

立法會  
*Legislative Council*

LC Paper No. CB(4)1311/15-16  
(These minutes have been seen  
by the Administration)

Ref : CB4/PL/TP/1

**Panel on Transport**

**Minutes of special meeting held on  
Friday, 1 April 2016, at 9:00 am  
in Conference Room 1 of the Legislative Council Complex**

**Members present** : Hon Michael TIEN Puk-sun, BBS, JP (Chairman)  
Hon TANG Ka-piu, JP (Deputy Chairman)  
Hon LEE Cheuk-yan  
Hon James TO Kun-sun  
Hon CHAN Kam-lam, SBS, JP  
Hon WONG Kwok-hing, BBS, MH  
Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon CHAN Hak-kan, JP  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP  
Hon LEUNG Kwok-hung  
Hon Albert CHAN Wai-yip  
Hon Claudia MO  
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  
Hon Tony TSE Wai-chuen, BBS  
Hon Alvin YEUNG Ngok-kiu

**Members absent** : Hon WONG Yuk-man  
Hon Frankie YICK Chi-ming, JP  
Hon LEUNG Che-cheung, BBS, MH, 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

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

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

Mr Louis LO  
Acting Principal Assistant Secretary for Transport and  
Housing (Transport) 6

Ms Irene HO  
Assistant Commissioner/New Territories  
Transport Department

Ms Candy KWOK  
Chief Transport Officer/Boundary/Projects  
Transport Department

**Attendance by Invitation** : **Agenda item I**

Kowloon Truck Merchants Asst. Ltd.

Mr LEUNG Kun-kuen  
Chairman

Tai Wo Motors Ltd.

Mr NG Hoi-shan  
Vice Chairman

Designing Hong Kong

Mr Paul ZIMMERMAN  
CEO

Our Bus Terminal

Mr CHAN Ka-long  
Chairman

Individual

Mr CHUI Ting-pong

Lok Ma Chau China-Hong Kong Freight Association

Mr Stanley CHAING  
Chairman

Hong Kong Container Tractor Owner Association Ltd.

Mr LAM Hoi-tat  
Executive Vice Chairman and Secretarial General

Hong Kong Travel Agent Owners Association

Mr LAM Siu-lun  
Chairman

Hong Kong Inbound Tour Operators Association

Mr Ricky TSE  
Chairman

New People's Party

Miss Sammi FU Hiu-lam  
Islands District Councillor

Labour Party

Mr Lloyd CHIU  
Representative

DAB

Mr NGAN Man-yu  
Deputy Spokesperson

Public Omnibus Operators Association

Mr Matthew WONG  
Chairman

Hop Shing Motors Limited

Mr AU Sui-hing

Liberal Party

Mr Mark FU  
Representative

Chinalink Bus Company Ltd.

Mr Alan CHAN  
The Secretary General

Democratic Party

Mr CHAI Man-hon  
Deputy Spokesman on Transport Policy

Individual

Mr Michael YUNG Ming-chau  
Shatin District Councillor

Cathay Pacific Services Limited

Mr YAU Ying-wah  
Chairman

N.W. Area Taxi Drivers Operators Association

Mr WONG Wing-chung  
Chairman

Discovery Bay Transit Services Limited

Ms WONG Lai-ling

Tsuen Wan District Tourists and Passengers Omnibus  
Operators Association Limited

Mr TANG Chi-keung  
Chairman

Public Transport Think Tank of Hong Kong

Mr CHAN Tik-yiu  
Executive

Individual

Mr Dennis LAU Sai-kit

Individual

Mr POON Long

Yuen Long District Tourists and Passengers Omnibus  
Operators Association Limited

Mr Leo YIP  
Vice Chairman

Tuen Mun District Tourists and Passengers Omnibus  
Operators Association Limited

Mr Jack CHEUNG  
Member

Hong Kong District Tourists and Passengers Omnibus  
Operators Association Limited

Mr David CHAN  
Chairman

Tai Fung Coach Company Limited

楊偉峰先生

Trade Travel (HK) Ltd.

劉西目先生

Jtech Passenger Transport Limited

Mr MAN Hoi-tik

Winhoi (Group) Limited

Mr Ocean LAW

Sun Fai Transportation Company

Mr CHEUNG Ying-fat

Trans-island Limou

Mr LO Man-po  
Executive Director

**Session II**

Kwoon Chung Motors Company Limited

Mr James WONG  
Chief Executive Officer

伍氏兄弟旅運公司

Mr NG Kam-sheung

James Tour's Bus Company

Mr LEE Tai-hing

必達旅運有限公司

Ms PANG Kim-hung

安全旅運有限公司

劉國德先生

新星旅運有限公司

吳進瓊女士

Universal Travel Company Limited

鄧惠珍女士

Individual

陳一璿先生

強記旅遊服務有限公司

羅有雄先生

強記旅運有限公司

張巧英女士

Discovery Bay "We deserve better action group"

Mr CHIU Tak-wai

Convener

粵港汽車運輸聯營有限公司

Mr ZHANG Guang-you

永東直巴管理有限公司

Mr LIN Chung-fai

Hong Kong Guangdong Boundary Crossing Bus

Mr CHEUNG Kim-ping

康和旅運有限公司

梅碧霞女士

勝興旅運有限公司

袁子學先生

新而佳旅運服務有限公司

林廣逢先生

聯順有限公司

劉瑞寧先生

東興汽車有限公司

羅杰章先生

互力有限公司

陳民強先生

樂欣旅運(香港)有限公司

謝保生先生

香港民用航空事業職工總會

葉偉明先生

副秘書長



Individual

Mr KWOK Chung-man

Hong Kong Business Aviation Centre Ltd.

Mr Jason TSANG Wing-yan  
Project Manager

韶關國友旅遊運輸有限公司

Mr Vincent TSE  
Member

Public Transport Research Team

Mr CHENG Yin-kei

Public Transport Concern Group

Mr LAM Yui-him

AsiaWorld-Expo

Ms Ivy NG  
Director of Corporate Planning and Development

Lantau Development Alliance

Mr LAU Hak-wah  
Chairman

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

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

Ms Emily LIU  
Legislative Assistant (4)6

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Action

**I. Transport arrangements for the Hong Kong-Zhuhai-Macao Bridge**

Meeting with deputations/individuals and the Administration

- (LC Paper No. CB(4)629/15-16(04) - Administration's paper on local public transport arrangements at the Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macao Bridge
- LC Paper No. CB(4)629/15-16(06) - Administration's paper on progress update of discussions with governments of Guangdong Province and Macao Special Administrative Region on cross boundary transport arrangements for Hong Kong-Zhuhai-Macao Bridge
- LC Paper No. CB(4)629/15-16(05) - Paper on transport arrangements of the Hong Kong-Zhuhai-Macao Bridge 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)752/15-16(01) - Submission from Dah Chong Hong – Dragonair Airport GSE Service Ltd.
- LC Paper No. CB(4)752/15-16(02) - Submission from Chek Lap Kok Human Resources Club
- LC Paper No. CB(4)752/15-16(03) - Submission from Aviation Security Company Limited

- LC Paper No. CB(4)752/15-16(04) - Submission from Jardine Airport Services Limited
- LC Paper No. CB(4)752/15-16(05) - Submission from a member of the public
- LC Paper No. CB(4)752/15-16(07) - Submission from Hong Kong Guangdong Boundary Crossing Bus Association Limited
- LC Paper No. CB(4)752/15-16(08) - Submission from New World First Bus Services Limited and Citybus Limited
- LC Paper No. CB(4)752/15-16(09) - Submission from Non-franchised Public Buses Workers Association
- LC Paper No. CB(4)752/15-16(10) - Submission from Long Win Bus Company Limited
- LC Paper No. CB(4)836/15-16(06) - Submission from New Lantao Bus Co. (1973) Ltd.
- LC Paper No. CB(4)836/15-16(07) - Submission from Hang Po Transportation Co., Ltd.)

#### Briefing by the Administration

At the invitation of the Chairman, the Under Secretary for Transport and Housing ("USTH") said that the Administration had briefed members regarding the local public transport arrangements and the cross-boundary transport arrangements upon the opening of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") at the meeting of the Panel on Transport on 29 February 2016. Details of the arrangements were provided in the Administration's papers LC Paper Nos. CB(4)629/15-16(04) and CB(4)629/15-16(06). He said that while it was envisaged that the construction works of the Hong Kong parts of HZMB would be completed by end 2017, the commissioning date was yet to be determined, subject to a centrally coordinated decision involving the Mainland, Macao and Hong Kong on the readiness of the main bridge. The Administration had been actively liaising with the governments of Guangdong Province and Macao Special Administrative Region ("SAR") as well as local

transport trades in finalizing the relevant transport arrangements with a view to meeting the needs of residents, travellers and the trades.

### Presentation of views by deputations/individuals

2. 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, 63 deputations/individuals presented their views at the meeting, a summary of which was in the **Appendix**.

3. In gist, a majority of members from the transport, logistics and tourism trades expressed strong reservation towards the Transport Department's ("TD") proposal to exempt operators from the current requirement of sourcing non-franchised buses ("NFB") from the existing fleet in Hong Kong ("proposed exemption arrangement") for operating HZMB cross-boundary coach services. They opined that in view of the present gloomy economic conditions and the reduction of Mainland tourists visiting Hong Kong, many coaches were idle currently. They considered the proposed exemption arrangement might lead to unhealthy competition among operators, thus aggravating the trades' operating difficulties. In addition, they were of the view that current arrangement of requiring operators to procure NFB from the existing fleet in Hong Kong had worked well for many years, and the proposed exemption arrangement was unfair to existing operators. They added that given the excess capacity on the market at present, the Administration should draw up measures to facilitate the utilization of the excess capacity to meet the cross-boundary transport demand arising from the opening of HZMB.

4. Some members of the trade, on the other hand, welcomed TD's proposed exemption arrangement. They opined that the opening of HZMB would bring about an increase in passenger demand for cross-boundary coach service. It was therefore necessary to increase the supply of NFB in order to cope with the transport demands. Furthermore, an increase in the supply of NFB would help stabilize the price of NFB licences, thus reducing operating cost of HZMB cross-boundary coach operators and alleviate the pressure of a fare increase.

5. As regards local transport arrangements, many deputations/individuals had expressed concerns on TD's proposal of extending the present "A" routes by adding a new bus stop at the Hong Kong Boundary Control Facilities ("HKBCF") before terminating at the airport for airport-bound trips. They were doubtful whether the journey time for airport-bound trips would only

increase by five minutes under the proposal as TD had advised. Some deputations representing employees working at the Hong Kong International Airport ("HKIA") were worried that such arrangement would inevitably prolong the journey time of those travelling to the airport on existing franchised bus routes, and that the existing routes might not have sufficient capacity to cater for the additional passenger demand to and from HKBCF. They urged the Administration to improve the proposed arrangements, such as by operating split routes with some services terminating at the airport and others terminating at HKBCF, after taking into account their views.

6. Some deputations/individuals expressed the view that as the Lantau Island would become a major transport hub in Hong Kong, the Administration should conduct a feasibility study on the proposed transport arrangements for Lantau as a whole and enhance the connection between HKBCF and HKIA to ensure a smooth passenger flow between these two places. There were also suggestions that fare concessions should be provided for Tung Chung residents and employees working at HKBCF. In addition, the Administration should explore the possibilities of introducing "park and ride" arrangement for cross-boundary private cars and the provision of more parking spaces within the boundary control points of Hong Kong, Zhuhai and Macao.

#### The Administration's response to deputations/individuals' views

##### *Local transport arrangements for Hong Kong Boundary Control Facilities*

7. Regarding local transport arrangements for HKBCF, USTH responded that implementation details of the arrangements were not yet finalized and would be subject to further fine-tuning. TD would adopt an open mind while listening to the views of the related transport trades and the public on the proposed arrangements. TD would encourage franchised bus operators to offer fare concessions, particularly for employees working at HKBCF.

8. As regards the increase in the journey time of "A" routes brought about by adding one more stop at HKBCF before terminating at the airport for airport-bound trip, Assistant Commissioner/New Territories Transport Department ("AC/TD") explained that upon the commissioning of the southern section of the Tuen Mun - Chep Lap Kok Link ("TM-CLKL"), airport-bound "A" routes would travel via the southern section of TM-CLKL first to HKBCF, and then HKIA. The extra distance travelled was around 1.6 kilometers ("km"). Given the average speed of existing "A" routes was about 30 km per hour, and taking into account the time required for passengers alighting/boarding and loading/unloading of luggage, the increase in journey time was estimated to be less than five minutes for airport-bound trips, whereas

the journey time for city-bound trips was estimated to remain largely the same. However, if the option of first stopping at the airport before terminating at the HKBCF was pursued, the increase in the total journey time of "A" routes for HKBCF-bound trips and city-bound trips would be around six and eight minutes respectively. Apart from longer journey time, the longer route alignment may also increase the operating cost and result in fare implications. In light of the above, TD had proposed extending the existing "A" routes network to serve the HKBCF by adding a stop at HKBCF before terminating at the airport, as opposed to the other way round.

9. Regarding the suggestion of introducing separate routes for meeting the transport demand for HKBCF, AC/TD responded that at present, there were around 100 buses operating on "A" routes serving around 38 000 passengers between HKIA and different parts of Hong Kong each day. If a new bus network was to be put in place for HKBCF, it was estimated that 70 additional buses might be required to provide service between major areas of Hong Kong and HKBCF. TD has thus suggested extending the existing "A" routes network instead taking into account the impact to road traffic, roadside emissions and utilization of bus resources. Having regard to the additional patronage on "A" routes brought about by HKBCF under TD's proposal, franchised bus companies would enhance service frequency for these routes especially during peak hours. This would also benefit the airport passengers. TD would take into account the views canvassed when finalizing the detailed arrangements.

#### *Cross-boundary transport arrangements for Hong Kong-Zhuhai-Macao Bridge*

10. In respect of the cross-boundary transport arrangements, USTH and AC/TD said that the Administration was discussing with the governments of Guangdong Province and Macao SAR regarding the arrangements. The Administration was mindful of the trades' concern regarding the proposed exemption arrangement. The Administration had no intention to issue new licenses for other types of NFB services. The proposed exemption arrangement was aimed at providing more flexibility for the cross-boundary coach operators to provide services on HZMB, and the Administration would continue to liaise with the trades about the arrangements. AC/TD supplemented that existing NFB operators might apply for providing different types of service having regard to market situation to enhance operational and cost efficiency. Existing NFB operators might also apply for the new Hong Kong/Macao cross-boundary coach quotas issued for HZMB.

## Discussion

### *Cross-boundary transport arrangements*

11. Ms Claudia MO, Mr Albert CHAN and Mr WU Chi-wai criticized the Administration for a lack of comprehensive planning from a macro point of view on the cross-boundary transport arrangements upon the opening of HZMB. They said that the Administration had not provided details of the transport connection between Hong Kong, Zhuhai and Macao, local transport arrangements at Zhuhai and Macao, implementation details of different modes of cross-boundary transportation, and a more updated projection on the traffic flow of HZMB to substantiate the cross-boundary transport arrangements currently put forward by the Administration. Taking note of the trades' concerns on the operation of cross-boundary coaches, these members urged the Administration to seriously consider the trades' views before finalizing the relevant arrangements.

12. Sharing similar concerns, Mr YIU Si-wing pointed out that the transport and tourism trades had suggestions and diverse views regarding the cross-boundary transport arrangements, such as the provision of parking space for coaches, the management of traffic and passenger flow of the public transport interchange at HKBCF and etc. In particular, the trades expressed serious concern regarding the proposed exemption arrangement. He urged the Administration to further discuss with the trades before finalizing the arrangements. He also suggested that the Administration should make suitable arrangements to facilitate passengers to take various types of public transport services at HKBCF in order to avoid chaos at the initial stage after opening of HZMB.

13. USTH responded that the Administration was aware of the trades' concerns and would continue to listen to their views and suggestions. The proposed cross-boundary transport arrangements put forward by the Administration had been thoroughly discussed by the governments of the three places with a view to strengthening the connection between Hong Kong, Macao, and the western part of the Pearl River Delta Region and to meet the transport needs of residents, travellers and the trades. Operating details of the arrangements would be subject to further adjustments and fine-tuning having regard to actual circumstances. Deputy Secretary for Transport and Housing ("DS/THB") added that the governments of Zhuhai and Macao were still formulating the local transport arrangements of the two places, details of which would be announced by the two governments in due course.

14. Ms Claudia MO and Mr Albert CHAN expressed concern about the implementation of the second phase of the Ad Hoc Quota Trial Scheme for Cross Boundary Private Cars ("the Scheme") and its adverse impact on the local traffic. USTH replied that there was no timetable to implement the second phase of the Scheme.

*Exempting cross-boundary coaches from sourcing non-franchised buses from the existing fleet*

15. Taking note of the trades' worry regarding the present difficult operating environment and excess supply of NFB in the market, the Chairman and Mr Albert CHAN queried about the justifications for the proposed exemption arrangement. The Chairman opined that the opening of HZMB could help absorb the excess supply in the market and thus ease the difficulties currently faced by the trades. In the event that the opening of HZMB brought about an upsurge in transport demand, the Administration could then consider the proposed exemption arrangement.

16. Mr WU Chi-wai enquired about the background of the measure introduced in 2004 requiring NFB operators who wanted to engage in the provision of NFB services to source NFB from the existing fleet in Hong Kong, and the justifications for the proposed exemption arrangement. He argued that the Administration's interference in the supply of NFB would distort the price of NFB licenses and hindered the healthy development of the trade. Echoing Mr WU's concern, Mr LEUNG Kwok-hung opined that the Administration should allow the market to adjust in accordance with the demand and supply of NFB services without undue intervention or imposing unnecessary restrictions.

17. USTH agreed that the recent decline in the number of Mainland tourists visiting Hong Kong might have affected the business of the transport and tourism trades. However, in preparing the transport arrangements for HZMB, the Administration focused on the economic activities to be brought about by HZMB and the transport demand in the long term. At the same time, the Administration recognized the importance of maintaining flexibility in the transport policy in responding to the changing market situations. The Administration would keep in view the actual transport demand upon the opening of HZMB, and continue to liaise with the trades on the transport arrangements.

18. As regards the background of the measure introduced in 2004 requiring NFB service operators to procure NFB from the market, AC/TD responded that at that time, there was excess supply of NFB on the market. The requirement was aimed at maintaining market stability and promoting healthy development



of the trades. The Administration had been closely monitoring the demand and supply of NFB services and would make suitable adjustments according to actual circumstances. AC/TD supplemented that the proposal to exempt HZMB cross-boundary coach operators from the requirement of sourcing NFB from the existing fleet in Hong Kong was aimed at offering flexibility for operators. Existing or new coach service operators granted with new HZMB coach quotas could choose to procure new NFB under the proposed exemption arrangement or from the existing fleet on the market according to their operational needs. New NFB licenses issued under the exemption arrangement were required to observe certain restrictions on operation, including that the new NFB could only provide cross-boundary coach service for HZMB, the new NFB was required to put up specified livery for easy identification and that the penalty of non-compliance with the relevant terms and conditions would be heavier. As regards the number of coach quotas to be issued for HZMB, AC/TD clarified that the 300 HZMB cross-boundary coach quotas comprised 200 new HZMB quotas and 100 quotas switching from other existing boundary control points. The cross-boundary coach operators applying for the 100 quotas would be required to surrender the quotas of existing boundary control points upon the granting of quotas for switching.

*Provision of "park-and-ride" for cross-boundary private cars*

19. The Chairman opined that the Administration should consider the feasibility of offering "park and ride" arrangement for inbound private car so that passengers could park their cars at the boundary control points of the three places and conveniently take local public transport to continue with their journey onwards after going through the customs and immigration clearance. In this regard, he opined that the provision of 650 parking spaces in Hong Kong insufficient to cater for the arrangement. He also enquired whether the governments of Zhuhai and Macao SAR would consider providing parking facilities for such arrangement. In reply, USTH said that the Administration had already taken note of the Chairman's suggestion and would follow up on the suggestion for "park and ride" arrangement. To his understanding, there was parking facility at the boundary control point of Macao but not Zhuhai. DS/THB added that the 650 parking spaces at the HKBCF were located outside the customs and immigration clearance areas of Hong Kong and therefore not intended for vehicles from Zhuhai and Macao that had not completed immigration and customs clearance. The Administration was still discussing the arrangements regarding cross-boundary private cars with the Macao government and details of the arrangements would be provided in due course.

*(At 12:57 pm, the Chairman extended the meeting for 15 minutes to 1:15 pm.)*

*Projection on passenger demand for Hong Kong-Zhuhai-Macao Bridge and the impact on Tung Chung traffic*

20. Ir Dr LO Wai-kwok said that the opening of HZMB would bring about an increase in traffic flow between the three places. He sought the trade's views on the projected increase in traffic arising from HZMB. Mr Alan CHAN, Chinalink Bus Company Limited replied that the transport trade projected around 70 000 passengers would use HZMB every day in view of the lower cost when comparing with sea transport. In this regard, he suggested the Administration monitoring closely the actual demand for cross-boundary coach service and suitably increase the number of cross-boundary coach quotas if needed.

21. Mr LEUNG Kwok-hung was of the view that given the present gloomy economic situation of the Mainland, the transport demand for HZMB might be lower than projected. He expressed concern about the low vehicular flow of HZMB would not generate sufficient tolls for the repayment of loan for the construction of HZMB.

22. Mr YIU Si-wing said that the opening of HZMB would increase traffic demand in Tung Chung as people working in HKIA and HKBCF might choose to live in Tung Chung. Given that the existing accessibility issues of Tung Chung, including high transport fares and low connectivity with HKIA and other parts of Hong Kong, was not yet resolved, he enquired whether the Administration had conducted an assessment of the transport demand in Tung Chung and the whole Lantau for the next five-year span and devised measures to tackle the issues.

23. Sharing similar concern about the high transport fares for Tung Chung residents, the Deputy Chairman said that as the opening of HZMB would increase the fare revenue of franchised bus companies serving the Airport, he enquired whether the Administration would negotiate with the operators on providing a monthly ticket for Tung Chung residents.

24. AC/TD responded that the Administration had been closely monitoring the development and population growth of Tung Chung and the transport demand. Each year, TD would discuss with the franchised bus companies under the context of Route Planning Programme on the need of introducing new routes and enhancing the service and frequency of existing routes so as to better serve the needs of Tung Chung residents. The Administration would continue to explore proposals to enhance public transport services between Tung Chung and other major areas of Hong Kong. For employees working at HKIA, some public transport operators were already offering fare concessions

to eligible employees travelling to and from their workplaces. The Administration would also encourage transport operators to offer fare concessions to employees working at HKBCF.

25. In reply to the Chairman's enquiry on whether the Administration had any plans to extend the existing Tung Chung Line so as to enhance workers' accessibility to their work place at HKIA and HKBCF, USTH replied that according to the Railway Development Strategy 2014, the Administration had plan to extend the existing Tung Chung Line to Tung Chung West. At present, there was no plan to extend the existing Tung Chung Line to HKIA or HKBCF.

## **II. Any other business**

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

Council Business Division 4  
Legislative Council Secretariat  
9 September 2016

**Panel on Transport**

**Special meeting on Friday, 1 April 2016, at 9:00 am**

**Transport arrangements for the Hong Kong-Zhuhai-Macao Bridge**

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

No.	Name of deputation/individual	Submission/Major views and concerns
1.	Kowloon Truck Merchants Asst. Ltd.	<ul style="list-style-type: none"> <li>● Hong Kong-Zhuhai-Macao Bridge ("HZMB") should be toll free for cross-boundary goods vehicles (GV); and</li> <li>● the GV trade asked about the arrangement to apply for vehicle licence in Macao and the towing arrangement on the bridge in case of vehicle breakdown.</li> </ul>
2.	Tai Wo Motors Ltd.	<ul style="list-style-type: none"> <li>● taxi queuing area should be located at a convenient location within the public transport interchange at Hong Kong Boundary Control Facilities ("HKBCF") to facilitate travellers' easy access. A dedicated queuing area for wheelchair-accessible taxis should be made available for wheelchair users.</li> </ul>
3.	Designing Hong Kong	<ul style="list-style-type: none"> <li>● suggested setting up a working group involving members of the public and the trades in devising details of the public transport arrangements at HKBCF;</li> <li>● should explore the possibility of introducing "park and ride" service for cross-boundary private cars; and</li> </ul>

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none"> <li>as a majority of HZMB passengers might also use the Hong Kong International Airport ("HKIA"), the Administration should enhance traffic connection and other arrangements between these two places to facilitate a smooth transition of passengers.</li> </ul>
4.	Our Bus Terminal	<ul style="list-style-type: none"> <li>presentation of views as set out in submission LC Paper No. CB(4)836/15-16(01) (Chinese version only).</li> </ul>
5.	Mr CHUI Ting-pong	<ul style="list-style-type: none"> <li>presentation of views as set out in submission LC Paper No. CB(4)836/15-16(02) (Chinese version only).</li> </ul>
6.	Lok Ma Chau China-Hong Kong Freight Association	<ul style="list-style-type: none"> <li>HZMB should be toll free in order to boost traffic flow and facilitate the development of the logistics trade in Hong Kong, Zhuhai and Macao; and</li> <li>Hong Kong professional drivers of cross-boundary goods vehicles should be exempted from obtaining driving licenses of the Guangdong Province and Macao.</li> </ul>
7.	Hong Kong Container Tractor Owner Association Ltd.	<ul style="list-style-type: none"> <li>tolls should be set as low as possible to facilitate the development of the logistics trade in Hong Kong, Zhuhai and Macao; and</li> <li>the Government should coordinate meetings with the governments of Guangdong Province and Macao Special Administrative Region and the trades regarding implementing the cross-boundary transport arrangements and promoting logistics development in the three places.</li> </ul>

No.	Name of deputation/individual	Submission/Major views and concerns
8.	Hong Kong Travel Agent Owners Association	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)836/15-16(03) (Chinese version only).</li> </ul>
9.	Hong Kong Inbound Tour Operators Association	<ul style="list-style-type: none"> <li>● the Government's proposal to exempt operators from the current requirement of sourcing non-franchised buses ("NFB") from the existing fleet in Hong Kong ("proposed exemption arrangement") for operating HZMB cross-boundary coach services would adversely affect the business of existing NFB operators in view of the shrinking number of Mainland tourists visiting Hong Kong at present; and</li> <li>● it was impracticable for NFB operators to make applications before using HKBCF as this would limit the flexibility of the tourism trade.</li> </ul>
10.	New People's Party	<ul style="list-style-type: none"> <li>● urged the provision of adequate parking facilities within the boundary control points of Hong Kong, Zhuhai and Macao for cross-boundary private cars; and</li> <li>● the Administration should strengthen the transport connection between the HKBCF, HKIA and other tourist attractions on Lantau Island, and lessen the impact of the increase in road traffic on Tung Chung.</li> </ul>
11.	Labour Party	<ul style="list-style-type: none"> <li>● expressed concern about the adequacy of traffic flow to sustain HZMB;</li> <li>● did not support implementing the second phase of the Ad Hoc Quota Trial Scheme for Cross Boundary Private Cars; and</li> </ul>

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none"> <li>● extending the present network of "A" routes to observe a new bus stop at HKBCF before the airport for airport-bound trips would increase the journey time of airport passengers.</li> </ul>
12.	DAB	<ul style="list-style-type: none"> <li>● the provision of 650 parking spaces at HKBCF was inadequate to cater for the anticipated increase in land transport between Hong Kong, Zhuhai and Macao and the future development of Lantau;</li> <li>● Transport Department ("TD") should conduct a study on the proposed local public transport arrangements to optimize the arrangements. New mode of thinking should be adopted for HKBCF to maximize its benefits. The Administration should maintain close liaison with the relevant trades to facilitate their developments; and</li> <li>● the Government should explore the possibility of introducing new bus routes to directly serve passengers of HKBCF instead of extending the present network of "A" routes to serve one more stop at HKBCF.</li> </ul>
13.	Public Omnibus Operators Association	<ul style="list-style-type: none"> <li>● presentation of views as set out in joint submission LC Paper No. CB(4)895/15-16(01) (Chinese version only).</li> </ul>
14.	Hop Shing Motors Limited	<ul style="list-style-type: none"> <li>● the commissioning of Guangzhou-Shenzhen-Hong Kong Express Rail Link would adversely affect the traffic flow of HZMB thereby further aggravating the operational difficulties faced by cross-boundary coach operators; and</li> </ul>

<b>No.</b>	<b>Name of deputation/individual</b>	<b>Submission/Major views and concerns</b>
		<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as this would lead to unhealthy competition among operators there was excess capacity on the market at present.</li></ul>
15.	Liberal Party	<ul style="list-style-type: none"><li>● not convinced that extending the present network of "A" routes to observe a new bus stop at HKBCF before the airport for airport-bound trips would increase journey time by just five minutes and any increase in travelling time would cause inconvenience to airport passengers and employees working at HKIA or HKBCF;</li><li>● did not support the proposed exemption arrangement as there was excess capacity on the market; and</li><li>● the Administration should consult the trades thoroughly regarding details of the cross-boundary transport arrangements for HZMB.</li></ul>
16.	Chinalink Bus Company Ltd.	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as this would lead to more supply of NFB and unhealthy competition among operators; and</li><li>● the trade could make use of the excess capacity at present in meeting the transport demand.</li></ul>



No.	Name of deputation/individual	Submission/Major views and concerns
17.	Democratic Party	<ul style="list-style-type: none"> <li>● there was no statistics to facilitate the discussion whether the present network of "A" routes could accommodate HKBCF passengers;</li> <li>● the Administration should explore the possibility of introducing new bus routes to directly serve HKBCF passengers; and</li> <li>● green minibus was not an appropriate transport mode for providing feeder service between HKBCF and Tung Chung as the vehicle had limited capacity and no luggage racks could be provided inside the minibuses.</li> </ul>
18.	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)836/15-16(04) (Chinese version only).</li> </ul>
19.	Cathay Pacific Services Limited	<ul style="list-style-type: none"> <li>● expressed concern that extending the present network of "A" routes to observe a new bus stop at HKBCF would lead to more passengers and longer journey time thus affecting HKIA employees commuting to work;</li> <li>● the Administration should provide more details on the mechanism of automatic clearance of goods for cross-boundary goods vehicles; and</li> <li>● with the commissioning of HZMB and the construction of the three-runway system at HKIA in future, the Lantau Island would become a major transport hub of Hong Kong. The Administration should conduct an in-depth study on the transport infrastructure of the region and the transport demand to better serve the needs of residents and travellers.</li> </ul>

No.	Name of deputation/individual	Submission/Major views and concerns
20.	N.W. Area Taxi Drivers Operators Association	<ul style="list-style-type: none"> <li>● dedicated queuing areas for wheelchair-accessible taxis and electric taxis should be set up at HKBCF; and</li> <li>● there should be charging facilities at HKBCF for electric taxis.</li> </ul>
21.	Discovery Bay Transit Services Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)751/15-16(01) (Chinese version only).</li> </ul>
22.	Tsuen Wan District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in joint submission LC Paper No. CB(4)895/15-16(01) (Chinese version only).</li> </ul>
23.	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)751/15-16(06) (Chinese version only).</li> </ul>
24.	Mr Dennis LAU Sai-kit	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)751/15-16(02) (Chinese version only).</li> </ul>
25.	Mr POON Long	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)752/15-16(06) (Chinese version only).</li> </ul>
26.	Yuen Long District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"> <li>● presentation of views as set out in joint submission LC Paper No. CB(4)895/15-16(01) (Chinese version only).</li> </ul>

<b>No.</b>	<b>Name of deputation/individual</b>	<b>Submission/Major views and concerns</b>
27.	Tuen Mun District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"><li>● presentation of views as set out in joint submission LC Paper No. CB(4)895/15-16(01) (Chinese version only).</li></ul>
28.	Hong Kong District Tourists and Passengers Omnibus Operators Association Limited	<ul style="list-style-type: none"><li>● presentation of views as set out in joint submission LC Paper No. CB(4)895/15-16(01) (Chinese version only).</li></ul>
29.	Tai Fung Coach Company Limited	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as with more supply of NFB, this would lead to unhealthy competition among operators;</li><li>● the trade could make use of the excess capacity in meeting the transport demand; and</li><li>● it was impractical to require NFB operators providing cross-boundary tour service to obtain approval of TD 10 days in advance before using the public transport interchange of HKBCF as these tours would only be formed in a few days.</li></ul>
30.	Trade Travel (HK) Ltd.	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement. The current practice had worked well and the exemption was unfair to other operators who followed the current requirement.</li></ul>

No.	Name of deputation/individual	Submission/Major views and concerns
31.	Jtech Passenger Transport Limited	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement as the industry outlook remained gloomy and excess supply of NFB in the market would further affect operators' business;</li> <li>● the trade could make use of the excess capacity in meeting the transport demand; and</li> <li>● expressed concern that the increase in NFB would intensify the shortage of drivers and parking space problems.</li> </ul>
32.	Winhoi (Group) Limited	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement. The trade could make use of the excess capacity in meeting the transport demand.</li> </ul>
33.	Sun Fai Transportation Company	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement; and</li> <li>● the trade could make use of the excess capacity in meeting the transport demand.</li> </ul>
34.	Trans-island Limou	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement as this would lead to excess supply of NFB and unhealthy competition among operators;</li> <li>● the trade could make use of the excess capacity in meeting the transport demand; and</li> <li>● expressed concern that the increase in NFB would intensify the shortage of drivers and parking space problems.</li> </ul>

<b>No.</b>	<b>Name of deputation/individual</b>	<b>Submission/Major views and concerns</b>
35.	Kwoon Chung Motors Company Limited	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement. The Administration should draw up measures to facilitate the trade to make good use of the excess capacity of their existing fleet to meet new demand; and</li><li>● the single endorsement for NFB did not benefit the operation of the NFB services.</li></ul>
36.	伍氏兄弟旅運公司	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as the trade could make use of the excess capacity in meeting the transport demand.</li></ul>
37.	James Tour's Bus Company	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as the trade could make use of the excess capacity in meeting the transport demand.</li></ul>
38.	必達旅運有限公司	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as this would deviate from the existing practice which had been working well for years.</li></ul>
39.	安全旅運有限公司	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as this would deviate from the existing practice which had been working well for years.</li></ul>

<b>No.</b>	<b>Name of deputation/individual</b>	<b>Submission/Major views and concerns</b>
40.	新星旅運有限公司	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as this would deviate from existing practice which had been working well for years;</li><li>● the trade could make use of the excess capacity in meeting the transport demand; and</li><li>● suggested existing domestic NFB operators could operate cross-boundary coach services on HZMB.</li></ul>
41.	Universal Travel Company Limited	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as procuring new buses would lead to excess supply and affect the business profitability.</li></ul>
42.	陳一璦先生	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement. It was not an appropriate time to increase NFB supply as it would have an adverse impact on the operation of the trade.</li></ul>
43.	強記旅遊服務有限公司	<ul style="list-style-type: none"><li>● did not support the proposed exemption arrangement as this would deviate from the existing practice which had been working well for years; and</li><li>● in view of the gloomy market situation, the Administration should consider allowing one bus to be granted multiple endorsements to increase the viability of the operators.</li></ul>

No.	Name of deputation/individual	Submission/Major views and concerns
44.	強記旅運有限公司	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement as this would deviate from existing practice which had been working well for years. Issuing new NFB licences would lead to excess supply of NFB and unhealthy competition among operators.</li> </ul>
45.	Discovery Bay "We deserve better action group"	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)751/15-16(05) (Chinese version only).</li> </ul>
46.	粵港汽車運輸聯營有限公司	<ul style="list-style-type: none"> <li>● support the proposed exemption arrangement as the opening of HZMB would bring about an increase in traffic demand for cross-boundary coach services. Existing supply of NFB might not be able to cater for the increase in demand; and</li> <li>● urged TD to keep in view the actual usage of HZMB to suitably adjust the number of cross-boundary coach quotas in meeting the transport demand.</li> </ul>
47.	永東直巴管理有限公司	<ul style="list-style-type: none"> <li>● support the proposed exemption arrangement for the following reasons: <ul style="list-style-type: none"> <li>◆ the proposed exemption arrangement would only be applicable for operating HZMB cross-boundary coach trips and would not pose direct competition with other boundary control points;</li> <li>◆ existing supply of NFB would not be able to cater for the increase in demand arising from the opening of HZMB; and</li> </ul> </li> </ul>

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none"> <li>◆ the opening of HZMB will bring new passenger demand to local public transport services including domestic NFBs.</li> </ul>
48.	Hong Kong Guangdong Boundary Crossing Bus	<ul style="list-style-type: none"> <li>● support TD's proposals to grant new quotas for HZMB and the proposed exemption arrangement as it would ensure an adequate supply of NFB to cater for the increase in transport demand and facilitate the further development of the transport trade; and</li> <li>● urged the Administration to relax the requirement that Hong Kong/Macao cross-boundary coach services could only be operated by qualified Hong Kong operators or Macao operators only.</li> </ul>
49.	康和旅運有限公司	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement as this would lead to keener competition with the provision of other services, such as student service (A03 endorsement). The trade could make use of the excess capacity in meeting the transport demand for HZMB.</li> </ul>
50.	勝興旅運有限公司	<ul style="list-style-type: none"> <li>● expressed concern about the proposed exemption arrangement as this was unfair and deviated from the existing practice which had been working well for years.</li> </ul>
51.	新而佳旅運服務有限公司	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement as this would lead to excess supply and unhealthy competition among operators. The trade could make use of the excess capacity of existing fleet in Hong Kong in meeting the transport demand.</li> </ul>



No.	Name of deputation/individual	Submission/Major views and concerns
52.	聯順有限公司	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement as this would deviate from the existing practice which had been working well for years. The trade could make use of the excess capacity of the existing fleet in Hong Kong in meeting the transport demand arising from the opening of HZMB.</li> </ul>
53.	東興汽車有限公司	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)836/15-16(05) (Chinese version only).</li> </ul>
54.	互力有限公司	<ul style="list-style-type: none"> <li>● presentation of views as set out in submission LC Paper No. CB(4)751/15-16(07) (Chinese version only).</li> </ul>
55.	樂欣旅運(香港)有限公司	<ul style="list-style-type: none"> <li>● did not support the proposed exemption arrangement. The exemption would be unfair to those operators who previously procured NFB from the existing fleet in the market; and</li> <li>● any new quotas had to be issued, they should be tendered out in a fair and equitable manner.</li> </ul>
56.	香港民用航空事業職工總會	<ul style="list-style-type: none"> <li>● unconvinced that extending the present network of "A" routes to observe an additional stop at HKBCF before the airport for airport-bound trips would increase the total journey time of the bus routes by five minutes only. TD should introduce new routes to cater for the transport demand at HKBCF;</li> <li>● urged TD to improve the public transport arrangement for HKIA; and</li> </ul>

No.	Name of deputation/individual	Submission/Major views and concerns
		<ul style="list-style-type: none"> <li>franchised bus companies should provide fare concession to employees working at HKBCF and HKIA.</li> </ul>
57.	Mr KWOK Chung-man	<ul style="list-style-type: none"> <li>the relevant department could consider setting up a special link road between HKIA and HKBCF for use by franchised bus.</li> </ul>
58.	Hong Kong Business Aviation Centre Ltd.	<ul style="list-style-type: none"> <li>it took nearly two hours for some HKIA workers to commute to and from work. Extending the present network of "A" routes to observe one more stop at HKBCF before the airport would prolong the journey time and adversely affect people's willingness to work at HKIA or HKBCF.</li> </ul>
59.	韶關國友旅遊運輸有限公司	<ul style="list-style-type: none"> <li>the Government should make use of the excess capacity on the market to cater for the transport demand of HZMB; and</li> <li>expressed concern that the increase in NFB would intensify the traffic congestion and air pollution problems in Tung Chung.</li> </ul>
60.	Public Transport Research Team	<ul style="list-style-type: none"> <li>presentation of views as set out in submission LC Paper No. CB(4)751/15-16(04) (Chinese version only).</li> </ul>
61.	Public Transport Concern Group	<ul style="list-style-type: none"> <li>presentation of views as set out in submission LC Paper No. CB(4)751/15-16(03) (Chinese version only).</li> </ul>
62.	AsiaWorld-Expo	<ul style="list-style-type: none"> <li>presentation of views as set out in submission LC Paper No. CB(4)659/15-16(01) (Chinese version only).</li> </ul>

<b>No.</b>	<b>Name of deputation/individual</b>	<b>Submission/Major views and concerns</b>
63.	Lantau Development Alliance	<ul style="list-style-type: none"><li>• presentation of views as set out in submission LC Paper No. CB(4)657/15-16(02) (Chinese version only).</li></ul>

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