

立法會
Legislative Council

LC Paper No. CB(4)1277/15-16
(These minutes have been seen
by the Administration)

Ref : CB4/PL/TP/1

Panel on Transport

**Minutes of special meeting held on
Tuesday, 5 January 2016, at 4:30 pm
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 Jeffrey LAM Kin-fung, GBS, JP
Hon CHAN Hak-kan, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Albert CHAN Wai-yip
Hon Claudia MO
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Gary FAN Kwok-wai
Hon Charles Peter MOK, JP
Hon CHAN Han-pan, JP
Dr Hon KWOK Ka-ki
Dr Hon Elizabeth QUAT, JP
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP

Members absent : Hon LEUNG Kwok-hung
Hon WONG Yuk-man
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS

Public officers attending : **Agenda item I**

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

Ms Ivy LAW
Deputy Secretary for Transport and Housing
(Transport) 3

Mr David TO Kam-biu, JP
Deputy Commissioner for Transport/Planning &
Technical Services
Transport Department

Mr Chris CHAN
Assistant Commissioner for Transport/Planning
Transport Department

Mr Jerry LEE
Chief Superintendent of Police/Traffic (Acting)
Hong Kong Police Force

Mr Wayne CHAN
Superintendent of Police (Law Revision &
Projects)/Traffic
Hong Kong Police Force

Attendance by invitation : **Agenda item I**

Federation of Hong Kong Transport Worker
Organizations

余國安先生
Deputy Chairman

Labour Party

Mr Simpson SUNG
Representative

Individual

Mr CHIU Yan-loy

Young DAB

Mr NGAN Man-yu
Chairperson

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

Mr LI Kwok-ying
Vice Chairman

DAB

Mr Terry YIP
Deputy Spokesperson

汽車交通運輸業總工會公共小巴分會

陳逢源先生
主任

汽車交通運輸業總工會的士司機分會

勞士正先生
副主任

汽車交通運輸業總工會貨運車從業員分會

孫浚誠先生
主任

Hong Kong Taxi Owners' Association Limited

Mr WONG Po-keung
Chairman

Lok Ma Chau China-Hong Kong Freight Association

Mr Stanley CHAING
Chairman

Public Omnibus Operators Association

Mr Matthew WONG
Chairman

HK Fresh Produce Logistics Association

Mr CHAU Sing

Clean Air Network

Mr LOONG Tsz-wai
Community Relations Manager

Individual

Mr Joseph CHAN
Central & Western District Councillor

Liberal Party

Mr Mark FU
Representative

The Chamber of Hong Kong Logistics Industry Limited

Mr CHAN Fu-chuen

United Friendship Taxi Owners & Drivers Association Limited

Mr YU Kwok-keung
Chairman

Hong Kong Taxi Council

Mr NG Kwan-sing
Vice Chairman

關注香港空氣大聯盟

Ms LAW Pui-man

九龍的士車主聯會有限公司

Mr YUM Tai-ping
Chairman

Sun Cheong Transportation Hong Kong Company Limited

Mr William WONG
Manager

China Hong Kong and Macau Boundary Crossing Bus Association

Mr Alan CHAN
Secretary General

Kowloon District Tourists and Passengers Omnibus Operators Association Limited

Mr Cyrus LAI
Committee Member

Tsuen Wan District Tourists and Passengers Omnibus Operators Association Limited

Mr TANG Chi-keung
Chairman

Jackson Coach Hire Service Limited

Mr KWOK Si-yuen
Owner

捷達客運有限公司

Mr MAN Hoi-tik
Manager

香港區旅運巴士同業聯會

Mr CHEUNG Ying-fat
Vice Chairman

Tai Wo Motors Limited

Mr Aaron NG Hoi-shan
Vice Chairman

AMS Public Transport Holdings Limited

Mr Vincent WONG
Executive Director

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

Staff in attendance : Miss Katherine CHAN
Council Secretary (4)6

Ms Emily LIU
Legislative Assistant (4)6

Action

I. Proposed increase in fixed penalty for congestion-related traffic offences and implementation of an Electronic Road Pricing Pilot Scheme in Central and its adjacent areas

Meeting with deputations/individuals and the Administration

- (LC Paper No. CB(4)344/15-16(03) - Administration's paper on increase in fixed penalty for congestion-related traffic offences

- LC Paper No. CB(4)344/15-16(04) - Paper on congestion-related traffic offences prepared by the Legislative Council Secretariat (background brief)

- LC Paper No. CB(4)344/15-16(05) - Administration's paper on Electronic Road Pricing Pilot Scheme in Central and its adjacent areas

- LC Paper No. CB(4)344/15-16(06) - Paper on electronic road pricing prepared by the Legislative Council Secretariat (background brief))

Briefing by the Administration

At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") said that the Administration had briefed members earlier in December 2015 on the proposed increase in fixed penalty for congestion-related traffic offences and implementation of an Electronic Road Pricing ("ERP") Pilot Scheme in Central and its adjacent areas ("the ERP Pilot Scheme") to address the problem of traffic congestion. He recapped that these were two measures, amongst others, recommended by the Transport Advisory Committee ("TAC") in its Report on Study of Road Traffic Congestion in Hong Kong. The Administration considered that in principle these two measures were effective means to tackle road traffic congestion.

2. USTH further explained that the level of the fixed penalty against congestion-related traffic offences had remained the same since the last increase in 1994. The Composite Consumer Price Index ("CCPI") had substantially increased by about 50% from 1994 to the end of September 2015. As such, the Administration proposed to increase the fixed penalty charges by 50% to restore their deterrent effect. Meanwhile, the Administration would commence a parking policy review in 2016-2017, with priority accorded to considering and meeting the parking need of commercial vehicles. The Transport Department ("TD") was also studying the feasibility of providing additional on-street parking spaces for commercial vehicles during night time.

3. Also, USTH advised that the Administration was conducting a three-month public engagement exercise to collect public views on the ERP Pilot Scheme. In respect of the basic elements of the ERP Pilot Scheme, such as the charging level and exemption for certain types of vehicles, the Administration adopted an open mind. After collating the public views, the Administration would commission an in-depth feasibility study to develop more detailed options for discussion at the next stage.

Presentation of views from deputations/individuals

4. 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, 30 deputations/individuals presented their views at the meeting, a summary of which was in the **Appendix**.

5. In gist, most of the deputations/individuals opposed to raising fixed penalty for congestion-related traffic offences because rampant illegal parking was mainly caused by shortage of parking spaces. Also, many of them expressed worry that the proposed measure would adversely affect the livelihood of professional drivers. To address the problem of illegal parking, they suggested that the Administration should increase the provision of parking spaces and authorized parking bays for loading/unloading activities, as well as enhance traffic management and enforcement actions taken by the Police.

6. Concerning the implementation of the ERP Pilot Scheme, some deputations/individuals supported the Administration to conduct further study on the use of ERP in Hong Kong. They however expressed concern about the charging level and suggested exempting public transport and commercial vehicles from ERP charges. Besides, some deputations/individuals opined

that before implementing the ERP Pilot Scheme, the Administration should first assess the traffic situation after commissioning of the Central-Wan Chai Bypass ("CWB") and other new railway lines which were currently under construction.

7. In response to deputations/individuals' views, USTH said that the Administration understood that the two proposed measures might raise the operating costs of some operators and professional drivers. He further explained that the Administration noted the views on shortage of parking spaces and would commence a parking policy review soon. As regards the ERP Pilot Scheme, the Administration launched the public engagement exercise with a view to reaching public consensus. The Administration stressed that they had an open mind on the basic elements. USTH reiterated that the Administration would adopt a multi-pronged approach to ease traffic congestion and take into account the views of the public as appropriate when pursuing the relevant policies.

8. Members also noted the following submissions from deputations/individuals not attending the meeting:

- | | |
|---------------------------------|--|
| LC Paper No. CB(4)426/15-16(01) | - Submission from a member of the public |
| LC Paper No. CB(4)426/15-16(02) | - Submission from Citybus Limited and New World First Bus Services Limited |
| LC Paper No. CB(4)426/15-16(03) | - Submission from Designing Hong Kong |
| LC Paper No. CB(4)426/15-16(04) | - Submission from Hong Kong Tramways |
| LC Paper No. CB(4)426/15-16(05) | - Submission from Clear the Air |
| LC Paper No. CB(4)426/15-16(06) | - Submission from a member of the public |

Discussion

Shortage of parking spaces

9. Given that one of the causes for illegal parking was insufficient parking spaces, Mr Frankie YICK opposed to raising fixed penalty for

congestion-related traffic offences because the crux of the problem could not be addressed. He also expressed worry that consequent to the implementation of the developments at the Kai Tak area, the closure of temporary car parks for commercial vehicles in the Kai Tak Development Area would aggravate the shortage of parking facilities. He suggested that the Administration should expedite the review of parking policy and increase provision of parking spaces, such as building more public car parks and providing additional on-street parking spaces during night time. Sharing similar views, Mr YIU Si-wing urged the Administration to pay due regard to the problem of insufficient parking spaces for tourist coaches in certain areas, in particular To Kwa Wan and Tsim Sha Tsui.

10. Mr CHAN Han-pan and Mr LEE Cheuk-yan considered that the proposed increase in fixed penalty against congestion-related traffic offences and the implementation of ERP would not be able to tackle the problems of traffic congestion and illegal parking, which were mainly caused by shortage of parking spaces. As such, they hoped that the Administration should implement the whole package of measures as recommended by TAC in tandem. Besides, Mr CHAN urged the Administration to review the parking policy and the Hong Kong Planning Standards and Guidelines, as well as increase provision of parking spaces. Mr LEE opined that the Administration should not raise any fixed penalty for illegal parking unless the problem of insufficient parking spaces was solved.

11. In response, USTH explained that the Administration was inclined to take forward the TAC recommendations in phases, having regard to various factors such as public sentiments and stakeholders' views. Further, he explained that the Administration would commence a parking policy review in 2016-2017, with priority accorded to considering and meeting the parking need of commercial vehicles. In the light of insufficient parking facilities, TD was studying whether it would be feasible to provide additional on-street parking spaces for commercial vehicles during night time.

12. Noting TD's aforesaid study on provision of additional on-street parking spaces at night time, Mr WU Chi-wai enquired about its implementation schedule and details. He also urged the Administration to conduct a review of the existing Hong Kong Planning Standards and Guidelines in respect of commercial vehicle parking. In reply, Deputy Commissioner for Transport/Planning & Technical Services ("DC/PTS") explained that TD was studying to provide 100 to 200 extra parking spaces at night time in various areas across Hong Kong on the condition that traffic circulation and road safety would not be affected. Before finalizing the

details, TD would also consult the respective District Councils about the proposed measures in the first half of 2016.

Traffic management and enforcement

13. Mr WONG Kwok-hing, Mr POON Siu-ping, Mr Frankie YICK, Mr LEE Cheuk-yan, Mr CHAN Han-pan and Mr YIU Si-wing considered that the Administration should enhance traffic management and enforcement. Mr WONG and Mr POON opined that strengthening enforcement against illegal parking might be more effective than implementing ERP to tackle the traffic congestion problem caused by illegal parking. As suggested at the previous meeting, Mr WONG urged the Administration to launch a trial scheme for five consecutive weekdays to clamp and tow away illegally parked vehicles. Mr YICK and Mr LEE also suggested that the Administration should deploy more police officers to discharge duties in the most affected areas to ease the traffic congestion problem.

14. In response, USTH advised that the roles played by ERP and the Police in traffic management would be different. The Administration considered the former as an effective traffic management tool to tackle localized traffic congestion because the traffic volume entering the charging area would probably be reduced. DC/PTS supplemented that with reference to overseas experience, an ERP scheme was generally effective in reducing the traffic volume unless the charging levels were set too low.

15. Chief Superintendent of Police/Traffic (Acting) of the Hong Kong Police Force ("CSP/T") explained that the Police would set priorities for traffic enforcement to enhance road safety under the latest Selective Traffic Enforcement Policy ("STEP") and would take enforcement actions against serious traffic offences, in particular double parking. If necessary, those illegally parked vehicles would be towed away. He reported that from 1 January to 25 December 2015, a total of 103 vehicles illegally parked in Central had been towed away.

16. Apart from the latest STEP, the Deputy Chairman urged the Police to adopt a stricter approach, such as mapping out designated areas to prohibit private cars from entering, to alleviate road traffic congestion at certain busy areas. CSP/T replied that traffic enforcement actions had been strengthened at those congested areas.

Exemption

17. The Deputy Chairman opined that the traffic congestion problem was aggravated by the growth in the number of private cars. However, the proposed increase in fixed penalty for congestion-related traffic offences and the implementation of the ERP Pilot Scheme could not directly curb the growth of private cars. As such, he suggested that the Administration should single out the private cars and impose increased fixed penalty and ERP charges on them only. In reply, USTH explained that the Administration would endeavour to manage the private car fleet size by implementing the relevant measures as recommended by TAC. He advised that from the legal point of view, the Administration should treat all drivers impartially and therefore, it would not be appropriate to apply the raised level of fixed penalty on private cars only. As regards the ERP Pilot Scheme, the Administration repeated that they had an open mind on its basic elements.

(At 6:22 pm, the Chairman extended the meeting for 15 minutes to 6:45 pm.)

18. With respect to the deputations/individuals' views on the ERP Pilot Scheme, the Chairman enquired whether the Administration would exempt commercial vehicles and public transport from ERP charges. Noting that private cars and taxis each accounted for around 40% of the traffic volume on the busy roads in Central, he expressed concern if these two types of vehicles were exempted from ERP charges, the effectiveness of the ERP Pilot Scheme would be greatly compromised. Mr WU Chi-wai considered that the Administration should exempt commercial vehicles from ERP charges because these vehicles would only enter the charging area for a short period of time.

19. USTH replied that the Administration was launching a three-month public engagement exercise to collect public views on the ERP Pilot Scheme. At the current stage, the Administration had an open mind on its basic elements, including the charging level and exemption. The Administration would then develop more detailed options for discussion at the next stage after collating the public views. DC/PTS supplemented that apart from exemption, concession in the form of discount to some users had been adopted in ERP schemes of some overseas cities.

Impact on the livelihood of professional drivers

20. Mr WONG Kwok-hing expressed worry that raising fixed penalty for illegal parking and the implementation of the ERP Pilot Scheme might adversely affect the livelihood of professional drivers. Sharing similar views,

Mr YIU Si-wing considered that the Administration should take into account the operating difficulties faced by taxi and public light bus drivers, in particular upon commissioning of the West Island Line ("WIL"). In view of the dissatisfaction expressed by the deputations with the proposed increase in fixed penalty for illegal parking, Mr POON Siu-ping enquired whether the Administration would implement the proposal by phases or even suspend it.

21. In response, USTH explained that the level of the fixed penalty was last reviewed in 1994 and remained the same up to the present. Having regard to the increase in CCPI in the past two decades, the Administration proposed to raise the fixed penalty charges against congestion-related traffic offences by 50% to restore the deterrent effect. He added that the Administration would take into consideration the views of the Panel members and deputations/individuals on the proposed measure.

Timetable of implementing the ERP Pilot Scheme

22. The Deputy Chairman considered that the Administration should first assess the traffic situation after commissioning of CWB and the South Island Line (East) prior to the implementation of the ERP Pilot Scheme. He also enquired whether the car journey speed on Hong Kong Island had been improved after commissioning of WIL in end-2014. In reply, DC/PTS explained that whilst the traffic volume on the busy roads in Central slightly dropped by about 3% to 4% after commissioning of WIL, road traffic congestion there remained serious.

23. Mr Frankie YICK expressed that the Administration should withhold the implementation of the ERP Pilot Scheme until after commissioning of CWB, rationalizing the traffic distribution among three road harbour crossings through toll adjustment schemes and implementing measures to alleviate illegal parking problems in Central. Mr CHAN Han-pan and Mr YIU Si-wing also considered it more appropriate to implement the ERP Pilot Scheme after commissioning of CWB.

(At 6:41 pm, the Chairman proposed further extending the meeting for 15 minutes to 7:00 pm to allow sufficient time for discussion. Members raised no objection.)

24. Mr WU Chi-wai enquired whether enactment of legislation on an ERP scheme would be required and, if yes, the time it would take. In response, USTH advised that it was necessary for the Administration to seek the enactment of a new piece of legislation on the ERP Pilot Scheme for the

implementation as it involved various issues, including ERP charging level and privacy concerns.

II. Any other business

25. There being no other business, the meeting ended at 7:00 pm.

Council Business Division 4
Legislative Council Secretariat
3 August 2016

Panel on Transport

Special meeting on Tuesday, 5 January 2016, at 4:30 pm
Proposed increase in fixed penalty for congestion-related traffic offences and implementation of
an Electronic Road Pricing Pilot Scheme in Central and its adjacent areas
Summary of views and concerns expressed by deputations/individuals

No.	Name of deputation/individual	Submission/Major views and concerns
1.	Federation of Hong Kong Transport Worker Organizations	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)448/15-16(02) (Chinese version only)
2.	Labour Party	<ul style="list-style-type: none"> ● opposed to the Government's proposal to increase fixed penalty for congestion-related traffic offences as it would adversely affect the livelihood of professional drivers ● to address the problem of illegal parking, the Government should increase provision of authorized parking bays for loading/unloading activities and metered parking spaces, as well as build more public car parks
3.	Mr CHIU Yan-loy	<ul style="list-style-type: none"> ● the proposed increase in fixed penalty against congestion-related traffic offences would not be able to tackle the problem of rampant illegal parking because it was mainly caused by shortage of parking spaces and serious mismatch between the supply of and demand for parking spaces in certain districts ● the Labour Party indicated support to the implementation of an Electronic Road Pricing ("ERP") Pilot Scheme in Central and its adjacent areas ("the Pilot ERP Scheme") whilst commercial vehicles should be exempted from ERP charges

No.	Name of deputation/individual	Submission/Major views and concerns
4.	Young DAB	<ul style="list-style-type: none"> ● before implementation of the ERP Pilot Scheme, the Government should first assess the traffic situation after its takeover of the Eastern Harbour Crossing, as well as commissioning of the Central-Wan Chai Bypass ("CWB") and other new railway lines ● the Government should also pay heed to the administrative cost, charging level, operation, privacy concerns and effectiveness of an ERP scheme
5.	Wai Yik Hong Kong & Kowloon & New Territories Taxi Owners Association	<ul style="list-style-type: none"> ● strongly opposed to raising fixed penalty for congestion-related traffic offences because the proposed magnitude of increase was too substantial; and growth in the number of private cars and mismatch of parking spaces were the major reasons leading to rampant illegal parking ● opposed to implementing the ERP Pilot Scheme as ERP charges would stimulate inflation and consequently, the local economy would be adversely affected
6.	DAB	<ul style="list-style-type: none"> ● illegal parking was mainly caused by shortage of parking facilities and DAB therefore suggested ten short, medium and long-term measures to address the problem, such as optimizing the use of Government multi-storey car parks and using some vacant government lots as public car parks during non-peak hours ● the Government should first review the effectiveness of CWB after its commissioning because more figures would be available by then for consideration by the public on the ERP Pilot Scheme
7.	汽車交通運輸業總工會公共小巴分會	<ul style="list-style-type: none"> ● opposed the Government's proposal to increase fixed penalty for congestion-related traffic offences because it would adversely affect the livelihood of public light bus ("PLB") drivers

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none"> ● opposed the implementation of the ERP Pilot Scheme if commercial vehicles could not be exempted from ERP charges
8.	汽車交通運輸業總工會的士司機分會	<ul style="list-style-type: none"> ● the existing fixed penalty charges for congestion-related traffic offences had already achieved a significant deterrent effect on taxi drivers ● concerning the implementation of the ERP Pilot Scheme, the Government should first assess the traffic situation after commissioning of CWB ● to alleviate road traffic congestion, enforcement actions taken by the Police should be enhanced
9.	汽車交通運輸業總工會貨運車從業員分會	<ul style="list-style-type: none"> ● strongly opposed to the Government's proposal to increase fixed penalty against congestion-related traffic offences as the livelihood of goods vehicle drivers would be adversely affected
10.	Hong Kong Taxi Owners' Association Limited	<ul style="list-style-type: none"> ● opposed to raising fixed penalty for congestion-related traffic offences as it would impose burden on taxi drivers whose monthly income remained roughly the same, i.e. \$10,000, over the past 20 years ● the Government should strengthen traffic management and enforcement as well as increase provision of parking spaces with a view to alleviating road traffic congestion ● strongly opposed to the implementation of the ERP Pilot Scheme if taxis could not be exempted from ERP charges
11.	Lok Ma Chau China-Hong Kong Freight Association	<ul style="list-style-type: none"> ● opposed to increasing fixed penalty for congestion-related traffic offences because the problem of insufficient parking spaces for heavy vehicles was the major reason leading to illegal parking ● the Government should increase provision of parking spaces for heavy

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none"> ● vehicles by providing more land on short-term tenancy for this purpose ● agreed in principle to explore the feasibility of implementing the ERP Pilot Scheme
12.	Public Omnibus Operators Association	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)448/15-16(01) (Chinese version only)
13.	HK Fresh Produce Logistics Association	<ul style="list-style-type: none"> ● road traffic congestion in the vicinity of Yau Ma Tei Wholesale Fruit Market was serious due to shortage of authorized parking bays for loading/unloading activities and insufficient parking spaces ● the Government should increase provision of parking facilities, say by making use of spaces under flyovers nearby for parking of vehicles for loading/unloading of fruits
14.	Clean Air Network	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)425/15-16(02) (Chinese version only)
15.	Mr Joseph CHAN Central & Western District Councillor	<ul style="list-style-type: none"> ● opposed to the implementation of the ERP Pilot Scheme as road traffic congestion in Central was mainly caused by rampant illegal parking ● to ease road traffic congestion, the Government should enhance traffic management and enforcement by deploying more police officers to discharge duties in the most affected areas ● if the ERP Pilot Scheme was implemented, residents living in Central would be penalized for using private cars or taxis to commute
16.	Liberal Party	<ul style="list-style-type: none"> ● opposed to raising fixed penalty against congestion-related traffic offences as it would not be able to contain road traffic congestion; and suggested

No.	Name of deputation/individual	Submission/Major views and concerns
		<p>increasing provision of parking spaces, such as providing additional on-street parking spaces during night time</p> <ul style="list-style-type: none"> ● the Government should first assess the traffic situation after commissioning of CWB, implementing measures to alleviate illegal parking problems in Central, and rationalizing traffic distribution among road harbour crossings via toll adjustment schemes before the implementation of the ERP Pilot Scheme ● public transport should be exempted from ERP charges, whereas special arrangements should be made to phase in the full ERP charges on goods vehicles
17.	The Chamber of Hong Kong Logistics Industry Limited	<ul style="list-style-type: none"> ● presentation of views as set out in submission LC Paper No. CB(4)425/15-16(03) (Chinese version only)
18.	United Friendship Taxi Owners & Drivers Association Limited	<ul style="list-style-type: none"> ● opposed to increasing fixed penalty for congestion-related traffic offences because the livelihood of taxi drivers would be adversely affected and illegal parking was mainly caused by insufficient parking spaces ● the Government should exempt taxis from ERP charges
19.	Hong Kong Taxi Council	<ul style="list-style-type: none"> ● opposed to raising fixed penalty for congestion-related traffic offences as it would put undue pressure on taxi drivers ● suggested strengthening enforcement actions to alleviate traffic congestion problem caused by chauffeur-driven cars in Central district; adopting effective means to curb the growth of private cars; and increasing provision of parking facilities ● as regards the implementation of the ERP Pilot Scheme, the Government should first assess the traffic situation after commissioning of CWB ● taxis should be exempted from ERP charges

No.	Name of deputation/individual	Submission/Major views and concerns
20.	關注香港空氣大聯盟	<ul style="list-style-type: none"> ● supported the ERP Pilot Scheme as it would contain road traffic congestion in Central district ● suggested that ERP charges should be based on different levels of vehicle emission as well as its carrying capacity; and vehicles with low carrying capacities should be prohibited from entering the busy areas during peak hours
21.	九龍的士車主聯會有限公司	<ul style="list-style-type: none"> ● strongly opposed to raising fixed penalty for congestion-related traffic offences as it would put pressure on taxi drivers; and suggested deploying more police officers for traffic management in the most affected areas ● did not oppose to the implementation of the ERP Pilot Scheme if taxis could be exempted from ERP charges; and suggested drawing reference from Singapore's practice by introducing a Vehicle Quota System, under which anyone who wished to register a new vehicle should first obtain a Certificate of Entitlement by bidding
22.	Sun Cheong Transportation Hong Kong Company Limited	<ul style="list-style-type: none"> ● the proposed magnitude of increase in fixed penalty against congestion-related traffic offences was too substantial ● expressed worry that the implementation of the ERP Pilot Scheme would raise the operating costs of PLBs; and suggested that the Government should first assess the traffic situation after commissioning of CWB and the South Island Line (East) in the near future
23.	China Hong Kong and Macau Boundary Crossing Bus Association	<ul style="list-style-type: none"> ● opposed to increasing fixed penalty for congestion-related traffic offences due to insufficient parking spaces for coaches; and suggested making reference to Shenzhen's experience in providing additional on-street parking spaces during night time

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none"> ● suggested that commercial vehicles should be exempted from ERP charges
24.	Kowloon District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> ● opposed to raising fixed penalty for congestion-related traffic offences; and suggested increasing provision of parking spaces for non-franchised buses ● supported the implementation of the ERP Pilot Scheme whereas the Government should take into account that any additional costs incurred by ERP charges on public transport operators might be eventually passed onto the public
25.	Tsuen Wan District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> ● strongly opposed to raising fixed penalty against congestion-related traffic offences because it would push up inflation and parking fees ● suggested that the Government should accord priority to increasing provision of parking spaces for non-franchised buses ● agreed to the Government's proposal to conduct further study on the use of ERP in Hong Kong whilst commercial vehicles should be exempted from ERP charges
26.	Jackson Coach Hire Service Limited	<ul style="list-style-type: none"> ● opposed to raising fixed penalty against congestion-related traffic offences as it would not be able to address the illegal parking problem; and suggested increasing provision of parking spaces and metered parking spaces for commercial vehicles ● suggested strengthening enforcement actions taken by the Police to ease road traffic congestion, in particular in Central and other tourist spots ● suggested installing new metres using digitally generated coupons for longer parking period

No.	Name of deputation/individual	Submission/Major views and concerns
27.	捷達客運有限公司	<ul style="list-style-type: none"> ● opposed to raising fixed penalty for congestion-related traffic offences and urged the Government to accord priority to increasing provision of parking spaces for non-franchised buses
28.	香港區旅運巴士同業聯會	<ul style="list-style-type: none"> ● strongly opposed to raising fixed penalty against congestion-related traffic offences and asked the Government to accord priority to increasing provision of parking spaces for non-franchised buses ● suggested the parking lots should be close to housing estates where the drivers lived ● supported the implementation of the ERP Pilot Scheme in principle whilst commercial vehicles should be exempted from ERP charges
29.	Tai Wo Motors Limited	<ul style="list-style-type: none"> ● opposed to increasing fixed penalty for congestion-related traffic offences ● suggested strengthening traffic management and enforcement actions by Police to tackle the problem of illegal parking in popular areas like Central because traffic congestion there was not caused by too many vehicles, but by too many illegally parked vehicles blocking the roads ● supported the Government to conduct study on the use of ERP in Hong Kong whilst public transport should be exempted from ERP charges
30.	AMS Public Transport Holdings Limited	<ul style="list-style-type: none"> ● supported the implementation of the ERP Pilot Scheme to ease traffic congestion in busy districts, but considered it unfair to impose ERP charges on public transport vehicles, in particular maxicabs, because the passengers were ordinary citizens and the maxicab routes were designed by the Government and could not be altered ● maxicabs and other public transport vehicles should be exempted from ERP charges or otherwise, their operating costs would be increased

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none">● though in London, all public and private vehicles were subject to a standardized ERP charge, the case was different here because the public transport operators in London received subsidies from UK Government whereas their counterparts in Hong Kong did not receive any subsidies from the Government

Council Business Division 4
Legislative Council Secretariat
3 August 2016