

本署檔號 : L/M to TD FP/115/31/1

傳真: 2840 0716

來函檔號 : CB4/PL/TP

電話 : 3842 5801

傳真 : 3528 0564

香港中區
立法會道 1 號
立法會綜合大樓
立法會交通事務委員會秘書
劉素儀女士

劉女士：

立法會交通事務委員會
朱凱迪議員於 2019 年 10 月 25 日的信函

你於 2019 年 11 月 4 日致函運輸及房屋局，轉達朱凱迪議員於 2019 年 10 月 25 日的信函收悉。本署現獲授權回覆如下：

運輸署已於 2019 年 12 月 27 日向朱凱迪議員作出詳細回覆，該回覆及其英文譯本載於附件，供委員參閱。

運輸署署長

(朱慧詩



代行)

2019 年 12 月 30 日

副本抄送：

運輸及房屋局局長(經辦人: 張懿欣女士)



本署檔號 : L/M to TD FP/115/31/1

傳真: 2811 2210

來函檔號 :

電話 : 3842 5501

傳真 : 2824 0433 / 2511 5892

香港中區
立法會道 1 號
立法會綜合大樓 903 室
朱凱迪議員

朱議員 :

有關:離島渡輪服務

2019 年 10 月 25 日來信致立法會交通事務委員會主席及運輸署署長收悉。來信查詢有關離島渡輪服務的長遠營運模式、六條主要離島渡輪航線¹的中期檢討及離島渡輪服務改善計劃。繼本署於 2019 年 10 月 28 日的簡覆，本署現作綜合回覆。

政府於《2019 年施政報告》提出有關離島渡輪服務長遠營運模式的建議包括：

- a) 繼續為六條主要離島渡輪航線提供特別協助措施，及擴展至八條其他離島渡輪航線²；以及

¹ 「中環－長洲」、來往坪洲、梅窩、芝麻灣及長洲的「橫水渡」、「中環－梅窩」、「中環－坪洲」、「中環－榕樹灣」及「中環－索罟灣」航線。

² 八條其他離島渡輪航線為「香港仔－長洲」、「香港仔－榕樹灣（經北角村）」、「香港仔－索罟灣（經模達）」、「屯門－東涌－沙螺灣－大澳」、「愉景灣－梅窩」、「馬灣－中環」、「馬灣－荃灣」及「中環－愉景灣」航線。

- b) 推出新的船隻資助計劃，為當中 11 條渡輪航線³全面更新船隊並使用更環保船隻，作為離島渡輪服務的長遠營運模式。

此外，六條主要離島渡輪航線在現行牌照期(即 2017 至 2020 年)的中期檢討亦已完成。有關長遠營運模式的建議及中期檢討的詳情已載於 2019 年 11 月 15 日立法會交通事務委員會討論文件(立法會 CB(4)114/19-20(05)號文件)。

船隻資助計劃

為改善船隻質素和推動環保，並減低更換船隻為乘客所帶來的龐大加價壓力，我們建議推出新的船隻資助計劃，分兩個階段在 2021 年起，為 11 條航線全面更換較環保且配備嶄新的船隻，涉及約 47 艘新船。六條主要離島渡輪航線佔約 33 艘，而其他五條離島渡輪航線佔 14 艘，詳細分佈如下：

11 條離島渡輪航線新建船隻的分佈

航線	快速船數目 (載客量)
1. 中環—長洲	10 (500/1 000 座)
2. 中環—梅窩	7 (500 座)
3. 橫水渡	2 (400 座)
4. 中環—坪洲	5 (500 座)
5. 中環—榕樹灣	6 (500 座)
6. 中環—索罟灣	3 (400 座)
7. 香港仔—長洲	3 (200 座)
8. 香港仔—榕樹灣(經北角村)	2 (200 座)
9. 香港仔—索罟灣(經模達)	2 (200 座)

³ 該 11 條航線為註腳[1]提及的六條離島渡輪航線以及註腳[2]提及的「香港仔—長洲」、「香港仔—榕樹灣(經北角村)」、「香港仔—索罟灣(經模達)」、「屯門—東涌—沙螺灣—大澳」及「愉景灣—梅窩」航線。

航線	快速船數目 (載客量)
10. 愉景灣—梅窩	2 (200 座)
11. 屯門—東涌—沙螺灣—大澳	5 (250 座)
合計	47

正如在交通事務委員會文件提及，在船隻資助計劃下，政府會與營辦商簽定協議書，要求營辦商作為註冊船主須負起所有管理、維修、保險等方面的營運及法律責任，並妥善管理公帑資助購買的船隻。政府無意改變渡輪服務由私營機構根據審慎的商業原則經營，以確保服務的營運及成本效益的既定政策。

特別協助措施

政府估計，為 14 條離島航線提供特別協助措施所需的全年資助額約 2.6 億元，當中六條主要離島渡輪航線約佔七成，而其他八條航線約佔三成。六條主要離島渡輪航線的乘客需求量及營運開支均較其他八條離島渡輪航線為高，所需的特別協助措施亦相對較高。

至於來信提及有關特別協助措施的涵蓋範圍，主要考慮因素包括公帑須使用得宜、有關航線是否提供必須的公共交通服務等。此外，為善用公帑，接受特別協助措施的營辦商須向運輸署提交經審核的財務報表，以供核實。現時大部分「街渡」服務並非主要日常交通工具，營運規模較小且屬非常規服務，營辦商亦無須向運輸署提供財務資料。假若將來有個別「街渡」服務由非常規轉為常規渡輪服務，並提供必須的對外交通服務，以及同意向運輸署提供相關的財務資料，政府可因應個別情況另作考慮。

服務改善計劃

運輸署一直透過不同的措施持續留意渡輪服務的營運情況、財務狀況、服務水平及乘客需求量，包括進行實地視察、審閱營辦商提交的定期報表、收集公眾意見等。

就六條主要離島渡輪航線而言，為更適切配合乘客的需求，新渡輪及港九小輪已在現行牌照期內推出服務改善措施，例如新渡輪已利用現有船隻的空間，為「中環－長洲」及「中環－梅窩」渡輪航線的六艘快速船隻增加乘客座位；而港九小輪亦已為「中環－榕樹灣」渡輪航線增加一班晨早航班(早上5時30分)，以便利早出上班的乘客。

運輸署會藉著為六條主要離島渡輪航線新的五年牌照期的營運權進行公開招標時，訂定基本服務班次，並會參考公眾意見，改善服務。詳情將在諮詢區議會及持份者後敲定。

此外，為鼓勵營辦商提升服務水平，承諾在訂定的基本服務班次上再提升服務水平的投標者可獲較高評分。運輸署亦會檢討其他八條離島渡輪航線的服務水平及乘客需求情況，如有需要會要求營辦商作出改善。

政府理解離島居民對於離島渡輪服務票價的關注。一般而言，在處理離島渡輪航線票價調整時，運輸署會考慮所有相關因素，如渡輪服務的乘客需求量、服務水平、票務及非票務收入、營運開支、累計的綜合物價指數、市民在接受程度等。各條航線的乘客量、班次、營運性質等不一，因此票價亦會有所不同。

現時往來離島及市區的主要離島渡輪航線(包括來信中提及的「中環－梅窩」航線)均設假日票價，主要目的是為減輕日常使用渡輪服務的離島居民及乘客的交通開支負擔。若取消假日票價，將大幅增加營辦商的經營壓力，可能需要大幅上調

平日的票價水平才能維持航線的財務可行性。

為便利梅窩居民在假日出行，「中環—梅窩」航線設有假日來回票，票價與平日來回程相同。經常使用該渡輪服務的乘客亦可考慮購買月票，以期在平日及假日均可享票價優惠。有關假日來回票及月票的開支均可計入政府推出的《公共交通費用補貼計劃》，進一步減輕離島居民交通費用的負擔。

運輸署署長

(李萃珍  代行)

2019年12月27日

副本送：

立法會交通事務委員會主席易志明議員, SBS, JP(傳真: 2530 9167)

立法會秘書處(經辦人: 劉素儀女士)(傳真: 2840 0716)

運輸及房屋局(經辦人: 張懿欣女士)(傳真: 2537 5246)



運輸署 (Translation)
Transport Department

Our Ref. : L/M to TD FP/115/31/1

By fax: 2811 2210

Your Ref. :

Tel : 3842 5501

Fax : 2824 0433 / 2511 5892

27 December 2019

Hon CHU Hoi-dick
Room 903, Legislative Council Complex,
1 Legislative Council Road,
Central, Hong Kong.

Dear Hon CHU,

Re.: Outlying Island Ferry Services

Thank you for your letter to the Chairman of the Legislative Council (“LegCo”) Panel on Transport and the Commissioner for Transport on 25 October 2019, enquiring about the long-term operation model of outlying island ferry services, the mid-term review of the six major outlying island ferry routes (“six major routes”)¹ and the service improvement plan of outlying island ferry services. Further to our interim reply on 28 October 2019, we hereby provide a consolidated reply.

¹ The “Central – Cheung Chau”, “Inter-islands” between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, “Central – Mui Wo”, “Central – Peng Chau”, “Central – Yung Shue Wan” and “Central – Sok Kwu Wan” routes.

The Government's proposals set out in the 2019 Policy Address regarding the long-term operation model of outlying island ferry services include:

- (a) to continue to provide Special Helping Measures ("SHM") to the six major routes and extend the measures to eight other routes²; and
- (b) to launch a new Vessel Subsidy Scheme ("VSS") to replace the fleets of 11 ferry routes³ and introduce greener vessels as the long-term operation model of outlying island ferry services.

In addition, the mid-term review of the six major routes in the current licence period (i.e. from 2017 to 2020) has been completed. Details of the proposals regarding the long-term operation model and mid-term review have been set out in the discussion paper provided to the LegCo Panel on Transport dated 15 November 2019 (LC Paper No. CB(4)114/19-20(05)).

VSS

In order to improve fleet quality and promote environmental protection while alleviating the huge pressure of fare increases for passengers,

² The eight other routes are "Aberdeen – Cheung Chau", "Aberdeen – Yung Shue Wan via Pak Kok Tsuen", "Aberdeen – Sok Kwu Wan via Mo Tat", "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O", "Discovery Bay – Mui Wo", "Ma Wan – Central", "Ma Wan – Tsuen Wan" and "Discovery Bay – Central" routes.

³ These 11 routes are the six major routes mentioned in footnote 1, as well as the "Aberdeen – Cheung Chau", "Aberdeen – Yung Shue Wan via Pak Kok Tsuen", "Aberdeen – Sok Kwu Wan via Mo Tat", "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O" and "Discovery Bay – Mui Wo" routes mentioned in footnote 2.

we recommend introducing a new VSS to replace the fleets of 11 ferry routes and introduce greener vessels with newer facilities in two phases starting from 2021, involving some 47 new vessels. Of these new vessels, about 33 will go to the six major routes and 14 to the five other routes, with detailed distribution as follows:

Distribution of new vessels among the 11 outlying island ferry routes

Routes	No. of fast vessels (capacity)
1. Central – Cheung Chau	10 (500/1 000 seats)
2. Central – Mui Wo	7 (500 seats)
3. Inter-islands	2 (400 seats)
4. Central – Peng Chau	5 (500 seats)
5. Central – Yung Shue Wan	6 (500 seats)
6. Central – Sok Kwu Wan	3 (400 seats)
7. Aberdeen – Cheung Chau	3 (200 seats)
8. Aberdeen – Yung Shue Wan via Pak Kok Tsuen	2 (200 seats)
9. Aberdeen – Sok Kwu Wan via Mo Tat	2 (200 seats)
10. Discovery Bay – Mui Wo	2 (200 seats)
11. Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	5 (250 seats)
Total	47

As mentioned in the discussion paper to the Panel on Transport, under the VSS, the Government will enter into an agreement with each ferry operator and require them to, as the registered owners of the vessels, bear all the operational and legal responsibilities/liabilities in respect of management, repairs and insurance, etc. of the ferry vessels; and manage properly the ferry vessels bought under Government subsidies. The Government does not

intend to alter the established policy that ferry services should be run by the private sector in accordance with prudent commercial principles to ensure operational efficiency and cost-effectiveness.

SHM

The Government estimates that the full-year effect of cashflow required for provision of SHM to the 14 outlying island ferry routes is around \$260 million, of which about 70% will go to the six major routes and about 30% to the eight other routes. As the six major routes have higher passenger demands and operating costs when compared with those of the eight other routes, they require relatively higher amounts of SHM.

As regards the coverage of SHM mentioned in your letter, the major factors considered include the requirement for proper use of public money, and the essentiality of the public transport services provided by the routes concerned, etc. In addition, to ensure proper use of public money, operators receiving SHM are required to submit audited financial statements to the Transport Department (“TD”) for verification purpose. At present, most of the existing “kaitos” services do not serve as a major public transport mode on a daily basis. Instead, they operate on a relatively small scale and provide non-regular services, and these operators are not required to submit their financial information to TD. In future, if an individual operator of “kaito” service intends to change its service from a non-regular one to a regular one and to provide external transport service of an essential nature, while also

agreeing to submit relevant financial information to TD, the Government will consider each case based on its individual merits.

Service Improvement Plan

TD has been keeping in view the operation, financial status, service level and passenger demand of ferry services through various measures, including site inspection, examination of regular returns submitted by the operators and collection of feedback from the public, etc.

As far as the six major routes are concerned, New World First Ferry Services Limited (“NWFF”) and the three subsidiaries of Hong Kong and Kowloon Ferry Holdings Limited (“HKK”) have rolled out service improvement measures for the current licence period to better cater for passenger needs. For example, NWFF has increased the seating capacity of six fast ferries serving the “Central – Cheung Chau” and “Central – Mui Wo” ferry routes by making use their existing vessel spaces, whereas HKK has been providing an additional morning sailing (at 5:30 a.m.) for its “Central – Yung Shue Wan” ferry route to bring convenience to the morning commuters.

In granting the operating rights of the six major ferry routes for the upcoming new five-year licence periods through open tender, TD will prescribe their basic service frequencies, and make reference to views from the public to improve their services. The details will be finalised upon consultation with the District Councils and stakeholders.

Moreover, tenderers undertaking to provide services at levels higher than the prescribed basic service frequencies will be awarded a higher mark, so that operators are encouraged to enhance their service levels. The TD will also review the service levels and passenger demands of the eight other routes and require the operators to make improvements where necessary.

The Government understands outlying island residents' concern over the fares of outlying island ferry services. Generally speaking, in handling any fare adjustments of the outlying island ferry routes, TD will take into account all relevant factors, such as the passenger demands, service levels, fare box and non-fare box revenues and operating costs of the ferry services, as well as the cumulative Composite Consumer Price Index and public acceptability, etc. Since the patronage, service frequency and operating nature, etc., vary across individual routes, their fares are set at different levels.

At the moment, holiday fares are charged on major outlying island ferry routes plying between outlying islands and urban areas (including the "Central – Mui Wo" route mentioned in your letter), with a main purpose to relieve the fare burden of those outlying island residents and commuters using the ferry services on a daily basis. Should the holiday fares be cancelled, the operating pressure faced by the operators will be substantially increased, and the fare levels on weekdays may have to be raised significantly to maintain the financial viability of the ferry routes.

To facilitate the travel of Mui Wo residents on holidays, holiday return tickets with fares charged at the same levels as those of weekday return tickets are available for the “Central – Mui Wo” route. Passengers who frequently use the ferry service may also consider purchasing a monthly ticket to enjoy fare concessions on both weekdays and holidays. The expenses on holiday return tickets and monthly tickets are covered in the Public Transport Fare Subsidy Scheme implemented by the Government, thereby further alleviating the burden of transport expenses on outlying island residents.

Yours sincerely,

Original signed

(Ms Macella LEE)

for Commissioner for Transport

c.c.

Hon Frankie YICK Chi-ming, SBS, JP, Chairman of Legislative Council Panel on Transport (Fax: 2530 9167)

Legislative Council Secretariat (Attn: Ms Sophie LAU) (Fax: 2840 0716)

Transport and Housing Bureau (Attn: Miss CHEUNG Yee Yan, Ezrela) (Fax: 2537 5246)