

政府總部  
運輸及房屋局  
運輸科

香港添馬添美道2號  
政府總部東翼



TRANSPORT AND HOUSING BUREAU  
GOVERNMENT SECRETARIAT  
TRANSPORT BRANCH

East Wing, Central Government Offices,  
2 Tim Mei Avenue,  
Tamar, Hong Kong

本局檔號 OUR REF.:  
來函檔號 YOUR REF.:

電話 Tel. No.: 3509 8155  
傳真 Fax No.: 2104 7274

9 March 2016

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

[Fax no.: 2978 7569]

Dear Ms Lau,

**Legislative Council Panel on Transport  
Follow-up Actions of Meeting on 15 January 2016**

**New Franchise for the Bus Network of  
the Kowloon Motor Bus Company (1933) Limited**

At the meeting on 15 January 2016, Members requested the Government to provide supplementary information relative to the captioned agenda item. Our reply is set out below.

**Fare revenue and non-fare box revenue**

The Public Bus Services Ordinance (Cap. 230) (“the Ordinance”) provides that both fare revenue (i.e. fares charged for the carriage of passengers, baggage and goods) and non-fare box revenue (covering any other revenue, including revenue from advertisements, derived from the use of fixed assets) of franchised bus companies are considered as operating receipts and shall be included in the franchise accounts. The existing bus franchises also state that the operating receipts of franchised bus services include fare revenue and non-fare box revenue. This condition will be retained in the new franchise for the bus network of the

Kowloon Motor Bus Company (1933) Limited (“KMB”).

In processing fare adjustment applications from franchised bus companies, the Government will refer to a basket of factors (which include changes in the companies’ operating receipts and costs) in accordance with the Fare Adjustment Arrangement for Franchised Buses. Since both fare revenue and non-fare box revenue earned from franchised bus services are operating receipts of bus companies, they will be taken into account as we process the fare adjustment applications. In fact, the Government has been encouraging franchised bus companies to increase their non-fare box revenue so as to relieve the pressure for fare adjustments.

### **Facilities for use by bus captains**

Franchised bus companies are already subject to requirements on the provision of facilities including toilets and regulator kiosks under their existing franchises. Among some 280 bus termini<sup>1</sup> across the territory at present, nearly 90% are provided with rest facilities while close to 95% have toilets or with access to toilets within a walking distance of three minutes. Newly constructed bus termini will be equipped with toilets and rest facilities where practicable. For those bus termini which do not have rest facilities or toilets for use by bus captains, it is mainly due to physical constraints of the site (e.g. the bus termini are located beside a narrow pavement or there is a lack of power supply) or views of residents living nearby. The bus companies will continue exploring possible ways to overcome the physical constraints so as to provide such facilities as far as practicable.

### **Arrangement of duty schedules for bus captains**

According to the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (“the Guidelines”) issued by the Transport Department (“TD”), the maximum duty (including all rest times) of a bus captain on a working day should not exceed 14 hours and the break between successive working days should not be less than 10 hours. Franchised bus companies can arrange duty schedules for bus captains having regard to the Guidelines to meet their operational needs, such as arranging two separate shifts on a single day, or a night shift on the first day to be followed by a morning shift on the next day.

---

<sup>1</sup> These are terminating points serving at least one whole-day franchised bus route and at which bus captains must stop over and take a break.

According to KMB's operation record for December 2015 (involving around 200 000 shifts) provided to TD, about 80-90% of bus captains performed one shift on average while the rest were on duty for two peak periods on a single day. Moreover, KMB has advised that when arranging duty schedules for bus captains, it would avoid assigning a bus captain who has performed night shift duty on the first day to take up morning shift duty on the next day. In December 2015, around 0.0002% of the shifts (37 shifts) were night shifts with a morning shift on the following day.

### **Calculation of lost trip rate**

TD has been monitoring the lost trip situation of franchised buses. It reviews and analyses the causes of lost trips so as to formulate improvement measures. In light of the travelling patterns of passengers during the morning and evening peak periods and their expectations over the level of bus service during the respective periods, TD and franchised bus companies have been calculating the lost trip rates of four different periods since 2015 having regard to The Ombudsman's direct investigation report released in 2014 on TD's mechanism of monitoring the frequency of franchised bus services. These four periods are the morning peak period, evening peak period, inter-peak period and after evening peak period. The overall lost trip rate is the average of the rates of these four periods. Any lost trips during a particular period could not be compensated by excess trips made in another period. TD and franchised bus companies can better understand the performance of franchised bus services in different periods with this method. We note that the lost trip situation of KMB has improved. In 2015, KMB's lost trip rate was at a low level of 1.3%, which is slightly better than the industry average of 1.4%. Nevertheless, TD will continue to closely monitor lost trip situations and take follow up actions.

### **Number of beneficiaries under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities since its launch**

Please refer to Annex for information provided by the Labour and Welfare Bureau on the fare revenue reimbursed by the Government to franchised bus companies in each financial year since the launch of the scheme.

We should be grateful if you can relay the above supplementary information to Members of the Panel on Transport for their reference.

Yours sincerely,

( Louis Leung )  
for Secretary for Transport and Housing

c.c.:

Commissioner for Transport ( Attn : Miss Rachel Kwan )

**Fare Revenue Reimbursed by the Government to Franchised Bus Companies Participating in the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities**

<b>Franchised bus companies</b>	<b>2012-13 (\$'000)</b>	<b>2013-14 (\$'000)</b>	<b>2014-15 (\$'000)</b>
Kowloon Motor Bus Company (1933) Limited*	95,090	237,125	274,556
New World First Bus Services Limited*	17,949	40,826	42,991
Citybus Limited*	23,076	51,680	55,328
Long Win Bus Company Limited*	2,776	6,680	7,968
New Lantao Bus Company (1973) Limited#	325	4,414	5,118
<b>Total</b>	<b>139,216</b>	<b>340,725</b>	<b>385,961</b>

\* Joined the Scheme on 5 August 2012

# Joined the Scheme on 3 March 2013