

交諮會主席二零零二年六月二十一日 致署理運輸局局長函件



交通諮詢委員會
TRANSPORT ADVISORY COMMITTEE

香港中環
美利大廈16樓
運輸局
署理運輸局局長
鄧國威先生

鄧先生：

城巴有限公司(機場及北大嶼山路線)、龍運巴士有限公司和新世界第一巴士服務有限公司 有關延續現有專營權的申請

城巴有限公司(「城巴(機場及北大嶼山路線)」)和龍運巴士有限公司(「龍運」)申請延續其機場及北大嶼山巴士服務的專營權十年，而新世界第一巴士服務有限公司(「新巴」)亦申請延續其有關市區、過海隧道和將軍澳巴士路線的專營權十年。交通諮詢委員會(「交諮會」)已在二零零二年五月二十一日的會議上討論有關申請。本函闡述交諮會的意見，以及向行政長官會同行政會議提出的建議。

交諮會在審議這三間巴士公司的申請時，已考慮所有有關因素，包括：

- (i) 近年批出巴士專營權的安排；
- (ii) 有關的巴士公司是否有能力提供適當和有效率的巴士服務；
- (iii) 有關的巴士公司是否願意就其巴士業務作出投資；以及
- (iv) 將納入擬議新專營權的條款。

委員備悉根據《公共巴士服務條例》(第230章)第6(1)條，行政長官會同行政會議可批出為期不超過十年的巴士專營權。近年，政府就新的專營巴士營辦商或新的巴士路線網絡所批出的新專營權均為期五至六年，讓政府可以在觀察營辦商表現後，才考慮向有關的營辦商批出較長年期的專營權。那些證明表現良好的營辦商會獲延續其專營權十年，以為他們提供穩定的經營環境，亦可鼓勵他們籌劃其未來發展，為巴士服務作出所需的長遠投資。另一方面，表現欠佳的營辦商則只獲延續少於五年的較短期專營權。這是對有關營辦商作出的一種警告，並讓政府可有時間訂定應變計劃，如有需要可在專營權延續期屆滿時作出更換營辦商的安排。交諮會並無提出任何更改上述做法的建議。

附件 A

委員備悉城巴(機場及北大嶼山路線)、龍運和新巴一直向乘客提供優質的服務，並且願意就其巴士業務作出投資，例如這三間巴士公司都建造了新的巴士廠。它們亦繼續致力提高其車隊的環保性能，包括由二零零零年年初起改用超低含硫量柴油。目前，它們車隊中絕大部分的巴士已經符合歐盟廢氣排放標準(由新巴的88%至城巴(機場及北大嶼山路線)的100%)。此外，這三間巴士公司的脫班率和接獲的投訴數目(以每100萬名乘客計)都有所下降，而運輸署亦會定期嚴密監察其巴士服務的安全情況。

委員又備悉，政府打算對有關專營權作出多項更改，包括規定巴士公司在投資證券，或在巴士上裝置設施，或推出與巴士有關的附屬/額外服務時，均須先徵得運輸署署長批准；規定巴士公司必須進行乘客滿意程度調查，並與運輸署的緊急控制中心建立直接聯絡機制和向該中心提供協助；以及規定巴士公司必須訂定一般採購指引，確立公開競投的規定。由於有關的擬議更改可改善巴士的整體運作，亦可使乘客受惠，交諮會支持這些更改。

交諮會也曾討論巴士車費的問題。委員備悉，延續專營權並不涉及巴士的車費問題，因為巴士車費是根據既定的巴士車費釐定機制調整的；以及在二零零零年十二月，行政長官會同行政會議已通過以“經修訂的考慮多方面因素做法”作為審批車費調整申請的基準。此外，委員又獲悉，有鑑於目前的經濟狀況，龍運最近已撤回其於二零零一年三月提出的加價申請，而城巴(機場及北大嶼山路線)和新巴均沒有表示會在不久的將來申請調整車費。

交諮會經考慮各項有關因素後，認為應容許城巴(機場及北大嶼山路線)、龍運和新巴繼續營辦專利巴士服務。考慮到若在新專營權期滿或一旦專營權被撤銷而需由其他營辦商承接營運有關服務時，是有需要確保一些在專營權有效期最後一天需要運作至翌日清晨的巴士服務仍得以維持，此外亦鑑於《公共巴士服務條例》規定專營權期限不得超過十年，交諮會認同應把擬議新專營權的期限定為約9年11個月。

請把交諮會的意見和建議轉達行政長官會同行政會議，讓該會議在審議三間巴士公司的申請時可作充分考慮。有關意見和建議可於該會議公布決定後發表，讓公眾知悉。

二零零二年六月二十一日

鄭漢鈞
交通諮詢委員會主席
鄭漢鈞

TAC Chairman's Letter to Acting Secretary for Transport dated 21 June 2002



交通諮詢委員會
TRANSPORT ADVISORY COMMITTEE

Mr Paul Tang, JP
Acting Secretary for Transport
Transport Bureau
16/F Murray Building
Central, Hong Kong

21 June 2002

Dear Mr Tang,

Applications for Renewal of Bus Franchises from Citybus Limited
(Franchise for Airport and North Lantau routes),
Long Win Bus Company Limited and New World First Bus Services Limited

The Transport Advisory Committee discussed at its meeting on 21 May 2002 the applications from Citybus Limited ("Citybus (Franchise 2)") and Long Win Bus Company Limited ("LW") to renew their franchises for bus services serving the Airport and North Lantau for 10 years, and New World First Bus Services Limited ("NWFB")'s application to renew its franchise for the operation of urban, cross harbour and Tseung Kwan O bus routes also for 10 years. This letter sets out the Committee's views and advice to the Chief Executive in Council.

In considering the applications from the three bus companies, the Committee has taken into account all relevant factors including:

- (i) the practice in granting bus franchises in recent years;
- (ii) the capability of the bus companies concerned to provide proper and efficient bus service;
- (iii) the willingness of the bus companies concerned to invest in their bus operation; and
- (iv) the terms to be included in the proposed new franchises.

Members noted that under section 6(1) of the Public Bus Services Ordinance (Cap. 230), the Chief Executive in Council may grant a bus franchise for a period not exceeding 10 years. In recent years, new franchises for a period of 5-6 years were granted to new franchised bus operators or for operation of new bus networks, which enabled the Government to observe the performance of their operation before considering the grant of longer franchises to them. The franchises of proven operators were renewed for 10 years to provide them with a stable operating environment and incentives to plan ahead and make long-term investments necessary for the bus service. On the other hand, franchises of under-performing operators were extended for a much shorter period of less than 5 years to serve as a warning to the operators concerned and to allow time for the Government to make plans for contingency arrangement for replacing the operator if necessary upon expiry of the extended franchise period. The Committee does not suggest any change to this practice.

Members noted that Citybus (Franchise 2), LW and NWFB have been providing quality service to the travelling public and have shown commitment to investing in their bus operation, as evidenced by their construction of new bus depots. They have also made continued efforts to improve the environmental performance of their bus fleet, including the conversion to the use

Annex A

the Euro emission standard (ranging from NWFB's 88% to Citybus (Franchise 2)'s 100%). The lost trip rate and number of complaints per million passengers of each of the three bus companies have dropped, and there is stringent monitoring by Transport Department ("TD") on a regular basis over the safety aspect of their bus operation.

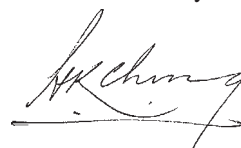
Members noted that the Administration intends to introduce a number of changes to the franchises. These include additional requirements for prior approval by the Commissioner for Transport for investment in securities and installation of on-bus facilities and introduction of bus-related ancillary/add-on services by the bus companies, requirements for the bus companies to conduct passenger satisfaction surveys and to provide direct communication links and assistance to TD's emergency control centre, and general procurement guidelines on the requirement of competitive tendering by the bus companies. The Committee supports these proposed changes as they would improve bus operation in general and would be in the interest of passengers.

The Committee has discussed the issue of fares. Members noted that the franchise renewal does not cover bus fare issues since adjustment to bus fares are dealt with in accordance with the established bus fare determination mechanism and that in December 2000, the Chief Executive in Council approved the "Modified Basket of Factors" ("MBOF") Approach as the basis for examining fare adjustment applications. Members also noted that LW has recently withdrawn its fare increase application submitted in March 2001 in the light of the current economic conditions, and that both Citybus (Franchise 2) and NWFB have not indicated any intention to apply for fare adjustments in the near future.

Taking into account all the relevant factors, the Committee is of the view that Citybus (Franchise 2), LW and NWFB should be allowed to continue their franchised bus operation. The Committee opined that in order to ensure continuity of bus services which straddle the last day of a franchise in case there is to be a change in operator upon expiry or revocation of that franchise, and given that the period of a franchise cannot exceed 10 years under the Public Bus Services Ordinance, it is appropriate for the proposed new franchises to run for a period of about 9 years and 11 months.

I should be grateful if you would convey the Committee's views and advice to the Chief Executive in Council so that they would be taken into full account in the Council's deliberation on the applications from the three bus companies. The Committee's views and advice may be released for public information when the Council's decision is announced.

Yours sincerely,



(Cheng Hon-kwan)

Chairman

Transport Advisory Committee