

工作小組認為在考慮修改現行計分制度的同時，亦應顧及確保服務質素和可靠性的需要。任何修改建議均應在協助紅色小巴("紅巴")和規模較小的營辦商參與專線小巴營辦商遴選這個目標和保障乘客利益的需要兩者之間，取得合理的平衡。



以下是工作小組的建議：

計分制度

- (a) 為落實提高紅巴營辦商(特別是小規模營辦商)轉為專線小巴經營的機會這個目標，遴選專線小巴營辦商的現行計分制度應予修改。主要的建議修改為：
 - (i) 在“車隊擁有權”這個評審因素下，就公司申請人而言，以該公司名義及公司股東／董事或其配偶登記的公共小型巴士("公共小巴")，應全部計算在內；
 - (ii) “聘用車隊經理”這個評審因素的比重應由5分減至2.5分；
 - (iii) 在“服務發展計劃”及“顧客服務”這兩個評審因素下分別可獲取分數的可接受項目，應向有意競投人士公開；
 - (iv) 在“車齡”這個評審因素下：
 - 除了訂購新公共小巴的單據外，申請人如在申請時承諾在申請獲批准後即購買新公共小巴，則該項承諾亦應獲接納為申請書內建議使用新車的證明。中選的申請人如最後決定不購買新車，則營辦權應判給備取名單中得分最高的申請人；
 - (v) “車輛質素”這項遴選準則所佔的總分，應由現時的40分降至35分。有關的分數改變應由這項遴選準則下的“車齡”這個評審因素所佔的20分減至15分；
 - (vi) 在“財政資源”這項遴選準則下，只應計算申請人的流動資金，不論申請人是否有任何未清還的公共小巴牌照／車輛按揭貸款，而這項因素所佔的比重應由10分減至5分；
 - (vii) “新加入專線小巴行業”這項遴選準則的比重應予增加，以使其所佔的分數由10分增至15分。
- (b) 為了在上述目標和保障乘客利益的需要之間維持合理的平衡，應加入一個新的評審因素，把申請人建議的票價水平列為遴選的評審因素。
- (c) 於每個評審因素中，實際的評分應按線性比例計算，以使申請人在每項評審因素下的實際得分，與該申請人能符合有關因素中取得最高評分所要求的準則的程度成正比。

Recommendations Of Transport Advisory Committee Working Group On Selection Criteria and Marking Scheme for Green Minibus Operators Selection Exercises

The Working Group took the view that in considering modifications to the existing marking scheme, it is also important to bear in mind the need to ensure service quality and reliability. Any proposals for change should seek to strike a reasonable balance between the objective of facilitating red minibus ("RMB") and smaller operators to participate in green minibus ("GMB") operators selection exercises and the need to safeguard the interest of passengers.

The following recommendations are made by the Working Group -

Marking Scheme

- (a) In pursuance of the objective of improving the opportunities for RMB operators in particular the small operators to convert to GMB operation, the existing marking scheme for GMB operators selection exercises should be modified. The major proposed changes are:
 - (i) under the assessment factor "fleet ownership", the public light buses ("PLBs") registered in the names of the company, its shareholders/directors or their spouses should all be counted in the case of a company applicant;
 - (ii) the weighting for the assessment factor "appointment of fleet manager" should be reduced from 5 marks to 2.5 marks;
 - (iii) the acceptable items that would be awarded marks under the assessment factors "service development plan" and "customer services" respectively should be made known to potential bidders;
 - (iv) under the assessment factor "vehicle age":
 - apart from purchase order for new PLBs, an undertaking made by an applicant at the time of application to purchase new PLBs upon successful application should also be accepted as proof of proposed deployment of new vehicles in the application. If the successful applicant decides not to proceed with the purchase of new vehicles after winning a bid, the operating right should be awarded to the applicant with the highest score on the waiting list;
 - (v) the total score for the selection criterion "vehicle quality" which at present accounts for 40 marks should be adjusted downward to 35 marks by reducing the score for the assessment factor "vehicle age" from 20 marks to 15 marks;
 - (vi) under the selection criterion "financial resources", only the liquid capital of the applicant should be taken into account, irrespective of whether the applicant has any outstanding mortgage on the PLB licences/vehicles concerned, and the weighting for this factor should be reduced from 10 marks to 5 marks;
 - (vii) additional weighting should be given to the selection criterion "new entrant to GMB trade" so that the score for this factor should be increased from 10 marks to 15 marks.
- (b) To maintain a reasonable balance between the above objective and the need to safeguard the interest of passengers, a new assessment factor should be introduced to take into account the level of fares proposed by applicants.

- (d) 如由於基礎設施有所改變 (例如新鐵路通車) 而會對該地區現有的公共小巴營辦商造成影響，則應為該區內專線小巴路線組合的營辦商遴選工作訂立一個增延的計分制度。在這種情況下，應增加兩個評審因素，分別為擬調配至所需車隊的“現有”公共小巴 (即已在有關地區經營的公共小巴) 的百分比，這因素的最高評分為15分；以及擬調配至所需車隊的“現任”司機 (即在有關地區駕駛“現有”公共小巴的司機) 的百分比，這個因素的最高評分為20分。
- (e) 應就上文 (d) 項的建議在有關地區進行調查，以建立“現有”公共小巴的數據庫。同時，為了證實“現任”司機的身分，有關申請人須提交證明文件，令運輸署信納申請書提及的“現有”公共小巴是由有關司機駕駛的。
- (f) 現行的計分制度應按上文 (a) 至 (e) 項的建議加以修改。

協助規模較小的公共小巴營辦商參與遴選的措施

- (g) 應考慮採取下列實際措施，向規模較小的公共小巴營辦商提供協助：
 - (i) 運輸署應在憲報刊登邀請營辦商申請新的專線小巴路線組合的公告後，為有意競投者在遞交標書前舉行簡布會；
 - (ii) 當局應鼓勵法律和會計專業團體為公共小巴營辦商提供義務諮詢服務，讓他們了解集合營辦商資源的可行方法，以協助他們參與專線小巴營辦商的遴選；以及
 - (iii) 探討以中小型企業資助計劃幫助規模較小的公共小巴營辦商的可行性。

使計分制度更具透明度的措施

- (h) 為使計分制度更具透明度，“投標者須知”應加入下列資料：
 - (i) 遴選程序概要，包括專線小巴營辦商遴選委員會的成員組合；
 - (ii) 進入遴選委員會最後遴選階段須取得的合格分數；
 - (iii) 評審因素，包括各因素所佔比重和就個別因素給予滿分的標準。

- (c) Within each assessment factor, the calculation of score should be based on a linear scale so that the actual score to be awarded to an applicant under each assessment factor would be proportionate to the extent to which the applicant has met the criterion for achieving the maximum score for that factor.
- (d) There should be an extended marking scheme for selection of operators for GMB route packages in an area where there would be impact of infrastructural changes (e.g. introduction of new railways) on existing PLB operators in the area concerned. Two additional assessment factors should be added to the marking scheme in such cases viz. a maximum of 15 marks to be awarded on the basis of the percentage of "incumbent" PLBs (i.e. PLBs already operating in the area concerned) to be deployed in the vehicle fleet required, and a maximum of 20 marks to be awarded on the basis of the percentage of "incumbent" drivers (i.e. those drivers operating the "incumbent" PLBs in the area concerned) to be deployed to operate the vehicle fleet required.
- (e) In relation to (d) above, surveys should be carried out in the affected areas to establish a database of the "incumbent" PLBs, and in order to prove the "incumbent" status of the drivers, the applicant concerned should be required to produce documentary proof to the satisfaction of TD that the "incumbent" PLBs referred to in the application are operated by the relevant drivers.
- (f) The existing marking scheme should be modified on the basis of (a) - (e) above.

Measures to facilitate Small Operators to participate in Selection Exercises

- (g) The following practical measures should be considered to help the small PLB operators:
 - (i) Transport Department should arrange for pre-submission briefing sessions for all prospective bidders after publication of the invitation for applications for new GMB route packages in the Gazette;
 - (ii) the legal and accounting professional bodies should be encouraged to offer voluntary advisory service to PLB operators on the possible options available to pool together their resources so as to facilitate their participation in GMB operators selection exercises; and
 - (iii) the feasibility of tapping the Small and Medium Enterprise funding schemes to assist the small PLB operators should be explored.

Measures to enhance Transparency of Marking Scheme

- (h) The "Guidance Notes for Tenderers" should incorporate the following information to enhance the transparency of the marking scheme:
 - (i) an outline of the selection procedure including the composition of the GMB Operators Selection Board;
 - (ii) the passing mark for entering the final selection stage of the Selection Board's deliberation; and
 - (iii) the assessment factors, including their weightings and the yardstick for awarding full marks in respect of individual factors.