

**For discussion
on 18 May 2018**

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

PURPOSE

At the deputation session arranged by the Legislative Council (“LegCo”) Panel on Transport (“the Panel”) in January 2018, the Government reported to the Panel on the implementation progress of various measures recommended under the Public Transport Strategy Study (“PTSS”) and canvassed the views of the public and the trades. This paper aims to report to Members the latest implementation progress of various measures and canvass Members’ views.

BACKGROUND

2. In late 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 of 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 and canvassed Members’ views.

4. At the deputation session arranged by the Panel in January 2018, the Government reported the implementation progress of various measures recommended under the Public Transport Strategy Study (“PTSS”) and canvassed the views of the public and the trades.

IMPLEMENTATION PROGRESS

5. As of end-April 2018, 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 January 2018 is set out in paragraphs 6 to 19 below. Details of the implementation progress of all measures are set out at [Annex](#).

Franchised Buses

6. The Government and the franchised bus operators have started the preparatory work for introducing the new long-haul bus services¹ and mid-sized single-deck bus services² 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 routes³. Transport Department (“TD”) and KMB has been consulting relevant District Councils (“DCs”) on the proposals since January 2018. If the proposals are supported by the DCs, these new services are expected to be launched progressively starting from the fourth quarter of 2018 or the first quarter of 2019. As for fare concessions, KMB has, since March 2018, introduced a monthly pass applicable to most KMB routes⁴. TD will continue to encourage other franchised bus operators to introduce similar monthly pass schemes.

7. On installation of seats and real-time arrival information display panels at bus stops, franchised bus companies will install seats at around 2 600 covered bus stops and install display panels at around 1 300 bus stops with covers and power supply in three phases. The first phase of seat and display panel installation works has already commenced in November 2017 and March 2018 respectively and has been progressing well. As of mid-

¹ 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.

² 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 low population density.

³ 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.

⁴ Applicable to the jointly operated cross harbor routes, overnight routes and recreational routes of KMB. Monthly pass holders will be able to enjoy 10 rides on KMB routes and two rides on route B1 (Tin Tsz Bus Terminus – Lok Ma Chau Station).

March 2018, the seat installation works have been completed for 316 bus stops. The entire project is expected to be completed by 2020. In regard to bus-bus interchange (“BBI”), TD has consulted the relevant DCs in March 2018 on the operation arrangements for the BBI at Fanling Highway southbound. The BBI concerned is expected to be completed and go into service in mid-2018.

Public Light Buses (“PLBs”)

8. In July 2017, the Government increased the maximum seating capacity of PLBs from 16 seats to 19 seats to enhance the overall carrying capacity of PLBs to meet passenger demand, particularly during peak periods. As at the end of April 2018, about 500 19-seat PLBs have been put into service.

9. With respect to extending the validity period of PLB (and taxi) driver identity plates⁵, LegCo Bills Committee has completed its scrutiny of the Bill concerned in April 2018. The Government will arrange for resumption of the Second Reading and Third Reading debate in accordance with the established procedure of LegCo. Moreover, the Government plans to introduce legislative proposals into LegCo within 2018-19 legislative year to amend the requirement that an applicant for driving licence for commercial vehicles such as PLBs (and taxis) shall hold a valid driving licence for private car or light goods vehicle for at least three years to one year (i.e. completing the probationary driving period which lasts for at least one year).

10. In addition, the MTR Corporation Limited (“MTRCL”) is undertaking 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”)

11. In respect of the measures to facilitate NFB operation for the NFB trade, the new reserve vehicle arrangements for residents’ service⁶ have been

⁵ At present, under the Road Traffic Ordinance (Cap. 374) and relevant regulations, a PLB or taxi driver is required to display in the vehicle a valid driver identity plate which must bear the driver's photograph taken not earlier than 12 months before the day of display. Having regard to the views of the taxi and PLB trades, we propose amending the legislation to cancel the 12-month photo requirement and specify the validity period of driver identity plates to be 10 years, so that the drivers need not renew their plates annually. This measure can slightly reduce the operating costs of the trade.

⁶ Prior to the implementation of the new reserve vehicle arrangement for residents’ service, the operator was only allowed to keep one reserve bus for every 10 buses in service. Under the new arrangement, residents’ service routes with fewer vehicles can also apply for reserve vehicle.

implemented in January 2018 to help enhance the operators' flexibility in the vehicle deployment. TD is conducting a review to refine the restriction that prior approval is required for contract hire service exceeding two days⁷ and will consult the NFB trade on the proposal in a timely manner.

Personalised and Point-to-point Public Transport Services

12. As regards taxis, the Government has reviewed the penalty level for various taxi malpractices. The Committee on Taxi Service Quality was consulted in April 2018 on the proposal, including exploring the introduction of a demerit point system for the taxi driving licence with a view to enhancing the deterrent effect against breaches of legislation. The Government will consult the Panel and the Transport Advisory Committee ("TAC") on the proposal in due course, and will prepare the relevant legislative amendments with a view to submitting the legislative proposal to LegCo in the first half of 2019. Furthermore, as stated in paragraph 9 above, with respect to extending the validity period of the taxi (and PLB) driver identity plates, LegCo Bills Committee has completed its scrutiny of the Bill. The Government will arrange for the resumption of the Second Reading and Third Reading debate in accordance with the established procedures of LegCo.

13. With regard to the introduction of franchised taxis, the Government is actively preparing a bill with a target to introduce the bill into LegCo in the 2018-19 legislative year.

Tram

14. 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 works commenced in 2017. By the end of April 2018, about 20% of the tracks covered by the subsidy scheme have been replaced. The overall replacement works are expected to be completed in the first quarter of 2020.

⁷ At present, NFB operators shall obtain prior approval of TD to operate any contract hire service with the same origin and destination areas for more than two days (either intermittently or consecutively) in a period of 30 days. The arrangement is to avoid the contract hire service which is of temporary nature from being abused as regular service, and it will then overlap with other service endorsements. Having considered the trade's proposal to provide more flexible contract hire services, TD is considering relaxing the two-day restriction so that services may be more flexibly provided to meet market needs.

Light Rail

15. In respect of the rationalisation of some Light Rail routes, the Government and MTRCL are examining the rationalisation proposals having regard to the views of the DCs, and will consult the DCs again later. The Government will continue to follow up on other medium- 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. The Government proposes lengthening the period of a ferry service licence from currently not exceeding three years to not exceeding five years, while the aggregate licence period (i.e. including all extended period(s)) shall not exceed ten years. The objective is to facilitate operators' long-term planning and investment, and in turn enhance the financial viability of ferry services and encourage continuous improvement to service quality. Having consulted the trade, the Panel and TAC, the Government plans to table the amendment bill at LegCo within the 2017-18 legislative year. With regard to the pilot project for enhancing an existing ferry pier, the Government has selected Yung Shue Wan Ferry Pier upon consideration of an array of factors, including the condition, utilisation rates and designs of different piers, and the technical feasibility of renovating them. In April 2018, the Government consulted the Islands District Council on the design of the renovation works, and received support from the District Council. The project is scheduled for commencement in early 2019 and for completion by the end of 2020.

Barrier-free Public Transport Services

17. To further promote "Transport for All", the Government has progressively launched the trial scheme for low-floor wheelchair-accessible light buses. The first low-floor wheelchair-accessible PLB has been put into service on the GMB route operating via Queen Mary Hospital since January 2018. Two more vehicles will be put into trial operation on two other hospital routes (operating via Prince of Wales Hospital and St. Teresa's Hospital respectively) by phases starting from the third quarter of 2018. TD will review the effectiveness of the trial scheme in tandem with its regular survey on the market occupancy rate of light buses, which will be launched in the fourth quarter of 2018. If the trial scheme is proven feasible and desirable, the Government will discuss with the trade the feasibility of further promoting low-floor wheelchair-accessible light buses.

18. For franchised buses, KMB, Long Win Bus Company Limited and New Lantao Bus Company (1973) Limited (“NLB”) have been providing the visually impaired with real-time bus arrival information on all their regular services⁸ through their websites and smartphone applications. Citybus Limited and New World First Bus Services Limited (“NWFB”) expect to complete similar projects in May and the third quarter of 2018 respectively. Regarding the introduction of new hospital routes, subsequent to the introduction of NWFB’s route 8H (serving Tung Wah Eastern Hospital) in July 2017, KMB’s route 14H (serving United Christian Hospital) and route 32H (serving Yan Chai Hospital and Princess Margaret Hospital) were introduced in March and April 2018 respectively.

19. As for taxis, a major supplier is planning to launch a new model of wheelchair-accessible hybrid taxi. The Government is processing the Vehicle Type Approval Application for that new model of taxi, which is expected to be available for the carriage of passengers in the second half of 2018.

WAY FORWARD

20. The Government will continue to actively take forward the measures under the PTSS. Moreover, as mentioned in the Policy Agenda 2017, the Government will organise a multi-stakeholder exchange session in September 2018 for different stakeholders in the public transport sector, including operators of franchised buses, light buses and taxis, to facilitate meaningful discussions for rationalising their roles and improving Hong Kong’s public transport ecosystem.

ADVICE SOUGHT

21. Members are invited to comment on the implementation progress of the measures under the PTSS.

Transport and Housing Bureau May 2018

⁸ Except for KMB Routes K12, K14, K17 and K18. The NLB plans to extend the provision of real-time bus arrival information to its special routes in the third quarter of 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

Categories	Measures	Implementation status
Franchised buses		
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 ¹ , the portal of Tseung Kwan O – Lam Tin Tunnel ² , the toll plaza of Tseung Kwan O Tunnel ³ and the toll plaza	Implemented

¹ It is expected to complete in 2019 or earlier.

² It is expected to complete in 2021.

³ It is expected to complete in 2020.

Categories	Measures	Implementation status
	of northern connection of Tuen Mun – Chep Lap Kok Link ⁴ .	
BBIs (Paragraphs 4.6 to 4.9 of the Study Report)	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 ⁵ as well as bus stops at Prince Edward Road East.	Transport Department is exploring the feasibility of upgrading Mei Foo Bus Terminus and adjacent bus stops. On upgrading the bus stops at Prince Edward Road East, KMB will erect a new shelter at the eastbound bus stops in 2018. In addition, seats have been installed at three bus stops along eastbound and westbound of Prince Edward Road East.
Bus-only lanes (Paragraphs 4.10 to 4.12 of the Study Report)	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	Yuen Long Main Road (Westbound and Eastbound): Relevant departments will be consulted and local consultation will be conducted in mid-2018 regarding the plan on bus-only lanes. If local support is received, we will arrange for the

⁴ It is expected to complete in 2020.

⁵ The feasibility study will take 1 to 2 years to complete.

Categories	Measures	Implementation status
	feasibility study will take 1 to 2 years to complete.	<p>commencement of the relevant works.</p> <p>Connaught Road Central eastbound (road section outside Jardine House): According to the Highways Department, the Central-Wan Chai Bypass is expected to commission between the end of 2018 and the first quarter of 2019. By then, the traffic condition on Connaught Road Central eastbound will change. In the light of the commissioning date of the Central-Wan Chai Bypass, the study is expected to be completed in the second or 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>

Categories	Measures	Implementation status
<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 600⁶ covered bus stops and install display panels at around 1 300 bus stops with covers and power supply in three phases. The first phase of seat and display panel installation works already commenced in November 2017 and March 2018 respectively, and has been progressing well. The whole project is expected to be completed by 2020.</p>
<p>Improving existing covered public transport interchanges. (Paragraph 4.13 of the Study Report)</p>	<p>6. To roll out pilot projects to improve existing covered public transport interchanges.</p>	<p>The Government is conducting a technical study on the design of the pilot project, including providing passenger waiting halls, enhancing passenger facilities, improving passenger signage, etc. It is expected that District Council consultation on the specific proposals will be conducted in mid-2018.</p>

⁶ Due to geographical constraints, the estimated number of covered bus stop to be installed with seats drops from about 2 700 to about 2 600.

Categories	Measures	Implementation status
<p>Ancillary facilities (Paragraph 4.14 of the Study Report)</p>	<p>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.</p>	<p>Implemented* (KMB completed the installation of Wi-Fi service in 2 000 buses under its fleet in October 2017.)</p>
	<p>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.</p>	<p>KMB has been installing such facility on its buses and conducting internal testing in phases since the fourth quarter of 2017. It is expected that real-time information on seat vacancy on the upper deck of bus compartment will be further provided on some 60 buses starting from the second half of 2018. Passengers’ feedback on the system will also be collected.</p> <p>Moreover, New Lantao Bus has started providing real-time information on seat vacancy on the upper deck of around 10 double-deck buses.</p>

Categories	Measures	Implementation status
<p>Introducing new long-haul franchised bus services (Paragraphs 4.19 to 4.22 of the Study Report)</p>	<p>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.</p>	<p>Transport Department 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.</p>
<p>Introducing mid-sized single-deck buses (Paragraphs 4.23 to 4.24 of the Study Report)</p>	<p>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.</p>	<p>Transport Department 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 or the first quarter of 2019.</p>

Categories	Measures	Implementation status
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 within 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.	KMB has introduced a monthly pass applicable to most of the KMB routes since 1 March 2018. A monthly pass holder is entitled to enjoy 10 rides on KMB routes and two rides on route B1 (Tin Tsz Bus Terminus - Lok Ma Chau) every day within the validity month of the monthly pass. Transport Department will continue to encourage other operators to introduce similar monthly pass schemes.

Categories	Measures	Implementation status
Light Rail		
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.	Having regard to the views of the District Councils received, we are reviewing the route rationalization proposals and will consult the District Councils in due course. We have reported the progress to the Legislative Council (“LegCo”) Subcommittee on Matters Relating to Railways on 10 April 2018.
	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 within 2018.

Categories	Measures	Implementation status
<p>Medium-term measures (Paragraphs 5.18 to 5.23 of the Study Report)</p>	<p>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.</p>	<p>To endeavour to seek resources to commence the feasibility study of some busy junctions in 2018.</p>
<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>

Categories	Measures	Implementation status
	<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 (Paragraphs 5.30 to 5.33 of the Study Report)</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 adopted for the environmentally friendly transport system. The study is expected to be completed in 2 years.</p>	<p>Transport Department and Civil Engineering and Development Department have established a steering group to oversee the consultancy study. Public engagement is expected to commence within 2018.</p>

Categories	Measures	Implementation status
Public light buses (“PLB”)		
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 at the end of April 2018, about 500 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.	MTRCL is testing the charging system of MTR and GMB. The interchange concession is expected to be launched in the second quarter of 2018.
Improving the operating environment of PLBs (Paragraphs 6.11 to 6.15 of the	24. To introduce new GMB routes in new development areas and areas with passenger demand.	Implemented

Categories	Measures	Implementation status
Study Report)	25. To relax or abolish certain prohibited zones and restricted zones with no stopping for passenger pick-up/drop-off on red minibuses.	Implemented
	26. To allow PLBs to park at all PLB stands during non-peak periods.	Transport Department 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.
	27. To extend the validity period of the PLB driver identity plates. It is expected to be introduced within 2 to 3 years.	The LegCo Bills Committee has completed its scrutiny of the Bill in April 2018. The Government will arrange for resumption of the Second Reading and Third Reading debate in accordance with the established procedures of LegCo.
	28. To amend the requirement for applicants for driving licence of commercial vehicles such as PLBs to have held a valid driving licence for private car or light goods vehicle for at least 3 years to at least one year (i.e. completing the probationary driving period which lasts for at least one year). It is expected to be introduced within 2 to 3 years.	The Government is drafting the relevant legislative proposal with the target to submit the relevant legislative proposal to LegCo within the 2018-19 legislative year.

Categories	Measures	Implementation status
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. Transport Department has also provided the same guidelines to the RMB trade for reference.)
Non-franchised buses (“NFBs”)		
Student service vehicle (Paragraph 7.7 of the Study Report)	30. Since 2015, private school buses have been exempted from the sourcing requirement.	Implemented
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 Transport Department for Passenger Service Licence with the sourcing requirement exempted since September 2017.)

Categories	Measures	Implementation status
Tour services (Paragraph 7.10 of the Study Report)	32. To actively add parking spaces for coaches near tourist spots. Transport Department 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* (Transport Department 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	Transport Department 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 when appropriate.
	35. To disseminate to the trade survey information on NFB services. If items 33 to 35 receive support from the trade, they are expected to be implemented within 2017.	Implemented* (Transport Department has disseminated information on the overall utilisation rate of NFBs on its website since end- 2017.)

Categories	Measures	Implementation status
Personalised and Point-to-point Public Transport Services		
Franchised taxis (Paragraphs 8.5 to 8.13 of the Study Report)	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.	The Government is actively preparing a bill for introducing franchised taxis with the target to introduce the bill into LegCo in the 2018-19 legislative year.
Improving existing taxi service quality and operating environment (Paragraph 8.14 of the Study Report)	37. To review the current penalty for various taxi malpractices.	The Government has reviewed the penalty level for various taxi malpractices. The Committee on Taxi Service Quality was consulted on the proposals on 27 April 2018. The Government will also consult the Panel on Transport and the Transport Advisory Committee (“TAC”) on the proposal in due course, and will prepare the relevant legislative amendments with a view to submitting the legislative proposal to LegCo in the first half of 2019.

Categories	Measures	Implementation status
	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 latter half of 2018.
	39. To extend the validity period of taxi driver identity plates.	The LegCo Bills Committee has completed its scrutiny of the Bill in April 2018. The Government will arrange for resumption of the Second Reading and Third Reading debate in accordance with the established procedures of LegCo.

Categories	Measures	Implementation status
	<p>40. To amend the requirement for an applicant for driving licence of commercial vehicles such as taxis to have held a valid driving licence for private car or light goods vehicle for at least 3 years to at least one year (i.e. completing the probationary driving period which lasts for 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 with the target to submit the relevant legislative proposal to LegCo within the 2018-19 legislative year.</p> <p>Transport Department consulted the Committee on Taxi Service Quality on the provision of training course to in-service taxi drivers on 27 April 2018. Transport Department is actively following up on the views of Committee in respect of course content and subsidy method. It is expected that the courses will commence in the fourth quarter of 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 Transport Department 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</p>	<p>Implemented*</p> <p>(Transport Department has revamped the Quality Taxi Services Steering Committee, which is now renamed as the Committee on Taxi Service Quality, in January 2018. The</p>

Categories	Measures	Implementation status
	feasible supportive measures under the existing taxi licensing system. The restructuring will be commenced soon.	Committee will serve as a multi-party platform for discussing various strategies and measures to drive changes. The measures are expected to be implemented in phases starting from the second half of 2018.)
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
Tram		
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

Categories	Measures	Implementation status
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.	Hong Kong Tramways Limited has commenced its works since 2017. As at the end of April 2018, about 20% of the tracks covered by the subsidy scheme have been replaced. All replacement works are expected to be completed in the first quarter of 2020.
Ferries		
Special Helping Measures (“SHM”) for 6 major outlying island ferry services (Paragraphs 10.3 to 10.6 of the Study Report)	47. To continue to provide SHM for 6 major outlying island ferry services.	Implemented
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)	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	Transport Department 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.

Categories	Measures	Implementation status
	<p>operation and whether the SHM or other arrangements should be applicable to the other outlying island ferry routes.</p>	<p>The Government proposes lengthening the period of a ferry service licence from currently not exceeding three years to not exceeding five years, while the aggregate licence period (i.e. including all extended period(s)) shall not exceed ten years. The objective is to facilitate operators' long-term planning and investment, and in turn enhance the financial viability of ferry services and encourage continuous improvement to service quality. Having consulted the trade, the Panel on Transport and TAC, the Government plans to table the amendment bill at LegCo within the 2017-18 legislative year.</p>
<p>Improving existing ferry piers (Paragraph 10.10 of the Study Report)</p>	<p>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.</p>	<p>Transport Department has selected Yung Shue Wan Ferry Pier upon consideration of an array of factors, including the condition, utilisation rates and designs of different piers, and the technical feasibility of renovating them. On 23 April 2018, Transport</p>

Categories	Measures	Implementation status
		<p>Department, jointly with the Architectural Services Department, consulted the Islands District Council on the design of the renovation works, and received support from the District Council. The project is scheduled for commencement in early 2019 and for completion by the end of 2020.</p>
<p>Barrier-free public transport services</p>		
<p>MTR (Paragraph 11.7 of the Study Report)</p>	<p>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.</p>	<p><u>Diamond Hill Station:</u> The lift for the Diamond Hill Station will commence operation in tandem with the commissioning of the Shatin to Central Link.</p> <p><u>Fortress Hill Station:</u> MTRCL, in conjunction with relevant government departments, is exploring and devising the different options for building the lifts for Fortress Hill Station.</p> <p><u>Tin Hau Station:</u> MTRCL will install a vertical lifting platform at Exit B of Tin</p>

Categories	Measures	Implementation status
		<p>Hau Station to connect the station concourse to King’s Road. The project is scheduled for commencement in mid-2018 for completion by 2021.</p>
	<p>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.</p>	<p>MTRCL has been striving to enhance the barrier-free facilities at stations. Regarding helping the visually impaired to use MTR services, MTRCL has been liaising with the organisations for the visually impaired to gather their views on facilitating measures for helping the visually impaired to use facilities and services.</p> <p>Regarding the provision of audio information through the tactile guide paths at concourses and platforms at Shek Kip Mei Station, after considering various factors and as discussed with the software developer, MTRCL decided not to proceed with the Shek Kip Mei project, and to focus on the audio system at Admiralty station.</p> <p>In view of the sophistication of</p>

Categories	Measures	Implementation status
		<p>Admiralty Station as a major interchange station, MTRCL is looking into the ways to enhance the In-station Finder function in MTR Mobile designed for Admiralty Station so to assist the visually impaired through an audio system to get in and out of the station and use the facilities at the station. MTRCL has recently invited the organisations for the visually impaired to attend a site visit at Admiralty Station to understand the enhancement proposal and solicit their views.</p>
<p>Franchised buses (Paragraphs 11.10 to 11.13 of the Study Report)</p>	<p>52. The Audio bus route information system has been launched progressively. The real-time bus arrival information for the visually impaired is expected to be fully rolled out before end-2018.</p>	<p>KMB and Long Win have disseminated real-time arrival information of all their regular routes (except K12, K14, K17 and K18) through their website and smartphone applications. Visually impaired can access to the information through audio function.</p> <p>Citybus and New World First Bus expect to complete the projects in</p>

Categories	Measures	Implementation status
		<p>phases before the end of May 2018 and the third quarter of 2018 respectively.</p> <p>New Lantao Bus has disseminated bus route particulars and real-time arrival information of all regular routes through its website and smartphone application for the visually impaired starting from the third quarter of 2017. It is expected that this will be extended to its special service routes in mid-2018.</p>
	<p>53. To assist the visually impaired in getting 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.</p>	<p>Implemented</p>

Categories	Measures	Implementation status
	<p>54. By end-2017, all fleets of franchised bus operators will be of low-floor models (except Lantau buses on account of topographical constraints).</p>	<p>Implemented*</p> <p>(All fleets of operators, except Lantau buses, have become low-floor models since October 2017.)</p>
	<p>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.</p>	<p>The new hospital route (i.e. route 8H) serving Tung Wah Eastern Hospital was introduced in late July 2017. KMB's route 14H (serving United Christian Hospital) and route 32H (serving Yan Chai Hospital and Princess Margaret Hospital) have commenced operation starting from 26 March 2018 and 6 April 2018 respectively.</p>
	<p>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</p>	<p>Implemented</p>

Categories	Measures	Implementation status
	spaces will be deployed for serving new hospital routes.	
	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 within 2018.
GMBs (Paragraphs 11.14 to 11.15 of the Study Report)	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.	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, Transport Department has worked with the vehicle manufacturer and introduced enhancement to the design of the step. It is planned

Categories	Measures	Implementation status
		<p>that the new half-step middle door design will be implemented in the second quarter of 2018. Transport Department will work with the trade to introduce suitable publicity, including placing stickers inside the vehicles to remind passengers to pay attention to the half-step when boarding or alighting.)</p>
	<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 first low-floor wheelchair-accessible PLB has been put into service on the Hong Kong Island GMB Route No 54M (Kennedy Town - Queen Mary Hospital) since 26 January 2018. Two more low-floor wheelchair-accessible PLBs will be put into service in phases starting from the third quarter of 2018 to run on two other hospital routes, namely New Territories GMB Route No 808 (Kam Ying Court – Prince of Wales Hospital) and Kowloon GMB Route No 2M (Whampoa Station – Kowloon City (via St. Teresa's Hospital)).</p>

Categories	Measures	Implementation status
		<p>Transport Department will review the effectiveness of the trial scheme in tandem with its regular survey on the market occupancy rate of light buses to be launched in the fourth quarter of this year. If the trial scheme is proven feasible and desirable, the Government will discuss with the trade the feasibility of further promoting low-floor wheelchair-accessible PLBs.</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>A major supplier is planning to launch a new model of wheelchair-accessible hybrid taxi. The Government is now processing its Vehicle Type Approval Application. The model is expected to be available for the carriage of passengers in the latter half of 2018.</p>
	<p>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</p>	<p>The Government is actively preparing a bill for introducing franchised taxis with the target to introduce the bill into LegCo in the 2018-19 legislative year.</p>

Categories	Measures	Implementation status
	requirement, such application will be accorded with a higher score under the assessment.	
Environmentally-friendly Public Transport Services		
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
Use of Technology		
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
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

Categories	Measures	Implementation status
MTR (Paragraphs 12.8 to 12.9 of the Study Report)	65. 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