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Panel on Transport Meeting on 16 June 2017

Background brief on the Public Transport Strategy Study

Purpose

This paper provides background information on the Public Transport Strategy Study ("PTSS"). It also summarizes the major views and concerns of members of the Panel on Transport ("the Panel") when relevant issues were discussed at its meetings.

Background

Public Transport Strategy Study

2. According to the Administration, the aim of PTSS is to enhance the existing strategic arrangements of the public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services. PTSS comprises two parts, namely the Role and Positioning Review ("RPR") and the Topical Study. Since late 2014, the Administration has progressively rolled out the two parts of PTSS to conduct a systemic review of the roles and positioning of public transport services other than heavy rail, and to study some more time-sensitive topical issues that are of concern to the public transport trades.

3. According to the work plan for PTSS submitted by the Administration to the Panel in November 2014, eight issues would be covered under the Topical Study: (1) franchised bus service; (2) outcome of the review on taxi fuel surcharge; (3) taxi service; (4) school bus service; (5) seating capacity of public light buses ("PLBs"); (6) statutory cap on the number of PLBs; (7) role and long-term financial viability of ferries; and (8) accessible transport facilities for people with disabilities ("PwDs"). During the course of the study, views of the stakeholders had been canvassed through various channels. In the

2014-2015 and 2015-2016 legislative years, the Administration had reported to the Panel the progress of the study from time to time and the outcomes of the studies on the eight topical issues successively.

4. According to the Administration, the whole PTSS is expected to be completed in mid-2017 and a consolidated report will be released.

Financial and manpower arrangements

5. In response to questions raised by Finance Committee members in examining the Estimates of Expenditure 2017-2018, the Administration advised that a sum of \$9.5 million has been earmarked for commissioning the consultancy studies for RPR. A total of six time-limited posts have been created for 2.5 years in the Transport and Housing Bureau (Transport Branch) and the Transport Department ("TD"), including one directorate post of Administrative Officer Staff Grade C and five non-directorate posts. In 2017-2018, the estimated expenditure on consultancy fees is \$2.205 million and the notional annual salary cost at mid-point of the six posts is about \$7.051 million. The Topical Study is carried out using existing resources.

Major views and concerns of members

6. Major views and concerns of Panel members on issues relating to PTSS are summarized in the ensuing paragraphs.

Coverage of the Public Transport Strategy Study

7. Some Panel members considered that the scope of PTSS was rather limited. It had not addressed issues such as cross-boundary transportation needs, provision of parking spaces to cope with the considerable growth in vehicle numbers, progress of promoting environmentally-friendly transport policy, use of bicycle as a transportation means, operating right of feeder bus services to MTR stations, insufficient transport services on the Airport Island and relaxation of restricted zones for taxis. As such, they urged the Administration to expeditiously launch the Fourth Comprehensive Transport Study ("CTS") to comprehensively review the transport policies in Hong Kong.

8. The Administration explained that the broad directions as well as the roles and positioning laid down by the Third CTS remained valid today.¹

¹ The objective of the Third CTS was to provide a framework on which the Government could develop a balanced transport strategy to facilitate the mobility of people and goods of Hong Kong in an environmentally sustainable manner up to 2016. The Third CTS commenced in August 1997, and the Final Report was published in 1999 (the report is accessible at:

http://www.td.gov.hk/en/publications_and_press_releases/publications/free_publications/the_third_comprehensive_transport_study/index.html).

Other recommendations of the Third CTS had continued to be followed up under established mechanisms. That said, given that 90% of the total passenger trips were made through the public transport system in Hong Kong and in tandem with the further expansion of the heavy rail network, there was a need to examine the roles and positioning of various public transport services to enhance their complementarity. The Administration considered it appropriate to conduct PTSS instead of the Fourth CTS.

Franchised bus service

9. At the Panel meeting on 20 March 2015, the Administration briefed members on the outcome of the Topical Study on franchised bus service. Members noted that the Administration and the franchised bus companies would continue the efforts to rationalize bus route, monitor the frequency of bus service, and actively explore and implement bus priority measures in view of the rising expectation of passengers on the quality of bus service. The objective was to provide quality and reliable services to the public and ensure the long-term and sustainable development of franchised bus sector.

10. Panel members raised particular concern over the problem of bus lost trips. They urged the Administration to review the sanction mechanism in respect of bus lost trips with a view to strengthening the deterrent effect. Some Panel members noted that the relatively low remuneration for newly recruited bus drivers, compared to that for serving bus drivers, had discouraged people from entering the trade. This had led to a shortage of bus drivers which might have given rise to the problem of bus lost trips. Members urged the Administration to take measures, such as improving the remuneration of bus drivers and importing non-local drivers, to deal with the shortage of bus drivers.

11. Panel members noted that the Administration had set up or enhanced the existing bus-bus interchanges to tie in with the Area Approach for bus service rationalization. They suggested the Administration to study the feasibility of extending the bus-bus interchange scheme to busy corridors. Some members considered that there were too many double-deck buses in Hong Kong with low utilization, thus posing constraints in implementing bus route rationalization. They considered that the Administration should introduce new types of buses, like single deck buses or smaller buses, to meet the actual demand while producing less emissions.

Taxi service

12. The Administration consulted Panel members on proposals for enhancing personalized and point-to-point transport services at several Panel meetings in 2014-2015 and 2015-2016. Priority had been accorded to

reviewing taxi service. At the recent Panel meeting on 21 April 2017, members were consulted on the Administration's proposal to take forward a trial scheme for franchised taxis,² under which a total of 600 franchised taxis (i.e. about 3% of the 18 000-odd taxis in Hong Kong) would be introduced through a franchise model.

13. Members had examined the key features of the trial scheme, including: the number of 600 franchised taxis to be capped by legislation; the granting of three non-transferable and non-renewable franchises with a time limit of five years; the granting of the franchises through open tendering; the payment and level of the franchise fee; the granting of a higher score for applicants who proposed to maintain an employer-employee relationship with their drivers, whilst an employer-employee relationship would not be a compulsory requirement; the setting of fares at about 30%-50% above ordinary taxi fares; and the requirement that at least 50% of the operator's taxi fleet should be wheelchair accessible taxis.

14. Panel members had diverse views on the introduction of franchised taxis. Some members considered that franchised taxis could provide a better quality alternative to ordinary taxis which had long been criticized for their poor service quality; whereas a majority of the members expressed reservation on the trial scheme. They took the view that introduction of franchised taxis could not address the poor service quality problem of ordinary taxis and would lead to unhealthy competition within the taxi trade. It would also adversely affect the income of taxi drivers, thus exacerbating the vicious cycle of low income of drivers and poor service quality of ordinary taxis. Noting the strong backlash of the taxi trade, members urged the Administration to shelve the franchised taxi scheme and expeditiously form a working group with participation of the taxi trade and Legislative Council ("LegCo") members from different political parties/groups. A motion was passed in this regard. At the above Panel meeting, four other motions were passed to urge the Administration to, inter alia, convert existing taxi licences for operating franchised taxis; introduce measures to assist the taxi trade in improving their service quality and operating environment; review the policy and legislation relating to hire cars; and provide more choices of personalized and point-to-point transport services to promote market competition.

15. Some Panel members considered that the crux of the service quality problem of taxis was licence speculation. They called on the Administration to find ways to lower taxi licence value by issuing new taxi licences to curb

² "Franchised taxis" were referred to as "premium taxis" in previous government documents. According to the Administration, "premium taxis" are renamed "franchised taxis" to make clearer the different regimes adopted by ordinary taxi service and the new taxi service to be introduced under a franchise model.

speculation and encourage competition. Some members further suggested that the Administration should buy back taxi licences in the market in order to address licence speculation problem.

Taxi fuel surcharge

16. Panel members were briefed at the meeting on 17 July 2015 on the findings of the Topical Study on the introduction of a taxi fuel surcharge as proposed by the taxi trade. In the course of the study, the Administration had looked closely into the experience of other cities in implementing and not implementing a taxi fuel surcharge, and collected views of some academics and the passengers. After the study, the Administration concluded that the introduction of a taxi fuel surcharge was not meritorious. Instead, the Administration would continue to address changes in operating costs caused by fluctuations in fuel price through the existing fare adjustment mechanism.

17. Some Panel members expressed concern towards the Administration's decision of not introducing a taxi fuel surcharge. They opined that the fluctuations in fuel price had greatly affected the income of taxi drivers, and considered that taxi fare increase would not benefit taxi drivers as the additional income generated from fare increase would be offset by the increase in taxi rental. Hence, they supported the introduction of a taxi fuel surcharge.

18. Further, to relieve the burden of operating taxi service, there was a view that government departments should coordinate to work out a mechanism with oil companies to adjust fuel prices in a fairer manner in response to the fluctuation of oil prices. Some members also suggested that the Administration should consider introducing a car ownership scheme and electric taxis with lower fuel cost.

Seating capacity of public light buses

19. The Administration proposed to increase the maximum seating capacity of PLBs (both green minibuses ("GMBs") and red minibuses) from 16 to 19 seats in order to increase the carrying capacity of PLBs. When Panel members were consulted on the proposal on at the Panel meetings on 21 June and 16 December 2016, they expressed support in principle to increase the seating capacity of light buses to meet passenger demand without increasing the traffic burden on roads. As regards the number of seats to be increased, an overwhelming majority of members suggested increasing to 20 seats ("the 20-seat Proposal") instead of 19 seats to accommodate more passengers in particular during peak hours and in rural areas with lower PLB service frequency. They pointed out that the 20-seat Proposal was technically feasible as a portion of light buses were manufactured to accommodate 20 seats but four seats had

been removed to meet the legal requirements on seat and passage arrangements. At the Panel meeting on 16 December 2016, members passed two motions urging the Administration to adopt the 20-seat Proposal.

20. Some Panel members were concerned about the shortage and ageing problem of the PLB drivers. They considered that the proposed increase in seating capacity would increase the income of the PLB operators. They indicated that they would support the proposal on condition that the remuneration of GMB drivers would be improved. However, some members had reservation as to whether the increase in seating capacity would improve the income of the PLB operators.

21. At the Panel meeting on 16 December 2016, members noted that there was a rising trend in the number of traffic casualties involving PLBs in recent years, which was suspected to be related to passengers not wearing seat belts. However, it was difficult for drivers to ascertain if every passenger had worn the seat belt. In this regard, members passed a motion urging the Administration to, while implementing the adjustment in the maximum seating capacity of PLBs, require that all newly registered GMBs should be equipped with seat belt sensors, which would make a sound signal when a passenger was not wearing the seat belt.

22. Subsequently, the Administration had introduced the Road Traffic (Amendment) Bill 2017 into LegCo on 26 April 2017. The Bill mainly sought to amend the Road Traffic Ordinance (Cap. 374) to increase the maximum passenger seating capacity of light buses from 16 to 19. A Bills Committee was formed to scrutinize the Bill. Noting members' views on the 20-seat Proposal, the fitting of seat belt sensors and the requirement to accommodate wheelchair-accessible seats on PLBs, the Administration said that it would conduct a regular survey on PLB services in 2018 and collect feedback from the trade and the general public on relevant issues. The Administration also indicated that when the statutory limit on the number of PLBs (4 350 at present) would be due for review in five years' time, i.e. in the year 2022, the review of the maximum passenger seating capacity of PLB would be considered in tandem.

Statutory cap on the number of public light buses

23. On 6 November 2015, the Panel was briefed on the findings of the Administration's review on the statutory limit on the number of PLBs. The review suggested that as the demand for the PLB service had remained generally stable, there was no need to adjust the PLB number cap downward. Notwithstanding that the average occupancy rate of PLBs stood at around 50%, the survey conducted by TD in 2015 showed that there was generally greater

service demand during peak periods and that the service of some routes was not sufficient to meet demand during those periods. That said, in view that increasing the number of PLBs would generate additional traffic flow and aggravate the traffic congestion problem, and there would also be issues in recruiting sufficient drivers, the Administration recommended maintaining the existing cap on the number of PLBs at 4 350 for another five years.³

24. Panel members in general indicated support for maintaining the existing cap on the number of PLBs. Nevertheless, some members expressed concern that placing a cap of 4 350 on the total number of PLBs might not be conducive to improving the PLB service, such as introduction of new routes and increase in the PLB service frequency. They also expressed concern that the number of PLBs operating in some districts was inadequate. The Administration replied that TD would discuss with the PLB operators concerned how best to deploy their fleet. One way of increasing the supply of GMBs was through the conversion of some RMBs. For example, RMB routes with reduced patronage due to the opening of new railways would have surplus vehicles that could be converted to GMBs.

School bus service

25. At the Panel meeting on 17 April 2015, the Administration briefed members on the outcome of the Topical Study on the supply and demand of student service vehicles (commonly known as "school buses"). Members noted that in view of the community's concern about what appeared to be a rather tight supply of school buses during the past few years, TD had considered whether the flexibility of school bus supply should be suitably enhanced by: (a) relaxing the sourcing requirement and granting a new endorsement for "solely for student service" with a code of A03R ("Sole SSE") to non-franchised buses; and (b) relaxing the sourcing requirement for private school buses (i.e. school buses with an endorsement of B01 owned and operated by schools or school sponsoring bodies). The Administration informed members that as there had not been any adverse comments during consultation on (b), that proposal would be implemented as soon as possible.

26. Panel members in general considered that granting Sole SSE to non-franchised buses might not be able to solve the current problems faced by schools. They considered that the problems were mainly caused by insufficient number of students, scattered distribution of students, the increasing number of cross-boundary students, financial difficulties encountered by school bus

³ Pursuant to a resolution moved under section 23(3) of Road Traffic Ordinance (Cap. 374) and approved at the Council meeting of 24 May 2017, the effective period of the current limit on the number of motor vehicles which can be registered as PLBs at 4 350 has been extended until 20 June 2022.

operators and a surge in school bus fees. There was a view that granting Sole SSE at this stage might even push up the price of non-franchised bus licences. They therefore hoped that the Administration would thoroughly study the implications of its proposal and duly consult the relevant stakeholders.

Review of ferry service

27. At the Panel meeting on 15 April 2016, members noted that the Administration completed the mid-term review on the provision of Special Helping Measures ("SHM") to the six major outlying island ferry routes for the three-year licence period from mid-2014 to mid-2017.⁴

28. Pursuant to the major outcome of the mid-term review, the Administration would (a) decide in the context of the next mid-term review in 2019 whether SHM should become a permanent subsidy to maintain ferry services and fare stability for the long term; (b) examine whether the current duration of each licence period of only three years was too short, and would hinder ferry operators' capability to make longer term planning; and (c) look into whether SHM should be expanded to the eight outlying island ferry routes.⁵

29. Panel members considered that the current three-year licence duration for ferry services should be lengthened to encourage long term investment by ferry operators. Some of them suggested that the licences should be lengthened to at least five years or ideally ten years. Apart from providing SHM to the major outlying island ferry routes, some members called on the Administration to provide SHM to the other eight outlying island ferry routes and give thought to providing financial assistance to "kaito".

30. Further, Panel members in general welcomed the act of the two ferry operators of the six routes to share their windfall profit brought by the fall in oil price with passengers through fare concession. The Administration advised that with the experience gained so far in the current licence period, it would work out a mechanism to deal with possible windfall profit in the next licence period.

⁴ 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.

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.

Accessible public transport services for people with disabilities

31. At the Panel meeting on 15 April 2016, the Administration briefed members on the outcome of the Topical Study on accessible public transport services for PwDs. The current provision of barrier-free facilities in public transport and further enhancement measures had been examined in the study.

32. Members noted that the Administration had, taking into account the views of stakeholders and the actual situation, planned to introduce a series of measures together with public transport operators, with a view to further facilitating the use of public transport services covering railway, franchised bus, PLB and taxi services by PwDs. When examining and implementing new measures, the Administration would continue to maintain communication with PwD groups and public transport operators, and at the same time enhance public understanding of the transport needs of PwDs through publicity and education.

33. Panel members in general supported the various initiatives of the Administration and public transport operators to improve the existing barrier-free facilities on public transport. On top of the on-going efforts, members urged the Administration to expedite the progress of introducing low-floor wheelchair-accessible PLB models suitable for local use, with priorities accorded to hospital routes; implement measures to assist the taxi trade in introducing wheelchair-accessible taxis; and follow up on the provision of sufficient barrier-free facilities such as lifts at MTR stations (such as Admiralty Station and Tin Hau Station) to connect the station concourse with the road.

Latest developments

34. The Administration plans to brief members on the outcome of PTSS at the Panel meeting to be held on 16 June 2017.

Relevant papers

35. A list of relevant papers is in the **Appendix**.

Background brief on the Public Transport Strategy Study

List of relevant papers

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
25.11.2015	Panel on Transport ("TP")	Administration's paper on Public Transport Strategy Study—Workplan	CB(1)238/14-15(06) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20141125cb1-238-6-e.pdf
		Minutes of meeting	CB(4)437/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20141125.pdf
9.2.2015	TP	Minutes of meeting	CB(4)1040/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150209.pdf
20.3.2015	TP	Administration's paper on Public Transport Strategy Study—Franchised bus service	CB(4)655/14-15(04) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150320cb4-655-4-e.pdf
		Administration's follow-up paper	CB(4)1459/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150320cb4-1459-1-e.pdf
		Minutes of meeting	CB(4)1293/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150320.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
14.4.2015	TP	Minutes of meeting	CB(4)1436/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150414.pdf
17.4.2015	TP	Administration's paper on Public Transport Strategy Study—Provision of student service vehicle	CB(4)763/14-15(03) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150417cb4-763-3-e.pdf
		Minutes of meeting	CB(4)1418/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150417.pdf
5.5.2015	TP	Minutes of meeting	CB(4)209/15-16 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150505.pdf
12.5.2015	TP	Administration's paper on Public Transport Strategy Study—Seating capacity of public light buses	CB(4)922/14-15(06) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150512cb4-922-6-e.pdf
		Minutes of meeting	CB(4)85/15-16 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150512.pdf
16.6.2015	TP	Administration's paper on Public Transport Strategy Study—Taxi service	CB(4)1143/14-15(03) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150616cb4-1143-3-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Administration's follow-up paper	CB(4)106/15-16(01) http://www.legco.gov.hk/yr14-15/chinese/panels/tp/papers/tp20150616cb4-106-1-c.pdf
		Minutes of meeting	CB(4)165/15-16 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150616.pdf
17.7.2015	TP	Administration's paper on Public Transport Strategy Study—taxi fuel surcharge	CB(4)1306/14-15(03) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150717cb4-1306-3-e.pdf
		Minutes of meeting	CB(4)228/15-16 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150717.pdf
6.11.2015	TP	Administration's paper on Public Transport Strategy Study Topical Study—review on the statutory cap on the number of public light buses	CB(4)119/15-16(06) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151106cb4-119-6-e.pdf
		Administration's paper on taxi service	CB(4)119/15-16(08) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151106cb4-119-8-e.pdf
		Administration's follow-up paper	CB(4)267/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151106cb4-267-1-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(4)513/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20151106.pdf
15.4.2016	TP	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 paper on Public Transport Strategy Study Topical Study—Barrier-free facilities of public transport services	CB(4)831/15-16(05) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160415cb4-831-5-e.pdf
		Minutes of meeting	CB(4)1321/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160415.pdf
21.6.2016	TP	Administration's paper on Public Transport Strategy Study—Role and Positioning Review on premium taxis and increasing the seating capacity of public light buses	CB(4)1124/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160621cb4-1124-1-e.pdf
		Minutes of meeting	CB(4)1315/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160621.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
1.11.2016	Subcommittee on Road Traffic (Public Light Buses: Limit on Number) Notice 2016	Legislative Council Brief on Road Traffic (Public Light Buses: Limit on Number) Notice 2016	THB(T)CR 19/5591/72 http://library.legco.gov.hk:1080/articles/1189574.281673/1.PDF
		Legal Service Division Report	LS1/16-17 http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20161014ls-1-e.pdf
		Report of the Subcommittee on Road Traffic (Public Light Buses: Limit on Number) Notice 2016	CB(4)163/16-17 http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20161125cb4-163-e.pdf
		Minutes of meeting	CB(4)356/16-17 http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc101/minutes/sc1012016101.pdf
16.12.2016	TP	Administration's paper on increasing the Seating Capacity of Light Buses	CB(4)285/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20161216cb4-285-3-e.pdf
		Administration's follow-up paper	CB(4)677/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20161216cb4-677-1-e.pdf
		Minutes of meeting	CB(4)513/16-17 http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20161216.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
28.3.2017	Subcommittee on Proposed Resolution under Section 23(3) of the Road Traffic Ordinance (Cap. 374)	Legislative Council Brief on Road Traffic (Public Light Buses: Limit on Number) Notice 2016—extension of the effective period of the existing cap on the number of public light buses	THB(T)CR 19/5591/72 http://www.legco.gov.hk/yr16-17/english/subleg/brief/sc108_brf.pdf
		Legal Service Division Report	LS41/16-17 http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170317ls-41-e.pdf
		Report of Subcommittee on Proposed Resolution under Section 23(3) of the Road Traffic Ordinance (Cap. 374)	CB(4)798/16-17 http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170407cb4-798-e.pdf
		Minutes of meeting	CB(4)987/16-17 http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc108/minutes/sc10820170328.pdf
21.4.2017	TP	Administration's paper on Public Transport Strategy Study Role and Positioning Review—Personalized and point-to-point transport services	CB(4)666/16-17(05) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170317cb4-666-5-e.pdf
19.5.2017 2.6.2017	Bills Committee on Road Traffic (Amendment) Bill 2017	Legislative Council Brief on seating capacity of light buses	THB(T)CR 1/1136/2015 http://www.legco.gov.hk/yr16-17/english/bills/brief/201704071_brf.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Legal Service Division Report	LS55/16-17 http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170428ls-55-e.pdf

Council Business Division 4
Legislative Council Secretariat
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