

For information on  
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LanDAC TTSC Paper No. 10/2015

**Lantau Development and Advisory Committee  
Traffic and Transport Subcommittee**

**Review on Issue of New Lantau Taxi Licences**

**PURPOSE**

In TTSC Paper 04/2015 discussed on 8 January 2015, the Transport Department (“TD”) mentioned that they would study whether new Lantau taxi licences would need to be issued according to the established policy. This paper aims to present the preliminary study findings.

**PRELIMINARY STUDY FINDINGS**

2. The TD has further analysed the results of the surveys on Lantau taxi service<sup>1</sup> conducted in past three years (tabulated at **Annex**). When compared with that in 2012 and 2013, Lantau taxis recorded an increase in both average daily patronage and average number of taxi trips in 2014. This should be mainly attributed to the increase in visitors to Lantau. Although the average waiting time for Lantau taxis at taxi stands and roadside were stable in past three years (waiting time at taxi stands remained at 1 minute for weekdays and 2-3 minutes for weekends; waiting time at roadside remained at 14-16 minutes on both weekdays and weekends), the proportion of passengers who had to wait for more than 10 minutes for Lantau taxi at taxi stands during peak hours on weekdays increased from 2% in 2012 to 10% in 2014; such proportion on weekends even rose from 4% in 2012 to 13% in 2014.

3. The TD also received quite a number of feedbacks about insufficient Lantau taxi service from various channels in past two years. These indicated that there was a gap between the Lantau taxis supply and the passengers’

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<sup>1</sup> The surveys were conducted at 12 taxi stands (accounting for 57% of the total number of Lantau taxi stands) and 4 roadside checkpoints on a weekday and a weekend.

(Translated Version)

expectation. Since the Lantau taxis fare is lower than that of urban taxis, passengers generally prefer to use Lantau taxis for trips within Lantau even when urban taxis can be an alternative. On the other hand, many Lantau taxis prefer to operate in North Lantau in view of the great demand generated by the recent developments and the continuous growth of population there. These lead to a longer waiting time for Lantau taxis in South Lantau, in particular, during peak hours and on holidays.

4. Future Lantau developments and the projected growth of local population and visitors will further increase the demand for Lantau taxi service. The Transport and Housing Bureau and the TD therefore consider it necessary to issue new Lantau taxi licences. While the actual number of new licences required is being studied, it is considered appropriate to increase the number of licences by about half of the existing based on the preliminary assessment. The TD last issued new Lantau taxi licences in 1997. Ten licences were issued then, bringing the total number of Lantau taxis to the current 50. As per past practice, the TD will issue the new licences by tendering in accordance with the law. The tender exercise, from its preparation to completion, will normally take about six months.

5. Members are invited to note the preliminary study findings on issuing new Lantau taxi licences.

**Transport Department**  
**June 2015**

## Survey Findings on Lantau Taxi Service

	2012	2013	2014
Average daily patronage	2 800	2 800	3 500
Average time interval between vacant taxis observed at roadside*	16 minutes (weekday) 14 minutes (weekend)	14 minutes (weekday) 14 minutes (weekend)	15 minutes (weekday) 14 minutes (weekend)
Average passenger waiting time at taxi stands*	1 minute (weekday) 2 minutes (weekend)	1 minute (weekday) 3 minutes (weekend)	1 minute (weekday) 3 minutes (weekend)
Proportion of passengers who had to wait for more than 10 minutes at taxi stands during morning and evening peaks	Approx. 2% (weekday) Approx. 4% (weekend)	Approx. 1% (weekday) Approx. 12% (weekend)	Approx. 10% (weekday) Approx. 13% (weekend)
Proportion of passengers who had to wait for more than 10 minutes at taxi stands (including peak and non-peak hours)	1.4% (weekday) 22.8% (weekend)	3.7% (weekday) 19.3% (weekend)	6.5% (weekday) 18.2% (weekend)
Average occupancy per trip	1.84 (weekday) 2.49 (weekend)	1.79 (weekday) 2.24 (weekend)	1.80 (weekday) 2.36 (weekend)
Average number of daily paid trips per taxi	35	38	41

\* Rounded up figures