

**立法會**  
**Legislative Council**

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**Panel on Transport**

**Meeting on 15 April 2016**

**Updated background brief on outlying island ferry services**

**Purpose**

This paper provides updated background information on outlying island ferry services. It also summarizes the major views and concerns expressed by Members during previous discussions on this subject.

**Background**

2. At present, there are 14 outlying island ferry routes<sup>1</sup>, in which six are major trunk routes<sup>2</sup>, providing regular passenger services. Information on the ferry operators of the outlying island ferry routes is in **Appendix I**. These services are licensed and regulated by the Commissioner for Transport under the Ferry Services Ordinance (Cap. 104). A licence is normally granted for a period of three years and can be extended for a further period or periods of up to three years, with the aggregate continuous period of licence not exceeding ten years. In March 2014, the Transport Department ("TD") announced that the licences of the six major outlying island ferry routes were extended for three years. The licence validity of the Central – Mui Wo route was extended from 1 April 2014 to 31 March 2017, whereas the validity of the licences of the remaining five routes were extended from 1 July 2014 to 30 June 2017. The average daily patronage of the six major outlying island ferry routes during weekdays from mid-2013 to mid-2014 was 47 000, while that of Sundays and public holidays was 60 100<sup>3</sup>.

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<sup>1</sup> The Transport Department's website

[http://www.td.gov.hk/en/transport\\_in\\_hong\\_kong/public\\_transport/ferries/service\\_details/index.html#](http://www.td.gov.hk/en/transport_in_hong_kong/public_transport/ferries/service_details/index.html#)

<sup>2</sup> The six major trunk routes are: (1) Central – Cheung Chau route; (2) Inter-islands route serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; (3) Central – Mui Wo route; (4) Central – Peng Chau route; (5) Central – Yung Shue Wan route; and (6) Central – Sok Kwu Wan route.

<sup>3</sup> Source: Replies to initial written questions raised by the Finance Committee Members in examining the Estimates of Expenditure 2015-2016 (Session No.: 12) (Question Serial No.1505)

### Fare adjustments

3. In accordance with section 33(1) of the Ferry Services Ordinance (Cap. 104), the Commissioner for Transport may by notice in the Gazette determine the maximum fares that may be charged for the carriage of passengers, baggage, goods and vehicles on any licensed service. TD announced on 21 March 2014<sup>4</sup> the applications for fare adjustment submitted by the New World First Ferry Services Limited and the three subsidiaries of the Hong Kong and Kowloon Ferry Holdings Limited for the six major outlying islands ferry routes had been approved. In handling the fare increase applications of the six major outlying islands ferry routes, the Administration indicated that they had taken into account various factors including the public acceptability of the proposed increase rates and the financial conditions, service performance, operating information and financial data of the ferry operators as well as other measures that could be adopted by the operators to improve their financial conditions. As the ferry operators had to face persistently high fuel prices and an increase in marine labour remunerations in recent years, the Administration considered that they had a justifiable need to increase the fares by 5% to 6% to enable them to maintain the existing service level for the ferry routes concerned. The new fares for the Central-Mui Wo route and the remaining five routes became effective from 1 April 2014 and 1 July 2014 respectively.

### Special helping measures

4. According to the Administration, it is the established policy that public transport services should be run by the private sector in accordance with prudent commercial principles to achieve operating efficiency. Nevertheless, ferry services are unique in that they are the only means of transport for outlying islands<sup>5</sup>. As there has been no growth in patronage of ferry services and escalating operating costs, the Administration has been providing various measures to reduce the operating costs of the ferry services, and allow ferry operators to sublet the piers in order to increase non-fare box revenue to cross-subsidize their operations. The implementation of these measures aims to maintain the financial viability of the ferry services and alleviate the burden of fare increase on passengers. Details are in **Appendix II**.

5. In May 2008, the Administration conducted a review on ferry services for outlying islands with a view to enhancing the long-term financial viability of these services and maintaining fare stability. The

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<sup>4</sup> Source: The Administration's press release on "Fare adjustment for the six major outlying island ferry routes" in March 2014

<sup>5</sup> Only Lantau Island is also linked by a road network, but its cross-district land-based public transport services are limited.

review was completed in mid-2010. In November 2010, the Finance Committee ("FC") approved a commitment of \$115 million for the implementation of the special helping measures ("SHM") for the three-year licence period from April 2011 to March 2014/July 2011 to June 2014<sup>6</sup>. Details of SHM are attached in **Appendix III**.

6. The Administration completed a mid-term review on the six major outlying island ferry routes in May 2013 to monitor the proper spending of public funds concerned. The outcome of the review anticipated that the approved provision of \$115 million SHM would be fully utilized at the end of the licence period to March/June 2014. According to the Administration's projection, if there was continued provision of SHM at the level of \$115 million and if there was no change to the existing fare levels, the New World First Ferry Services Limited and the Hong Kong and Kowloon Ferry Limited would not be able to achieve breakeven for the next licence period from mid-2014 to mid-2017. There was therefore a case for continued provision of SHM and the financial caps should be adjusted upwards as appropriate due to rising costs.<sup>7</sup> In July 2013, FC approved provision of \$190 million SHM for the six major outlying island ferry routes.

7. At the meeting of the Public Works Subcommittee of FC on 11 June 2013, the Administration's funding application for the construction of additional floors at Central Piers Nos. 4, 5 and 6 to help the ferry operators generate non-fare box revenue for the six ferry routes was turned down.

8. Under the Public Transport Strategy Study, the Administration would conduct a mid-term review on the provision of SHM for the six major outlying island ferry routes during the three-year licence period from mid-2014 to mid-2017. In the course of this review, the Administration would also examine the role of ferries vis-à-vis other public transport services and possible ways to maintain their long-term financial viability. The review would be conducted in 2015-2016<sup>8</sup>.

### **Major concerns raised by Members**

9. In the Fourth and Fifth Legislative Council, Members have expressed views and concerns on outlying island ferry services at the Panel

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<sup>6</sup> The licence period for Central – Mui Wo route commenced on 1 April 2011 and those for the remaining five routes commenced on 1 July 2011.

<sup>7</sup> Source: The Administration's paper on "Mid-term review on the six major outlying island ferry routes" in May 2013 [LC Paper No. CB(1)1059/12-13(05)]

<sup>8</sup> Source: The Administration's paper on "Public Transport Strategy Study – work plan" in November 2014 [LC Paper No. CB(1)238/14-15(06)]

on Transport ("the Panel") meetings, special FC meetings and Council meetings. Their major views and concerns are summarized in the ensuing paragraphs.

#### Extension of the licence period

10. Some Members considered it undesirable that the Administration had discouraged new operators from bidding for the outlying island ferry services by setting the licence period concerned at only three years, which might be too short for recovery of the investment required, which was substantial if new vessels were to be purchased. Instead, three-year licencing period should be extended to six or even ten years to facilitate longer-term planning and recovery of investment.

11. In response, the Administration explained that although the validity period of all licences was three years, the Commissioner for Transport might, at the request of the licensee, during any period while the licence was in force, extend the licence for a further period not exceeding three years at any one time up to an aggregate period of ten years. Therefore, ferry operators should be able to carry out long-term planning to achieve a fair return. Besides, the Administration also indicated that they would consider the suggestion of extending the ferry licence period as part of the mid-term review on the provision of SHM for the six major outlying island ferry routes, as mentioned in paragraph 8 above.

#### Special helping measures

12. Some Members expressed concern about the Administration's proposed SHM. They questioned why the Administration had only selected the six outlying island ferry routes to be benefited from SHM and suggested that such assistance should also be provided to kaito<sup>9</sup> operators as they also suffered from high operation cost. The Administration responded that while all outlying island ferry routes were struggling to make ends meet, the six routes selected were major trunk routes and the only means of transport for some of the outlying islands concerned. For other sea transport like kaito, the Administration considered that these services should be run by the private sector in accordance with prudent commercial principles.

13. Besides, some Members expressed concern that SHM might set a precedent, so that other public transport operators having operational difficulties, such as bus operators, might follow suit and ask the Administration for subsidy and if denied, might seek fare increase.

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<sup>9</sup> Kaito ferry services are licensed to provide services to relatively remote parts of Hong Kong.

Nevertheless, some Members considered it justified for the Administration to provide more subsidies to outlying island ferry services because ferry service was the only means of transport for many islanders and the Administration was also subsidizing the travelling expenses of residents of other districts by constructing roads and railways for them, or by providing land grant to help the MTR Corporation Limited build and operate railway lines.

14. Some Members considered that to maintain the financial viability of providing ferry services, the Administration should facilitate ferry operators to generate more non-fare box revenue. The Administration explained that they had been encouraging ferry operators to generate non-fare box revenue to cross-subsidise ferry operation, and pier rental income was one of the major sources of their non-fare box revenue. In this connection, the Administration had streamlined the approval procedures for applications from ferry operators for subletting surplus areas of ferry piers for other purposes to generate rental income. TD would continue to explore other possible and feasible measures to facilitate ferry operators to increase non-fare box revenue.

15. Also, some Members suggested that the Administration should assist ferry operators in enhancing the facilities at piers and waterfront. In April 2014, the Administration indicated that TD had requested the Architectural Services Department ("ArchSD") to conduct improvement works to Cheung Chau Ferry Pier by optimizing the use of spaces in the pier, with a view to improving queuing arrangement for passengers, enhancing spatial allocation of the waiting area, and facilitating better ventilation. As regards the construction of cantilevered shelter at the pier proposed by the local community, TD and ArchSD would actively follow up this matter and relevant works would be pursued as appropriate.

### Fares

16. Members generally expressed concern about the burden of fare increase of the outlying island ferry services on passengers and opined that ferry operators should be encouraged to take more cost cutting and revenue generation measures to avoid increasing fares. Even when fare increase was inevitable, the operators concerned should still be restricted from increasing fares in excess of the rate of inflation. Also, Members urged the Administration to perform its gate-keeping role better to contain fare increases for the services to alleviate the pressure on islanders. Members requested that the Administration should give greater regard to islanders' affordability than the outlying island ferry services' financial viability when examining increases in their fares.

17. As regards the fare increase applications of the six major outlying islands ferry routes in March 2014 as mentioned in paragraph 3, the Panel generally expressed dissatisfaction and considered it unreasonable that although the Administration had been providing SHM to ferry operators, the operators sought to increase fares for ferry service. The Administration explained that TD had duly performed its gate-keeping role while assessing the fare increase applications by ferry operators. When considering the fare increase applications, the Administration had taken into account a number of factors, including SHM to be provided to ferry operators, the need to maintain long-term financial viability of ferry operators, and appropriate fare responsibilities to be borne by passengers.

*Fuel surcharge proposal and fuel subsidy*

18. Some Members pointed out that with the provision of SHM, the fares of outlying island ferry services had still gone up at a considerable rate. As such, there was a need for the Administration to map out more effective helping measures, such as introduction of fuel surcharge or fuel subsidy. Besides, some Members expressed that the Administration's measure to reimburse ferry operators the vessel maintenance and repair cost was difficult to be monitored by the public. Instead, the Administration should provide fuel subsidy as the fluctuating fuel price was said to be the major cause of fare increase. Further, in the light of the drop in fuel price, they also suggested that the Administration should consider imposing a fare adjustment clause to cater for both upward and downward adjustments in the future to ensure proper use of the public fund.

*Fare stabilization fund*

19. Some Members asked the Administration to set up a fund to stabilize outlying island ferry fares, so that if fuel cost dropped and hence the need for subsidy decreased significantly, the fund could be used to stabilize ferry fares for a period longer. In response, the Administration advised that the fare stabilization fund proposal represented a significant deviation from the established principles of management of public finance and hence required careful examination.

*Purchase of vessels by the Administration*

20. Some Members urged the Administration to explore the feasibility of purchasing vessels by the Administration for operation by contractors. In this way, more environmental friendly vessels could be purchased. In addition, the maintenance cost could be reduced by adoption of new vessels. Considering that a huge capital expenditure at around \$1.7 billion would be incurred for the Administration to purchase vessels for operation of ferry

services, and that the option would not reduce pressure on fare increases because the fare level would still be affected by the increases in fuel, maintenance and staff costs, the Administration then considered the option inappropriate.

### **Motions passed at the Legislative Council meetings**

21. A motion was passed on 17 December 2008 on "Alleviating the burden of travelling expenses", urging the Administration to, amongst other things, focus on the problem of high fares of outlying island ferry services, studying suitable options and allocating resources to alleviate the burden of ferry expenses on outlying island residents, and offering half-fare concessions on ferry services to students of outlying islands. Another motion was passed on 4 November 2009 on the same subject. The Administration was urged, inter alia, to target at the problem of high fares of outlying island ferry services, to actively study various suitable options, including substantially increasing the non-fare box revenue of ferry operators or the Administration directly operating the services, etc.; allocate resources to alleviate the burden of ferry service expenses on outlying island residents; and offer half-fare concessions on ferry services to students of outlying islands. The wording of the above motions is in **Appendix IV**.

### **Recent developments**

22. The Administration will report to members the outcome of the mid-term review on the six major outlying island ferry routes, as mentioned in paragraph 8 above, at the Panel meeting to be held on 15 April 2016.

### **Relevant papers**

23. A list of relevant papers is in **Appendix V**.

## Information on the ferry operators of the outlying island ferry routes

	Outlying island ferry routes	Ferry operators
<i>Major trunk routes</i>	Central – Cheung Chau	New World First Ferry Services Limited
	Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	
	Central – Mui Wo	
	Central – Peng Chau	Hong Kong and Kowloon Ferry Limited
	Central – Yung Shue Wan	Islands Ferry Company Limited
	Central – Sok Kwu Wan	Winnertex Limited
<i>Other routes</i>	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	Fortune Ferry Company Limited
	Aberdeen – Yung Shue Wan via Pak Kok Tsuen	Tsui Wah Ferry Service (HK) Limited
	Aberdeen – Sok Kwu Wan via Mo Tat	Chuen Kee Ferry Limited
	Central – Discovery Bay	Discovery Bay Transportation Services Limited
	Discovery Bay – Mui Wo	Peng Chau Kaito Limited
	Ma Wan – Central	Park Island Transport Company Limited
	Ma Wan – Tsuen Wan	
	Cheung Chau – Aberdeen	Maris Ferry Service Limited

Source: The Transport Department's website  
[http://www.td.gov.hk/en/transport\\_in\\_hong\\_kong/public\\_transport/ferries/service\\_details/index.html#](http://www.td.gov.hk/en/transport_in_hong_kong/public_transport/ferries/service_details/index.html#)



### Helping measures for licensed ferries

The Administration<sup>1</sup> has been providing various helping measures to enhance the viability of ferry services, including:

- (a) for all ferry routes:
  - (i) taking over pier maintenance responsibility;
  - (ii) waiving fuel duty;
  - (iii) reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme; and
  - (iv) streamlining the subletting approval procedures to help generate non-fare box revenue for cross-subsidizing the ferry operation so as to alleviate pressure for fare increase; and
- (b) Central Piers Nos. 4 and 6 are retrofitted with fire prevention facilities so that ferry operators can sublet pier premises for more diversified commercial and retail activities, benefitting the six major outlying island ferry routes. The works was completed in February 2010.

The Administration proposed in mid-2013 to construct one-and-a-half additional floors at Central Piers Nos. 4 to 6 so that ferry operators could use the floors for commercial or retail activities to generate more non-fare box revenue for cross-subsidizing the operation of ferry services. The Town Planning Board approved the construction proposal on 3 May 2013. However, the Public Works Subcommittee of the Finance Committee turned down the funding proposal at the meeting on 11 June 2013.

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<sup>1</sup> Source: The Administration's paper on "Mid-term review on the six major outlying island ferry routes" in May 2013 [LC Paper No. CB(1)1059/12-13(05)]

### Details of the special helping measures

The Finance Committee of the Legislative Council approved in November 2010 and July 2013 a commitment of around **\$115 million** and **\$190 million** respectively for implementation of the following package of the special helping measures to the six major ferry routes:

Special helping measures	Commitment approved for the three-year licence period	
	from April/July 2011 to March/June 2014 (million) <sup>1</sup>	from April/July 2014 to March/June 2017 (million) <sup>2</sup>
(1) reimbursing the operators of the concerned ferry services for the vessel survey fee and private mooring charge	\$27	\$34.06
(2) reimbursing the pier electricity, water and cleansing charges		
(3) reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement		
(4) reimbursing the vessel maintenance cost	\$73	\$95.73
(5) reimbursing the revenue foregone due to provision of child fare concessions	\$10	\$23.49
(6) reimbursing the vessel insurance cost	\$3	\$3.36
(7) re-launching "Visiting Scheme to Outlying Islands" <sup>3</sup>	\$2	\$2
<i>Subtotal</i>	<i>\$115</i>	<i>\$158.64</i>
Additional 20% buffer provision to meet the increase in operating costs due to unforeseen factors	--	\$31.73
<b>Total</b>	<b>About \$115</b>	<b>About \$190</b>

<sup>1</sup> Source: The Administration's paper on "Mid-term review on the six major outlying island ferry routes" in May 2013 [LC Paper No. CB(1)1059/12-13(05)]

<sup>2</sup> Source: Replies to initial written questions raised by the Finance Committee Members in examining the Estimates of Expenditure 2015-2016 (Session No.: 12) (Question Serial No.1505)

<sup>3</sup> The "Visiting Scheme to Outlying Islands" provides free ferry rides to eligible persons who come from institutions such as schools, non-governmental organizations, community and local groups, to facilitate them to organize activities on the outlying islands served by the six ferry routes. The ferry operators are reimbursed with the revenue foregone from the Administration.

(Translation)

**Motion on  
“Alleviating the burden of travelling expenses”  
moved by Hon CHEUNG Hok-ming  
at the Legislative Council meeting  
of Wednesday, 17 December 2008**

**Motion as amended by Hon WONG Kwok-hing, Hon Andrew CHENG  
Kar-foo and Hon WONG Sing-chi**

That the fares of local public transport are escalating, and local franchise bus companies have recently announced the cancellation of fare concessions for the elderly on holidays and same day return fare concessions which were provided in the past three years, causing the travelling expenses of the elderly and grassroots to increase, this Council expresses condemnation in this regard; since public transport operators have continued to increase their fares, causing the public to bear a heavy burden of travelling expenses for a long time, coupled with the fact that a large number of middle-class and grassroots face further difficulties in life amid continuous layoffs and pay cuts by enterprises under the impact of the financial tsunami, this Council urges the Government to adopt further effective measures to alleviate the burden of travelling expenses on the public, including:

- (a) providing subsidies to the MTR Corporation, bus companies, green minibus and ferry operators so that they will offer half-fare concessions to passengers on Saturdays, Sundays and public holidays, thereby enabling the public to have more opportunities to get together with their families and friends on those days;
- (b) further relaxing the eligibility criteria and subsidy period under the Transport Support Scheme, and expanding the Scheme to cover all districts in the territory;
- (c) discussing with various public transport operators to offer the Free-ride Day for the elderly on Sundays and public holidays on a permanent basis, formulate an implementation timetable for the provision of half-fare concessions to people with disabilities, and study the feasibility of introducing daily, weekly and monthly travel passes that are valid among various public transport operators;
- (d) focusing on the problem of high fares of outlying island ferry services, actively studying various suitable options, including substantially increasing the non-fare box revenue of ferry operators or the Government directly operating the services, etc; and allocating resources to alleviate

the burden of ferry service expenses on outlying island residents, and offering half-fare concessions on ferry services to students of outlying islands;

- (e) discussing with the MTR Corporation to extend its two-year fare-freeze period, re-launch the 'Ride 10 Get One Free' Promotion and, according to the request of the residents and using more consistent standards, set up more MTR Fare Savers as well as explore further extension of the existing monthly ticket schemes;
- (f) discussing with the franchised bus companies ways to improve their existing fare structures, expeditiously revise the scale of fares under the Public Bus Services Ordinance as well as the route groupings under the scale, reformulate the existing guidelines on the setting of fares to provide comprehensive sectional fares and bus-bus interchange concessions, including discounts for interchange among buses of different companies, provide half-fare concessions to all full-time students, as well as introduce daily and monthly ticket schemes for buses; and
- (g) on the basis of the above measures, further utilizing Octopus card which is widely used by the public to provide all people in the territory with concessions on monthly tickets that are valid for use on all types of public transport, and continuing to provide the current fare concessions for the elderly on holidays and same day return fare concessions provided by local franchise bus companies, hence will provide convenience to the public and not lead to excessively high administrative and operating costs to the various public transport operators, thereby alleviating the burden of travelling expenses on the general public, particularly the elderly and the working class; and
- (h) discussing with the MTR Corporation to establish a fare stabilization fund to be underpinned by the proceeds from properties and make monthly ticket schemes a permanent arrangement.

(Translation)

**Motion on  
“Alleviating the burden of travelling expenses”  
moved by Hon CHEUNG Hok-ming  
at the Legislative Council meeting  
of Wednesday, 4 November 2009**

**Motion as amended by Hon Andrew CHENG Kar-foo**

That, as the people of Hong Kong are still under the impact of the financial tsunami, many of them face difficulties in life and bear a heavy burden of travelling expenses, and the fare concessions offered to the elderly by local franchised bus companies and the MTR Corporation Limited will also expire early next year; this Council urges the Government to discuss with various public transport operators and adopt effective measures to alleviate the burden of travelling expenses on the public, which include:

- (a) to provide subsidies to the MTR Corporation Limited, bus companies, green minibus and ferry operators so that they will offer half-fare concessions to passengers on Saturdays, Sundays and public holidays, thereby enabling the public to have more opportunities to get together with their families and friends on those days;
- (b) to extend the deadline for submitting applications under the Transport Support Scheme, further relax the eligibility criteria and the subsidy period under the Scheme and expand it to cover all districts in the territory;
- (c) to discuss with various public transport operators to extend the existing fare concessions for the elderly and offer the Free-ride Day for the elderly on public holidays and specified days of each week on a permanent basis, formulate an implementation timetable for the provision of half-fare concessions to people with disabilities, and expeditiously introduce daily, weekly and monthly travel passes that are valid among various public transport operators;
- (d) to discuss with the MTR Corporation Limited to continue extending its fare-freeze period, re-launch the ‘Ride 10 Get One Free’ Promotion, set up more MTR Fare Savers according to the requests of the residents and by using more consistent standards, and further extend the existing monthly and daily ticket schemes as soon as possible, including introducing monthly tickets for short-haul trips and making it a permanent arrangement, etc;
- (e) to rationalize the fare structure of the MTR Corporation Limited, including rectifying the unreasonable and chaotic situation of ‘fares for short-haul trips being more expensive than long-haul trips’, adjusting downwards the fares of the Kowloon Southern Link to a reasonable level, and enabling the passengers to travel to Hung Hom Station using Tuen Mun-Nam Cheong Monthly Pass at the original price; as well as resume the service of the free bus route number K16;

- (f) to discuss with the franchised bus companies to re-launch same day return fare concessions, improve their existing fare structures, expeditiously revise the scale of fares under the Public Bus Services Ordinance as well as the route groupings under the scale, re-formulate the existing guidelines on the setting of fares to provide comprehensive sectional fares and bus-bus interchange concessions, including discounts for interchange among buses of different companies, provide half-fare concessions to all full-time students, as well as introduce daily and monthly ticket schemes for buses; and
- (g) targeting at the problem of high fares of outlying island ferry services, to actively study various suitable options, including substantially increasing the non-fare box revenue of ferry operators or the Government directly operating the services, etc; allocate resources to alleviate the burden of ferry service expenses on outlying island residents; and offer half-fare concessions on ferry services to students of outlying islands.

## Outlying island ferry services

### List of relevant papers (in the Fourth and Fifth Legislative Council)

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
25.2.2009	Council meeting	Hon Miriam LAU Kin-ye raised a question on outlying island ferry services	<a href="http://www.info.gov.hk/gia/general/200902/25/P200902250166.htm">http://www.info.gov.hk/gia/general/200902/25/P200902250166.htm</a>
23.4.2010	Panel on Transport	Administration's paper on the review on ferry services for outlying islands	CB(1)1648/09-10(04) <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0423cb1-1648-4-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0423cb1-1648-4-e.pdf</a>
		Administration's supplementary information on the review on ferry services for outlying islands (Follow-up paper)	CB(1)2765/09-10(01) <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0423cb1-2765-1-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0423cb1-2765-1-e.pdf</a>
		Minutes of meeting	CB(1)2320/09-10 <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100423.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100423.pdf</a>
5.11.2010	Finance Committee	Administration's paper on the helping measures to assist the operation of six major outlying island ferry trunk routes	FCR(2010-11)44 <a href="http://www.legco.gov.hk/yr10-11/english/fc/fc/papers/f10-44e.pdf">http://www.legco.gov.hk/yr10-11/english/fc/fc/papers/f10-44e.pdf</a>
		Minutes of meeting	FC71/10-11 <a href="http://www.legco.gov.hk/yr10-11/english/fc/fc/minutes/fc20101105.pdf">http://www.legco.gov.hk/yr10-11/english/fc/fc/minutes/fc20101105.pdf</a>

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
1.6.2011	Council meeting	Hon WONG Sing-chi raised a question on fares of outlying island ferry services	<a href="http://www.info.gov.hk/gia/general/201106/01/P201106010180.htm">http://www.info.gov.hk/gia/general/201106/01/P201106010180.htm</a>
2.6.2011	Panel on Transport	Administration's paper on the fare increases for outlying island ferry services	CB(1)2275/10-11(07) <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0602cb1-2275-7-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0602cb1-2275-7-e.pdf</a>
		Minutes of meeting	CB(1)2867/10-11 <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110602.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110602.pdf</a>
11.7.2011	Panel on Transport	Administration's paper on the outlying island ferry services	CB(1)2647/10-11(02) <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0711cb1-2647-2-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0711cb1-2647-2-e.pdf</a>
		Minutes of meeting	CB(1)220/11-12 <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110711.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110711.pdf</a>
24.5.2013	Panel on Transport	Administration's paper on the mid-term review on the six major outlying island ferry routes	CB(1)1059/12-13(05) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1059-5-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1059-5-e.pdf</a>
		Administration's paper on the construction of additional floors at Central Piers Nos. 4, 5 and 6	CB(1)1059/12-13(07) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1059-7-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1059-7-e.pdf</a>
		Administration's supplementary information on the mid-term review of the six major outlying island ferry routes (Follow-up paper)	CB(1)1410/12-13(01) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1410-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1410-1-e.pdf</a>



Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Administration's response on the assistance provided under the Traffic Accident Victims Assistance Scheme of the Social Welfare Department (Follow-up paper)	CB(1)1410/12-13(02) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1410-2-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1410-2-e.pdf</a>
		Minutes of meeting	CB(1)1769/12-13 <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130524.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130524.pdf</a>
11.6.2013	Public Works Subcommittee of Finance Committee	Administration's paper on "49TF – Construction of additional floors at Central Piers Nos. 4, 5 and 6"	PWSC(2013-14)23 <a href="http://www.legco.gov.hk/yr12-13/english/fc/pwsc/papers/p13-23e.pdf">http://www.legco.gov.hk/yr12-13/english/fc/pwsc/papers/p13-23e.pdf</a>
		Administration's paper on "Forecast of submissions for the 2013-14 Legislative Council session" (Enclosure 2) (Supplementary information on "7049TF – Construction of additional floors at Central Piers Nos. 4, 5 and 6")	PWSCI(2013-14)11 <a href="http://www.legco.gov.hk/yr13-14/english/fc/pwsc/papers/pi13-11e.pdf">http://www.legco.gov.hk/yr13-14/english/fc/pwsc/papers/pi13-11e.pdf</a>
		Minutes of meeting	PWSC89/12-13 <a href="http://www.legco.gov.hk/yr12-13/english/fc/pwsc/minutes/pwsc20130611.pdf">http://www.legco.gov.hk/yr12-13/english/fc/pwsc/minutes/pwsc20130611.pdf</a>
5.7.2013	Finance Committee	Administration's paper on "Provision of Special Helping Measures for the six major outlying island ferry routes"	FCR(2013-14)26 <a href="http://www.legco.gov.hk/yr12-13/english/fc/fc/papers/f13-26e.pdf">http://www.legco.gov.hk/yr12-13/english/fc/fc/papers/f13-26e.pdf</a>

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Minutes of meeting	FC25/13-14 <a href="http://www.legco.gov.hk/yr12-13/english/fc/fc/minutes/fc20130705.pdf">http://www.legco.gov.hk/yr12-13/english/fc/fc/minutes/fc20130705.pdf</a>
30.10.2013	Council meeting	Hon LEUNG Che-cheung raised a question on ferry services	<a href="http://www.info.gov.hk/gia/general/201310/30/P201310300334.htm">http://www.info.gov.hk/gia/general/201310/30/P201310300334.htm</a>
26.5.2014	Panel on Transport	Administration's paper on the outlying island ferry services and fare adjustments	CB(1)1208/13-14(07) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp0411cb1-1208-7-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp0411cb1-1208-7-e.pdf</a>
		Administration's supplementary information on the outlying island ferry services and fare adjustments (Follow-up paper)	CB(4)84/15-16(01) <a href="http://www.legco.gov.hk/yr13-14/chinese/panels/tp/papers/tp0526cb4-84-1-c.pdf">http://www.legco.gov.hk/yr13-14/chinese/panels/tp/papers/tp0526cb4-84-1-c.pdf</a>
		Minutes of meeting	CB(1)78/14-15 <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20140526.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20140526.pdf</a>
--	Panel on Transport	Administration's response to letter from Hon TANG Ka-piu on the impact of the drop in oil prices on the fees of franchised bus and outlying island ferry services	CB(4)517/14-15(01) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tpcb4-517-1-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tpcb4-517-1-e.pdf</a>

<b>Date of meeting</b>	<b>Meeting</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
1.4.2015	Finance Committee (Special meeting)	Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2015-2016 (Session No.: 12) (Questions Serial Nos. 0931, 1150, 1505 and 1613)	<a href="http://www.legco.gov.hk/yr14-15/english/fc/fc/w_q/thb-t-e.pdf">http://www.legco.gov.hk/yr14-15/english/fc/fc/w_q/thb-t-e.pdf</a>

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