

# 立法會

## *Legislative Council*

LC Paper No. CB(4)1072/17-18(06)

Ref. : CB4/PL/TP

### **Panel on Transport Meeting on 18 May 2018**

### **Updated background brief on the Public Transport Strategy Study**

#### **Purpose**

This paper provides updated background information on the Public Transport Strategy Study ("PTSS"). It also summarizes the major views and concerns expressed by the Legislative Council ("LegCo") Members on the above and related subjects in recent years.

#### **Background**

##### Public Transport Strategy Study

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

3. The eight issues covered under the Topical Study included: (1) franchised bus service; (2) outcome of the review on taxi fuel surcharge; (3) taxi service; (4) school bus service; (5) seating capacity of public light buses ("PLBs"); (6) statutory cap on the number of PLBs; (7) role and long-term financial viability of ferries; and (8) accessible transport facilities for people with disabilities ("PwDs"). During the course of the study, views of the stakeholders had been canvassed through various channels. In the 2014-2015, 2015-2016 and 2016-17 legislative years, the Administration had reported to the Panel on Transport ("the Panel") the progress of the study and the outcomes of the studies on the eight topical issues successively.

4. In June 2017, the Administration completed the entire PTSS, which reaffirmed the key factors underpinning the success of the public transport system and recommended 67 measures to enhance the arrangement of public transport system.<sup>1</sup> The Administration reported to members at the Panel meeting on 16 June 2017 on the outcome and recommended measures of PTSS.

5. At its meeting on 22 January 2018, the Panel was briefed on the implementation progress of measures under PTSS and received public views on the subject. Members noted that as of end-2017, 29 out of 67 measures under PTSS had been implemented.

### **Major views and concerns of Legislative Council Members**

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

#### Coverage of the Public Transport Strategy Study

7. When deliberating the outcome and recommended measures of PTSS at its meeting on 16 June 2017, the Panel considered that PTSS lacked a long-term vision and blueprint for transport and made no effort to conduct a problem-solving study to address the transport dilemma, including traffic congestion and excessive number of vehicles, while the Third Comprehensive Transport Study ("CTS") in 1999 encompassed only planning for transport demand up to 2016. As such, the Panel passed a motion, urging the Administration to commence the Fourth CTS as soon as possible.

8. At the special meeting of the Panel held on 22 January 2018, members and deputations gave their views on the progress of implementation of measures under PTSS. Quite a number of members and deputations found the PTSS report lacking in vision, strategy and performance indicators. Some members and 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, such as the adoption of electric bus fleets and phasing-in of electric private vehicles. In this connection, they urged the Administration to conduct the Fourth CTS.

9. In response, the Administration advised that the Third CTS completed in 1999 had laid down a number of broad directives which were still applicable today. They included the better user of railway as the backbone of the passenger transport system; provision of better public transport services and facilities; wider use of advanced technologies in transport management; and implementation of more environmentally-friendly transport measures.

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<sup>1</sup> The PTSS report is given at Annex 1 to LC Paper CB(4)1176/16-17(03).

10. The Administration also advised that apart from PTSS, it had all along conducted studies on various transport areas. On transport infrastructure front, for instance, the Administration announced the Railway Development Strategy 2014 which set out the blueprint for railway network up to 2031, and would soon take forward the Strategic Studies on Railways and Major Roads beyond 2030. On road congestion, the Administration was taking forward the study on the rationalization of the traffic distribution among the three road harbour crossings and the three land tunnels between Kowloon and Sha Tin, and commencing a consultancy study on parking for commercial vehicles. With a view to making early preparation for implementation of the pilot scheme in certain parts of Hong Kong to improve traffic flow with the aid of technology, a feasibility study for the Electronic Road Pricing Pilot Scheme was being conducted in Central and its adjacent areas. In the light of the above, the Administration did not consider it necessary to conduct the Fourth CTS at this stage.

#### Franchised bus service

11. At the Panel meeting on 20 March 2015, members raised particular concern over the problem of bus lost trips. They urged the Administration to review the sanction mechanism in respect of bus lost trips with a view to strengthening the deterrent effect. Some members noted that the relatively low remuneration for newly recruited bus drivers, compared to that for serving bus drivers, had discouraged people from entering the trade. This had led to a shortage of bus drivers which might have given rise to the problem of bus lost trips. They urged the Administration to take measures, such as improving the remuneration of bus drivers and importing non-local drivers, to deal with the shortage of bus drivers.

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

13. At its meeting on 16 June 2017, the Panel noted that the Administration encouraged the franchised bus companies to consider introducing new long-haul services during peak periods, and examined with them 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. Some members

were concerned that the new long-haul franchised bus services might directly compete with non-franchised residents' service and express routes while there was a view that both franchised and non-franchised bus operators should be allowed to operate the new long-haul bus services to facilitate competition.

14. At the Panel meeting on 22 January 2018, 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 would affect the current business of non-franchised bus operators and the PLB operators respectively. The Administration responded in March 2018 that at present, franchised bus operators already provided express direct services with very few stops that operate via expressways during the morning peak periods. The new long-haul services were to provide another choice to meet passenger needs, such as providing more spacious seating and comprehensive passenger amenities with no standees. Besides, mid-sized single-deck buses were equipped with barrier-free facilities and their carrying capacity of about 50 passengers was still larger than that of PLBs. There would also be the flexibility in deploying larger buses when there was patronage growth on these routes operated by mid-sized single-deck buses.

#### Taxi service

15. The Administration consulted members on proposals for enhancing personalized and point-to-point transport services at several Panel meetings in 2014-2015 and 2015-2016. According to the Administration, it had accorded priority to reviewing taxi and PLB services under the Role and Positioning Review of PTSS.

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

17. Members of the Panel had diverse views on the introduction of franchised taxis. Some members considered that franchised taxis could provide a better quality alternative to ordinary taxis which had long been criticized for their poor service quality; whereas a majority of the members expressed reservation on the trial scheme. They took the view that introduction of franchised taxis could not address the poor service quality problem of ordinary

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

taxis and would lead to unhealthy competition within the taxi trade. It would also adversely affect the income of taxi drivers, thus exacerbating the vicious cycle of low income of drivers and poor service quality of ordinary taxis.

18. Noting the strong backlash of the taxi trade, members urged the Administration to shelve the franchised taxi scheme and expeditiously form a working group with participation of the taxi trade and LegCo Members from different political parties/groups. A motion was passed in this regard. At the above Panel meeting, four other motions were passed to urge the Administration to, inter alia, convert existing taxi licences for operating franchised taxis; introduce measures to assist the taxi trade in improving their service quality and operating environment; review the policy and legislation relating to hire cars; and provide more choices of personalized and point-to-point transport services to promote market competition.

19. Some members considered that taxi licence speculation had been the crux of the service quality problem. They called on the Administration to issue new taxi licences to curb speculation and encourage competition so as to lower the taxi licence premium. Some members further suggested that the Administration should buy back taxi licences in the market to address the licence speculation problem.

20. At the Panel meeting on 22 January 2018, members noted that the proposed franchised taxi scheme through the use of car-hailing mobile application had brought about dissatisfaction of the taxi trade. The Administration responded that the franchised taxi scheme was recommended after a comprehensive review on the personalized point-to-point transport services conducted under PTSS over the past two years. The Administration advised that it had all along been communicating with taxi trade as well as other stakeholders through various channels throughout PTSS, and the present proposal could strike a balance between various considerations. The Administration was preparing the legislative work for introducing franchised taxis and planned to introduce the Bill into LegCo in the latter half of 2018.

21. The Administration introduced the Road Traffic (Amendment) Bill 2018 to extend the validity period of the taxi and PLB driver identity plates to 10 years, which was one of the 67 measures mentioned in paragraph 4 above. At the House Committee meeting on 23 March 2018, Members agreed to form a bills committee to scrutinize the Bill, which had completed scrutiny of the Bill at its meeting on 23 April 2018 and supported the resumption of the second reading of the Bill.

### Taxi fuel surcharge

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

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

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

### Seating capacity of public light buses

25. The Administration introduced the Road Traffic (Amendment) Bill 2017 into LegCo on 26 April 2017 to increase the maximum passenger seating capacity of light buses from 16 to 19. Noting members' views expressed by the Panel when it was consulted on the proposal in 2016 and by the bills committee, in particular the proposal to increase the seating capacity to 20 instead of 19, the Administration said that it would conduct a regular survey on the PLB services in 2018 and collect feedback from the trade and the general public on relevant issues. The Administration also indicated that when the statutory limit on the number of PLBs (4 350 at present) was due for review in 2022, the maximum passenger seating capacity of PLBs would be considered in tandem. The above mentioned Bill was passed in June 2017.

26. In reply to a member's question in examining the Estimates of Expenditure 2018-2019, the Administration indicated that as at 2 March 2018, 384 19-seat PLBs had been registered, accounting for about 9% of the total registered fleet of 4 350 PLBs. Among these 384 19-seat PLBs registered, 324 were green minibuses deployed on 170 green minibus routes, and 60 were red minibuses. In addition, as mentioned in paragraph 21, the Administration

introduced the Road Traffic (Amendment) Bill 2018 to extend the validity period of the PLB driver identity plates to 10 years.

### Statutory cap on the number of public light buses

27. At the Panel meeting on 6 November 2015, members were briefed on the findings of the Administration's review on the statutory limit on the number of PLBs. The review suggested that as the demand for the PLB service had remained generally stable, there was no need to adjust the PLB number cap downward. In view that increasing the number of PLBs would generate additional traffic flow and aggravate the traffic congestion problem, and there would also be issues in recruiting sufficient drivers, the Administration recommended maintaining the existing cap on the number of PLBs at 4 350 for another five years.<sup>3</sup>

28. Members of the Panel in general indicated support for maintaining the existing cap on the number of PLBs. Nevertheless, some members expressed the concern that placing a cap of 4 350 on the total number of PLBs might not be conducive to improving the PLB service through introducing new routes and increasing in the PLB service frequency. They also considered the number of PLBs operating in some districts inadequate. The Administration replied that the Transport Department ("TD") would discuss with the PLB operators concerned how best to deploy their fleet. One way of increasing the supply of green minibuses was through the conversion of some red minibuses, such as those with reduced patronage.

### School bus service

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

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

30. Members of the Panel in general considered that granting Sole SSE to non-franchised buses might not be able to solve the current problems faced by schools. They considered that the problems were mainly caused by insufficient number of students, scattered distribution of students, the increasing number of cross-boundary students, financial difficulties encountered by school bus operators and a surge in school bus fees. There was a view that granting Sole SSE might even push up the price of non-franchised bus licences. They therefore hoped that the Administration would thoroughly study the implications of its proposal and duly consult the relevant stakeholders.

31. At the Panel meeting on 16 June 2017, members noted that the measure (b) in paragraph 29 above had been implemented since May 2015, and the non-franchised bus trade had reservations on the proposed measure (a) in paragraph 29 above. Subsequently, after discussion between TD and the stakeholders of the trade and the education sector, it was agreed that a working group would be set up starting from the 2015-2016 school year to study the demand and supply arrangement for school buses and to provide assistance to individual schools which were not able to provide school bus service. The Administration advised that TD would continue to closely monitor the supply and demand situation of student service and would maintain liaison with the trade on this issue.

#### Review of ferry services

32. At the Panel meeting on 15 April 2016, members noted that the Administration had completed the mid-term review on the provision of Special Helping Measures ("SHMs") to the six major outlying island ferry routes for the three-year licence period from mid-2014 to mid-2017.<sup>4</sup> Pursuant to the major outcome of the review, the Administration would decide in the context of the next mid-term review in 2019 whether SHMs should become a permanent subsidy to maintain ferry services and fare stability for the long-term; examine whether the current duration of each licence period of only three years was too short, and would hinder ferry operators' capability to make longer term planning; and look into whether SHMs should be expanded to the eight other outlying island ferry routes.<sup>5</sup>

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<sup>4</sup> The six major trunk routes are: (1) Central—Cheung Chau route; (2) Inter-islands route serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; (3) Central—Mui Wo route; (4) Central—Peng Chau route; (5) Central—Yung Shue Wan route; and (6) Central—Sok Kwu Wan route.

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



33. The Panel considered that the current three-year licence duration for ferry services should be lengthened to encourage long-term investment by ferry operators. Some members suggested that the licences should be lengthened to at least five years or ideally 10 years. Apart from providing SHMs to the major outlying island ferry routes, some members called on the Administration to provide SHMs to the other eight outlying island ferry routes and give thought to providing financial assistance to "kaito".

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

35. During its deliberation of the implementation progress of measures under PTSS at its meeting on 22 January 2018, the Panel noted the Administration's view that extending the duration of ferry service licences could 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 quality.

36. The Panel was consulted at its meeting on 16 March 2018 the Administration's proposal to extend the ferry service licence duration from currently not exceeding three years at maximum to not exceeding five years at maximum, while the aggregate period of a licence (i.e. including licence extension(s)) should not exceed 10 years. Members were generally supportive of the proposal and the Administration had indicated its intention to introduce an amendment bill into LegCo within the 2017-2018 legislative year to that effect.

#### Accessible public transport services for people with disabilities

37. At the Panel meeting on 15 April 2016, the Administration briefed members on the outcome of the Topical Study under PTSS on accessible public transport services for PwDs, under which the current provision of barrier-free facilities in public transport and further enhancement measures was examined.

38. Members noted that the Administration had planned to introduce a series of measures together with public transport operators to further facilitate the use of public transport services covering railway, franchised bus, PLB and taxi services by PwDs. According to the Administration, when examining and implementing the new measures, it would continue to maintain communication with PwD groups and public transport operators, and at the same time enhance public understanding of the transport needs of PwDs through publicity and public education.

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

40. At the Panel meeting on 22 January 2018, members noted that the "trial scheme for low-floor wheelchair-accessible light buses" would be launched progressively starting from January 2018. The trial run would first be launched at the green minibus route operating via Queen Mary Hospital and then at two other hospital routes by phases. If the trial scheme was considered feasible and desirable after review, the Administration would discuss with the trade on the feasibility of further promoting low-floor PLBs. Nevertheless, some members considered that barrier-free facilities on public transport services were inadequate and urged the Administration to make improvements.

#### Light rail

41. When discussing the outcome of and recommended measures of PTSS at its meeting on 16 June 2017, the Panel considered that the additional population of over 400 000 arising from the future completion of a number of new development areas in Northwest New Territories such as Hung Shui Kiu, Yuen Long South and Kam Tin South had rendered it extremely urgent to enhance the Light Rail service. The Panel passed a motion urging the Administration to complete the improvement works at the 11 junctions within five years to achieve the separation of Light Rail tracks from roads/footpaths, thereby enabling the full deployment of coupled-set Light Rail Vehicles during peak hours.

42. In response to the above motion, the Administration advised in November 2017 that it and the MTR Corporation Limited ("MTRCL") would review the feasibility of conducting grade segregation works at 11 busy junctions under PTSS. The initial review outcome was that it was technically not feasible to separate Light Rail tracks from roads/footpaths for five junctions, while further studies were required to ascertain the feasibility for the remaining six junctions. In any event, the Administration would carry out an in-depth technical feasibility study to examine whether the technical constraints could be overcome, so as to confirm how many of the 11 busy junctions could undergo grade segregation works. The Administration would strive for resources to commence the detailed technical feasibility study in 2018. It was expected that the study would take about two years' time.

43. During the examination of Estimates of Expenditure 2018-2019, a member raised a question about the progress of the work relating to Light Rail service under PTSS, including route rationalization, re-routing, increase in carrying capacity and reduction in overlapping of routes with other road users. In response, the Administration explained that MTRCL had purchased 40 Light Rail Vehicles, of which 10 would be deployed to expand the fleet to enhance the carrying capacity of Light Rail. These 40 Light Rail Vehicles would be providing services by batches between 2019 and 2023. As regards the measure to adjust traffic lights at three busy road junctions, the Administration had completed the adjustment work for one of the junctions to maximize the priority enjoyed by Light Rail to pass through the road junction. The adjustment work for the other two junctions would be completed in 2018. In respect of the rationalization of some Light Rail routes, the Administration and MTRCL consulted the Yuen Long and Tuen Mun District Council in July 2017 to collect views from District Council members on the Light Rail rationalization proposals. Having regard to the views received, the Administration was reviewing the proposals and would consult District Councils again after the review.

### **Latest developments**

44. The Administration will report to members the implementation progress of measures under PTSS at the Panel meeting on 18 May 2018.

### **Relevant papers**

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

## Updated background brief on the Public Transport Strategy Study

## List of relevant papers

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
25.11.2014	Panel on Transport ("TP")	Administration's paper on Public Transport Strategy Study—Workplan	CB(1)238/14-15(06) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20141125cb1-238-6-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20141125cb1-238-6-e.pdf</a>
		Minutes of meeting	CB(4)437/14-15 <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20141125.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20141125.pdf</a>
9.2.2015	TP	Minutes of meeting	CB(4)1040/14-15 <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150209.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150209.pdf</a>
20.3.2015	TP	Administration's paper on Public Transport Strategy Study—Franchised bus service	CB(4)655/14-15(04) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150320cb4-655-4-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150320cb4-655-4-e.pdf</a>
		Administration's follow-up paper	CB(4)1459/14-15(01) <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150320cb4-1459-1-e.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150320cb4-1459-1-e.pdf</a>
		Minutes of meeting	CB(4)1293/14-15 <a href="http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150320.pdf">http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150320.pdf</a>

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

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

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(4)513/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20151106.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20151106.pdf</a>
15.4.2016	TP	Administration's paper on Public Transport Strategy Study Topical Study—Mid-term review for ferry services of the current licence period	CB(4)831/15-16(03) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160415cb4-831-3-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160415cb4-831-3-e.pdf</a>
		Administration's paper on Public Transport Strategy Study Topical Study—Barrier-free facilities of public transport services	CB(4)831/15-16(05) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160415cb4-831-5-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160415cb4-831-5-e.pdf</a>
		Minutes of meeting	CB(4)1321/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160415.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160415.pdf</a>
21.6.2016	TP	Administration's paper on Public Transport Strategy Study—Role and Positioning Review on premium taxis and increasing the seating capacity of public light buses	CB(4)1124/15-16(01) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160621cb4-1124-1-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160621cb4-1124-1-e.pdf</a>
		Minutes of meeting	CB(4)1315/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160621.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160621.pdf</a>

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
1.11.2016	Subcommittee on Road Traffic (Public Light Buses: Limit on Number) Notice 2016	Legislative Council Brief on Road Traffic (Public Light Buses: Limit on Number) Notice 2016	THB(T)CR 19/5591/72 <a href="http://library.legco.gov.hk:1080/articles/1189574.281673/1.PDF">http://library.legco.gov.hk:1080/articles/1189574.281673/1.PDF</a>
		Legal Service Division Report	LS1/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20161014ls-1-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20161014ls-1-e.pdf</a>
		Report of the Subcommittee on Road Traffic (Public Light Buses: Limit on Number) Notice 2016	CB(4)163/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20161125cb4-163-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20161125cb4-163-e.pdf</a>
		Minutes of meeting	CB(4)356/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/sub_1eg/sc101/minutes/sc10120161101.pdf">http://www.legco.gov.hk/yr16-17/english/hc/sub_1eg/sc101/minutes/sc10120161101.pdf</a>
16.12.2016	TP	Administration's paper on increasing the seating capacity of light buses	CB(4)285/16-17(03) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20161216cb4-285-3-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20161216cb4-285-3-e.pdf</a>
		Administration's follow-up paper	CB(4)677/16-17(01) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20161216cb4-677-1-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20161216cb4-677-1-e.pdf</a>
		Minutes of meeting	CB(4)513/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20161216.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20161216.pdf</a>



Date of meeting	Meeting	Minutes/Paper	LC Paper No.
28.3.2017	Subcommittee on Proposed Resolution under Section 23(3) of the Road Traffic Ordinance (Cap. 374)	Legislative Council Brief on Road Traffic (Public Light Buses: Limit on Number) Notice 2016—extension of the effective period of the existing cap on the number of public light buses	THB(T)CR 19/5591/72 <a href="http://www.legco.gov.hk/yr16-17/english/subleg/brief/sc108_brf.pdf">http://www.legco.gov.hk/yr16-17/english/subleg/brief/sc108_brf.pdf</a>
		Legal Service Division Report	LS41/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170317ls-41-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170317ls-41-e.pdf</a>
		Report of Subcommittee on Proposed Resolution under Section 23(3) of the Road Traffic Ordinance (Cap. 374)	CB(4)798/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170407cb4-798-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170407cb4-798-e.pdf</a>
		Minutes of meeting	CB(4)987/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc108/minutes/sc10820170328.pdf">http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc108/minutes/sc10820170328.pdf</a>
21.4.2017	TP	Administration's paper on Public Transport Strategy Study Role and Positioning Review—Personalized and point-to-point transport services	CB(4)666/16-17(05) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170317cb4-666-5-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170317cb4-666-5-e.pdf</a>
		Minutes of meeting	CB(4)1616/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170421.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170421.pdf</a>

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
19.5.2017 2.6.2017	Bills Committee on Road Traffic (Amendment) Bill 2017	Legislative Council Brief on seating capacity of light buses	THB(T)CR 1/1136/2015 <a href="http://www.legco.gov.hk/yr16-17/english/bills/brief/b201704071_brf.pdf">http://www.legco.gov.hk/yr16-17/english/bills/brief/b201704071_brf.pdf</a>
		Legal Service Division Report	LS55/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170428ls-55-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170428ls-55-e.pdf</a>
		Minutes of meetings	CB(4)1472/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/bc/bc106/minutes/bc10620170519.pdf">http://www.legco.gov.hk/yr16-17/english/bc/bc106/minutes/bc10620170519.pdf</a>  CB(4)1473/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/bc/bc106/minutes/bc10620170602.pdf">http://www.legco.gov.hk/yr16-17/english/bc/bc106/minutes/bc10620170602.pdf</a>
16.6.2017	TP	Administration's paper on Public Transport Strategy Study	CB(4)1176/16-17(03) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170616cb4-1176-3-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170616cb4-1176-3-e.pdf</a>
		Administration's follow-up paper	CB(4)1381/16-17(01) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170616cb4-1381-1-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170616cb4-1381-1-e.pdf</a>
		Administration's response to the motions passed at the meeting on 16 June 2017	CB(4)1581/16-17(01) <a href="https://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170616cb4-1581-1-e.pdf">https://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170616cb4-1581-1-e.pdf</a>

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(4)177/17-18 <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170616.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170616.pdf</a>
16.6.2017	House Committee	Report of the Bills Committee on Road Traffic (Amendment) Bill 2017	CB(4)1222/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170616cb4-1222-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170616cb4-1222-e.pdf</a>
28.6.2017	Council meeting	Council question raised by Hon Andrew WAN Siu-kin on personalized and point-to-point transport services	<a href="http://www.info.gov.hk/gia/general/201706/28/P2017062700726.htm">http://www.info.gov.hk/gia/general/201706/28/P2017062700726.htm</a>
		Council question raised by Hon Michael TIEN Puk-sun on encouraging members of public to use public transport	<a href="http://www.info.gov.hk/gia/general/201706/28/P2017062800498.htm">http://www.info.gov.hk/gia/general/201706/28/P2017062800498.htm</a>
18.10.2017	Council Meeting	Council question raised by Hon Kenneth LAU Ip-keung on traffic situation in Yuen Long	<a href="http://www.info.gov.hk/gia/general/201710/18/P2017101700772.htm?fontSize=1">http://www.info.gov.hk/gia/general/201710/18/P2017101700772.htm?fontSize=1</a>
22.1.2018	TP	Administration's paper on Transport Public Transport Strategy Study—Implementation progress of measures	CB(4)490/17-18(01) <a href="https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180122cb4-490-1-e.pdf">https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180122cb4-490-1-e.pdf</a>

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
--	TP	Letter dated 29 January 2018 from Hon Frankie YICK Chi-ming to the Administration on the observations and opinions expressed by members and deputations/individuals on the Public Transport Strategy Study and the Administration's response	<p>CB(4)714/17-18(01)  <a href="https://www.legco.gov.hk/yr17-18/english/panels/t/p/papers/tp20180122cb4-714-1-e.pdf">https://www.legco.gov.hk/yr17-18/english/panels/t/p/papers/tp20180122cb4-714-1-e.pdf</a></p> <p>CB(4)714/17-18(02)  <a href="https://www.legco.gov.hk/yr17-18/english/panels/t/p/papers/tp20180122cb4-714-2-e.pdf">https://www.legco.gov.hk/yr17-18/english/panels/t/p/papers/tp20180122cb4-714-2-e.pdf</a></p>
18.4.2018	Finance Committee (Special meeting)	Replies to initial written questions raised by Finance Committee members in examining the Estimates of Expenditure 2018-2019 (Session No.: 9) (Reply Serial Nos. THB(T)072, THB(T)078, THB(T)093, THB(T)128, THB(T)138, THB(T)331, THB(T)366, and THB(T)381)	<a href="http://www.legco.gov.hk/yr17-18/english/fc/fc/w_q/t/hb-t-e.pdf">http://www.legco.gov.hk/yr17-18/english/fc/fc/w_q/t/hb-t-e.pdf</a>