

**For discussion  
on 22 January 2018**

**Legislative Council Panel on Transport  
Public Transport Strategy Study –  
Implementation Progress of Measures**

**Purpose**

In June 2017, the Government reported to the Panel on Transport (“the Panel”) on the outcome and recommended measures of the Public Transport Strategy Study (“PTSS”). This paper aims to report to Members on the implementation progress of the measures and canvass views of Members and the public.

**Background**

2. Since end-2014, the Government commenced the PTSS, which lasted for two and a half years, to examine the roles and positioning of public transport services other than the heavy rail. The objectives are to maintain the delicate balance among various public transport services other than heavy rail and enhance their complementarity in tandem with the further development heavy rail network, with a view to ensuring that the public transport services are convenient and multi-modal to benefit the public, while public transport operators can enjoy long-term sustainability.

3. The Government completed the entire PTSS in June 2017. The PTSS has reaffirmed the key factors underpinning the success of the public transport system. 67 measures have been recommended to enhance the arrangement of public transport system. These measures will help ensure that the public can enjoy highly efficient, convenient and diversified public transport services. The Government reported to the Panel in the same month on the outcome and recommended measures of PTSS as well as canvassed Members’ views.

**Implementation Progress**

4. As of end-2017, 29 out of 67 measures under the PTSS have been implemented. We are actively taking forward the remaining measures

progressively. The key implementation progress made since June 2017 is set out in paragraphs 5 to 17 below. Details of the implementation progress of all measures are set out at [Annex](#).

### *Franchised buses*

5. The Government and the franchised bus operators have started the preparatory work for introducing the new long-haul bus services<sup>1</sup> and mid-sized single-deck bus services<sup>2</sup> on a trial basis. To this end, Kowloon Motor Bus Company (1933) Limited (“KMB”) has submitted proposals for operating two new long-haul bus routes and two mid-sized single-deck bus routes<sup>3</sup>. The Transport Department (“TD”) and KMB has started consulting relevant District Councils (“DCs”) on the proposals since January 2018. If the proposals are supported by the DCs, we expect to introduce these new services progressively starting from the fourth quarter of 2018 or the first quarter of 2019. As for fare concessions, TD gave in-principle approval in October 2017 for KMB to introduce a monthly pass scheme with wide coverage, providing meaningful fare discount without requiring cross-subsidisation by other passengers not using the monthly pass through an increase in the general fare level. TD is actively following up with KMB on the preparatory work as well as implementation details so that the new scheme can be implemented as early as possible to benefit the public.

6. On installation of real-time arrival information display panels and seats at bus stops, franchised bus companies will install seats at around 2 700 covered bus stops and install display panels at around 1 300 bus stops with covers and power supply in three phases. The installation work has been progressing well and it is expected that the work could be completed by 2020.

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<sup>1</sup> Positioned to provide passengers with more diversified choices, the new long-haul bus services will offer more spacious seating and all-seater service with fewer stops and more comprehensive passenger amenities in the bus compartment. Operators will not reduce their existing services on account of introduction of new long-haul bus services.

<sup>2</sup> Mid-sized single-deck buses will primarily provide short-haul shuttle services to/from transport nodes for individual districts in the New Territories with growth potential which currently have relatively lower population density.

<sup>3</sup> The proposed two new long-haul bus routes include one serving between Tuen Mun (Po Tin) and Wan Chai (North), and another one serving between Yuen Long West and Tin Hau. The proposed two new mid-sized single-deck bus routes include one serving between So Kwun Wat Road and Tuen Mun Road Bus-Bus Interchange, and another one serving between Park Yoho in Yuen Long and Tsuen Wan West Station.

*Public Light buses (“PLBs”)*

7. In July 2017, the Government increased the maximum seating capacity of light buses from 16 to 19 to enhance the overall carrying capacity of the light buses to meet passenger demand, particularly during peak periods. As of end-2017, about 250 19-seat PLBs have commenced services.

8. To improve the operating environment of PLBs, the Government has implemented relevant measures, including relaxing or rescinding prohibited zones and restricted zones with no stopping for passenger pick-up/drop-off for red minibuses (“RMBs”). The Government will also extend the validity period of the PLB driver identity plates, and plans to introduce the Bill into the Legislative Council (“LegCo”) for scrutiny in the first half of 2018. Moreover, to ensure the arrangements for rest time and meal breaks for drivers are appropriate, the revised “Guidelines on Working Hours of Green Minibus Drivers” have been implemented since August 2017. The same guidelines have been issued to the RMB trade for reference.

9. In addition, the MTR Corporation Limited (“MTRCL”) is undergoing the preparatory work for MTR and green minibus (“GMB”) interchange concession which is expected to be launched in the second quarter of 2018.

*Non-franchised buses (“NFBs”)*

10. In respect of the facilitation measures for NFB trade, TD has completed the review of the reserve vehicle arrangements for residents’ service. The new arrangement has been implemented since January 2018. Under the new arrangement, residents’ service routes with fewer vehicles can also apply for reserve vehicle arrangement to help enhance the operators’ flexibility in the vehicle deployment. For the same reason, the number of reserve vehicles for approved residents’ services will also be slightly adjusted. Moreover, at the trade’s request, TD has disseminated information on the overall utilisation rate of NFBs on its website for reference since end-2017.

*Personalised and Point-to-point Public Transport Services*

11. Ordinary taxis constitute the majority of personalised and point-point transport services. The Government will continue to strive to

enhance the quality of the existing taxi services and the operating environment so as to better meet the needs of the public and facilitate long-term, healthy development of the trade. To this end, to strengthen the interaction and cooperation with the taxi trade and other stakeholders, TD has revamped the Quality Taxi Services Steering Committee, which is now renamed as the Committee on Taxi Service Quality (“the CTSQ”), in January 2018. The CTSQ will serve as a multi-party<sup>4</sup> platform to discuss strategies and measures to drive changes to enhance the service quality of the existing some 18 000 taxis. These measures include updating the set of service standards and guidelines for taxi drivers, reviewing the existing sanctions for various taxi malpractices to increase the deterrent effect, enhancing the training courses to taxi drivers for improving their customer service skills, introducing measures to improve the operational efficiency and quality of taxi service through the use of technology, etc. Moreover, to improve the operating environment of taxis, the Government will extend the validity period of the taxi (and PLB) driver identity plates, and plans to introduce the Bill into LegCo in first half of 2018.

12. Also, in view of the result of the consultation with the Panel as well as the views of the public, the Government has proposed introducing 600 franchised taxis to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and fare as well as with “online hailing” features. The Government is preparing the legislative work for introducing franchised taxis with the target to introduce the Bill into LegCo in the second half of 2018.

### *Tram*

13. To reduce the traffic impact arising from tram track replacement works and provide more comfortable service for passengers, the Government has subsidised the Hong Kong Tramways Limited on a matching basis to expedite the track replacement of the key bends and junctions with the use of new technology. The work has commenced since December 2017 and is expected to be completed in 3 years.

### *Light Rail*

14. For Light Rail, MTRCL has purchased 40 Light Rail Vehicles (“LRVs”), of which 10 will be deployed to expand the feet to enhance the

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<sup>4</sup> Members of CTSQ consist of the taxi trade, LegCo, DCs, academia, the Consumer Council, the Hong Kong Tourism Board and persons with disabilities groups.

carrying capacity of Light Rail. These 40 LRVs will be providing services by batches between 2019 and 2023. As regard the measure to adjust traffic lights at 3 busy road junctions, the Government has completed the adjustment work for one of the junctions to maximise the priority enjoyed by Light Rail to pass through the road junction. The adjustment work for the other two junctions will be completed between the first and second quarter of 2018.

15. In respect of the rationalisation of some Light Rail routes, the Government and MTRCL attended the Traffic and Transport Committee meetings under the Yuen Long and Tuen Mun DC in July 2017 to canvass views from members on the Light Rail rationalisation proposals. Having regard to the views received, we are reviewing the proposals and will consult the DCs again after the review. Also, the Government will continue to follow up on other mid- and long-term measures recommended under PTSS, including preparatory work for taking forward the Strategic Studies on Railways and Major Roads beyond 2030.

#### Ferries

16. To maintain the financial viability of the ferry services and alleviate the burden of fare increases on passengers, the Government continues to provide Special Helping Measures for the 6 major outlying island ferry routes during the current three-year licence period (2017-20). TD has been closely monitoring the operational and financial situation of outlying island ferry routes and maintaining contact with the trade for studying the most desirable long-term operation model for the outlying island ferry services. Amongst other things, we are of the view that extending the duration of ferry service licences can facilitate operators' long-term planning and investment which could in turn help improve the financial viability of ferry services and encourage the operators to keep on enhancing the service quality. Legislative amendment is required for extending the licence period for ferry service and we are undergoing preparation on this front, including trade consultation.

#### *Barrier-free public transport services*

17. To further promote "Transport for All", the Government will continue to actively take forward the "trial scheme for low-floor wheelchair-accessible light buses". The trial scheme will be launched progressively starting from January 2018. The trial run will first be launched at the GMB route operating via Queen Mary Hospital and then

at two other hospital routes (including routes operating via Princes of Wales Hospital and St. Teresa's Hospital) by phases. If the trial scheme is considered feasible and desirable after review, we will discuss with the trade on the feasibility of further promoting low-floor light buses. For franchised buses, KMB and Long Win Bus have been providing real-time bus arrival information on all their regular services (except Routes K12, K14, K17 and K18) through their websites and smartphone applications. The visually impaired can enquire the information through an audio function. Citybus, New World First Bus and New Lantao Bus will complete the projects in phases before end-2018.

### **Way forward**

18. The Government will continue to actively take forward the measures under the PTSS. As indicated to the Panel earlier, the Government plans to report to the Panel on the further implementation progress of the measures of PTSS in May 2018. Besides, as mentioned in the Policy Agenda 2017, the Government will organise a multi-stakeholder exchange session in 2018 for different stakeholders in the public transport sector, including operators of franchised buses, mini-buses and taxis, to facilitate meaningful discussions for rationalising their roles and improving Hong Kong's public transport ecosystem.

### **Advice sought**

19. Members are invited to comment on the measures of PTSS and the implementation progress.

**Transport and Housing Bureau  
January 2018**

**Public Transport Strategy Study  
Implementation Progress of Measures**

Implemented Measures : 29 (9 items have been implemented since the Government released the consolidated report of Public Transport Strategy Study in June 2017. They are denoted with asterisks in the table below.)

Progressively Implementing Measures : 38

Total : 67 measures

<b>Categories</b>	<b>Measures</b>	<b>Implementation status</b>
<b>Franchised buses</b>		
Bus route rationalisation (Paragraphs 4.2 to 4.5 of the Study Report)	1. To continue to pursue bus route rationalisation, including preparing the public transport reorganisation plan in connection with the commissioning of the Shatin to Central Link timely.	Implemented
Bus-Bus Interchanges (“BBIs”) (Paragraphs 4.6 to 4.9 of the Study Report)	2. To actively explore setting up new BBIs in tandem with the development of certain new or extensions of major infrastructure projects. The Government is constructing new BBIs at Fanling Highway <sup>1</sup> , the portal of Tseung Kwan O – Lam Tin Tunnel <sup>2</sup> , the toll plaza of Tseung Kwan O Tunnel <sup>3</sup> and the toll plaza of northern connection of Tuen Mun – Chep Lap Kok Link <sup>4</sup> .	Implemented

<sup>1</sup> It is expected to complete in 2019 or earlier.

<sup>2</sup> It is expected to complete in 2021.

<sup>3</sup> It is expected to complete in 2020.

Categories	Measures	Implementation status
<p>BBIs (Paragraphs 4.6 to 4.9 of the Study Report)</p>	<p>3. To explore the setting up of new BBIs or upgrading existing bus stops in the urban areas for interchanges of passengers. The Government will explore the feasibility of setting up BBIs at the Mei Foo Bus Terminus and adjacent bus stops<sup>5</sup> as well as bus stops at Prince Edward Road East.</p>	<p>TD is exploring the feasibility of upgrading Mei Foo Bus Terminus and adjacent bus stops.</p> <p>On upgrading the bus stops at Prince Edward Road East, KMB will erect a new shelter at the eastbound bus stops and install seats at the westbound bus stops.</p>
<p>Bus-only lanes (Paragraphs 4.10 to 4.12 of the Study Report)</p>	<p>4. To set up more bus-only lanes. The Government will explore the feasibility of setting up new bus-only lanes at Yuen Long Main Road (Westbound and Eastbound) and Connaught Road Central eastbound (road section outside Jardine House), and extending the operating hours of existing bus-only lanes at Che Kung Miu Road, Hung Mui Kuk Road and Lion Rock Tunnel Road in Tai Wai. The feasibility study will take 1 to 2 years to complete.</p>	<p>Yuen Long Main Road (Westbound and Eastbound): the study will be completed in the first quarter of 2018.</p> <p>Connaught Road Central eastbound (road section outside Jardine House): The Central-Wan Chai Bypass is expected to</p>

<sup>4</sup> It is expected to complete in 2020.

<sup>5</sup> The feasibility study will take 1 to 2 years to complete.



Categories	Measures	Implementation status
		<p>commission in the first quarter of 2019. By then, the traffic condition on Connaught Road Central eastbound will change. The study is expected to be completed in the third quarter of 2019.</p> <p>Che Kung Miu Road, Hung Mui Kuk Road and Lion Rock Tunnel Road in Tai Wai: The study will be completed in mid-2018.</p>
<p>Installation of real-time arrival information display panels and seats at bus stops (Paragraph 4.13 of the Study Report)</p>	<p>5. To subsidise the franchised bus companies to expedite the installation of real-time arrival information display panels and seats at bus stops. The measure is expected to be completed in 2019-20.</p>	<p>Bus companies will install seats at around 2 700 covered bus stops and install display panels at around 1 300 bus stops with covers and power supply in three phases. The installation work has been progressing well and it is expected that the work could be completed by 2020.</p>

Categories	Measures	Implementation status
Improving existing covered public transport interchanges. (Paragraph 4.13 of the Study Report)	6. To roll out pilot projects to improve existing covered public transport interchanges.	The Government is conducting a technical study on the design of the pilot project, including providing passenger waiting halls, enhancing passenger facilities, improving signage, etc. It is expected that District Council consultation would be carried out in the first half of 2018.
Ancillary facilities (Paragraph 4.14 of the Study Report)	7. Upon commencement of the new franchise, the KMB will set up Wi-Fi service in a total of 2 000 buses (about half of KMB's fleet) in phases by end-2020.	Implemented*  (KMB completed the installation of Wi-Fi service in 2 000 buses under its fleet in October 2017.)
	8. Upon commencement of the new franchise, the KMB will make use of technology to provide information on seat vacancy on the upper deck of bus compartment for passengers on the lower deck for trial.	KMB has been installing such facility on its buses in phases since the fourth quarter of 2017. It is expected that it would provide real-time information on seat

Categories	Measures	Implementation status
		vacancy on the upper deck of bus compartment in 2018.
Introducing new long-haul franchised bus services (Paragraphs 4.19 to 4.22 of the Study Report)	9. To encourage franchised bus companies to consider introducing new long-haul services during peak periods on a trial basis on the premise that the level of existing service can be maintained. The new service is to cater for the demand of some passengers with possible features such as more spacious seating, seat-only service, fewer stops and better equipped bus compartment.	TD is consulting the relevant District Councils on KMB's proposals for operating two new long-haul bus routes. If the proposals are supported by the District Councils, the new services could be rolled out progressively starting from the fourth quarter of 2018 or the first quarter of 2019.
Introducing mid-sized single-deck buses (Paragraphs 4.23 to 4.24 of the Study Report)	10. To examine with the franchised bus companies the feasibility of introducing mid-sized single-deck buses on a trial basis to provide short-haul shuttle service to/from transport nodes in areas with relatively lower population density currently but with growth potential in New Territories.	TD is consulting the relevant District Councils on KMB's proposals for operating two new mid-sized single-deck bus routes. If the proposals are supported by the District Councils, the new services could be rolled out progressively starting from the fourth quarter of 2018

Categories	Measures	Implementation status
		or the first quarter of 2019.
Fare Adjustment Arrangement (Paragraphs 4.25 to 4.30 of the Study Report)	11. To enhance the existing “Fare Adjustment Arrangement”. The Government has updated the productivity gain value and passenger reward arrangement according to the latest data. The new arrangement is expected to be introduced in the first half 2018.	The Government is in discussion with franchised bus companies. Subject to the progress of the study and discussion, it is expected that the enhanced “Fare Adjustment Arrangement” could be introduced in mid-2018.
Fare concession (Paragraphs 4.31 to 4.33 of the Study Report)	12. To continue to encourage franchised bus companies to offer more suitable fare concessions.	Implemented
	13. To continue to encourage franchised bus companies to introduce monthly pass schemes, with wide coverage and providing practical concession without requiring cross-subsidisation by other passengers through an increase in the general fare level.	TD gave in-principle approval in October 2017 for KMB to introduce a monthly pass scheme. TD is following up with KMB on the preparatory work as well as implementation details so that the new scheme can be implemented as early as possible.  TD will continue to

Categories	Measures	Implementation status
		encourage other operators to introduce similar monthly pass schemes.
<b>Light Rail</b>		
Short-term measures (Paragraphs 5.7 to 5.17 of the Study Report)	14. To expand the fleet and increase the carrying capacity by purchasing 10 additional Light Rail vehicles. The new vehicles will be delivered by batches between 2019 and 2023.	MTRCL has purchased 10 additional Light Rail Vehicles to expand the fleet. They will be providing services by batches between 2019 and 2023.
	15. To rationalise some Light Rail routes. The Government will consult the Yuen Long District Council and Tuen Mun District Council shortly.	The Government and MTRCL attended the Traffic and Transport Committee meetings under the Yuen Long and Tuen Mun District Councils in July 2017 to canvass views from members on the Light Rail rationalisation proposals. Having regard to the views received, we are reviewing the proposals and will consult the District Councils again

Categories	Measures	Implementation status
		after the review.
Short-term measures (Paragraphs 5.7 to 5.17 of the Study Report)	16. To adjust traffic lights at busy junctions. The adjustment works are expected to be completed in 2018.	The Government has completed the adjustment work for one of the road junctions to maximise the priority enjoyed by Light Rail to pass through the road junction. The adjustment work for the other two junctions will be completed between the first and second quarter of 2018.
Medium-term measures (Paragraphs 5.18 to 5.23 of the Study Report)	17. To undertake a study on design improvements for busy junctions to alleviate the need for Light Rail to share road with other road users, as well as enhance operational efficiency and passenger's convenience. To this end, this issue of whether it is possible to overcome the technical restraints in segregating the Light Rail with roads will also be looked into. The Transport and Housing Bureau will strive for resources to commence the feasibility study in 2018. The study will take about 2 years.	To endeavour to seek resources to commence the feasibility study of some busy junctions in 2018.

Categories	Measures	Implementation status
<p>Long-term measures (Paragraphs 5.24 to 5.29 of the Study Report)</p>	<p>18. To improve the mode of operation of Light Rail along Yuen Long Main Road in the long-run. Under consideration is the proposal to divert one of the two Light Rail tracks, such that the Yuen Long-bound Light Rail service will pass through Shui Pin Wai Road, Wan Tat Road and Long Yip Street and connect to the Yuen Long Terminus. The proposal is to enhance the operational efficiency, expand the service coverage, and release more road space for vehicle use, widen the pedestrian walkway and ease the conflict among vehicles, pedestrians and Light Rail.</p>	<p>To proceed after the completion of the feasibility study on design improvement for busy junctions.</p>
<p>Long-term measures (Paragraphs 5.24 to 5.29 of the Study Report)</p>	<p>19. To undertake a study of the feasibility of constructing a new heavy rail to connect to the urban areas, in parallel with West Rail Line and Light Rail. The Transport and Housing Bureau will take forward the Strategic Studies on Railways and Major Roads beyond 2030 in the light of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” Study. The studies will cover the transport infrastructures required in areas including Lantau, Northwest New Territories and New Territories North, with a view to formulating the preliminary arrangement.</p>	<p>Preliminary work is being prepared.</p>
<p>Environmentally friendly transport system in Hung Shui Kiu New Development Area and Yuen Long South Potential Development Area</p>	<p>20. The Transport and Housing Bureau and the Transport Department, in collaboration with the Development Bureau and Civil Engineering and Development Department which are responsible for the two new development areas, will conduct an in-depth study on the transport mode to be</p>	<p>TD and Civil Engineering and Development Department have established a steering group to oversee the</p>

Categories	Measures	Implementation status
(Paragraphs 5.30 to 5.33 of the Study Report)	adopted for the environmentally friendly transport system. The study is expected to be completed in 2 years.	consultancy study. Public engagement is expected to commence in the second quarter of 2018.
<b>Public light buses (“PLB”)</b>		
Statutory cap on the number of PLBs (Paragraphs 6.4 to 6.6 of the Study Report)	21. To maintain the statutory cap on the number of PLBs at 4 350.	Implemented
Increase of the maximum seating capacity of PLBs (Paragraphs 6.7 to 6.8 of the Study Report)	22. To implement the increase of the maximum seating capacity of PLBs from the current 16 seats to 19 seats.	Implemented*  (The Government increased the maximum seating capacity of light buses to 19 in July 2017. As of end-2017, about 250 19-seat PLBs have commenced services.)
MTR and Green Minibus (“GMB”) interchange concession (paragraphs 6.9 to 6.10 of the Study Report)	23. The MTRCL to offer interchange concessions with all GMB routes. The discount will be \$0.3 per trip. It is expected that the discount will be launched in the second quarter of 2018.	The MTRCL is undergoing the preparatory work. The discount is expected to be launched in the second quarter of 2018.



Categories	Measures	Implementation status
<p>Improving the operating environment of PLBs (Paragraphs 6.11 to 6.15 of the Study Report)</p>	<p>24. To introduce new GMB routes in new development areas and areas with passenger demand.</p>	<p>Implemented</p>
	<p>25. To relax or abolish certain prohibited zones and restricted zones with no stopping for passenger pick-up/drop-off on red minibuses.</p>	<p>Implemented</p>
	<p>26. To allow PLBs to park at all PLB stands during non-peak periods.</p>	<p>TD is currently conducting local consultation for installing parking signs at various PLB stands. If local support is received, it will be implemented as soon as possible.</p>
	<p>27. To extend the validity period of the PLB driver identity plates. It is expected to be introduced within 2 to 3 years.</p>	<p>The Government is actively preparing the relevant legislative work, and plans to introduce the Bill into LegCo for scrutiny in the first half of 2018.</p>

Categories	Measures	Implementation status
Improving the operating environment of PLBs (Paragraphs 6.11 to 6.15 of the Study Report)	28. To amend the requirement for applicants for driving licence for PLB, etc. to have held a valid driving licence for private car or light goods vehicle for at least 3 years to at least one year. It is expected to be introduced within 2 to 3 years.	The Government is drafting the relevant legislative proposal and expects to table it at the LegCo within 2018.
Guidelines on Working Hours of GMB Drivers (Paragraphs 6.16 to 6.17 of the Study Report)	29. To revise the “Guidelines on Working Hours of GMB Drivers”. The new measure is expected to be implemented within 2017.	Implemented*  (The revised “Guidelines on Working Hours of GMB Drivers” have been implemented since August 2017. TD has also provided the same guidelines to the RMB trade for reference.)
<b>Non-franchised buses (“NFBs”)</b>		
Student service vehicle (Paragraph 7.7 of the Study Report)	30. Since 2015, private school buses have been exempted from the sourcing requirement.	Implemented

Categories	Measures	Implementation status
Cross-boundary services (Paragraphs 7.8 to 7.9 of the Study Report)	31. To propose exempting the operators of the cross-boundary shuttle buses and the operators of the Hong Kong/Macao cross-boundary coaches holding Macao quota from the sourcing requirement, in tandem with the commissioning of the Hong Kong-Zhuhai-Macao Bridge.	Implemented*  (Operators may apply to TD for Passenger Service Licence with the sourcing requirement exempted since September 2017.)
Tour services (Paragraph 7.10 of the Study Report)	32. To actively add parking spaces for coaches near tourist spots. The TD has also commenced the review on the parking policy, with priority accorded to considering and meeting the parking need of commercial vehicles.	Implemented
Facilitative measures for the operation of NFBs (Paragraphs 7.14 to 7.18 of the Study Report)	33. To review the reserve vehicle arrangements for residents' service	Implemented*  (TD has completed the relevant review. The new arrangement has been implemented since January 2018.)
	34. To study ways to refine the restriction that prior approval is required for contract hire service exceeding two days	TD is conducting a review to refine the restriction that prior approval is required for contract hire service exceeding two days and will consult the NFB trade on the proposal as and

Categories	Measures	Implementation status
	<p>35. To disseminate to the trade survey information on NFB services.</p> <p>If items 33 to 35 receive support from the trade, they are expected to be implemented within 2017.</p>	<p>when appropriate.</p> <p>Implemented*</p> <p>(TD has disseminated information on the overall utilisation rate of NFBs on its website since end- 2017.)</p>
<b>Personalised and Point-to-point Public Transport Services</b>		
<p>Franchised taxis (Paragraphs 8.5 to 8.13 of the Study Report)</p>	<p>36. To recommend the next-term Government to formulate the legislation for implementation on the basis of the proposal on franchised taxis put forward by the current-term Government.</p>	<p>The Government is preparing the legislative work for introducing franchised taxis with the target to introduce the Bill into LegCo in the second half of 2018.</p>
<p>Improving existing taxi service quality and operating environment (Paragraph 8.14 of the Study Report)</p>	<p>37. To review the current penalty for various taxi malpractices.</p>	<p>The Government has commenced the review of current penalty for various taxi malpractices. It is expected to consult the Committee on Taxi Service Quality in the second half of 2018.</p>

<b>Categories</b>	<b>Measures</b>	<b>Implementation status</b>
Improving existing taxi service quality and operating environment (Paragraph 8.14 of the Study Report)	38. To relax permanently the no-stopping restrictions for taxi from peak hours and “7 a.m. to 7 or 8 p.m.” on roads with speed limit less than 70 kilometres per hour.	The Government will progressively erect “except taxi pick-up/drop-off” traffic signs on road sections of “no stopping” zones in the territory, so that the taxi trade will longer need to apply for permits on an annual basis. The works will last for about 3 years and it is expected that the works will commence in phases starting from the second half of 2018.
	39. To extend the validity period of taxi driver identity plates.	The Government is actively preparing the relevant legislative work and plans to introduce the Bill into LegCo for scrutiny in the first half of 2018.

Categories	Measures	Implementation status
	<p>40. To amend the requirement for applicants for driving licence for taxis etc. To have held a valid driving licence for private car or light goods vehicle for at least 3 years to at least one year.</p> <p>41. To proactively consider subsidising taxi drivers to enroll in training courses.</p> <p>Items 37 to 41 are expected to be introduced within 2 to 3 years.</p>	<p>The Government is drafting the relevant legislative proposal and expects to table it at LegCo within 2018.</p> <p>TD will collaborate with the Employees Retraining Board to provide retraining courses for in-service taxi drivers. TD is working on the detailed arrangement of the courses and it is expected that the courses will commence by end-2018.</p>
<p>Enhancing the liaison with taxi trade (Paragraph 8.15 of the Study Report)</p>	<p>42. To restructure the current Quality Taxi Services Steering Committee under the TD to strengthen the interaction and cooperation with the trade and other important stakeholders (including stakeholders such as the Chartered Institute of Transport, passenger concern groups, Consumer Council, Competition Commission and labour organisations) so as to drive changes and discuss feasible supportive measures under the existing taxi licensing system. The restructuring will be commenced soon.</p>	<p>Implemented*</p> <p>(TD has revamped the Quality Taxi Services Steering Committee, which is now renamed as the Committee on Taxi Service Quality, in January 2018. The Committee will serve as a multi-party platform for discussing various</p>

Categories	Measures	Implementation status
		strategies and measures to drive changes.)
Issuing new Lantau taxi licences (Paragraph 8.16 of the Study Report)	43. Issued 25 new Lantau taxi licences. The newly added taxis commenced operation in the second quarter of 2016 to meet the passenger demand in Lantau Island.	Implemented
Enhancing the processing of the application for hire car permits (Paragraph 8.8 of the Study Report)	44. To facilitate new market entrants for hire car permits and ensure quality of vehicles, new measures to enhance the processing of the application for hire car permits have been implemented starting from 1 February 2017.	Implemented
<b>Tram</b>		
Modernisation of facilities (Paragraph 9.2 of the Study Report)	45. The Hong Kong Tramways Limited launched the first air-conditioned tramcar in June 2016. It is studying the feasibility of further promoting air-conditioned tramcars.	Implemented
Track replacement (Paragraph 9.3 of the Study Report)	46. To subsidise the Hong Kong Tramways Limited on a matching basis to expedite the track replacement of the key bends and junctions with the use of new technology to reduce the traffic impact arising from the track replacement works and provide more comfortable service for passengers. The works are expected to be commenced in the fourth quarter of 2017 and will take 3 years to complete.	The Hong Kong Tramways Limited has commenced its works since December 2017 and the whole project will take about 3 years to complete.
<b>Ferries</b>		

Categories	Measures	Implementation status
<p>Special Helping Measures (“SHM”) for 6 major outlying island ferry services (Paragraphs 10.3 to 10.6 of the Study Report)</p>	<p>47. To continue to provide SHM for 6 major outlying island ferry services.</p>	<p>Implemented</p>
<p>Most desirable long-term operation model for maintaining the financial viability of 6 major outlying island services (Paragraphs 10.7 to 10.9 of the Study Report)</p>	<p>48. To explore the most desirable long-term operation model for maintaining the financial viability of ferry services in the mid-term review (in the first half of 2019) for the next 3-year licence period. The review will cover a study of the pros and cons of various options, including maintaining the existing SHM, extending the licence duration and enhancing the SHM at the same time, letting the Government own the ferry fleet and outsource the service operation and whether the SHM or other arrangements should be applicable to the other outlying island ferry routes.</p>	<p>TD has been closely monitoring the operational and financial situation of outlying island ferry routes and maintaining contact with the trade for studying the most desirable long-term operation model for the outlying island ferry services.</p> <p>We are of the view that extending the duration of ferry service licences can facilitate operators’ long-term planning and investment which could in turn help improve the financial viability of ferry services and encourage operators to keep on enhancing the service</p>



<b>Categories</b>	<b>Measures</b>	<b>Implementation status</b>
		quality. The Government plans to extend the ferry service licence duration from currently not exceeding 3 years at maximum to not exceeding 5 years at maximum, while the aggregate period of a licence (i.e. including licence extension(s)) shall not exceed 10 years.
Improving existing ferry piers (Paragraph 10.10 of the Study Report)	49. To carry out renovation projects for existing ferry piers to keep up the exterior design and facilities of the piers with the times on a trial basis.	TD is working with relevant works department to take forward the preparations including confirming the site, detailed scope of improvement works, works budget and timetable.

Categories	Measures	Implementation status
<b>Barrier-free public transport services</b>		
MTR (Paragraph 11.7 of the Study Report)	50. To install passenger lifts or vertical platform lift near the staircase at the remaining MTR stations (i.e. Diamond Hill, Fortress Hill and Tin Hau Stations), which are currently not provided with lift access between station concourse and the street level, in phases by end-2021.	MTRCL is actively planning the installation of lift in the relevant stations. MTRCL has all along maintained liaison with District Councils to report on the progress.
	51. To explore the provision of audio information to the visually impaired through the tactile guide paths at concourses and platforms at Shek Kip Mei Station.	MTRCL is actively looking into various practical proposals to facilitate the visually impaired.
Franchised buses (Paragraphs 11.10 to 11.13 of the Study Report)	52. The Audio bus route information system has been launched progressively since 2016. The real-time bus arrival information for the visually impaired is expected to be fully rolled out before end-2018.	KMB and Long Win Bus have been providing real-time bus arrival information on all their regular services (except Routes K12, K14, K17 and K18) through their websites and smartphone applications. The visually impaired can enquire the information through an audio function.

Categories	Measures	Implementation status
		Citybus, New World First Bus and New Lantao Bus will complete the projects in phases before end-2018.
	53. To assist the visually impaired to get hold of information on relocation or cancellation of bus stops, franchised bus companies have introduced a pilot scheme since the second quarter of 2016. Under the pilot scheme, braille question marks and braille telephone numbers will be displayed at the bus stops to be temporarily relocated or cancelled due to incidents such as road constructions or major public events.	Implemented
Franchised buses (Paragraphs 11.10 to 11.13 of the Study Report)	54. By end-2017, all fleets of franchised bus operators will be of low-floor models (except Lantao buses on account of topographical constraints).	Implemented*  (All fleets of operators, except Lantao buses, have become low-floor models since October 2017.)
	55. To continue to discuss with the franchised bus companies and encourage them to operate new hospital routes serving United Christian Hospital, Yan Chai Hospital and Tung Wah Eastern Hospital. The proposals have been submitted to District Councils concerned for consultation.	The new hospital route (i.e. route 8H) serving Tung Wah Eastern Hospital was introduced in late July 2017. The remaining two hospital routes serving the United Christian Hospital and Yan Chai Hospital will

Categories	Measures	Implementation status
		be introduced in the first quarter of 2018.
	56. To explore the feasibility of increasing the number of wheelchair parking spaces to two in the bus compartments. The KMB's first bus with dual wheelchair parking spaces has been arranged to service hospital routes for the trial. The reconfiguration of the remaining 4 buses will be completed in mid-2017. The New World First Bus Services Limited has completed reconfiguration of 6 buses. These buses with dual wheelchair parking spaces will be deployed for serving new hospital routes.	Implemented
Franchised buses (Paragraphs 11.10 to 11.13 of the Study Report)	57. To amend the Public Bus Services Regulations to relax the restrictions for carrying oxygen cylinders for self-medical use onto the bus by passengers on the premise that passengers' safety should continue to be fully protected during implementation. Subject to the progress of the discussion with the stakeholders on the specific arrangements, it is expected that the legislative proposal could be submitted to LegCo in the 2017-18 legislative year.	It is expected that the legislative proposal could be submitted to LegCo in the 2017-18 legislative year.

<b>Categories</b>	<b>Measures</b>	<b>Implementation status</b>
<p>GMBs (Paragraphs 11.14 to 11.15 of the Study Report)</p>	<p>58. To follow up with GMB operators on requiring all newly registered GMBs to install half-step at the middle door, handrails and/or call bells with indication lights. These requirements are expected to be implemented together with the revised maximum seating capacity of PLBs.</p>	<p>Implemented*  (Starting from 15 August 2017, all newly registered GMBs are required to install facilities including half-step at the middle door, handrails and/or call bells with indication lights. Having regard to the earlier comments about the half-step at the middle door by the general public, TD has worked with the vehicle manufacturer and introduced enhancement to the design of the step. On 24 November 2017, TD informed the trade of the arrangement of adopting the new design, as well as suspending the installation of the step of the original design.)</p>

Categories	Measures	Implementation status
	<p>59. To introduce low-floor wheelchair accessible PLB models for trial at 3 hospital routes (operating via Queen Mary Hospital, Prince of Wales Hospital and St. Teresa’s Hospital respectively). The trial will commence in the second half of 2017.</p>	<p>The trial scheme will be launched progressively starting from January 2018. The trial run will first be launched at the GMB route operating via Queen Mary Hospital and then at two other hospital routes (including routes operating via Princes of Wales Hospital and St. Teresa’s Hospital) by phases. If the trial scheme is considered feasible and desirable after review, we will discuss with the trade on the feasibility of further promoting low-floor light buses.</p>
<p>Taxis (Paragraph 11.16 of the Study Report)</p>	<p>60. To continue to assist the taxi trade and vehicle suppliers in introducing wheelchair-accessible taxis. A major supplier has planned to introduce a new model of wheelchair-accessible taxi, which complies with the laws and regulations of Hong Kong, in early 2018.</p>	<p>The Government is currently vetting the new hybrid model of the wheelchair-accessible taxi. The model is expected to be introduced in the second half of 2018.</p>

Categories	Measures	Implementation status
Taxis (Paragraph 11.16 of the Study Report)	61. Propose that the franchised taxi operators' fleet will be required to comprise at least 50% of wheelchair-accessible taxis. If a bidder of franchised taxis proposes a percentage of wheelchair-accessible vehicles higher than the requirement, such application will be accorded with a higher score under the assessment.	The Government is preparing the legislative work for introducing franchised taxis with the target to introduce the Bill into LegCo in the second half of 2018.
<b>Environmentally-friendly Public Transport Services</b>		
Trial Scheme on Electric buses (Paragraphs 12.2 to 12.5 of the Study Report)	62. Under the subsidisation of the Environment Bureau, the franchised bus companies have completed the 2-year trial scheme on double-deck hybrid buses and have commenced the trial scheme on single-deck electric bus.	Implemented
<b>Use of Technology</b>		
Franchised buses (paragraphs 12.6 and 12.9 of the Study Report)	63. All franchised bus companies are progressively introducing real-time arrival information system. It is anticipated that real-time arrival information will become available on all regular franchised bus routes by 2018. The KMB will set up Wi-Fi service in a total of 2 000 buses in phases by end-2020.	Implemented

Categories	Measures	Implementation status
Tram (Paragraph 12.7 of the Study Report)	64. The Hong Kong Tramways Limited has introduced a real-time arrival information system to enhance operational efficiency and improve vehicle deployment. It provides information on the next three tram departures through its website, QR code and smartphone application to the general public.	Implemented
MTR (Paragraphs 12.8 to 12.9 of the Study Report)	65. The MTRCL's smart phone application "Next Train" provides passengers with train arrival information of West Rail Line, East Rail Line, Tseung Kwan O Line and Airport Express. Another smart phone application "Traffic News" provides information on train service delay during incidents, as well as MTR free shuttle bus services.	Implemented
	66. Since 2013, all MTR heavy rail stations have set up free Wi-Fi hotspots.	Implemented
Transport Department (Paragraph 12.10 of the Study Report)	67. The Government's "Hong Kong eTransport" website and smartphone application provides for public transport route search service. The "eTraffic news" smartphone application provides for the latest traffic news and alerts on public transport service disruption, as well as notifications on planned public transport service arrangements.	Implemented