

立法會 *Legislative Council*

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Panel on Transport

Meeting on 15 November 2019

Updated background brief on outlying island ferry services

Purpose

This paper provides updated background information on outlying island ferry services. It also summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members during previous discussions on this subject.

Background

2. At present, there are 13 licensed ferry operators¹ in Hong Kong providing 19 licensed passenger ferry services, with 14 outlying island licensed ferry routes and five in-harbour licensed ferry routes. Details of these 19 passenger ferry routes are set out in **Appendix I**. The above licensed ferry services are supplemented by "kaitos" which are licensed to provide waterborne transport services to remote areas which are generally inaccessible by land in the territories. In 2018, there are 66 "kaitos" ferry services, and total ferry passengers amounted to about 46 million.

Duration of ferry service licences

3. Ferry service licences are granted by the Commissioner for Transport under Section 28 of the Ferry Services Ordinance (Cap. 104) to allow the licensees to operate ferry services. The Administration has granted a three-year licence to the six major outlying island ferry routes²

¹ Excluding The "Star" Ferry Company Limited which is operating two ferry routes under franchise.

² The six major outlying island ferry routes are operated by the New World First Ferry Services Limited ("NWFF") and the Hong Kong and Kowloon Ferry Holdings Limited ("HKK").

(Appendix I) in mid-2017 for operation until mid-2020. Having regard to the needs of the operators for longer-term planning and investment for their ferry services, the Administration introduced the Ferry Services (Amendment) Bill 2018 into LegCo on 27 June 2018 to amend relevant provisions in the Ordinance to lengthen the ferry service licence period from three years to five years, with the existing cap of a 10-year aggregate licence period remain unchanged. The Amendment Bill was passed by LegCo on 14 November 2018.

Special Helping Measures ("SHM")

4. SHM to the six major outlying island ferry routes was first launched in 2011 with funding approval from the Finance Committee ("FC") of LegCo on a three-year cycle, tying in with the three-year ferry service licence period granted at that time. According to the Administration, the Government provides SHM to these routes because there is basically no alternative to the ferry services available as a means of public transport,³ and short of SHM, the ferry services cannot be maintained without periodic hefty fare increases. In addition to SHM, the Administration has also implemented various measures for all ferry routes where applicable to reduce the operating costs of ferry services. For the three-year licence period from mid-2017 to mid-2020, FC of LegCo approved a funding of \$412 million to the six major outlying island ferry routes on 25 March 2017. A breakdown of the SHM and details of other ordinary helping measures are provided in **Appendices II** and **III** respectively.

5. In the Chief Executive's 2019 Policy Address, the Administration announced that the SHM will be extended to eight other outlying island ferry routes. Operating situation of these eight routes as at 2015 without SHM is in **Appendix IV**. Furthermore, the Administration will launch a new Vessel Subsidy Scheme ("VSS") to replace the fleets of 11 ferry routes and introduce greener vessels involving some 47 new vessels.⁴ The Scheme will be carried out in two phases within a period of around ten years from 2021 onwards. The objectives are to enhance ferry service quality and promote the development of a greener city.

³ Only Mui Wo is also linked by an external road network, but its cross-district land-based public transport services are very limited.

⁴ These 11 routes are the six outlying island ferry routes 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.

Fare adjustments and profit-sharing mechanism

6. Despite the continued provision of SHM, the ferry operators express that there has been pressure for fare increase, owing to the substantial increase in operating cost. The Administration considers that the fundamental policy consideration of SHM is that ferry passengers, as in the case of passengers of other public transport modes, should shoulder a fair share of fare burden, and the burden of fare increase is alleviated through SHM. In this regard, the Administration approved a fare increase of an average rate of around 4% for the six outlying island ferry routes.⁵ The new fare took effect along the commencement date of the licence period of the six routes in mid-2017.

7. In early 2016, the Administration conducted a mid-term review on the provision of SHM for the six major outlying island ferry routes for the 2014-2017 licence period and set up a profit-sharing mechanism. The operators would share any "windfall profit", which is the profit exceeding the projected profit margin at the time of licence extension, with passengers on a 50:50 basis through offering fare concession. The same profit-sharing mechanism has been continued to the licence period of 2017-2020 for the six routes. The "windfall profit" earns in the first half of the licence period will be shared with passengers in the second half of the licence period, while the "windfall profit" earns in the second half of the licence period will be shared with passengers in the next licence period.

Major concerns raised by Members

8. Members have expressed views and concerns on outlying island ferry services at different committees of LegCo, which are summarized in the ensuing paragraphs.

Coverage of SHM

9. Noting from the 2019 Policy Address that the Administration proposed to extend SHM to eight other outlying island ferry routes, some members recommended that SHM should also be extended to "kaito" ferry services as residents living on outlying islands relied heavily on "kaito" for inter-islands travelling. In response, the Administration said that it maintained an open mind on the inclusion of "kaito" routes in SHM

⁵ Having considered the different patronage and operating modes of the six routes, as well as the different financial situations of the two ferry operators, the Government approved an overall average fare increase of around 3.9% for "Central – Cheung Chau", "Inter-islands" and "Central – Mui Wo" routes operated by NWFF while the overall average fare increase rate for the "Central – Peng Chau", "Central – Yung Shue Wan" and "Central – Sok Kwu Wan" routes operated by HKK is around 4%.

provided that these services were provided on a regular basis and that "kaito" service providers could submit periodic financial information and data on their operations to the Administration.

10. In reply to a member's enquiry on VSS, the Administration advised that the Scheme was launched having regard to views received during previous consultations, including the views of the Panel, on measures to reduce the operating costs of ferry service providers. The Administration had no intention to change the present operation mode in the provision of ferry service and that the fleets to be procured were not intended to be Government fleets. Besides, the new vessels to be procured would be greener vessels for promoting the development of a greener city. The Administration would keep in view fare changes of outlying island ferry services as well as their service quality after SHM and VSS had been launched.

Long-term financial viability of outlying island ferry services

11. Some Members considered that to maintain the long-term financial viability of ferry services, the Administration should facilitate ferry operators to generate more non-fare box revenue. Noting that the Public Works Subcommittee of FC had voted down the Administration's proposal to construct additional floors at Central Piers No. 4, 5 and 6 for commercial development to cross-subsidize the operation of the six routes in 2013 ("Pier Proposal") due to technical reasons, some members enquired whether the Administration would further review the Pier Proposal and re-submit it for LegCo's consideration again.

12. The Administration explained that the Pier Proposal was not the best feasible option, having regard to the complexity of the contractual relationships that might arise and the difficulty involved in estimating actual profits derived from these commercial activities. As the Development Bureau would have long-term planning for harbourfront development, the government proceeds that might be generated by the development projects would become part of the public funds for financing SHM. In addition, when a new pier was to be built in Cheung Chau in future, the Government would consider earmarking certain space for commercial purpose.

13. On some members' enquiry regarding operating the outlying island ferry service in the form of public service or outsourcing the ferry service operation, the Administration advised that the Government would review the long-term operation model of outlying island ferry services in the mid-term review in early 2019 on the merits and demerits of various

options. Outcome of the review would be reported to the Panel in due course.

Duration of a licence period

14. Some members suggested the Administration further relaxing the cap on each licence period and/or the cap on the aggregate licence period so as to encourage ferry operators to make longer-term investments. The Administration advised that the lengthening of the licence period from three to five years and maintaining the aggregate licence period at 10 years was generally supported by the trade. A licence period of an excessive length would make it difficult for an operator to project its financial situation accurately, as business environment of the ferry trade was subject to certain changing factors, such as fuel costs, manpower situation and evolving green technologies. Also, the aggregate licence period of 10 years would help maintain a competitive environment among ferry operators.

Fare increase and profit-sharing mechanism

15. A member suggested that the Administration, when approving fare increase for the six outlying island ferry routes, should set the rate of increase at a rate higher than that of inflation as staff cost, which was not subsidized under SHM, had been on a rise. The Administration said that when considering fare increase proposed by the operators, the Administration would need to strike a delicate balance amongst various factors. In addition, ferry operators should run their business in a cost effective manner not relying solely on the provision of SHM.

16. Some members considered it more direct for ferry operators to share the "windfall profit" by reducing fares. They also called on the Administration to consider providing fare concessions to outlying island residents and frequent commuters only and half-price tickets to students. The Administration replied that in view of the changes in operating costs and profits, it would be more appropriate to share the "windfall profits" with passengers within a definite timeframe instead of reducing fares which would impose permanent effect on the fare tables.

Fuel surcharge proposal and fuel subsidy

17. Some Members pointed out that with the provision of SHM, the fares of outlying island ferry services had still gone up at a considerable rate. As such, there was a need for the Administration to map out more effective helping measures, such as introduction of fuel surcharge or fuel subsidy. Besides, some Members expressed that the Administration's

measure to reimburse ferry operators the vessel maintenance and repair cost was difficult to be monitored by the public. Instead, the Administration should provide fuel subsidy as the fluctuating fuel price was said to be the major cause of fare increase. Further, in the light of the drop in fuel price, they also suggested the Administration considering imposing a fare adjustment clause to cater for both upward and downward adjustments in the future to ensure proper use of the public fund.

18. The Administration advised that when determining the subsidizing mode, one of the underlying assumptions was that the ferry operators were able to cope with the situation in times of oil price fluctuations according to their commercial principles and estimates. In addition, ferry operators would share with passengers the "windfall profit" arising from a lower oil price scenario on a 50:50 basis through fare concessions.

Ferry services improvement and pier facilities

19. Members expressed concern on the quality of ferry services and pier facilities and called for improvements, such as increasing the frequency of ferry services, improving the hygienic conditions of public toilets, allocation of space for passengers and cargoes and upgrading fire safety facilities at ferry piers. Some members also suggested the retrofitting of barrier-free facilities and providing breastfeeding rooms on ferries. A member recommended the Administration setting out in the licence a requirement for ferry operators to hold regular meetings with residents of outlying islands to receive their views on ferry services.

20. The Administration said that before any licence renewal, the Administration would collect views from passengers on operators' service performance and request operators to improve services. If the operators' service was unsatisfactory, the Administration might not renew the licence. As regards pier maintenance, the responsibilities were vested on the Administration and relevant government departments would undertake review for making improvement as appropriate. On members' suggestion of retrofitting barrier-free facilities and providing breastfeeding room, the Administration advised that the provision of such facilities would depend on the physical environment of individual piers and fleets.

Recent developments

21. The Administration will brief members on outlying island ferry services at the Panel meeting to be held on 15 November 2019.

Relevant papers

22. A list of relevant papers is in **Appendix V**.

Council Business Division 4
Legislative Council Secretariat
13 November 2019

Summary of the licensed passenger ferry routes¹

Outlying islands

Major routes

1. Central — Cheung Chau
2. Central — Mui Wo
3. Central — Peng Chau
4. Central — Sok Kwu Wan
5. Central — Yung Shue Wan
6. Peng Chau — Mui Wo — Chi Ma Wan — Cheung Chau

Other routes

1. Aberdeen — Pak Kok Tsuen — Yung Shue Wan
2. Aberdeen — Sok Kwu Wan (via Mo Tat)
3. Central — Discovery Bay
4. Cheung Chau — Aberdeen
5. Discovery Bay — Mui Wo
6. Ma Wan — Central
7. Ma Wan — Tsuen Wan
8. Tuen Mun — Tung Chung — Sha Lo Wan — Tai O

Inner harbour

1. North Point — Hung Hom
2. North Point — Kowloon City
3. North Point — Kwun Tong (via Kai Tak)
4. Sai Wan Ho — Kwun Tong
5. Sai Wan Ho — Sam Ka Tsuen

Source:

http://www.td.gov.hk/en/transport_in_hong_kong/public_transport/ferries/service_details/index.html [Accessed March 2018].

¹ Besides the licensed ferry services, there are two franchised ferry services operated by The "Star" Ferry Company, Limited plying between Central and Tsim Sha Tsui and between Wan Chai and Tsim Sha Tsui.

Details of the Special Helping Measures approved for the six major outlying island ferry router

	2017-18	2018-19	2019-20	2020-21	Total
	\$'000	\$'000	\$'000	\$'000	\$'000
(a) reimbursing the operators of the ferry services concerned for the annual vessel survey fee and private mooring charge	154	510	526	356	1,546
(b) reimbursing the pier electricity, water and cleansing charges	1,652	5,448	5,614	3,798	16,512
(c) reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement	3,515	11,598	11,950	8,084	35,147
(d) reimbursing the vessel maintenance cost	24,044	79,344	81,749	55,301	240,438
(e) reimbursing the revenue foregone due to provision of child fare concessions	2,149	7,093	7,308	4,943	21,493
(f) reimbursing the vessel insurance cost	910	3,003	3,094	2,093	9,100

		2017-18	2018-19	2019-20	2020-21	Total
		\$'000	\$'000	\$'000	\$'000	\$'000
(g)	reimbursing the depreciation cost of vessel and fleet improvement	1,620	5,345	5,506	3,725	16,196
(h)	implementing "Visiting Scheme to Outlying Islands"	302	996	1,026	694	3,018
(i)	Estimated Commitment [Total of (a) to (h)]	34,346	113,337	116,773	78,994	343,450
	Total Commitment including a 20% Buffer Provision [i.e. 120% of (i)]	41,215	136,004	140,128	94,793	412,140

Appendix III

Ordinary helping measures for ferry services (other than SHM)

The Government has been providing various ordinary helping measures (other than SHM) to enhance the viability of ferry services. These measures include –

- (i) taking over pier maintenance responsibility;
- (ii) waiving fuel duty;
- (iii) reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme; and
- (iv) streamlining the pier subletting approval procedures to help generate non-fare box revenue for cross-subsidising the ferry operation so as to alleviate pressure for fare increase.

Operating situation of the eight outlying island routes without SHM

The Eight Outlying Island Routes Without SHM [Current Licence Period]	2015 Average Daily Patronage	Financially profitable or not [Months Covered]	Remarks
Discovery Bay – Central [One year : 1.5.2016 - 30.4.2017]	11 707	Not financially profitable [7/2014-6/2015]	• Certain non-franchised residents' bus services are available ¹
Aberdeen – Pak Kok Tsuen – Yung Shue Wan [Three years : 15.8.2014 - 14.8.2017]	845	Not financially profitable [7/2014-6/2015]	• No alternative public transport service
Discovery Bay – Mui Wo [Two years : 10.2.2016 - 9.2.2018]	264	Financially profitable [4/2014-3/2015]	• Road network connecting other places is available, but routing is inconvenient.
Aberdeen – Cheung Chau [Three years : 8.8.2015 - 7.8.2018]	539	Service of this route commenced in 2015, the operator cannot provide information.	• Cheung Chau relies on ferries for transmuting. This route is to moderate the heavy loading of the Central – Cheung Chau route.
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O [Three years : 2.9.2015 - 1.9.2018]	1 102	Financially profitable [7/2014-6/2015]	• No alternative public transport service
Ma Wan – Central [Three years : 14.12.2015 - 13.12.2018]	3 039	Not financially profitable [1-12/2015]	• Certain non-franchised residents' bus services are available ²
Ma Wan – Tsuen Wan [Three years : 8.6.2016 - 7.6.2019]	302	Not financially profitable [1-12/2015]	
Aberdeen – Mo Tat – Sok Kwu Wan [Three years : 1.6.2016 - 31.5.2019]	642	Financially profitable [7/2014-6/2015]	• No alternative public transport service

¹ Details of routes are as follows:

- DB01R Discovery Bay - Tung Chung
- DB02R Discovery Bay - Airport
- DB03R Discovery Bay - Sunny Bay

² Details of routes are as follows:

- NR330 Ma Wan (Tung Wan Bus Terminus) - Tsing Yi Station
- NR331 Ma Wan (Pak Yan Road) - Tsuen Wan (Sai Lau Kok Road)
- NR331S Ma Wan (Pak Yan Road) – Tsuen Wan West
- NR332 Ma Wan (Tung Wan Bus Terminus) - Kwai Fong (Metroplaza)
- NR334 Ma Wan (Tung Wan Bus Terminus) - Hong Kong International Airport
- NR338 Ma Wan (Tung Wan Bus Terminus) - Central (Central Ferry Pier No.2)
(All Night Service)

Outlying island ferry services

List of relevant papers (in the Fourth and Fifth Legislative Council)

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
25.2.2009	Council meeting	Hon Miriam LAU Kin-yea raised a question on outlying island ferry services	http://www.info.gov.hk/gia/general/200902/25/P200902250166.htm
23.4.2010	Panel on Transport	Administration's paper on the review on ferry services for outlying islands	CB(1)1648/09-10(04) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0423cb1-1648-4-e.pdf
		Administration's supplementary information on the review on ferry services for outlying islands (Follow-up paper)	CB(1)2765/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0423cb1-2765-1-e.pdf
		Minutes of meeting	CB(1)2320/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100423.pdf
5.11.2010	Finance Committee	Administration's paper on the helping measures to assist the operation of six major outlying island ferry trunk routes	FCR(2010-11)44 http://www.legco.gov.hk/yr10-11/english/fc/fc/papers/f10-44e.pdf
		Minutes of meeting	FC71/10-11 http://www.legco.gov.hk/yr10-11/english/fc/fc/minutes/fc20101105.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
1.6.2011	Council meeting	Hon WONG Sing-chi raised a question on fares of outlying island ferry services	http://www.info.gov.hk/gia/general/201106/01/P201106010180.htm
2.6.2011	Panel on Transport	Administration's paper on the fare increases for outlying island ferry services	CB(1)2275/10-11(07) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0602cb1-2275-7-e.pdf
		Minutes of meeting	CB(1)2867/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110602.pdf
11.7.2011	Panel on Transport	Administration's paper on the outlying island ferry services	CB(1)2647/10-11(02) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0711cb1-2647-2-e.pdf
		Minutes of meeting	CB(1)220/11-12 http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110711.pdf
24.5.2013	Panel on Transport	Administration's paper on the mid-term review on the six major outlying island ferry routes	CB(1)1059/12-13(05) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1059-5-e.pdf
		Administration's paper on the construction of additional floors at Central Piers Nos. 4, 5 and 6	CB(1)1059/12-13(07) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1059-7-e.pdf
		Administration's supplementary information on the mid-term review on the six major outlying island ferry routes (Follow-up paper)	CB(1)1410/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1410-1-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Administration's response on the assistance provided under the Traffic Accident Victims Assistance Scheme of the Social Welfare Department (Follow-up paper)	CB(1)1410/12-13(02) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0524cb1-1410-2-e.pdf
		Minutes of meeting	CB(1)1769/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130524.pdf
11.6.2013	Public Works Subcommittee of Finance Committee	Administration's paper on 49TF—Construction of additional floors at Central Piers Nos. 4, 5 and 6	PWSC(2013-14)23 http://www.legco.gov.hk/yr12-13/english/fc/pwsc/papers/p13-23e.pdf
		Administration's paper on the forecast of submissions for the 2013-14 Legislative Council session (Enclosure 2) (Supplementary information on 7049TF—Construction of additional floors at Central Piers Nos. 4, 5 and 6)	PWSCI(2013-14)11 http://www.legco.gov.hk/yr13-14/english/fc/pwsc/papers/pi13-11e.pdf
		Minutes of meeting	PWSC89/12-13 http://www.legco.gov.hk/yr12-13/english/fc/pwsc/minutes/pwsc20130611.pdf
5.7.2013	Finance Committee	Administration's paper on provision of Special Helping Measures for the six major outlying island ferry routes	FCR(2013-14)26 http://www.legco.gov.hk/yr12-13/english/fc/fc/papers/f13-26e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Minutes of meeting	FC25/13-14 http://www.legco.gov.hk/yr12-13/english/fc/fc/minutes/fc20130705.pdf
30.10.2013	Council meeting	Hon LEUNG Che-cheung raised a question on ferry services	http://www.info.gov.hk/gia/general/201310/30/P201310300334.htm
26.5.2014	Panel on Transport	Administration's paper on the outlying island ferry services and fare adjustments	CB(1)1208/13-14(07) http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp0411cb1-1208-7-e.pdf
		Administration's supplementary information on the outlying island ferry services and fare adjustments (Follow-up paper)	CB(4)84/15-16(01) http://www.legco.gov.hk/yr13-14/chinese/panels/tp/papers/tp0526cb4-84-1-c.pdf
		Minutes of meeting	CB(1)78/14-15 http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20140526.pdf
--	Panel on Transport	Administration's response to letter from Hon TANG Ka-piu on the impact of the drop in oil prices on the fares of franchised bus and outlying island ferry services	CB(4)517/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tpcb4-517-1-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
1.4.2015	Finance Committee (Special meeting)	Replies to initial written questions raised by Finance Committee members in examining the Estimates of Expenditure 2015-2016 (Session No.: 12) (Questions Serial Nos. 0931, 1150, 1505 and 1613)	http://www.legco.gov.hk/yr14-15/english/fc/fc/w_q/thb-t-e.pdf
7.4.2016	Finance Committee (Special meeting)	Replies to initial written questions raised by Finance Committee members in examining the Estimates of Expenditure 2016-2017 (Session No.: 14) (Questions Serial Nos. 0211, 0647, 1425, 1837, 4016, 4723 and 6860)	http://www.legco.gov.hk/yr15-16/english/fc/fc/w_q/thb-t-e.pdf
15.4.2016	Panel on Transport	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) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160415cb4-831-3-e.pdf
		Administration's supplementary paper on Public Transport Strategy Study Topical Study—Mid-term review for ferry services of the current licence period (Follow-up paper)	CB(4)53/16-17(01) http://www.legco.gov.hk/yr15-16/chinese/panels/tp/papers/tp20160415cb4-53-1-c.pdf
		Minutes of meeting	CB(4)1321/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160415.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
--	Panel on Transport	Administration's response to the letter from Dr Hon KWOK Ka-ki on inadequate outlying island ferry services during holidays	CB(4)1203/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpcb4-1203-1-e.pdf
16.11.2016	Council meeting	Hon Kenneth LAU raised a written question on ferry services for Cheung Chau	https://www.info.gov.hk/gia/general/201611/16/P2016111600389.htm
18.11.2016 and 2.12.2016	Panel on Transport	Administration's paper on Special Helping Measures for six major outlying island ferry routes for the next three-year licence period 2017-2020	CB(4)108/16-17(05) https://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20161118cb4-108-5-e.pdf
		Administration's follow-up paper	CB(4)405/16-17(01) https://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20161118cb4-405-1-e.pdf
		Minutes of meetings	CB(4)612/16-17 https://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20161118.pdf CB(4)876/16-17 https://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20161202.pdf
16.6.2017	Panel on Transport	Administration's paper on Public Transport Strategy Study	CB(4)1176/16-17(03) https://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170616cb4-1176-3-e.pdf
		Minutes of meeting	CB(4)177/17-18 https://www.legco.gov.hk/yr

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
			16-17/english/panels/tp/minutes/tp20170616.pdf
16.3.2018	Panel on Transport	Administration's paper on duration of ferry service licences	CB(4)719/17-18(04) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180316cb4-719-4-e.pdf
		Administration's supplementary information on duration of ferry service licences (follow-up paper)	CB(4)779/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180316cb4-779-1-e.pdf CB(4)1242/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180316cb4-1242-1-e.pdf
		Minutes of meeting	CB(4)1550/17-18 https://www.legco.gov.hk/yr17-18/english/panels/tp/minutes/tp20180316.pdf

Council Business Division 4
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