

立法會 *Legislative Council*

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Panel on Transport

Meeting on 18 November 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, in which six are major trunk routes, providing regular passenger services. 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. Information on the ferry operators of the outlying island ferry routes is in **Appendix I**.

3. 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.

4. According to the information provided by the Administration in April 2016¹, the two ferry operators of the six major outlying island ferry routes, the New World First Ferry Services Limited ("NWFF") and the Hong Kong and Kowloon Ferry Holdings Limited ("HKK"), have indicated their intent for extension of their licences in writing. The Administration considers it desirable to extend the existing licences, with a view to maintaining the operation of the six ferry routes. The Administration plans to report the detailed arrangement of the next licence period to the Panel on Transport ("the Panel") in the fourth quarter of 2016, and to seek funding approval for the special helping measures ("SHM") (if needed) from the Finance Committee ("FC").

5. The Administration advised the Panel that the average daily patronage of the six major outlying island ferry routes was around 50 000 in 2015, accounting for about 73% of the total average daily patronage of all outlying island ferry routes. The patronage of the outlying island ferry routes in 2009, 2012 and 2015 is attached in **Appendix II**.

Fare adjustments and concession

6. For the 2011-2014 licence period, the weekday adult single journey and monthly ticket fares of the six major outlying island ferry routes were increased by about 10% and 7% respectively. For the 2014-2017 licence period, the weekday adult single journey and monthly ticket fares of the six routes were increased by about 5% to 6% respectively in mid-2014.

7. In April 2016, the Administration advised that during the first 18 operating months of the current licence period, NWFF and HKK (i.e. ferry operators of the six major outlying island ferry routes) achieved profit margins that are, respectively, 4.4 percentage points and 17.9 percentage points higher than their original projected profit margins. In the light of this and considering that the two operators are subsidized under SHM, and that there was also a fare increase of about 5% to 6% at the beginning of the licence period, the Administration sees the need for the operators to share their windfall profit with passengers. After negotiations, the two ferry operators have agreed to share the amount of profit exceeding the original projected profit margin with passengers through a one-off and time-limited fare concession on a 50:50 basis. According to the information provided on the two ferry operators' websites, the fare

¹ Source: The Administration's paper on "Public Transport Strategy Study Topical Study—Mid-term review for ferry services of the current licence period" in April 2016 [LC Paper No. CB(4)831/15-16(03)]

concession period would last from July to December 2016.^{2,3}

Provision of special helping measures

8. According to the Administration, it is the established policy that public transport services should be run by the private sector in accordance with commercial principles to enhance efficiency and cost-effectiveness. There is no direct subsidy from the Administration for public transport services save for the six major outlying island ferry routes. SHM are provided to these routes by the Administration because there is basically no alternative to the ferry services as a means of public transport⁴, and short of SHM, the ferry services cannot be maintained without periodic hefty fare increases. SHM maintains the financial viability of the ferry services and alleviates the burden of fare increase on passengers.

9. In November 2010, FC approved a commitment of around \$115 million for the implementation of SHM for the six major outlying island ferry routes during the 2011-2014 licence period. FC in July 2013 also approved provision of around \$190 million SHM for these ferry routes for the current licence period. Details of SHM are attached in **Appendix III**. Besides, the Administration in 2013 proposed taking forward the construction of additional floors at Central Piers Nos. 4 to 6, to provide shop rental income to subsidize the operation of the six routes. When the proposal was submitted to the Public Works Subcommittee of FC for consideration, members raised concerns over the rental income and operations and management issues, and voted down the proposal of upgrading the construction project to Category A.

10. In April 2016, the Administration completed the mid-term review on the provision of SHM to the six major outlying island ferry routes for the three-year licence period from mid-2014 to mid-2017. The major outcome of the mid-term review includes the followings:

- (a) the Administration will decide in the context of the next mid-term review in 2019 whether SHM (instead of using rental income to be generated by Central Piers Nos. 4, 5 and 6 as subsidy, as mentioned in paragraph 9) should become a permanent subsidy to maintain ferry services and fare stability for the long term;

² NWFF's website:
http://www.nwff.com.hk/public/getitem.php?lang=en&id=31f723ba-6f6b-4291-baf0-7a1849317705&v=4&submenu_num=4

³ HKK's website:
http://www.hkkf.com.hk/index.php?op=frontend_news_list&style=en

⁴ Only Mui Wo is also linked by an external road network, but its cross-district land-based public transport services are very limited.

- (b) the Administration will examine whether the current duration of each licence period of only three years is too short, and whether that would hinder ferry operators' capability to make longer term planning; and
- (c) the Administration will look into whether SHM should be expanded to the eight outlying island ferry routes⁵ other than the six major outlying island ferry routes.

11. Apart from SHM, the Administration has also been providing various ordinary helping measures to enhance the viability of ferry services. These measures include taking over pier maintenance responsibility; waiving fuel duty; reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme; and streamlining the pier subletting approval procedures to help generate non-fare box revenue for cross-subsidizing the ferry operation so as to alleviate pressure for fare increase.

Major concerns raised by Members

12. In the Fourth and Fifth Legislative Council, Members have expressed views and concerns on outlying island ferry services at the Panel meetings, special FC meetings and Council meetings. Their major views and concerns are summarized in the ensuing paragraphs.

Special helping measures

13. 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 other eight outlying island ferry routes and kaito⁶ operators as they also suffered from high operation cost. The Administration advised that they would examine whether SHM should also be provided to the eight outlying island ferry routes other than the six major outlying island ferry routes, as mentioned earlier in paragraph 10(c).

⁵ The eight other outlying island ferry routes include: (1) Aberdeen—Cheung Chau; (2) Aberdeen—Yung Shue Wan via Pak Kok Tsuen; (3) Aberdeen—Sok Kwu Wan via Mo Tat; (4) Tuen Mun—Tung Chung—Sha Lo Wan—Tai O; (5) Discovery Bay—Central; (6) Discovery Bay—Mui Wo; (7) Ma Wan—Central; and (8) Ma Wan—Tsuen Wan.

⁶ Kaito ferry services are licensed to provide services to relatively remote parts of Hong Kong.

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

15. Some Members considered that to maintain the financial viability of 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-subsidize 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.

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 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 fares.

17. Members in general welcomed the provision of fare concession by the ferry operators to passengers, as mentioned in paragraph 7. Some Members asked the Administration to establish a cap on the profits earned by ferry operators and then require them to offer to passengers the exceeded profits in the form of fare concession to passengers. They also called on the Administration to consider the suggestion of providing fare concession for ferry—railway interchange, monthly pass to outlying island residents and half-price tickets to students. The Administration explained

that when SHM were implemented in the 2014-2017 licence period, they had no specific discussion or agreement with the operators on what the arrangement should be if the projected profit margins would in time show to be wide of the mark. With the experience gained during the current licence period, the Administration would work out a mechanism for application in the next licence period to deal with possible windfall profit.

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 considered the option inappropriate.

Extension of the licence period

21. 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 if new vessels were to be purchased. Instead, three-year licencing period should be extended to five/six or even ten years to facilitate longer-term planning and recovery of investment. The Administration advised in April 2016 that they would look into whether the 2014-2017 licence period was too short, and whether it would hold the ferry operators back from making longer term planning, as mentioned in paragraph 10(b) above.

Ferry services

22. Some Members expressed concern that the increasing patronage of the Central—Cheung Chau ferry route had brought much inconvenience to Cheung Chau residents in particular during public holidays. They suggested setting up a designated passage at ferry piers for outlying island residents such that their normal travelling would not be affected by other passengers including tourists. The Administration advised in October 2016⁷ that TD and the relevant government departments had completed an initial study on exploring the feasibility of such proposal with the ferry operator concerned. The Islands District Council also expressed support to the proposed provision of monthly ticket passages for the Central—Cheung Chau ferry route. The ferry operator concerned has started the preparatory work, including the related software modification work for the turnstile gates. The proposed measures are expected to be implemented in the second half of 2017.

Motions passed at the Legislative Council meetings

23. 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

⁷ Source: The Administration's supplementary information on "Public Transport Strategy Study Topical Study—Mid-term review for ferry services of the current licence period" in October 2016 [LC Paper No. CB(4)53/16-17(01)]

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

24. The Administration will brief members on SHM for six major outlying island ferry routes for the next three-year licence period 2017-2020 at the Panel meeting to be held on 18 November 2016.

Relevant papers

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

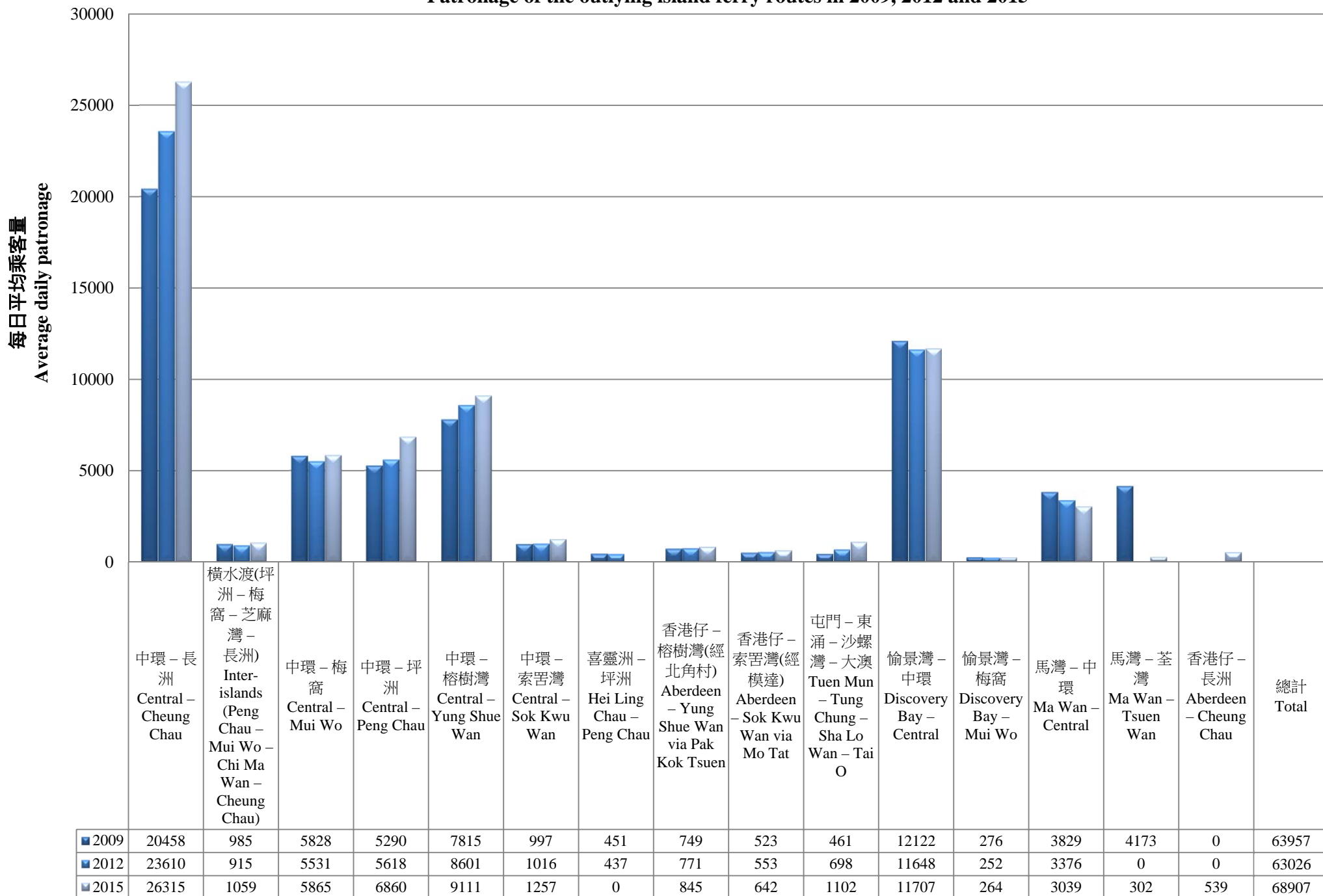
Council Business Division 4
Legislative Council Secretariat
14 November 2016

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
	Inter-islands (Peng Chau—Mui Wo—Chi Ma Wan—Cheung Chau)	
	Central—Mui Wo	
	Central—Peng Chau	Subsidiaries of Hong Kong and Kowloon Ferry Holdings Limited
	Central—Yung Shue Wan	
	Central—Sok Kwu Wan	
<i>Other routes</i>	Aberdeen—Cheung Chau	Maris Ferry Service 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
	Tuen Mun—Tung Chung—Sha Lo Wan—Tai O	Fortune Ferry Company Limited
	Discovery Bay—Central	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	

- Sources:
- The Administration's paper on "Public Transport Strategy Study Topical Study—Mid-term review for ferry services of the current licence period" in April 2016 [LC Paper No. CB(4)831/15-16(03)]
 - The Transport Department's website:
http://www.td.gov.hk/en/transport_in_hong_kong/public_transport/ferries/service_details/index.html#

2009年、2012年及2015年離島渡輪航線乘客量
Patronage of the outlying island ferry routes in 2009, 2012 and 2015



資料來源：立法會文件 CB(1)1648/09-10(04)號、CB(1)1059/12-13(05)號及 CB(4)831/15-16(03)號 Sources: LC Papers Nos. CB(1)1648/09-10(04), CB(1)1059/12-13(05) and CB(4)831/15-16(03)

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 outlying island ferry routes:

Special helping measures	Commitment approved for the three-year licence period	
	from April/July 2011 to March/June 2014 (million) ¹	from April/July 2014 to March/June 2017 (million) ²
(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" ³	\$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
Total	About \$115	About \$190

¹ 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)]

² 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)

³ 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	http://www.info.gov.hk/gia/general/200902/25/P200902250166.htm
23.4.2010	Panel on Transport	Administration's paper on the review on ferry services for outlying islands	CB(1)1648/09-10(04) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0423cb1-1648-4-e.pdf
		Administration's supplementary information on the review on ferry services for outlying islands (Follow-up paper)	CB(1)2765/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0423cb1-2765-1-e.pdf
		Minutes of meeting	CB(1)2320/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100423.pdf
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 http://www.legco.gov.hk/yr10-11/english/fc/fc/papers/f10-44e.pdf
		Minutes of meeting	FC71/10-11 http://www.legco.gov.hk/yr10-11/english/fc/fc/minutes/fc20101105.pdf

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	http://www.info.gov.hk/gia/general/201106/01/P201106010180.htm
2.6.2011	Panel on Transport	Administration's paper on the fare increases for outlying island ferry services	CB(1)2275/10-11(07) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0602cb1-2275-7-e.pdf
		Minutes of meeting	CB(1)2867/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110602.pdf
11.7.2011	Panel on Transport	Administration's paper on the outlying island ferry services	CB(1)2647/10-11(02) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0711cb1-2647-2-e.pdf
		Minutes of meeting	CB(1)220/11-12 http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110711.pdf
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) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1059-5-e.pdf
		Administration's paper on the construction of additional floors at Central Piers Nos. 4, 5 and 6	CB(1)1059/12-13(07) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1059-7-e.pdf
		Administration's supplementary information on the mid-term review on the six major outlying island ferry routes (Follow-up paper)	CB(1)1410/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1410-1-e.pdf

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) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1410-2-e.pdf
		Minutes of meeting	CB(1)1769/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130524.pdf
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 http://www.legco.gov.hk/yr12-13/english/fc/pwsc/papers/p13-23e.pdf
		Administration's paper on the 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 http://www.legco.gov.hk/yr13-14/english/fc/pwsc/papers/pi13-11e.pdf
		Minutes of meeting	PWSC89/12-13 http://www.legco.gov.hk/yr12-13/english/fc/pwsc/minutes/pwsc20130611.pdf
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 http://www.legco.gov.hk/yr12-13/english/fc/fc/papers/f13-26e.pdf

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

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
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)	http://www.legco.gov.hk/yr14-15/english/fc/fc/w_q/thb-t-e.pdf
7.4.2016	Finance Committee (Special meeting)	Replies to initial written questions raised by Finance Committee members in examining the Estimates of Expenditure 2016-2017 (Session No.: 14) (Questions Serial Nos. 0211, 0647, 1425, 1837, 4016, 4723 and 6860)	http://www.legco.gov.hk/yr15-16/english/fc/fc/w_q/thb-t-e.pdf
15.4.2016	Panel on Transport	Administration's paper on Public Transport Strategy Study Topical Study—Mid-term review for ferry services of the current licence period	CB(4)831/15-16(03) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160415cb4-831-3-e.pdf
		Administration's supplementary paper on Public Transport Strategy Study Topical Study—Mid-term review for ferry services of the current licence period (Follow-up paper)	CB(4)53/16-17(01) http://www.legco.gov.hk/yr15-16/chinese/panels/tp/papers/tp20160415cb4-53-1-c.pdf
		Minutes of meeting	CB(4)1321/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160415.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
--	Panel on Transport	Administration's response to the letter from Dr Hon KWOK Ka-ki on inadequate outlying island ferry services during holidays	CB(4)1203/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpcb4-1203-1-e.pdf

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