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Secretary General
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Ms Sophie LAU)

[Fax no: 2978 7569]

9 January 2017

Dear Ms LAU,

Legislative Council Panel on Transport
Special Helping Measures for six major outlying island ferry routes
for the next three-year licence period 2017-20

The Government consulted the Legislative Council Panel on Transport on the arrangements of Special Helping Measures (“SHM”) for the six major outlying island ferry routes¹ in the next three-year licence period (2017-20) on 18 November and 2 December 2016. We now provide a reply to Members’ enquiries raised at the meetings, concerning the average daily patronage of the “Central – Cheung Chau” ferry route operated by the New World First Ferry Services Limited, as well as the

¹ Routes operated by the New World First Ferry Services Limited :

- (1) “Central – Cheung Chau”;
- (2) “Inter-islands” between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau ; and
- (3) “Central – Mui Wo” routes.

Routes operated by the Hong Kong & Kowloon Ferry Holdings Limited’s three subsidiaries :

- (4) “Central – Peng Chau”;
- (5) “Central – Yung Shue Wan”; and
- (6) “Central – Sok Kwu Wan” routes.

projected amount of SHM to be provided by the Government to the Hong Kong & Kowloon Ferry Holdings Limited (“HKK”) for operating the three outlying island ferry routes in the next three-year licence period.

Patronage of the “Central – Cheung Chau” ferry route

The average daily patronage of the “Central – Cheung Chau” ferry route in the past five years are detailed as follows –

Year	Average daily patronage (passenger trips)
2011	22 943
2012	23 610
2013	25 244
2014	25 767
2015	26 315

Projected amount of SHM to be provided by the Government to HKK in 2017-20

Having regard to the financial projections of the three outlying island ferry routes operated by HKK (i.e. “Central – Peng Chau”, “Central – Yung Shue Wan” and “Central – Sok Kwu Wan” routes) in the next three-year licence period, the Government projects that there is a need to provide SHM of around \$122 million (without accounting for any contingency provision) for those three routes. It should be noted that SHM reimbursement on specified costs is subject to actual usage. Invoices would be carefully verified by the Transport Department to ensure there would not be any abuse. Operators are required to submit audited financial statements to the Transport Department at the end of each financial year to prove the actual paid expenses. Besides, operators are also required to submit quarterly management accounts, to enable the Transport Department to monitor their financial situations.

Yours sincerely,

(Vivian HO)
for Secretary for Transport and Housing