環保小巴大聯盟

二零零二年一月廿五日
立法會交通事務委員會會議
參考文件

檢討公共小型巴士的營運
業界意見書

公共小型巴士的角色

運輸署於一九九九年十月發表的《第三次整體運輸研究》，將小巴、非專利巴士、電車、渡輪及的士評定爲『第三級』，刻意貶低公共小型巴士（「小巴」）的社會地位和存在價值，環保小巴大聯盟（「大聯盟」）認爲當局沒有正視小巴在公共交通運輸上的功能。

根據運輸署公布最新的調查統計，按固定路線的公共交通營辦商劃分，在二零零一年，截至十月底止，單是專線小巴的乘客人次就已經達 34,958,000[1]，載客人次僅次於九巴及地下鐵路。另外，根據《運輸資料年報 2001》的資料，在每日逾千萬的公共交通服務乘客量中，公共小巴的平均每日載客人次佔整體載客量近一成半[2]，反觀，電車和渡輪的乘客量只佔不到四個百份點，而非專利巴士則只服務僅一個百份點且是享有特權的一群人。大聯盟質疑當局把公共小巴的評級強行與非專利巴士看齊的理據何在？

大聯盟認爲，爲清楚訂明各種公共交通工具的功能，政府應按照各種公共交通工具所發揮的運輸效能，在獨立第三者監察下，重新檢討公共運輸政策。

非專利巴士影響公共運輸系統

一些只服務個別屋苑、爲一小撮享有特權人士提供服務的非專利巴士，由 1983 年的 46 部激增至現時超過一千部，目前路線達三百多條，其營運不單不符合經濟效益，也打亂了公共運輸政策上對各種交通工具的角色定位。運輸署曾經在《第三次整體運輸研究》中表明，在公共交通服務的整體載客量提高後，屋邨巴士的服務需求會下降，不過，自九九年至今，屋邨巴士仍在不斷增長中而未見運輸當局有任何行動，處理問題。

[1] http://www.info.gov.hk/td/chi/transport/tf.menu.index.html
[2] http://www.info.gov.hk/td/chi/publication/annual/td2001c.s00.pdf

小巴業營運前景岌岌可危

政府的公共運輸策略,「是確保香港將來能夠維持一貫安全可靠和高效率的交通運輸系統，而且還要令這個系統更臻完備」[3]，但安全而又高效率的專線小巴，近年不斷被專利巴士蠶食經營路線，以及受到經營效率不高的非專利巴士影響營運空間，政府將有甚麼解決專線小巴與非專利巴士的不平衡發展問題？

至於紅色小巴方面，大聯盟多次要求當局開放禁區幹線，但直至現在還未有確實的回覆，那些非專利巴士卻肆無忌憚地繼續擴充服務範圍，當局爲小巴業界發展交通接駁服務的定位，已變成一派空談。

促運輸署放寬車重

大聯盟已多次提出，現行小巴車重規範不符合實際需要，運輸署雖計劃把小巴車重放寬至五噸，並指這項安排已乎合聯合國歐洲經濟委員會在車輛類別上 M2 分類，不過，根據有關分類，M2 和 M3 同屬載客、乘客座位超過八個的車輛類別（見附件兩頁），大聯盟認爲，運輸署應清楚解釋是以何種標準，決定取 M2 而捨 M3 呢？

小巴使用更環保燃料的資助計劃

環境食物局的《小巴使用較環保的燃料》資助計劃，同時提出另訂「在用車廢氣排放標準」，更計劃在馬路上抽驗小巴，這種安排是對業界運作嚴重的干擾，也進一步打擊業界的生存空間。

當局一而再、再而三地剝削小巴業界的生存空間，褫奪市民選擇公共交通工具的權利，大聯盟再次重申，反對當局將小巴評爲第三級，並要求重新訂定本港的公共交通工具的分級。

－完－

[3] http://www.info.gov.hk/hk2000/b5/14/c14-02.htm

Annex 7

CLASSIFICATION AND DEFINITION OF POWER-DRIVEN VEHICLES AND TRAILERS

1. CATEGORY L - MOTOR VEHICLES WITH LESS THAN FOUR WHEELS

1.1. Category L_1:

A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm3 and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.

1.2. Category L_2:

A three-wheeled vehicle of any wheel arrangement with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm3 and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.

1.3. Category L_3:

A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm3 or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

1.4. Category L_4:

A vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm3 or whatever the means of propulsion a maximum design speed exceeding 50 km/h (motor cycles with sidecars).

1.5. Category L_5:

A vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm3 or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

2. CATEGORY M - POWER-DRIVEN VEHICLES HAVING AT LEAST FOUR WHEELS AND USED FOR THE CARRIAGE OF PASSENGERS

2.1. Category M_1:

Vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat (see also paragraph 8.1. below).

2.2. Category M_2:

Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.

2.3. Category M_3:

Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

2.4. Vehicles of category M_2 and M_3 belong to:

(i) one or more of the three classes (Class I, Class II, Class III) in accordance with Regulations Nos. 36 and 107.

(ii) one of the two classes (Class A, Class B) in accordance with Regulation No. 52.

2.4.1. Class I:

Vehicles constructed with areas for standing passengers, to allow frequent passenger movement.

2.4.2. Class II:

Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats.

2.4.3. Class III:

Vehicles constructed exclusively for the carriage of seated passengers.

2.4.4. Class A:

Vehicles designed to carry standing passengers; a vehicle of this class has seats and may have provisions for standing passengers.

2.4.5. Class B:

Vehicles not designed to carry standing passengers; a vehicle of this class has no provision for standing passengers.