

**立法會**  
***Legislative Council***

LC Paper No. CB(4)210/15-16  
(These minutes have been seen  
by the Administration)

Ref : CB4/PL/TP/1

**Panel on Transport**

**Minutes of special meeting held on  
Tuesday, 7 July 2015, at 10:00 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-yee, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon LEUNG Kwok-hung  
Hon Albert CHAN Wai-yip  
Hon Claudia MO  
Hon WU Chi-wai, MH  
Hon Gary FAN Kwok-wai  
Dr Hon KWOK Ka-ki  
Dr Hon Elizabeth QUAT, JP  
Hon POON Siu-ping, BBS, MH  
Ir Dr Hon LO Wai-kiwok, SBS, MH, JP  
Hon Christopher CHUNG Shu-kun, BBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS

**Member attending :** Dr Hon Fernando CHEUNG Chiu-hung

**Members absent :** Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon Ronny TONG Ka-wah, SC  
Hon Frankie YICK Chi-ming, JP  
Hon CHAN Han-pan, 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

Mr Dannis LEUNG  
Chief Transport Officer/Planning/Taxi  
Transport Department

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

Individual

Mr Jacky LIM  
Commentator

Sun Star Taxi Operators Association

Mr CHAN Wai-ming  
President

Hong Kong Taxi Owners' Association Limited

Mr WONG Po-keung  
Chairman

Tai Wo Motors Limited

Mr Aaron NG Hoi-shan  
Vice Chairman

The Kowloon Taxi Owners Association Limited

Mr WAN Cheuk-ming  
Chairman

United Friendship Taxi Owners & Drivers  
Association Limited

Mr FUNG Shing  
Chairman

Taxi Drivers & Operators Association

Mr NG Yip-pui  
Director General

Lantau Taxi Association

Mr CHAN Kam-hung  
Chairman

Front Line Taxi Driver Association

Mr LAM Kwai-keung  
Chairman

Individual

Mr YU Tak-po

Hong Kong Evergreen Association

Ms Sarah WONG  
Chairman

Our Bus Terminal

Mr Leslie CHAN  
Chairman

Happy Taxi Operator's Association Limited

Mr CHAN Wai-pang  
Chairman

Hong Kong Taxi Association

Mr LAI Hoi-ping  
Chairman

Civic Party

Mr Joshua LI Chun-hei  
District Developer (KLW)

Individual

Mr Michael YUNG  
Shatin District Councillor

Liberal Party Youth Committee

Mr Mark FU  
Vice Chairman

Individual

Ms Charlotte CHUI

Individual

Mr LEE Kwan-yuen

N.W. Area Taxi Drivers & Operators Association

黃永忠先生  
Chairman

Wai Yik Hong Kong & Kowloon & New Territories Taxi Owners Association Limited

Mr LI Kwok-ying  
Vice Chairman

Motor Transport Workers General Union (Taxi Driver Branch)

Mr LOW Shih-cheng  
Deputy Director

New Territories Taxi Drivers' Rights Alliance

Mr LEONG Yee-weng  
Chairman

Sun Hing Taxi Radio Association

Mr CHAN Ming-sang

Democratic Alliance for the Betterment and Progress of Hong Kong

Ms CHEUNG Fan-lan  
Deputy Spokesperson

Individual

Mr LEUNG Tat-chong

Individual

Mr Harry HO Chi-keung

New Territories Taxi Operations Union

Mr CHAN Shu-sang  
Chairman

Hong Kong Federation of Handicapped Youth

Mr Allen CHAN  
Chairperson of Rehabilitation Policy  
Sub-committee

The Hong Kong Taxi and Public Light Bus  
Association Limited

Mr WONG Chung-keung  
President

Sai Kung Taxi Operators Association Limited

Mr LI Siu-bun  
Chairman

Taxi Dealers & Owners Association Limited

Mr YUEN Yeung-wai  
Chairman

全港的士關注「非法載客取酬」大聯盟

Mr NG Kwan-sing  
Spokesperson

Hong Kong Taxicab Call Centre

Mr Tran CHAN  
Chairman

Sai Kung ABA New Territories Taxi Radio Call  
Services Centre

Ms SO Wai-yee  
Secretary

ABA Taxi Radio Call Services Centre

Mr LEE Chi-leung  
Chairman

The Democratic Party

Mr Henry CHAI Man-hon  
Deputy Spokesman on Transport Policy

CTOD Association Company

Mr CHAN Moon-yau  
Vice Chairman

Hong Kong Public Transport Concern Group

Mr Titus LAM  
Spokesman

CALL4VAN mobile app

Mr WU Kai-chiu  
Founder

Public Transport Think Tank of Hong Kong

Mr CHAN Tik Yiu  
Officer

Association for the Rights of Liberty Taxi Drivers

Mr YEUNG Yiu-hung

Community for Road Safety

Mr Julian TH KWONG  
Chairman

Association for the Handicapped

Mr LEE Yuen-tai

**Clerk in attendance :** Mr Anthony CHU  
Chief Council Secretary (4)1

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

Ms Prima LAI  
Legislative Assistant (4)1

Ms Emily LIU  
Legislative Assistant (4)6

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Action

**I. Public Transport Strategy Study – Taxi service**

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)

Relevant paper

LC Paper No. CB(4)1143/14-15(03) - Administration's paper on  
Public Transport Strategy  
Study - taxi service

LC Paper No. IN13/14-15 - Paper on taxi service in  
selected places prepared by the  
Research Office of the  
Legislative Council Secretariat  
(information note))



### Briefing by the Administration

At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members that the Administration was carrying out the Public Transport Strategy Study ("PTSS") which comprised two parts, namely the Role and Positioning Review ("RPR") and Topical Study. The Administration had recently reported the outcome of the Topical Study on the adequacy of taxi service in Hong Kong. In gist, according to the established policy, the Government would issue new taxi licences as and when necessary, having regard to the demand for taxi service, operating situation of the taxi trade, and likely impact of the increase in the number of taxis on traffic conditions. Whilst urban and NT taxi service could generally meet demand, survey results and public feedback had shown that there was unmet demand for Lantau taxis. Therefore, there was a need to issue new Lantau taxi licences. While the actual number of new licences to be issued was still being studied, the preliminary assessment indicated that the appropriate range for the new Lantau taxi licences should be about half of the existing number. The Administration would soon report to the Panel the findings of another Topical Study on the introduction of a taxi fuel surcharge as proposed by the taxi trade. USTH further explained that views expressed by the deputations and individuals towards taxi service would be considered in the review on the role and positioning of taxis under the RPR of PTSS. That would commence in mid-2015 and was expected to be completed in about two years' time. Meanwhile, other regulatory matters related to taxi service would continue to be handled by the Transport Department according to the established mechanisms.

### Meeting with the deputations

2. The Chairman remarked that a series of special meetings had been held by the Panel on Transport to collect public views on different aspects of PTSS, and this meeting was to collect views on taxi service. The Chairman reminded the deputations/individuals attending the meeting that they were not covered by the protection and immunity provided under the Legislative Council (Powers and Privileges) Ordinance (Cap. 382) when addressing the Panel. At the invitation of the Chairman, a total of 44 deputations/individuals presented their views. A summary of the views and major concerns of these deputations/individuals was in the **Appendix**. The gist of views and major concerns expressed by deputations/individuals was as follows:

- (a) the Administration should-

- (i) step up enforcement actions against illegal carriage of passengers for hire or reward by private cars and light goods vehicles and increase the penalty for such illegal activities;
  - (ii) assist the trade to formulate measures to promote the use of mobile applications that would help taxi drivers in providing a better service;
  - (iii) formulate measures to assist the taxi trade in introducing more wheelchair accessible taxis ("WATs") in order to meet the demand for such service;
  - (iv) relax the application requirements for taxi driver licence;
  - (v) expedite the processing time for taxi fare increase applications;
  - (vi) relax restricted zones and bus lanes for picking up and dropping off passengers by taxis;
  - (vii) amend the relevant legislation to prohibit negotiation of taxi fares;
  - (viii) address the problem of insufficient number of designated liquefied petroleum gas ("LPG") filling stations and insufficient charging facilities for electric taxis;
  - (ix) address the problem of speculation on taxi licence premium;
  - (x) introduce different types of taxi service and a taxi fuel surcharge mechanism; and
  - (xi) clarify the definition of "goods" under the Road Traffic Ordinance (Cap. 374) ("RTO");
- (b) the taxi trade in general opposed to the proposal to increase the seating capacity of public light buses;

- (c) some people chose to use the passenger carriage service provided by Uber through mobile applications because of the malpractices of some taxi drivers, such as over-charging passengers, selecting passengers, etc. There was transport demand which could not be met by existing taxi service; and
- (d) taxi drivers had to adapt to the changing technological environment, improve their service and address the problem of malpractice of some taxi drivers.

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

(LC Paper No. CB(4)1271/14-15(01) - Submission from Neo Democrats

LC Paper No. CB(4)1271/14-15(03) - Submission from Facebook 專頁「運輸講講理 – Sensible Transport」

LC Paper No. CB(4)1305/14-15(04) - Submission from The Association of Parents of the Severely Mentally Handicapped

LC Paper No. CB(4)1305/14-15(06) - Submission from Motor Transport Workers General Union)

#### Response by the Administration

4. USTH said that the views expressed by deputations and individuals at the meeting had provided good references for the Administration, and explained that such views would be taken into account under RPR of PTSS or according to the established mechanisms as appropriate.

5. Regarding the carriage of passengers for hire or reward by means of accepting bookings via mobile applications, USTH pointed out that pursuant to section 52 of RTO, it was an offence for any person to use a light goods vehicle or a private car without a hire car permit, for carriage of passengers for hire or reward. Apart from taking enforcement against this illegal service, the Administration would step up publicity to remind members of the public that the operation of such passenger carriage service was illegal.

Besides, passengers using illegal service might not have the necessary protection since the third party insurance might be invalid if the vehicle involved was providing illegal service. USTH said that if TD received information on such illegal activities, it would refer it to the Police for investigation and follow-up. He understood that members of the taxi trade had already forwarded information on such illegal activities to the Police, who would take necessary follow-up actions on these cases.

(At 12:33 pm, the Chairman extended the meeting by 15 minutes to allow sufficient time for discussion.)

### Discussion

#### *Illegal carriage of passengers for hire or reward*

6. Mr WONG Kwok-hing and Mr POON Siu-ping were concerned that illegal carriage of passengers for hire or reward by light goods vehicles or private cars had seriously affected the livelihood of taxi drivers. They urged the Administration to step up enforcement actions against such illegal activities.

7. Echoing members' views, the Deputy Chairman said that the service provided by Uber, a company which arranged and provided passenger carriage service by private cars through mobile applications had not only affected the livelihood of taxi drivers, but also seriously undermined the existing land transport policy which controlled the number of buses, public light buses and taxis to ensure that a balance was struck between supply and demand. He urged the Administration to address this issue effectively on whether the business of companies like Uber might have breached other legal provisions, such as those under the Competition Ordinance (Cap. 619). Mr LEUNG Kwok-hung further asked how the Administration would tackle this issue.

8. USTH assured members that the Administration would take enforcement actions against illegal carriage of passengers for hire or reward in accordance with the RTO. As for whether there was other legislation that could be relied on for enforcement action, USTH responded that this would be a matter for advice from the Department of Justice.

9. Mr LEE Cheuk-yan was of the view that the Administration had not taken proactive enforcement actions against companies which offered passenger carriage service without a hire car permit. He asked USTH to

clarify whether the operation of such service was legal if the reward was transacted in a non-cash form.

10. USTH clarified that it was clear under the law that it would be illegal for anyone without a hire car permit to provide passenger carriage service for hire or reward using a private car, irrespective of whether the reward was in the form of cash or non-cash.

11. The Chairman commented that some people used Uber's service because of its good customer service and safety records. Although Uber created unfair competition against taxi drivers, there was an imminent need for taxi drivers to improve their service quality in order to sustain their competitiveness. In this regard, the Chairman hoped that taxi owners would not increase taxi rent after an increase in taxi fare, so that taxi drivers could benefit from fare increase in order to provide a better service.

12. Ir Dr LO Wai-kwok pointed out that despite mobile applications could assist transport trade in providing better service, provision of passenger carriage service without a valid hire car permit was illegal and that the Administration had to step up enforcement actions against such illegal activities.

13. The Chairman, Mr LEE Cheuk-yan, Mr LEUNG Kwok-hung and Dr KWOK Ka-ki had requested the Administration to provide information on the total number of cases prosecuted and convicted for operating illegal carriage of passengers for hire or reward with a breakdown by the mode of operation of the service, such as booking through the use of mobile applications and telephone. USTH agreed to provide the Panel on Transport with such information after the meeting.

Admin

*(Post-meeting note: The information provided by the Administration was issued to members vide LC Paper No. CB(4)106/15-16(01) on 26 October 2015.)*

*Wheelchair accessible taxis ("WATs")*

14. Dr Fernando CHEUNG was concerned that there were only a limited number of WATs in Hong Kong and their fare and booking fee were relatively expensive. He asked whether the Administration would formulate measures to assist the taxi trade in introducing more WATs such as by providing travel subsidies to people with disabilities, making reference to measures adopted in other places, such as Taipei.

15. Referring to new green taxi proposals under the Pilot Green Transport Fund, Ir Dr LO Wai-kwok requested the Administration to consider promoting the adoption of any new models which might be wheelchair accessible and barrier free in view of the high demand for such taxi service.

16. USTH responded that it was the trade's choice on the types of vehicles used. The relevant Government departments would provide assistance as necessary. For example, the Transport Department and the Environment Protection Department assisted the trade to bring in electric taxis. The Administration stood ready to assist the trade to bring in more WATs as might be needed.

*Liquefied petroleum gas filling stations*

17. Ms Claudia MO and Dr KWOK Ka-ki showed concern on the long queues of LPG taxis waiting at LPG filling stations for refilling service at certain period during the day. In response to the enquiry from the Chairman and Mr LEUNG Kwok-hung about whether the Administration would increase the number of delegated LPG filling stations, Assistant Commissioner/Management and Paratransit advised that the Transport Department would relay members' view to the Environment Bureau, the policy bureau responsible for the subject, for consideration. USTH advised that the Administration had all along been encouraging taxi owners to use vehicles that run on cleaner fuels to improve roadside air quality.

*Livelihood of taxi drivers*

18. Mr WONG Kwok-hing said that the Administration should consider conducting a study on the role of and difficulties faced by front-line taxi drivers and to advise the Panel on Transport on how the Administration would assist them.

19. In reply to Mr WONG Kwok-hing's enquiry about the representation of taxi drivers in the Transport Advisory Committee ("TAC"), which was an advisory committee to advise the Chief Executive in Council on important transport policies and issues, USTH advised that the TAC comprised a balanced representation of various stakeholders. Taxi drivers already had various channels to put forward their views to the Administration, including through Legislative Council Members.

20. Ms Claudia MO said that despite most taxi drivers were helpful to passengers, malpractices of a small number of taxi drivers, such as refusing

hire or selecting passengers, had attracted public criticism. She suggested that the taxi trade should improve its service so that it could garner greater support from the public for the Administration to implement measures to protect taxi drivers' livelihood.

21. Mr LEE Cheuk-yan opined that it was not fair to taxi drivers that they could not benefit from fare increase because an increase in taxi rent would erode the additional income brought about by fare increase. In addition, he requested the Administration to tackle the problem of speculation on taxi licence premium.

22. Mr POON Siu-ping said that the Administration should proactively consult the taxi trade on implementing measures to improve the livelihood of taxi drivers as soon as possible without waiting for the completion of PTSS. Such actions should include opening up more restricted zones for picking up and dropping off passengers by taxis, introducing new types of taxi service and improving the availability of taxi service on Lantau Island.

23. The Deputy Chairman urged the Administration to consider the views of taxi trade during the course of PTSS, including their views on the introduction of different types of taxi, the number and forms of taxi licences, and the clarification of the definition of "goods" under RTO.

24. Mr LEUNG Kwok-hung also urged the Administration to relax more restricted zones for picking up and dropping off passengers by taxis, introduce different types of taxi and address the problem of speculation on taxi licence premium.

25. USTH replied that that the Administration would look into the development of taxi service in the long run and explore the possibility of providing new types of taxi service, such as premium taxi service, under RPR of PTSS. Other trade issues, such as opening up more restricted zones for picking up and dropping off passengers by taxis and increasing the number of Lantau taxi licences, would be followed up according to the established mechanisms.

### Conclusion

26. The Chairman thanked the deputations/individuals for presenting their views at the meeting. He said that the next meeting of the Panel was scheduled for 17 July 2015 at 10:45 am.

**II. Any other business**

27. There being no other business, the meeting ended at 1:15 pm.

Council Business Division 4  
Legislative Council Secretariat  
13 November 2015



## Panel on Transport

Meeting on Tuesday, 7 July 2015, at 10:00 am  
Public Transport Strategy Study – Taxi service

**Summary of views and concerns expressed by deputations/individuals**

No.	Name of deputation/individuals	Major views and concerns
1.	Mr Jacky LIM	<ul style="list-style-type: none"> <li>• presentation of views as set out in submission LC Paper No. CB(4)1270/14-15(08) (Chinese version only)</li> </ul>
2.	Sun Star Taxi Operators Association	<ul style="list-style-type: none"> <li>• the Administration should step up enforcement actions against illegal carriage of passengers for hire or reward</li> <li>• the Administration should also make reference to the transport policy of Singapore to develop a comprehensive transport network and balance the interests of different transport trades</li> <li>• strongly opposed to the proposal to increase the seating capacity of public light buses ("PLB")</li> </ul>
3.	Hong Kong Taxi Owners' Association Limited	<ul style="list-style-type: none"> <li>• presentation of views as set out in submission LC Paper No. CB(4)1305/14-15(01) (Chinese version only)</li> </ul>
4.	Tai Wo Motors Limited	<ul style="list-style-type: none"> <li>• presentation of views as set out in submission LC Paper No. CB(4)1305/14-15(02) (Chinese version only)</li> </ul>
5.	The Kowloon Taxi Owners Association Limited	<ul style="list-style-type: none"> <li>• the Administration should:               <ul style="list-style-type: none"> <li>(i) relax the application requirements for taxi driver licence in</li> </ul> </li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<p>order to attract more young people to join the trade;</p> <p>(ii) expedite the processing time for taxi fare increase applications;</p> <p>(iii) relax restricted zones for picking up and dropping off passengers by taxis;</p> <p>(iv) regulate the use of mobile applications in providing passenger carriage service;</p> <p>(v) increase the penalty for illegal carriage of passengers for hire or reward; and</p> <p>(vi) amend the relevant legislation to prohibit negotiation of taxi fares by passengers</p> <ul style="list-style-type: none"> <li>● supported the introduction of premium taxi service</li> <li>● opposed to the proposal to increase the seating capacity of PLB</li> </ul>
6.	United Friendship Taxi Owners & Drivers Association Limited	<ul style="list-style-type: none"> <li>● in order to attract more young people to join the taxi trade, the Administration should: <ul style="list-style-type: none"> <li>(i) expedite the processing of taxi fare increase applications;</li> <li>(ii) relax restricted zones and bus lanes for picking up and dropping off passengers by taxis; and</li> </ul> </li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<p>(iii) step up the enforcement actions against illegal carriage of passengers for hire or reward</p> <ul style="list-style-type: none"> <li>strongly opposed to the proposal to increase the seating capacity of PLB</li> </ul>
7.	Taxi Drivers & Operators Association	<ul style="list-style-type: none"> <li>presentation of views as set out in submission LC Paper No. CB(4)1270/14-15(06) (Chinese version only)</li> </ul>
8.	Lantau Taxi Association	<ul style="list-style-type: none"> <li>the Administration should implement measures to increase bus service and reduce bus fares on Lantau Island in order to meet the demand for transport service during weekends and holidays</li> <li>the Administration should only increase the number of Lantau taxi licences by 15 in order to lessen the impact on existing Lantau taxi operators and review the demand for Lantau taxi service after the Hong Kong-Zhuhai-Macao Bridge came into operation</li> </ul>
9.	Front Line Taxi Driver Association	<ul style="list-style-type: none"> <li>opposed to the proposal to increase the seating capacity of PLB</li> <li>the Administration had not listened to the views of taxi drivers in implementing transport measures</li> </ul>
10.	Mr YU Tak-po	<ul style="list-style-type: none"> <li>the Administration should address the problem of insufficient designated liquefied petroleum gas ("LPG") filling stations and insufficient charging facilities for electric taxis</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>the Administration should also address the problem of speculation on taxi licence premium by reviewing its policy on issuing new taxi licences</li> </ul>
11.	Hong Kong Evergreen Association	<ul style="list-style-type: none"> <li>as a number of workshops carrying out repair and maintenance of LPG vehicles were located in residential buildings, residents living in those areas had to bear the risk of gas explosion</li> <li>taxi fares should be set according to the service provided, i.e. higher fares for premium taxi service</li> <li>increase in private cars due to unmet demand for public transport had led to traffic congestion</li> </ul>
12.	Our Bus Terminal	<ul style="list-style-type: none"> <li>the policy on using LPG taxis had limited the choice of taxi models, making it difficult for the taxi trade to improve its service</li> <li>some people chose to use, through mobile applications, the passenger carriage service provided by Uber because of their bad experience with some taxi drivers, such as over-charging fares and selecting passengers, etc.</li> <li>the Administration had not formulated measures to assist the taxi trade in introducing WATs</li> <li>more than 50 new Lantau taxi licences should be issued</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
13.	Happy Taxi Operator's Association Limited	<ul style="list-style-type: none"> <li>● Uber created unfair competition against taxi drivers and affected their livelihood</li> <li>● the Administration should increase the penalty for illegal carriage of passengers for hire or reward for greater deterrent effect</li> <li>● the Administration should also relax the application requirements for taxi driver licence</li> </ul>
14.	Hong Kong Taxi Association	<ul style="list-style-type: none"> <li>● supported the increase in taxi fare in order to increase the income of taxi drivers and improve their service quality</li> <li>● to improve taxi service, the Administration should:               <ul style="list-style-type: none"> <li>(i) relax restricted zones and bus lanes for picking up and dropping off passengers by taxis;</li> <li>(ii) introduce different types of taxi service; and</li> <li>(iii) step up the enforcement actions against illegal carriage of passengers for hire or reward</li> </ul> </li> </ul>
15.	Civic Party	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)1364/14-15(01) (Chinese version only)</li> </ul>
16.	Mr Michael YUNG Ming-chau, Shatin District Councillor	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)1305/14-15(03) (Chinese version only)</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
17.	Liberal Party Youth Committee	<ul style="list-style-type: none"> <li>● increase in the number of taxi licences would not improve taxi service because there was insufficient number of taxi drivers to cope with the demand for taxi service</li> <li>● shortage of taxi drivers was due to their low income</li> <li>● the Administration had not taken proactive enforcement actions against illegal carriage of passengers for hire or reward as evidenced by the low number of prosecution cases against drivers providing such service in 2014</li> </ul>
18.	Ms Charlotte CHUI	<ul style="list-style-type: none"> <li>● there were insufficient number of taxis to meet the growing demand for taxi service</li> <li>● the Administration should formulate measures to promote the use of mobile applications that would help taxi drivers enhance their service</li> <li>● taxi drivers had to adapt to the changing technological environment and improve their service</li> <li>● the growth in the number of private vehicles had caused serious traffic congestion and reduced the income of taxi drivers due to extra time spent on the road for each taxi trip</li> </ul>
19.	Mr LEE Kwan-yuen	<ul style="list-style-type: none"> <li>● companies such as Uber created unfair competition against taxi drivers, and the Administration should regulate transport services provided by such companies</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>the concept of ridesharing should be explored</li> <li>the Administration should also relax restricted zones and bus lanes for picking up and dropping off passengers by taxis</li> </ul>
20.	N.W. Area Taxi Drivers & Operators Association	<ul style="list-style-type: none"> <li>presentation of views as set out in submission LC Paper No. CB(4)1270/14-15(02) (Chinese version only)</li> </ul>
21.	Wai Yik Hong Kong & Kowloon & New Territories Taxi Owners Association Limited	<ul style="list-style-type: none"> <li>a large number of light goods vehicles had engaged in illegal carriage of passengers for hire or reward</li> <li>strongly opposed to the proposal to increase the seating capacity of PLB</li> <li>the Administration should relax restricted zones and bus lanes for picking up and dropping off passengers by taxis</li> <li>the Administration should control the growth in the number of private vehicles in order to address the traffic congestion problem</li> </ul>
22.	Motor Transport Workers General Union (Taxi Driver Branch)	<ul style="list-style-type: none"> <li>the Administration should:               <ul style="list-style-type: none"> <li>(i) amend the relevant legislation to prohibit negotiation of taxi fares by passengers;</li> <li>(ii) relax restricted zones for picking up and dropping off passengers by taxis;</li> </ul> </li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<p>(iii) introduce a mechanism for imposing a taxi fuel surcharge ; and</p> <p>(iv) set up taxi stands next to the exits of railway stations</p>
23.	New Territories Taxi Drivers' Rights Alliance	<ul style="list-style-type: none"> <li>● the Administration should: <ul style="list-style-type: none"> <li>(i) relax restricted zones for picking up and dropping off passengers by taxis;</li> <li>(ii) increase the number of taxi licences;</li> <li>(iii) lift the restrictions on the operating areas for all taxis;</li> <li>(iv) increase the types of taxis; and</li> <li>(v) step up the regulation of transport services provided by residents' service operators, PLB and light goods vehicles</li> </ul> </li> </ul>
24.	Sun Hing Taxi Radio Association	<ul style="list-style-type: none"> <li>● the Administration should take more proactive enforcement actions against illegal carriage of passengers for hire or reward</li> </ul>
25.	Democratic Alliance for the Betterment and Progress of Hong Kong	<ul style="list-style-type: none"> <li>● the Administration should: <ul style="list-style-type: none"> <li>(i) step up enforcement actions against the operation of taxi drivers which offered fare discounts and illegal carriage of passengers for hire or reward;</li> </ul> </li> </ul>



No.	Name of deputation/individuals	Major views and concerns
		<p>(ii) implement measures to curb speculation on taxi licence premium; and</p> <p>(iii) formulate measures to attract young people to join the taxi trade in order to improve taxi service</p>
26.	Mr LEUNG Tat-chong	<ul style="list-style-type: none"> <li>the Administration should step up enforcement actions against illegal carriage of passengers for hire or reward</li> <li>the Administration should regulate the provision of passenger carriage service through the use of mobile applications so that taxi drivers could benefit from the use of mobile applications in receiving ride requests</li> <li>the Administration should implement measures to improve the livelihood of taxi drivers, such as relaxing restricted zones and bus lanes for picking up and dropping off passengers by taxis, standardizing the tolls for taxis not carrying passengers among all cross harbour tunnels, and introducing a taxi fuel surcharge mechanism, etc.</li> </ul>
27.	Mr Harry HO Chi-keung	<ul style="list-style-type: none"> <li>the increase in penalty for traffic related offences had created immense pressure on taxi drivers</li> <li>the Administration should lower the penalty for drug driving if legal drugs were taken inadvertently</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<ul style="list-style-type: none"> <li>the business of taxis had been seriously affected by the opening of new railway lines</li> </ul>
28.	New Territories Taxi Operations Union	<ul style="list-style-type: none"> <li>presentation of views as set out in submission LC Paper No. CB(4)1270/14-15(01) (Chinese version only)</li> </ul>
29.	Hong Kong Federation of Handicapped Youth	<ul style="list-style-type: none"> <li>people with disabilities mainly relied on taxis for transportation, but there were only a limited number of WATs in Hong Kong</li> <li>the Administration should formulate a policy and corresponding measures to assist the taxi trade in introducing more WATs to the local market in order to meet the demand for such service</li> </ul>
30.	The Hong Kong Taxi and Public Light Bus Association Limited	<ul style="list-style-type: none"> <li>Uber created unfair competition against taxi drivers and affected their livelihood</li> <li>the Administration should step up enforcement actions against illegal carriage of passengers for hire or reward</li> <li>the Administration should implement measures to improve the livelihood of taxi drivers, such as relaxing restricted zones for picking up and dropping off passengers by taxis</li> <li>supported the introduction of premium taxi service</li> </ul>
31.	Sai Kung Taxi Operators Association Limited	<ul style="list-style-type: none"> <li>the business of taxis had been seriously affected by the opening of new railway lines, the transport service provided by residents' service operators and fare concessions offered by bus companies</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<p>and the MTR Corporation Limited</p> <ul style="list-style-type: none"> <li>opposed to the proposal to increase the seating capacity of PLB</li> <li>the Administration should:               <ul style="list-style-type: none"> <li>(i) step up enforcement actions against illegal carriage of passengers for hire or reward;</li> <li>(ii) assist taxi trade in introducing new types of taxis; and</li> <li>(iii) relax the regulation of taxi fare</li> </ul> </li> </ul>
32.	Taxi Dealers & Owners Association Limited	<ul style="list-style-type: none"> <li>illegal carriage of passengers for hire or reward by light goods vehicles or private cars had seriously affected the livelihood of taxi drivers and the Administration should step up enforcement actions against such activities</li> <li>the Administration should also step up publicity to educate members of the public that the operation of such passenger carriage service was illegal and the risks they had to bear, such as the lack of insurance coverage, when travelling on such vehicles</li> <li>the taxi trade would improve taxi service by increasing the number of WATs and introducing other premium services</li> <li>opposed to the proposal to increase the seating capacity of PLB</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
33.	全港的士關注「非法載客取酬」大聯盟	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)1270/14-15(05) (Chinese version only)</li> </ul>
34.	Hong Kong Taxicab Call Centre	<ul style="list-style-type: none"> <li>● the Administration should relax restricted zones for picking up and dropping off passengers by taxis and step up enforcement actions against the operation of taxis which offered fare discounts</li> <li>● supported the introduction of premium taxi service</li> </ul>
35.	Sai Kung ABA New Territories Taxi Radio Call Services Centre	<ul style="list-style-type: none"> <li>● the Administration should step up enforcement actions against illegal carriage of passengers for hire or reward in order to protect the livelihood of taxi drivers</li> </ul>
36.	ABA Taxi Radio Call Services Centre	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)1270/14-15(03) (Chinese version only)</li> </ul>
37.	The Democratic Party	<ul style="list-style-type: none"> <li>● taxi owners with vested interests resisted new competition as this would affect the taxi licence premium</li> <li>● taxi drivers and operators must adapt to the changing technological environment and improve the quality of their service in order to sustain their competitiveness</li> <li>● consideration could be given to reviewing the number of taxi licences in the market by the Administration</li> </ul>
38.	CTOD Association Company	<ul style="list-style-type: none"> <li>● illegal carriage of passengers for hire or reward by light goods vehicles or private cars had seriously affected the livelihood of taxi</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
		<p>drivers and the Administration should step up enforcement actions against such activities</p> <ul style="list-style-type: none"> <li>taxi drivers were also facing great difficulties in their operation, such as high maintenance costs, long waiting time at designated LPG filling stations or charging facilities for electric taxis and traffic congestion</li> </ul>
39.	Hong Kong Public Transport Concern Group	<ul style="list-style-type: none"> <li>the Administration should review the designated operating area of New Territories ("NT") taxis in order to allow NT taxis to operate in the whole NT area and enhance their competitiveness</li> <li>the taxi trade should improve its service and address the problem of malpractice of some taxi drivers, such as over-charging passengers</li> </ul>
40.	CALL4VAN mobile app	<ul style="list-style-type: none"> <li>some people chose to use the transport services through placing their requests via mobile applications because of the malpractices of some taxi drivers, such as over-charging passengers, selecting passengers, etc. and the transport needs of the public could not be met by taxis</li> <li>the Administration should clarify the definition of "goods" under the Road Traffic Ordinance (Cap. 374)</li> <li>hoped that the taxi trade would review and improve their service</li> </ul>
41.	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)1270/14-15(04) (Chinese version only)</li> </ul>

No.	Name of deputation/individuals	Major views and concerns
42.	Association for the Rights of Liberty Taxi Drivers	● presentation of views as set out in submission LC Paper No. CB(4)1270/14-15(07) (Chinese version only)
43.	Community for Road Safety	● presentation of views as set out in submission LC Paper No. CB(4)1305/14-15(05) (Chinese version only)
44.	Direction Association for the Handicapped	● presentation of views as set out in submission LC Paper No. CB(4)1271/14-15(02) (Chinese version only)

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