

For information on
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**LANTAU DEVELOPMENT ADVISORY COMMITTEE
TRAFFIC AND TRANSPORT SUBCOMMITTEE**

External Ferry Services for Lantau

PURPOSE

This paper introduces the existing ferry services for Lantau and the major considerations of the Government in introducing new ferry services to the Traffic and Transport Subcommittee (“TTSC”) of the Lantau Development Advisory Committee (“LanDAC”).

BACKGROUND

2. There are diversified public transport services in Hong Kong, including railway, franchised bus and ferry services, etc. According to the prevailing public transport policy, railway is the backbone of our passenger transport system, and complemented by other public transport modes such as franchised buses, ferries, public light buses and taxis.

3. Currently, the number of passengers using ferry services is limited. In 2013, the average daily patronage of ferry services was about 136 000 passenger trips, representing about 1%¹ of the market share.

4. Most of the ferry services in Hong Kong are provided by licensed ferry operators. Pursuant to the Ferry Services Ordinance (Cap. 104), licensed ferry operators can provide fare-charging ferry services with fixed stopping points. The Transport Department (“TD”) would issue ferry service licences in accordance with the Ordinance for monitoring the operations and fares of ferry

¹ In 2013, the average daily patronage figures of railway and franchised bus services were about 4.865 million and 3.908 million passenger trips respectively, representing about 39.4% and 31.6% of the market share.

services. Moreover, “kaitos” are licensed to serve remote coastal settlements². If members of the public intend to provide charter-hired passenger carrying service without separate fare charging, there is no need to apply for ferry service licence from the TD. Provided that the relevant legislations are observed, they may use public piers and public landing facilities for picking up/setting down passengers.

5. It is the Government's established policy that public transport services should be run by the private sector in accordance with the prudent commercial principles to achieve operating efficiency. As there has long been no conspicuous growth in patronage and given the escalating operating costs of the ferry services, the Government has been adopting various measures to reduce the operating costs of the ferry services, which include taking over the responsibility of pier maintenance, waiving fuel duty, and reimbursing pier rentals as well as exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme. Ferry service operators are also allowed to sublet shops at the piers to increase non-fare box revenue to cross-subsidise their operations. Besides, the Finance Committee of the Legislative Council approved funding in 2010 and 2013 to provide the operators of the six major outlying island ferry routes³ with extra Special Helping Measures (“SHMs”)⁴ because ferry is basically the only or the main external mode of transport for the residents of these outlying islands. Ferry services are indispensable and there is no suitable alternative transport service. Without the Government's SHMs, either there will be huge fare increases, or the operators will refuse to maintain the services due to losses, that would

² Generally smaller in service scale, “kaitos” mainly provide tourist services during holidays. Most of them do not have fixed schedules and their frequencies, fares and operating hours are not subject to regulation by the Government.

³ The six ferry routes are "Central - Mui Wo", "Central - Cheung Chau", "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, "Central - Peng Chau", "Central - Yung Shue Wan" and "Central - Sok Kwu Wan".

⁴ The SHMs are as follows:

- reimbursing the operators of the concerned ferry services for the vessel checking fee and private mooring charge;
- reimbursing the electricity, water and cleansing charges of the pier;
- reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement;
- reimbursing the vessel maintenance cost;
- reimbursing the revenue foregone due to provision of child fare concessions;
- reimbursing the vessel insurance cost; and
- launching “Visiting Scheme to Outlying Islands”.

(Translated Version)

affect tens of thousands of passengers. The purpose of SHMs is to ensure the continuation of such essential ferry services through enhancing their long-term financial viability and maintaining fare stability.

FERRY SERVICES FOR LANTAU

6. Currently there are six regular ferry routes serving Lantau:

- (a) Inter-islands
- (b) Mui Wo – Central
- (c) Tai O – Sha Lo Wan – Tung Chung – Tuen Mun
- (d) Discovery Bay – Central
- (e) Discovery Bay – Mui Wo
- (f) Discovery Bay – Peng Chau (Kaito service)

Details of the six ferry routes and their patronage are listed in **Annex 1**. The Government has been providing SHMs to the operators of “Inter-islands” and “Mui Wo – Central” routes.

7. As regards pier facilities, there are two ferry piers and seven public piers on Lantau. Their locations are shown at **Annex 2**. Generally speaking, using public piers to pick up/set down passengers would incur no fees and charges, unless the pier facilities are leased to designated ferry service operators for their exclusive use.

CONSIDERATIONS IN INTRODUCING NEW FERRY SERVICES

8. Operating ferry service involves particularly high costs, it is therefore not easy to maintain a healthy financial position. When examining any proposals for additional ferry services for Lantau, the TD would carefully consider if they are well justified, taking into account factors such as the prevailing public transport policy, existing traffic connections, passenger demands, impacts on the operation of existing ferry services, adequacy of pier facilities, cost effectiveness and effective use of resources, etc.

PROPOSED WATER TAXI SERVICE BETWEEN HONG KONG DISNEYLAND, DISCOVERY BAY, PENG CHAU AND MUI WO

9. Among the public transport related proposals received by LanDAC, there is one concerning the introduction of water taxi service between Hong Kong Disneyland, Discovery Bay, Peng Chau and Mui Wo. Hong Kong Disneyland is now accessible by railway and bus services whereas Discovery Bay, Peng Chau and Mui Wo are served by ferry, there is currently no marine transport services connecting Hong Kong Disneyland to Discovery Bay, Peng Chau and Mui Wo. If Hong Kong Disneyland intends to introduce water taxi or other forms of ferry services linking these areas, the TD will keep an open mind to consider the proposal with the relevant bureaux and departments.

Transport Department
November 2014

Ferry Routes Serving Lantau (six in total)

Ferry Route		Current Full Fare (Adult Single Journey)		Service		Average Daily Patronage in 2013 (approx.)
		Weekdays ¹	Sundays and Public Holidays	Number of sailings	Journey time (minutes)	
a.	Inter-islands (Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau)	\$12.8		Daily: 10 from Cheung Chau to Peng Chau (with 5 sailings calling at Chi Ma Wan); 9 from Peng Chau to Cheung Chau (with 6 sailings calling at Chi Ma Wan); 1 from Peng Chau to Mui Wo	49-55	990
b.	Mui Wo – Central	Ordinary Class of Ordinary Ferry: \$15.2 Fast Ferry: \$29.9	Ordinary Class of Ordinary Ferry: \$22.5 Fast Ferry: \$42.9	Weekdays (Mondays to Fridays): 31 to Mui Wo; 30 to Central Weekdays (Saturdays): 32 to Mui Wo; 30 to Central Sundays and Public Holidays: 27 to Mui Wo; 28 to Central	Ordinary Ferry: 50-55 Fast Ferry: 35-40	5 720
c.	Tai O – Sha Lo Wan – Tung Chung – Tuen Mun	Ordinary Ferry: \$20 Fast Ferry: \$25	Ordinary Ferry: \$25 Fast Ferry: \$30	Weekdays (Mondays to Fridays): 3 round trips between Tuen Mun and Tai O; 4 round trips between Tuen Mun and Tung Chung Weekdays (Saturdays): 4 round trips between Tuen Mun and Tai O; 3 round trips between Tuen Mun and Tung Chung Sundays and Public Holidays:	50	800

¹ Mondays to Saturdays (except Sundays and Public Holidays)

Ferry Route		Current Full Fare (Adult Single Journey)		Service		Average Daily Patronage in 2013 (approx.)
		Weekdays ¹	Sundays and Public Holidays	Number of sailings	Journey time (minutes)	
				5 round trips between Tuen Mun and Tai O; 2 round trips between Tuen Mun and Tung Chung		
d.	Discovery Bay – Mui Wo	\$12	\$15	Weekdays (Mondays to Fridays): 1 round trip Weekdays (Saturdays): 6 round trips Sundays and Public Holidays: 8 round trips	20	230
e.	Discovery Bay – Central	\$40 Overnight Surcharge: \$17		Weekdays (Mondays to Fridays): 45 to Discovery Bay; 47 to Central Weekdays (Saturdays): 43 to Discovery Bay; 45 to Central Sundays and Public Holidays: 41 round trips (with 1 round trip only operated on Sundays)	25	11 740
f.	Discovery Bay – Peng Chau (some sailings call at Trappist Monastery)	\$5.5		Weekdays (Mondays to Fridays): 18 round trips, with 8 one-way sailings calling at Trappist Monastery Weekdays (Saturdays): 19 round trips, with 9 one-way sailings calling at Trappist Monastery Sundays and Public Holidays: 20 round trips, with 9 one-way sailings calling at Trappist Monastery	10	1 420

Annex 2



圖例：
LEGENDS:

現有主要道路
EXISTING MAJOR ROADS

Ferry Piers

Public Piers

