

公共交通服務和設施 Public Transport Services and Facilities

服務

香港人口密集，生活節奏急促。公共交通系統的服務必須快捷可靠，始能滿足市民在經濟、社交和康樂活動方面的需要。公共交通工具每日載客量達1 100萬人次，佔大約九成的載客人次。交諮會因此認為本港公共交通系統必須協調得當、方便快捷，才可以滿足市民的需求，確保客貨運輸暢通無阻。我們亦考慮到發展運輸基建和提供交通服務都必須以合乎環保的方式進行，才能配合香港的持續發展。二零零三年內，交諮會曾研究多項有關公共交通服務和設施的事宜。

設施



Services

Hong Kong is one of the most densely populated and busiest cities in the world. An efficient and reliable public transport system is essential to meet the economic, social and recreational needs of the community. About 90% of the total daily passenger trips are made on public transport, amounting to 11 million trips per day. The TAC thus considers that a public transport system that is well co-ordinated, efficient and convenient is crucial to meeting public demand and ensuring mobility of our people and goods. To ensure the sustainable development of our city, we are mindful that transport infrastructure and services have to be provided in an environmentally acceptable manner. In 2003, the TAC had looked into a number of issues relating to public transport services and facilities.





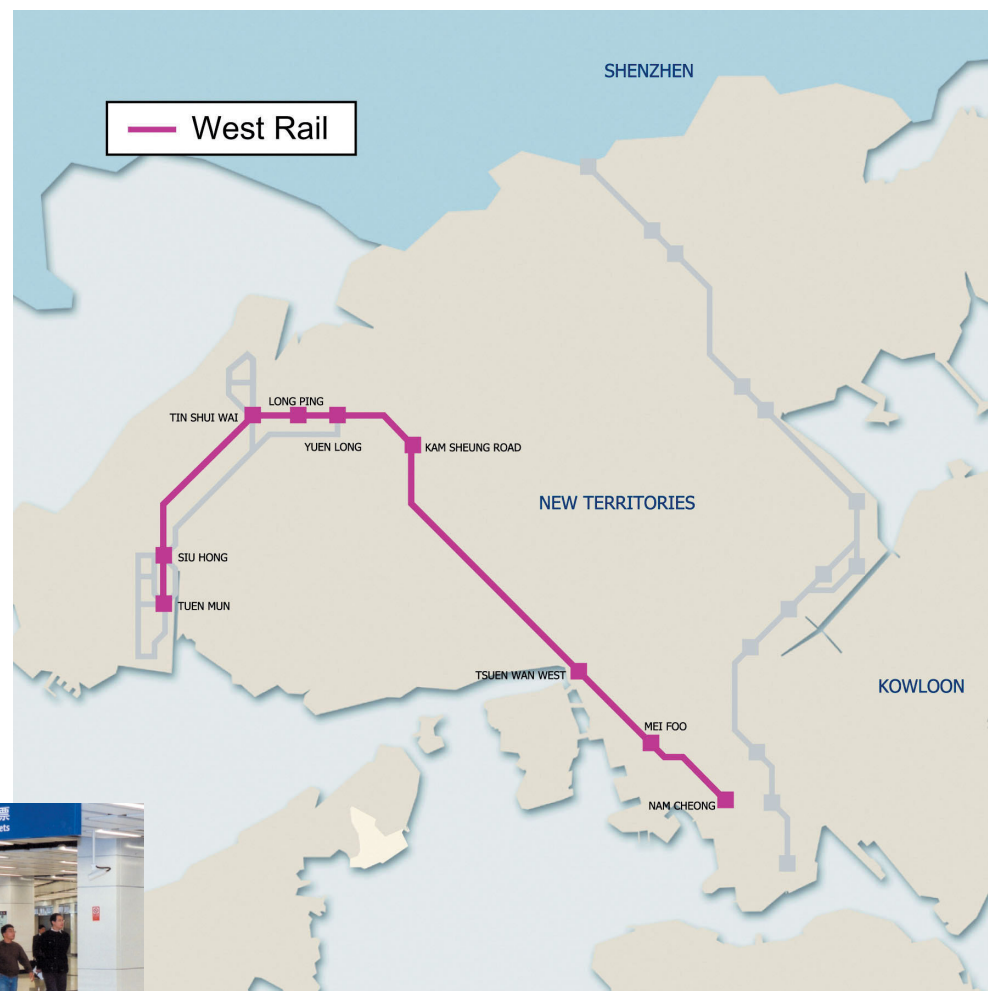
的士服務

二零零三年四月，當局向交諮會簡報修訂的士司機的入職要求，並推行職前培訓計劃，以改善服務質素。有關建議主要根據交諮會一個工作小組在一九九八年提出的意見制定。當局已於二零零二年三月諮詢公共交通服務小組委員會，以聽取該委員會的意見及建議。最新建議包括規定所有申請的士駕駛執照的人士必須參加的士司機職前培訓計劃修讀必修課程，擴闊的士牌照考試範圍，使其包括正確的駕駛態度、地圖查閱技巧及加入普通話和英語聆聽考試；任何人士只要領取有效的私家車或輕型貨車正式駕駛執照滿一年（而非現時規定的三年），均可申請的士駕駛執照；而申請的士牌照最低年齡限制為21歲的規定則維持不變。交諮會歡迎有關建議，認為它們有助進一步提高的士服務的質素。

Taxi Service

In April 2003, the TAC was briefed on the Administration's proposals to revise the entry requirements of taxi drivers and introduce a pre-service training programme with a view to improving the quality of taxi service. The proposals were largely based on the recommendations of a Working Group of the TAC in 1998. The Public Transport Services Sub-Committee was consulted on the proposals in March 2002 and their advice and suggestions were taken into account. The latest proposals included requiring all applicants of taxi driving licence to attend a mandatory taxi driver pre-service training programme; expanding the scope of the Taxi Licence Test to cover proper driving attitude, map reading skills, Putonghua and English licensing test; allowing those who had a valid full private car or light goods vehicle driving licence for at least one year, instead of three years, to apply for a taxi driving licence; and maintaining the existing minimum age requirement of 21 for the Taxi Licence Test. The TAC welcomed the proposals and considered that they would further improve taxi service.





鐵路服務

西鐵

西鐵已於二零零三年十二月通車，為市民提供往返新界西北和市區的鐵路服務。九鐵在二零零三年五月向交諮會簡述該公司釐定西鐵票價的各個考慮因素。委員

得悉九鐵會顧及市民的接受程度和期望，並會考慮市民的意見，然後才訂定票價。委員促請九鐵把票價訂於既能與其他交通工具競爭又為市民所能負擔的水平。二零零三年八月，九鐵及地鐵公司分別向交諮會報告西鐵票價的定案以及地鐵與西鐵的轉車設施。委員歡迎九鐵及地鐵提供票價優惠，並促請兩鐵推出更多轉乘優惠。

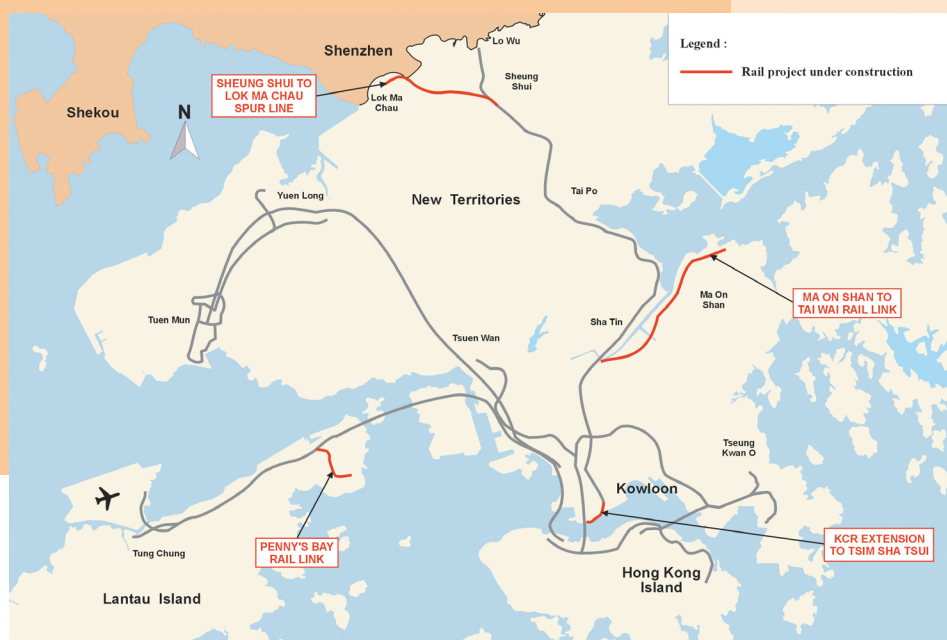


Railway Service

West Rail

The West Rail was commissioned in December 2003 to provide rail service between the northwest New Territories and the urban areas. KCRC briefed the TAC in May 2003 on the various factors that would be considered in determining West Rail fares. Members noted that KCRC would take into account public acceptability and expectation, and would consider public views before finalising the fares. Members urged KCRC to set fares at levels that were competitive and affordable to the general public. In August 2003, KCRC and MTRCL briefed the TAC on the decision on West Rail fares and the MTR/West Rail interchange facilities respectively. Members welcomed the fare discounts offered by KCRC and MTRCL and urged the two railway corporations to actively pursue the introduction of interchange discount.





東鐵支線

二零零三年十二月，當局向交諮會講述東鐵支線的主要特點，以及當局重整東鐵支線服務範圍內公共交通網絡的計劃。委員得悉，東鐵支線由馬鞍山鐵路和尖沙咀支線組成。前者定於二零零四年十二月通車，後者則將於馬鞍山鐵路通車前投入服務。會上委員亦獲悉當局為保持各類交通工具的效率、減少廢氣和減輕路面擠塞而計劃重整公共交通網絡。交諮會得悉運輸署在重整公共交通網絡時，會致力使乘客繼續享有選擇，並維持各類交通工具之間的良好競爭。交諮會建議當局應考慮在諮詢公眾時收集的意見，以擬定合適的公共交通網絡計劃，並同意應逐步推行服務調動以顧及乘客在交通需求上的轉變。



East Rail Extensions

In December 2003, the Administration presented to the TAC the main features of the East Rail Extensions (ERE) and the Administration's plan to re-organise the public transport network in the catchment area of ERE. Members noted that the major features of ERE comprised the Ma On Shan Railway scheduled for commissioning in December 2004 and the Tsim Sha Tsui Extension which would be opened prior to the commissioning of the Ma On Shan Line. Members were also briefed on the public transport network re-organisation plan (the PT plan) to maintain the operational efficiency of various transport modes and to reduce emission and road congestion. The TAC noted that in formulating the PT plan, the Transport Department also sought to maintain choices for passengers and healthy competition among different transport modes. The TAC advised the Administration to take into account the views received during the public consultation exercise in developing an appropriate PT plan. The TAC shared the Administration's views that the service changes should be introduced gradually having regard to changes in passenger travel patterns.



專營巴士服務

二零零三年六月，交諮會討論專營巴士公司在二零零二年的表現。委員欣悉各公司的整體表現令人滿意，巴士服務在多方面均有進步。各公司不斷提升車隊規格，並增加設有空調和可供輪椅上落的巴士。此外，巴士公司利用資訊科技為乘客提供更佳的資訊。委員亦歡迎運輸署與專營巴士公司繼續商討如何調配更多較環保的巴士行走繁忙的交通走廊。交諮會促請當局繼續與各巴士公司緊密合作，以進一步提高服務質素和運作效率。

二零零三年十一月，當局向交諮會簡報為確保專營巴士營運安全而實行的規管和監察措施。委員得悉目前已有系列為巴士車輛、巴士司機、乘客及其他道路使用者而設的安全措施，而在過去四年巴士每百萬行車公里發生的意外宗數有下降的趨勢。不過，鑑於在二零零三年下半年發生的嚴重巴士意外，委員認為當局和巴士公司應研究進一步加強巴士安全的措施。交諮會得悉，當局已要求專營巴士公司進行全面的檢討，並在二零零四年年初向運輸署提交報告，說明各項為保障安全而作出的安排，以及可進一步加強安全的地方。



Franchised Bus Service

In June 2003, the TAC discussed the performance of the franchised bus operators in 2002. Members noted that their performance was generally satisfactory. The TAC was pleased to learn that there had been improvements in a number of areas, including continuous upgrading of the bus fleet by providing more air-conditioned and wheelchair accessible buses and provision of better passenger information through application of information technology. Members also welcomed the on-going discussions between the Transport Department (TD) and franchised bus operators on plans to deploy more buses with better environmental performance to operate in busy corridors. The TAC urged the Administration to continue to work closely with the bus operators to further enhance their quality of service and operational efficiency.

In November 2003, the Administration briefed the TAC on the regulatory and monitoring measures to ensure the safety of franchised bus operation. Members noted that a series of safety measures covering bus vehicles, bus drivers, passengers and other road users had been in place and that the bus accident rate per million kilometer operated showed a general downward trend in the past four years. However, in the light of major traffic incidents involving buses in the second half of 2003, Members agreed that the Administration and bus operators should examine measures to further enhance bus safety. The TAC noted that the Administration had asked the franchised bus operators to conduct a comprehensive review on their safety arrangements and areas for further enhancement and to submit a report to TD in early 2004.





公共小型巴士營運

專線小巴營辦定期班次服務，行駛固定路線，其服務水平和票價均受運輸署管制。紅色小巴(紅巴)的服務及票價則不受規管。政府的政策是鼓勵紅巴轉為專線小巴經營。為配合這項政策，運輸署一直策劃新的專線小巴服務，並不時推出新的專線小巴路線組合進行招標。所有公共小巴營辦商包括紅巴營辦商均獲邀在專線小巴營辦商遴選中提交申請。當局根據遴選準則及既定的計分制度評審各宗申請。這些準則包括申請人的管理能力、擬使用的車輛質素、財政資源、所提供的顧客服務，以及申請人是否新加入專線小巴行業。

二零零三年七月，交諮會成立工作小組，檢討專線小巴營辦商的遴選準則及計分制度，並提出可行的安排以協助紅巴營辦商轉以專線小巴營運，及讓規模較小的營辦商參與遴選。工作小組與專線小巴及紅巴業界會面，並聽取他們對現行計分制度的意見。在考慮了業界的意見後，工作小組在二零零三年八月向交諮會提交建議(詳情載於附件A)。同年八月中，當局徵詢公共小巴業界代表對遴選準則及計分制度修訂建議的意見。除有兩項更改外，當局接納工作小組提出的全部建議。

在二零零三年十一月的會議上，當局向交諮會簡報一項有時限的試驗計劃，容許現時行走新界西北路線的紅巴司機行走三號幹線。委員得悉，運輸署將會設立中央登記冊，讓現時行走青山公路的紅巴司機申請登記。每名申請參與試驗計劃的司機，都可選擇加入中央登記冊內三組分別代表三條擬辦試驗專線小巴路線的其中一組。當局會成立評審委員會監察登記程序，並會成立上訴委員會審議上訴個案。交諮會支持這項試驗計劃，並會密切監察計劃的成效。

Public Light Bus Operation

Green minibuses (GMBs) operate scheduled services on fixed routes. While the service levels and fares of GMBs are regulated by the Transport Department (TD), those of red minibuses (RMBs) are not. It has been the Government's policy to encourage RMB operators to convert to GMB operation. In pursuit of this policy, TD develops new GMB services and put forward new GMB route packages for tender from time to time. All public light bus (PLB) operators including RMB operators are invited to submit applications in the GMB operators selection exercises. Applications are assessed according to selection criteria including the management capability of the applicant, the quality of the proposed fleet, financial resources and customer services to be provided, and whether the applicant is a new entrant to the GMB trade. The assessment is conducted on the basis of a pre-determined marking scheme.

A Working Group was set up under the TAC in July 2003 to conduct a review on the selection criteria and marking scheme for the GMB operators selection exercises and to recommend possible arrangements to facilitate RMB operators' conversion to GMB operation and smaller operators' participation in the selection exercises. The Working Group met with the GMB and RMB trades to listen to their views on the existing marking scheme. Taking into account the feedback from the PLB trade, the Working Group submitted its recommendations (details at Annex A) to the TAC in August 2003. The Administration subsequently consulted the representatives of the PLB trade on the recommended modifications to the selection criteria and marking scheme in mid August 2003. The Administration then accepted the full set of the Working Group's recommendations subject to two modifications.

At its meeting in November 2003, the TAC was briefed on a time-limited trial scheme for existing RMB drivers in the northwest New Territories to operate on Route 3. Members noted that TD would establish a central register for application by incumbent RMB drivers driving along Castle Peak Road. Each driver who applied to participate in the scheme would be given the choice to join one of the three groups for the three proposed GMB routes. A Vetting Committee would be formed to monitor the registration process, and an Appeal Committee would be formed to consider appeals. The TAC was supportive of the proposed trial scheme and would closely monitor the results of the trial scheme.

山頂纜車營運

山頂纜車有限公司要求當局將其營運及經營山頂纜車的權利延續十年，由二零零四年一月一日起生效。當局在二零零三年十月諮詢交諮會的意見。委員在考慮各個因素包括該公司過往在安全及服務方面的表現、山頂纜車對旅遊業發展的價值以及該公司進一步改善其運作及乘客設施的計劃後，建議批准該公司延續其營運及經營纜車的權利十年。



非專營巴士營運

非專營巴士擔當輔助的角色，為特定的乘客以及在常規公共交通工具未能完全覆蓋的地區提供服務。然而，有些非專營巴士營辦商卻利用現行發牌制度賦予的彈性，提供違規的服務。其他運輸業界對這些違規服務深表關注，認為會影響其生存空間。因此有需要檢討非專營巴士的規管架構及營運模式。交諮會在二零零三年十二月成立一個工作小組，檢討規管非專營巴士的營運問題。由於問題範疇甚廣且相當複雜，預計檢討需進行六個月。工作小組會聽取運輸業界的意見，盡力平衡公眾和各交通工具營辦商的利益。

Peak Tramway Operation

The TAC was consulted in October 2003 on the request from the Peak Tramways Company Limited (the Company) for a 10-year extension of its right to run and operate the peak tramway with effect from 1 January 2004. Members had considered different factors, including the Company's past performance in both the safety and service aspects; the peak tramway's value to tourism development and the Company's plans to further improve its operation and passenger facilities. Taking all relevant factors into account, the TAC recommended approving the Company's request for an extension of its operation right for 10 years.

Operation of Non-franchised buses

Non-franchised buses (NFBs) play a supplementary role in serving specific clientele and areas not adequately covered by regular public transport. Some of the NFB operators have however taken advantage of the flexibility allowed under the present licensing system to provide unauthorised services. There are increasing concerns among other transport trades that the unauthorised NFB services affect their 'living space'. There is a need to review the regulatory framework and licensing regime of NFBs. A Working Group was formed under the TAC in December 2003 to review the regulation of NFB operations. Given the wide scope and complexity of the issues involved, the review is expected to take six months. The Working Group will listen to the views of the transport trades and endeavour to balance the interests of the public and various transport operators.



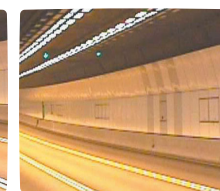
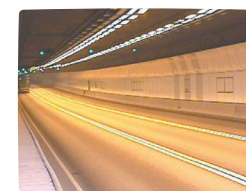
隧道費與公共交通票價

新香港隧道有限公司申請增加隧道費

二零零三年四月，當局徵詢交諮會對新香港隧道有限公司申請增加東區海底隧道收費的意見。委員會深入討論這宗申請，考慮各因素包括專營公司的財政狀況、「合理回報」的定義、上次加費後香港的經濟情況、市民的接受程度和負擔能力，以及交通管理後，建議駁回新香港隧道有限公司增加隧道費的申請。交諮會主席已致函環境運輸及工務局局長，詳述交諮會的建議及意見，全文載於附件B。

內地及外地建造和營運隧道及收費道路的經驗

當局進行一項顧問研究，以了解內地及外地在建造及營運隧道和收費道路的經驗，從而探討如何進一步善用海底隧道、東區海底隧道及西區海底隧道這三條過海隧道。在二零零三年四月的會議上，當局向交諮會簡報研究的結果。由於內地城市與本港的情況較為相似，因此顧問研究特別着重探討內地的經驗。委員得悉，其中一個建議為「共同擁有人」方案。如採用這個方案，三條過海隧道都歸同一擁有人所有，該名擁有人就會透過調整收費盡量提高三條隧道的使用率。不過，目前其中兩條過海隧道屬私營機構所有，除非該兩家專營公司有意與政府達成協議，否則這個方案就無法落實。委員認為，任何商議及回購協議都必須符合合約的精神。當局不宜為推行「共同擁有人」方案而違反現有協議或修訂法例。交諮會促請當局繼續與隧道公司緊密聯絡，探討如何改善過海的交通。



Tolls and Fares

Application for Toll Increase from the New Hong Kong Tunnel Company Limited

In April 2003, the TAC was consulted on the application from the New Hong Kong Tunnel Company Limited (NHKTC) for a toll increase at the Eastern Harbour Crossing. The Committee discussed the issue thoroughly having regard to the franchisee's financial position; the definition of a 'reasonable return'; changes in Hong Kong's economic conditions since the previous toll increase; public acceptability and affordability; and traffic management considerations. Taking into account all relevant factors, Members recommended that NHKTC's application for a toll increase should be rejected. The TAC's detailed advice and recommendations were set out in a letter from the TAC Chairman to the Secretary for the Environment, Transport and Works at Annex B.

The Provision and Operation of Tunnels and Tollways - Mainland and Overseas Experience

To explore ways to further optimise the utilisation of the three road harbour crossings, viz Cross Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing, a consultancy study was conducted to examine the Mainland and overseas experience in the provision and operation of tunnels and tollways. At its meeting in April 2003, the TAC was briefed on the findings of the study. Particular emphasis was put on the Mainland experiences that shared more similarities with the local situation. Members noted that the 'common owner' approach was one of the proposed ways forward. Under this approach, the ownership of the three road harbour crossings would be vested in the same owner, who would have the incentive to adjust the toll levels of the tunnels to maximise their usage. However, as two of the road harbour crossings were in private hands, this approach would only work if the two franchisees were ready to strike a mutually agreeable deal with the Government. Members considered that any negotiations and buy-out agreements had to abide by the spirit of contract. It would be inappropriate for the Administration to attempt to breach the existing agreements or amend the legislation to push ahead with the 'common owner' approach. The TAC urged the Administration to continue to maintain close liaison with the tunnel companies to explore ways to improve the cross harbour traffic.

公共交通票價調整機制

二零零三年八月，當局向交諮會簡報公共交通機構在二零零二年內推出的減價及優惠措施，並概述當局計劃制訂一套更客觀而且透明度更高的公共交通票價調整程序。委員得悉，此項建議確保營辦商在通縮的情況下可調低公共交通票價。交諮會贊成這項建議的整體方向。委員建議當局在擬定具體細節時，應細心聽取各界的意見，並與各公共交通機構保持緊密聯絡。



改善空氣質素的措施

二零零三年三月，當局向交諮會概述為改善本港空氣質素而實行的措施。主要措施包括為鼓勵柴油的士及小巴改用較環保的燃油而推出的優惠計劃、為歐盟標準生效前出廠的柴油車輛安裝微粒消滅裝置的計劃、實施嚴格的車用燃料及車輛廢氣排放標準，以及加強執法取締排放黑煙的車輛。委員歡迎當局為減少車輛排放廢氣推出全面的措施，並欣悉這些措施取得成效。從一九九九年至二零零二年，汽車的粒子排放量減少58%，氮氧化物排放量則減少27%。二零零二年的路邊粒子及氮氧化物濃度，分別下降19%及16%；排放黑煙的汽車亦大幅減少七成。



Public Transport Fare Adjustment Mechanism

In August 2003, the TAC was briefed on the fare reduction and concession initiatives of public transport operators in 2002 as well as the Administration's plan to develop a more objective and transparent process for public transport fare adjustment. Members noted the proposal to ensure that public transport fare levels could be adjusted downwards during deflationary periods. The TAC supported the overall direction of the Administration's proposal. Members advised that the Administration should listen carefully to views expressed by different sectors and maintain a close dialogue with the public transport operators to develop detailed proposals.



Measures to Improve Air Quality

In March 2003, the TAC was briefed on measures to improve the air quality in Hong Kong. Key measures included incentive schemes to encourage replacement of diesel taxis and light buses with cleaner alternatives; programmes to retrofit pre-Euro diesel vehicles with emission reduction devices; stringent motor fuel and vehicle emission standards and strengthened enforcement actions against smoky vehicles. Members welcomed the comprehensive measures introduced by the Administration to reduce emissions from motor vehicles and were pleased with the good progress. Between 1999 and 2002, the particulates and nitrogen oxides (NOx) emissions from motor vehicles had been reduced by 58% and 27% respectively. The concentrations of particulates and NOx at the roadside had dropped by 19% and 16% respectively, and the number of smoky vehicles had also reduced substantially by 70%.

