



中華人民共和國香港特別行政區  
Hong Kong Special Administrative Region of the People's Republic of China

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立法會

LEGISLATIVE COUNCIL

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29 January 2018

Mr Frank CHAN Fan, JP  
Secretary for Transport and Housing  
Transport and Housing Bureau  
22/F, East Wing  
Central Government Offices  
2 Tim Mei Avenue, Tamar  
Hong Kong

Dear *Frank*,

### Panel on Transport

### Public Transport Strategy Study

As you are aware, the Panel on Transport ("the Panel") held a special meeting on 22 January 2018 to receive views from deputations on the Progress of Implementation of Measures under Public Transport Strategy Study.

I am writing on behalf of the Panel to convey the observations and opinions expressed by Panel members and deputations on the Public Transport Strategy Study. First of all, I would like to point out that quite a number of members and deputations found the Report of the Public Transport Strategy Study ("the Report") lacking in vision, strategy and performance indicators. Some members/deputations considered the findings and measures presented in the Report piecemeal and that the Report failed to take into account the latest and future developments to achieve a long-term goal or vision. For instance, the Report does not have any long term vision to address the recent advancement in China and around the world in areas such as the adoption of electric bus fleets and phasing-in of electric private vehicles. The Report also fails to address the overall transportation needs of an ageing population in Hong

Kong. Barrier-free facilities are considered by some members as inadequate on public transport services like the railway, minibuses and taxis. The Report also lacks overall vision of the current and future development of new towns in the New Territories North, the pressing needs for green transport for health reasons and the increasing flow of passengers and goods across the border as a result of a higher degree of integration of the economy of China and Hong Kong.

Secondly, in the face of rapid technological advancement, a few deputations called for more inter-bureau cooperation. It is believed that the implementation of transport policy could include ideas proposed in the Smart City Blueprint released by the Innovation and Technology Bureau in December 2017 and the "Clean Air Plan" announced earlier by the Environment Bureau. Unfortunately the Report seems to have included not much in respect of roadside emission's impact on public health, except for the trial scheme on electric buses.

Thirdly, it is observed from the Report that the government attributed the success of Hong Kong well-developed public transport system to: i) the fact that the public transport means are operated on a commercial basis, except in the case of the outlying island ferry routes and ii) the delicate balance among various public transport services. However, the Panel members noted from some deputations that the proposal to introduce premium quality long-haul services and mid-sized single-deck buses to provide shuttle services for lower-density residential community by the franchised bus operators will affect the current business of non-franchised bus operators and mini-bus operators respectively. Besides, the proposed introduction of 600 franchised taxis to cater for the demand of point-to-point passenger service of a higher fare through the use of car-hailing mobile application also brought about dissatisfaction of the taxi trade. Both the above two proposals appear to possibly affect the delicate balance among the various public transport services. These proposed measures have caused confusion on the part of the operators in respect of the roles and positions of various public transport services. The parties concerned had expressed difficulties in running their business in view of the possible competition. It is sincerely hoped that your bureau will listen to the views of various stakeholders in the public transport sector before embarking on the implementation of the proposed measures.

Lastly, quite a number of the Panel members and deputations urged the government to conduct the 4<sup>th</sup> Comprehensive Transport Study ("CTS") because the last CTS report was published in 1999, i.e. almost 20 years ago, and the community of Hong Kong has undergone a lot of changes since then. It is the wish of this Panel that the Administration will develop a genuine public transport strategy, with performance indicators to evaluate the effectiveness of policies, to further enhance Hong Kong's public transport system for the benefits of citizens and businesses.

I look forward to receiving your response to the above views in the near future.

Yours sincerely,



(Frankie YICK Chi-ming)

Chairman of the  
Panel on Transport

c.c. Dr Raymond SO, BBS, JP (Under Secretary for Transport and Housing)