI, KLR District Developer, Civic Party	<ul style="list-style-type: none"> <li>● called on the introduction of barrier-free public light buses ("PLBs") and low-floor PLBs to facilitate wheelchair users and elderly passengers. The Administration should provide incentives for the trade to install accessible facilities on PLBs;</li> <li>● the Administration should increase the seating capacity of PLBs to better utilize the existing capacity of PLBs</li> </ul>
4.	Mr Leslie CHAN, Chairman, Our Bus Terminal	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)866/14-15(09) (Chinese version only)</li> </ul>
5.	Mr Michael YUNG, Shatin District Councillor	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)866/14-15(10) (Chinese version only)</li> </ul>
6.	Ms Sarah WONG, Chairman, Hong Kong Evergreen Association	<ul style="list-style-type: none"> <li>● supported increasing the seating capacity of PLBs to alleviate the problems of long waiting time for passengers and difficulty for passengers to board a PLB en-route during peak hours;</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>● the unavailability of accessible facilities on PLBs made it difficult for the elderly and persons with disabilities to board PLBs and to enjoy the \$2 fare under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (“the \$2 Scheme”)</li> </ul>
7.	Mr Stanley CHAN, Chairman, West Kowloon Harmony Association	<ul style="list-style-type: none"> <li>● there was an immense demand for PLB service in busy districts and the supply of PLB service was unable to cope with the demand;</li> <li>● supported the proposal of increasing the seating capacity of PLBs to optimally utilize the existing PLB capacity and to better cope with passenger demand;</li> <li>● the unavailability of accessible facilities on PLBs made it difficult for the elderly and persons with disabilities to ride on PLBs and to enjoy the \$2 fare under the \$2 Scheme</li> </ul>
8.	Mr Cater LAU, Chairman, 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)1000/14-15(01) (Chinese version only)</li> </ul>
9.	Ms CHAO Suet-ying, Chairman, "Sze Kei Yau Lok" Mutual Aid Committee	<ul style="list-style-type: none"> <li>● suggested the Administration to subsidize the installation of an "alight bell" to facilitate PLB passengers</li> </ul>
10.	Mr Terence TSE, Managing Director, CFM Management Company Limited	<ul style="list-style-type: none"> <li>● the existing seating capacity of PLB had been capped at 16 for over 20 years and could not keep pace with the growing passenger demand for PLB service;</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
		<ul style="list-style-type: none"><li>● different transport services played different roles in the overall transport system and the increase in the seating capacity of PLBs would not affect the operations of other transport services</li></ul>
11.	Mr TSE Cheuk-yu, General Manager, Hop Fat Light Bus Company Limited	<ul style="list-style-type: none"><li>● PLBs provided a flexible and convenient transport service to passengers;</li><li>● suggested TD to subsidize the applications for PLB driving license and PLB operators to improve the remuneration of drivers to help ease the problem of driver shortage;</li><li>● supported the proposal of increasing the seating capacity of PLBs;</li><li>● different transport services played different roles in the overall transport system and the increase in the seating capacity of PLBs would not affect the operation of other transport services</li></ul>
12.	Mr LAU Kwok-fan, Traffic and Transport Committee, Northern District Council	<ul style="list-style-type: none"><li>● PLB service was a major public transport service for residents living in suburban areas;</li><li>● supported increasing the seating capacity of PLBs to alleviate the problem of long waiting time for passengers during peak hours. The increase in operating income brought about by the proposal could also lessen the pressure on fare increase</li></ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
13.	Mr Alfred LAI, General Manager, Chit Fai Motors Company Limited	<ul style="list-style-type: none"> <li>● PLB operators were facing operating difficulties due to direct competition from new railway lines, increase in operating costs and shortage of drivers;</li> <li>● an increase in the seating capacity of PLBs could help ease the operating difficulties faced by the trade</li> </ul>
14.	Mr NGAI Pui-yeung, Director, Holy Gain Limited	<ul style="list-style-type: none"> <li>● existing transport policy on PLB service was outdated and could not keep pace with the development of transport services;</li> <li>● supported increasing the seating capacity of PLBs and relaxing the restrictions imposed on the dimensions of PLBs</li> </ul>
15.	Mr SIU Yin-hung, Operation Manager, Centrellink Transportation Limited	<ul style="list-style-type: none"> <li>● supported increasing the seating capacity of PLBs to alleviate the problems of long waiting time for passengers during peak hours and difficulties for passengers to board a PLB en-route</li> </ul>
16.	Mr LUI Chiu-hung, Deputy Spokesperson of Transport Affair, the Democratic Alliance for the Betterment and Progress of Hong Kong	<ul style="list-style-type: none"> <li>● the Administration should implement measures to promote the sustainable development of PLB trade;</li> <li>● supported the Administration to review the statutory limit on the number of PLBs and seating capacity of PLBs, and to listen to the views of relevant stakeholders and other transport services on the matters;</li> </ul>



No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>● in order to help ease the problem of driver shortage, the Administration should consider lowering the application requirements for commercial vehicle driving license so that more applicants could be eligible to apply</li> </ul>
17.	Mr Henry CHAI, Deputy Spokesman on Transport Policy, the Democratic Party	<ul style="list-style-type: none"> <li>● the supply of PLB service could not keep pace with the increase in the patronage of PLBs over the years;</li> <li>● supported increasing the seating capacity of PLBs;</li> <li>● the Administration should also examine the issues of the provision of accessible facilities and relaxation of prohibited zones under the Public Transport Strategy Study</li> </ul>
18.	Mr LEE Wai-fung	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)1000/14-15(02) (Chinese version only)</li> </ul>
19.	Mr LEUNG Wing-kuen	<ul style="list-style-type: none"> <li>● existing supply of PLB service was unable to cope with the increasing demand for PLB service;</li> <li>● the Administration should review the statutory limit on the number of PLBs and the seating capacity of PLBs in order to cope with the service demand</li> </ul>
20.	Mr LAU Chi-kit, Tsing Yi Synergy	<ul style="list-style-type: none"> <li>● the Administration's transport policy was skewed towards the railway and neglected the development needs of other transport services;</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>● barrier-free facilities should be provided on PLBs serving hospital routes so as to facilitate patients and elderly passengers</li> </ul>
21.	Mr NG Kam-hung, Shatin District Councillor	<ul style="list-style-type: none"> <li>● the Administration should review the statutory limit on the number of PLBs and the seating capacity of PLBs in order to cope with the increase in service demand;</li> <li>● PLBs should provide barrier-free facilities to facilitate elderly passengers and wheelchair users</li> </ul>
22.	Mr TAM Chi-sing, Direct Manager, Choi Kee (Mong Kok) Maxicab Route PLB Limited	<ul style="list-style-type: none"> <li>● there were a lot of restrictions for GMBs to increase fare and as a result, GMB fare increase had been continuously lagging behind inflation;</li> <li>● with the opening of new railway lines and the increase in the frequency of railway service, there was a significant increase in the demand for PLB feeder services. Relaxing the restrictions on the statutory limit on the number of PLBs and seating capacity of PLBs could help cope with the increase in service demand;</li> <li>● many GMB routes were operating at a loss. The Administration should provide subsidy to maintain the financial viability of GMB service, similar to the subsidy offered to the ferry operators</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
23.	Mr TAM Man-fung, Direct Manager, Choi Kee (Yuen Long) Maxicab Route PLB Limited	<ul style="list-style-type: none"> <li>● pointed out that the fare of GMBs had not been increased for 10 years in the post-1997 period;</li> <li>● due to operating difficulties, GMB operators were unable to offer an attractive remuneration package to attract and retain drivers;</li> <li>● urged the Administration to relax the restrictions on the statutory limit on the number of PLBs and allow the increase in the seating capacity of PLBs from 16 to 24</li> </ul>
24.	Mr William WONG, Manager, Pokfulam Maxicab Company Limited	<ul style="list-style-type: none"> <li>● with the opening of new railway lines and the increase in the frequency of MTR service, there was a significant increase in the demand for PLB feeder service. Relaxing the restrictions on the statutory limit on the number of PLBs and seating capacity of PLBs could help to cope with the increase in service demand</li> </ul>
25.	Mr Philip CHAN, Minibus Station Master, Sun Cheong Transportation HK Company Limited	<ul style="list-style-type: none"> <li>● it was difficult to hire drivers even if GMB operators offered favourable remuneration;</li> <li>● supported increasing the seating capacity of PLBs in order to cope with passenger demand and reduce their waiting time during peak hours</li> </ul>
26.	Mr Joe LAI Wing-ho, Chairman, Wong Tai Sin District Council, Traffic and Transport Committee	<ul style="list-style-type: none"> <li>● the Administration should strengthen complementarity amongst different transport services;</li> <li>● proposed increasing the seating capacity of vehicles for busy PLB routes with higher patronage as a pilot scheme and evaluating the</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		result before a full-scale implementation of the proposal
27.	Mr Timothy CHOY, Choi Wan Development Network	<ul style="list-style-type: none"> <li>● PLB was the major transport service in the Choi Wan district</li> <li>● supported increasing the seating capacity of PLBs so as to better cater for passenger demand without occupying additional road space or bringing adverse effect on road traffic management</li> </ul>
28.	Mr POON Shing-cho, Chairman, Lei Yue Mun Ko Chiu Road Public Light Bus Merchants Association Ltd.	<ul style="list-style-type: none"> <li>● expressed concern about the shortage of drivers. Many experienced drivers would retire but young people were unwilling to join the trade</li> </ul>
29.	Mr CHUNG Chi-wai	<ul style="list-style-type: none"> <li>● GMBs had not raised the fare for 10 years between 1997 and 2008 due to economic recessions and impact of the Severe Acute Respiratory Syndrome on the community;</li> <li>● increasing the seating capacity of PLBs could ease the operating difficulties faced by PLB operators</li> </ul>
30.	Mr LING Chi-keung, Public Light Bus General Association	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)866/14-15(01) (Chinese version only)</li> </ul>
31.	Mr HUNG Kam-in, Chairman, Kwun Tong District Council, Traffic and Transport Committee	<ul style="list-style-type: none"> <li>● supported increasing the seating capacity of PLBs;</li> <li>● many experienced drivers would retire but young people were unwilling to join the trade. The Administration should devise measures to help alleviate the problem;</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>● if the Administration planned to introduce electric PLBs into Hong Kong, it should consider the provision of relevant facilities such as charging stations</li> </ul>
32.	Mr LEE Wai-kai, Director, Cheung Wong Maxicab Routes Company Limited	<ul style="list-style-type: none"> <li>● an increase in the seating capacity of PLBs would allow optimal utilization of existing capacity of PLBs. The proposal would not affect the operation of other transport services</li> </ul>
33.	Mr LAM Hau-chuen, Motor Transport Workers General Union (Public Light Bus Branch)	<ul style="list-style-type: none"> <li>● Red minibuses ("RMBs") were facing operating difficulties because of the opening of new railway lines on Hong Kong Island;</li> <li>● RMB operators did not support increasing the seating capacity of PLBs;</li> <li>● expressed concern over the problem of driver shortage as many experienced drivers would retire but young people were unwilling to join the trade</li> </ul>
34.	Mr WAI Kam-choy, Director, Heade Hpand Limited	<ul style="list-style-type: none"> <li>● urged the Administration to increase the seating capacity of PLBs from 16 to 20 to ease the operating difficulties faced by the trade;</li> <li>● the Administration should review the possibility of relaxing the restrictions on the operating boundaries of PLBs by opening new routes in new towns and development areas</li> </ul>
35.	Mr FUNG Tuk-keung, Chairman, Sai Kung P.L.B. (Maxicab) (No.1 & 2) Company Limited	<ul style="list-style-type: none"> <li>● supported increasing the seating capacity of PLBs so as to better cater for passenger demand without occupying additional road space or bringing adverse effect on road traffic management</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
36.	Mr LAI Wai-tong, Spoke person, T.K.O. Transport Concern Group	<ul style="list-style-type: none"> <li>● urged the Administration to revisit the positioning of PLBs as a supplementary transport service. In many districts, PLB played a major role in the provision of transport service;</li> <li>● increasing the seating capacity of PLBs could help ease the operating difficulties faced by the trade, and the increase in operating income of PLBs would lessen the pressure on fare increase;</li> <li>● the Administration should introduce barrier-free PLBs to facilitate elderly passengers and wheelchair users</li> </ul>
37.	Mr SO Sai-hung, Chairman, G.M.B. Maxicab Operators General Association Limited	<ul style="list-style-type: none"> <li>● the statutory limit on the number of PLBs and the seating capacity of PLBs had remained unchanged for over 20 years, despite the growth in Hong Kong's population and the development of new towns which brought about an upsurge in demand for public transport services;</li> <li>● supported the proposal to increase the seating capacity of PLBs from 16 to 24 to help ease the operating difficulties faced by the trade, and to cater for passenger demand without occupying additional road space and bringing adverse impact on road management</li> </ul>
38.	Mr WONG Wing-kwong, Hong Kong Public Light Bus Owner & Driver Association	<ul style="list-style-type: none"> <li>● supported increasing the seating capacity of PLBs so as to ease the operating difficulties faced by the trade. An improved operating income of PLBs might also attract young people to join the trade</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
39.	Ms WONG Ching-chi	<ul style="list-style-type: none"><li>● PLB played a major role in the provision of transport service in many districts;</li><li>● the statutory limit on the number of PLBs and the seating capacity of PLBs had remained unchanged for over 20 years, despite the growth in Hong Kong's population and the development of new towns which brought about an upsurge in demand for public transport services;</li><li>● an increase in the seating capacity of PLBs could help ease the operating difficulties faced by the trade, better cater for passenger demand without occupying additional road space and bringing adverse impact on road management;</li><li>● suggested PLB operators to take the opportunity of the ex-gratia payment incentive scheme to phase out pre-Euro IV diesel commercial vehicles implemented by the Administration to replace their PLB fleet with PLBs having larger seating capacity</li></ul>
40.	Mr WU Lung-chuen, Raytop International Limited	<ul style="list-style-type: none"><li>● seating capacity of PLBs had remained unchanged for over 20 years and could not cope with the growth in the demand for PLB service arising from the development of new towns and development areas;</li><li>● supported the increase in the seating capacity of PLBs from 16 to 20 or 24</li></ul>
41.	Mr MUI Kwok-wai	<ul style="list-style-type: none"><li>● expressed concern about the operating difficulties faced by the trade due to the increase in operating costs, opening of new railway lines</li></ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
		<p>and shortage of drivers;</p> <ul style="list-style-type: none"><li>● supported increasing the seating capacity of PLBs so as to increase the operating income of PLB drivers</li></ul>
42.	Mr NGAI Chor, Chairman, Lam Tin Wai Hoi Public Light Bus Association	<ul style="list-style-type: none"><li>● urged the Administration to relax the prohibited zones to facilitate PLB operation</li></ul>
43.	Mr CHAU Yee-sun, Chairman, Hon Wah Public Light Bus Association Limited	<ul style="list-style-type: none"><li>● expressed concern about the operating difficulties faced by the trade due to the increase in operating costs, opening of new railway lines, shortage of drivers and more prohibited zones for road management purpose;</li><li>● supported increasing the seating capacity of PLBs to help ease the operating difficulties faced by the trade. The increase in the income of PLB drivers would attract young people to join the trade and help ease the problem of driver shortage</li></ul>
44.	Mr TSANG Hing-lung, Luen Wo Hui Residential Association	<ul style="list-style-type: none"><li>● seating capacity of PLBs had remained unchanged for over 20 years and could not cope with the growth in the demand for PLB service especially in suburban areas where PLB was the major mode of public transport;</li><li>● supported increasing the seating capacity of PLBs from 16 to 20 to help shorten passengers' waiting time during peak hours and improve overall transport efficiency;</li></ul>



No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>● the increase in the income of PLB drivers would attract young people to join the trade and help ease the problem of driver shortage</li> </ul>
45.	Mr YUE Chee-wing, Chairman, Estate Owners' Committee of Laguna Verde	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)1000/14-15(03) (Chinese version only)</li> </ul>
46.	Mr LAW Kwong-keung, Shatin District Councillor	<ul style="list-style-type: none"> <li>● PLBs not only provided supplementary feeder service but was also the major transport service in areas not easily accessible by railways or franchised buses</li> <li>● the transport policy of PLB should be devised to cater for the transport needs of the public and the sustainable development of the trade</li> </ul>
47.	Mr CHUNG Kam-lun, Deputy Convenor, Neo Democrats	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)866/14-15(02) (Chinese version only)</li> </ul>
48.	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)866/14-15(03) (English version only)</li> </ul>
49.	Ms CHEUNG Sik-yung, Southern District Councillor	<ul style="list-style-type: none"> <li>● residents of the Southern District supported increasing the seating capacity of PLBs from 16 to 20 or 24, especially for those routes serving the hospitals;</li> <li>● an increase in operating income brought by the increase in the seating capacity of PLBs would alleviate the pressure on fare increase</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
50.	Ms LI Shee-lin	<ul style="list-style-type: none"><li>● presentation of views as set out in submission LC Paper No. CB(4)1000/14-15(04) (Chinese version only)</li></ul>
51.	Mr TAM Wai-chiu, Officer, Motor Transport Workers General Union	<ul style="list-style-type: none"><li>● the seating capacity of PLBs had remained unchanged for over 20 years and could not cope with the growth in the demand for PLB service;</li><li>● supported the proposal of increasing the seating capacity of PLBs from 16 to 24 so as to increase the operating income of PLB drivers and improve operational efficiency;</li><li>● seating capacity of "nanny vans" should also be increased from 16 to 24</li></ul>
52.	Mr LAM Chun-yuen	<ul style="list-style-type: none"><li>● the Administration lacked foresight in planning the overall development of the transport system in the long term, resulting in frequent changes and adjustments to the existing transport policy;</li><li>● expressed doubt on the sustainability of the existing policy direction of using railway as the backbone of the public transport system, as the railway service had shown signs of reaching saturation</li></ul>
53.	Mr Andrew WAN Siu-kin, Kwai Tsing District Councillor	<ul style="list-style-type: none"><li>● supported increasing the seating capacity of PLBs from 16 to 20 so as to increase the operating income of PLB drivers, reduce operating cost and increase passenger capacity without additional road usage and adverse impact on road management;</li></ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>● the dimensions of existing models of PLBs could already accommodate 20 passenger seats, so there would be no additional cost incurred or the need for new fleet if the seating capacity was to be increased to 20</li> </ul>
54.	Mr TANG Ho-nam	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)867/14-15(04) (Chinese version only)</li> </ul>
55.	Mr Ronald YEUNG, Hong Kong Association for Democracy and People's Livelihood	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)866/14-15(04) (Chinese version only)</li> </ul>
56.	Mr HAU Kam-lam	<ul style="list-style-type: none"> <li>● PLB played a major role in the provision of transport service in the rural and suburban districts;</li> <li>● the population growth in new towns/development areas in the New Territories had brought about an increase in the demand for PLB service;</li> <li>● the increase in the seating capacity of PLBs could solve the problem of long waiting time for passengers during peak hours for PLB service</li> </ul>
57.	Mr Helix HA, Labour Party	<ul style="list-style-type: none"> <li>● supported increasing the seating capacity of PLBs from 16 to 20 or 24 to optimally utilize the existing capacity of PLBs, and increase in the operating income of PLB operators/drivers would lessen the pressure on fare increase;</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
		<ul style="list-style-type: none"><li>● the increase in seating capacity might induce an increase in daily rental cost, thus offsetting the benefits of increasing the operating income of operators/drivers; and therefore the Government should closely monitor the situation;</li><li>● the Administration should increase parking spaces for PLBs and encourage PLB operators to enhance service during peak hours</li></ul>
58.	Ms Anchor HUNG, The Hong Kong Society for Rehabilitation Centre on Research and Advocacy	<ul style="list-style-type: none"><li>● urged the Administration to relax the restriction on the dimensions and weight of PLBs for installing accessible facilities for the elderly or persons with disabilities, and to introduce barrier-free PLBs into Hong Kong</li></ul>
59.	Mr MA Kiu-sang, President, Hong Kong Scheduled (GMB) Licensee Association	<ul style="list-style-type: none"><li>● presentation of views as set out in submission LC Paper No. CB(4)866/14-15(05) (Chinese version only)</li></ul>
60.	Mr Quentin CHENG, Spokesman, Fair Fare Group	<ul style="list-style-type: none"><li>● existing PLB vehicle models could not facilitate the use by the elderly and persons with disabilities;</li><li>● the Administration should consider using transport services with higher capacity for hospital routes to facilitate patients and elderly passengers;</li><li>● PLBs could not cope with the increase in the overall transport demand brought by the growth in population or development of new towns, even if the seating capacity of PLBs was increased. The long-term sustainability and development of the trade</li></ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
		warranted a further review
61.	Mr Michael SIU, Convenor, Smart Public Transport Group	<ul style="list-style-type: none"><li>● the Administration was ineffective in the management and rationalization of PLB routes, causing a mismatch of transport resources, unmet passenger demand and inefficiency in road management</li><li>● the Administration should conduct an overall review of different transport services from the perspectives of public transport needs and efficient road management</li></ul>
62.	Mr Titus LAM, Committee Member, Hong Kong Public Transport Concern Group	<ul style="list-style-type: none"><li>● The Transport Department ("TD") lacked transparency in its work in respect of the allocation and cancellation of PLB routes;</li><li>● The Administration should review the existing transport policy on PLB and enhance transparency</li></ul>
63.	Mr LAU Ki-fung	<ul style="list-style-type: none"><li>● PLB played an important role in the provision of transport service in the Northern District;</li><li>● supported the proposal of increasing the seating capacity of PLBs from 16 to 20 or 22 so as to cope with the immense passenger demand;</li><li>● the increase in seating capacity would not affect the operation of other transport services</li></ul>

No.	Name of deputation/individuals	Major views and concerns
64.	Mr LAW Sai-yan, Northern District Councillor	<ul style="list-style-type: none"> <li>● supported increasing the seating capacity of PLBs from 16 to 20 so as to better cope with passenger demand during peak hours, reduce waiting time and enhance the operational efficiency of PLBs</li> <li>● the Administration should rationalize PLB routes in districts where there was keen transport demand in order to enhance service efficiency and optimize transport resources</li> </ul>
65.	Mr TSE Chi-kit	<ul style="list-style-type: none"> <li>● supported increasing the seating capacity of PLBs from 16 to 20 to solve the problem of long waiting time for PLB service</li> <li>● urged the introduction of low-floor PLBs to facilitate wheelchair users</li> <li>● the current practice of consulting the District Council(s) concerned on application for fare increase by GMBs should be maintained so as to monitor the service standard of GMB service</li> </ul>
66.	Mr CHAN Tik Yiu, 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)866/14-15(06) (Chinese version only)</li> </ul>
67.	Mr LEUNG Hung, Chairman, Hong Kong, Kowloon & N.T. Public & Maxicab Light Bus Merchants' United Association	<ul style="list-style-type: none"> <li>● expressed concern about the operating difficulties faced by RMBs because of the restrictions imposed on their operating boundaries, shortage of drivers and increasing operating costs;</li> <li>● urged the Administration to review the policy relevant to PLB service and to promote the sustainable development of the trade</li> </ul>

<b>No.</b>	<b>Name of deputation/individuals</b>	<b>Major views and concerns</b>
68.	Mr MA Ah-muk, Director, Brilliant Way Public Light Bus (Scheduled) Service	<ul style="list-style-type: none"><li>● expressed concern that the Administration's transport policy was skewed towards railways and franchised buses</li><li>● supported increasing the seating capacity of PLBs to better cope with passenger demand</li></ul>
69.	Mr CHAN Man-chun, CEO, AMS Public Transport Holdings Limited	<ul style="list-style-type: none"><li>● the benefits brought about by an increase in the seating capacity of PLBs were beyond doubt because this would help to lower the operating costs of the PLB operators;</li><li>● the Administration should have the determination to implement the proposal expeditiously and come up with an option beneficial to the trade and the community after consulting different parties of the trade</li></ul>