

Legislative Council Panel on Transport
Ma On Shan Rail
Fares, Environmental Issues and Launch

Introduction

This paper serves to inform Members about the Corporation's decision on the final fares of MOS Rail, the progress of noise mitigation works and the programme of Grand Opening.

Public consultation on MOS Rail Fares

2. Following the briefing to Members of LegCo Panel on Transport on 26 November 2004 on the MOS Rail fares, the Corporation has conducted a series of public consultations with the Transport Advisory Committee, district councils, local community groups and passengers. Details are as follows:

Date	Consultations
26 November	Briefing for members of District Councils along East Rail
3 December	A round of letters sent to all Members of District Councils along East Rail soliciting their comments on the fare-setting approach and the proposed fares of some key journeys
4 December	Briefing for Ma On Shan Rail Community Liaison Group
6 December	Briefing for Transport Advisory Committee
7 December	A meet-the-passenger session – KCRC Café at Hung Hom Station
8 December	Public Consultation Group (members include passengers and Chairmen of the Traffic and Transport Committees of the District Councils along East Rail/West Rail)
9 December	A meeting with Sha Tin District Council Traffic and Transport Committee

Public Feedback on MOS Rail fares

3. Participants at the above mentioned consultation meetings generally agreed to the Corporation's fare-setting principles for MOS Rail and accepted the proposed fare levels.

4. At the time of consultation, there was comment about the relatively large fare differential between Wu Kai Sha (WKS) – Tai Wai (\$5.8), and WKS – Che Kung Temple (\$4.5). On this, KCRC explained that Tai Wai is an existing East Rail station and is classified as a separate fare zone. In fact, the fare of \$5.8 is a zonal fare which also applies to Sha Tin, Fo Tan and University.

5. Some also commented that the \$2.8 differential between WKS – Hung Hom of \$8.2 and the WKS – East Tsim Sha Tsui (ETS) of \$11.0 appeared to be large. The Corporation explained that comparing the East Rail – ETS fares, this differential was positioned between the \$3.0 differential in the case of Tai Po – ETS and \$2.5 differential in the case of Sha Tin – ETS.

6. It was noted that there were requests to KCRC for introducing a monthly pass for MOS Rail, similar to the one introduced for West Rail. There was also concern about the withdrawal of the free interchange arrangement of K11 plying between City One and Royal Ascot via East Rail Fo Tan Station.

Final fares of MOS Rail

7. The Corporation has carefully considered the views of the traveling public collected in the past two weeks and reviewed all MOS Rail fares in great detail. The Corporation considers the fares for every section of intra-MOS and MOS – urban journeys acceptable to the travelling public.

8. In fact, most of the fare levels are lower than those previously proposed by the community groups. The final fares should therefore be able to meet their expectations. For instance, before the Corporation started the consultation on the proposed fare levels, there were suggestions that fares for Wu Kai Sha – Tai Wai be set under \$6, Wu Kai Sha – Hung Hom under \$9, and Wu Kai Sha – East Tsim Sha Tsui under \$12. Final fares set by KCRC for these journeys are now \$5.8, \$8.2 and \$11 respectively.

9. For journeys between MOS Station and Sheung Shui, the Corporation has previously proposed a fare of \$6.8. But after reviewing competition in the market and having regard to the fact that passengers travelling to stations north of Tai Wai have to back track by travelling south before turning north, the Corporation now decides that for a journey from any MOS Rail station to any East Rail domestic station north of Tai Wai (with the exception of Racecourse), the fares would be no more than \$5.8. Similarly, the fare for any MOS Rail stations to Lo Wu is set at the same fare as Tai Wai to Lo Wu. In effect, a passenger from MOS Rail can travel to any domestic station north of Tai Wai at the fare of not more than \$5.8, with the exception of Racecourse (not more than \$8.5) and Lo Wu (\$24.2).

10. The Corporation is confident that the final fares now proposed are very competitive. These MOS Rail fares should be acceptable to the majority of passengers having addressed most of the concerns reflected by them. The current East Rail 20% same day second trip discount will also apply to MOS Rail passengers. The final detailed fare table of MOS Rail is attached in Annex 1.

Other discount schemes

11. In order to boost the patronage of MOS Rail and to enlarge the catchment area, the Corporation has secured inter-modal discounts with 12 green minibus routes (see Annex 2).

Multi-ride pass

12. The Corporation has decided to introduce a monthly pass on MOS Rail in response to requests by the public. In order to come up with a scheme which is welcomed by passengers, the Corporation will study MOS Rail passengers' travel pattern. It would collect and analyze travel data for three months after opening of MOS Rail before finalising the scheme.

K11

13. The KCR feeder bus route K11 was introduced at a time when there was no feeder bus service for the passengers in City One Sha Tin to travel to nearby rail station. It is the Corporation's consistent policy to provide, where appropriate, free feeder service wherever there is no railway. But once the rail service is provided, the Corporation will cease to provide a duplicating free feeder service.

14. The current fare for using the free feeder service of K11 from City One to Kowloon Tong and Mongkok is \$5.5, to Hung Hom \$6.0, and to Tsim Sha Tsui \$8.5. Upon the opening of MOS Rail, the fares for journeys from City One to Kowloon Tong, Mongkok and Hung Hom will be \$6.2, and to Tsim Sha Tsui \$8.7, while there will be a saving of 16 minutes of journey time. The new fares will be highly competitive and the impact on passengers will be minimal.

Environmental Issues

15. All railway projects must go through an Environmental Impact Assessment (EIA) process to ensure compliance with all the statutory requirements in relation to environmental protection. As far as noise impact is concerned, the statutory standard is set out in the Technical Memorandum of the Noise Control Ordinance (NCO). In planning for MOS Rail, and for all new railways, the Corporation takes this as the standard which must be complied with.

16. In order to comply with the statutory standard, the Corporation has taken the approach to mitigate the train noise of MOS Rail at source by adoption of a multi-plenum system. These include: putting noise absorbing lining under the car, beneath the walkways along the tracks and on the inside of the parapets; adding “skirts” to train vehicles; and installing floating slab track and rubber bearings. Additional measures were also implemented from July to September 2004. These include adding noise absorbers, extending the walkways, and installing parapets at critical sections of MOS Rail. All these noise mitigation measures involve a cost of over \$500 million.

17. The Corporation has carefully considered the motion passed at the meeting of the LegCo Subcommittee on Matters Relating to Railways on 19 November, calling for the implementation of effective mitigation measures at various locations along the MOS Rail alignment which would be exposed to a noise level exceeding 55dB(A). However, the Corporation reckons that as a builder and operator of new railways, it needs to design and construct railways in accordance with a consistent set of statutory requirements. Its obligation is to ensure that all statutory limits are complied with. Indeed, the latest noise measurement taken by the Corporation and the Environmental Protection Department (EPD) shows that the night time noise levels at all sensitive locations are below the statutory limits of 55dB(A) and 60dB(A).

18. The Corporation has conducted meetings and briefings on the noise issue with relevant Legislative and District Councillors as well as residents living nearby the railway. Senior management has visited several residential units to clearly explain its position that it has done all it could to lower the night time noise level to well within the statutory limits. Furthermore, the Corporation will reinforce the existing mitigation measures such as smoothing the contact surface between wheels and the track, adding noise absorbing materials under the train and the skirts. The Corporation and EPD will continue to closely monitor the noise levels of MOS Rail to ensure that the railway will consistently comply with the statutory limits. The Corporation also notes that in a few very specific locations where the statutory noise limits are complied with, light coming from the trains would cause disturbance to some residential units because of their close proximity to the railway. The Corporation will take appropriate measures to resolve this issue.

Launch of MOS Rail

19. MOS Rail is in operational readiness. The Corporation has scheduled the opening of the railway for passenger services in the afternoon on 21 December (Tuesday). An Opening Ceremony will be held on that day. A Charity Ride day will be held on 19 December (Sunday) for the public to familiarize with the services and facilities of MOS Rail. Passengers will have to pay regular fares on the Charity Ride day. The MOS Rail fare revenue received on that day will be donated to charity.

Kowloon-Canton Railway Corporation
December 2004

Octopus Fares

Ma On Shan Rail Fares

Adult Octopus																					
Wu Kai Sha																					
3.2	Ma On Sha																				
3.7	3.2	Heng On																			
3.7	3.7	3.2	Tai Shui Hang																		
4.5	4.5	4.5	3.2	Shek Mun																	
4.5	4.5	4.5	4.5	3.2	City One																
4.5	4.5	4.5	4.5	3.7	3.2	Sha Tin Wai															
4.5	4.5	4.5	4.5	3.7	3.7	3.2	Che Kung Temple														
11.0	11.0	11.0	11.0	8.7	8.7	8.7	8.7	East Tsim Sha Tsui													
(18.6)	(18.6)	(18.6)	(18.6)	(16.3)	(16.3)	(16.3)	(16.3)	(7.8)													
8.2	8.2	8.2	8.2	6.2	6.2	6.2	6.2	6.2	Hung Hom												
(13.3)	(13.3)	(13.3)	(13.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(7.8)												
8.2	8.2	8.2	8.2	6.2	6.2	6.2	6.2	4.6	3.2	Mong Kok											
(13.3)	(13.3)	(13.3)	(13.3)	(11.3)	(11.3)	(11.3)	(11.3)	(9.2)	(6.4)	(6.4)											
8.2	8.2	8.2	8.2	6.2	6.2	6.2	6.2	5.6	3.2	3.2	Kowloon Tong										
(13.3)	(13.3)	(13.3)	(13.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.2)	(6.4)	(6.4)	(6.4)										
5.8	5.8	5.8	5.8	4.5	4.5	4.5	3.2	7.6	5.1	5.1	5.1	Tai Wai									
								(15.2)	(10.2)	(10.2)	(10.2)	(10.2)									
5.8	5.8	5.8	5.8	4.5	4.5	4.5	4.5	7.6	5.1	5.1	5.1	3.2	Sha Tin								
(9.0)	(9.0)	(9.0)	(9.0)	(7.7)	(7.7)	(7.7)	(7.7)	(15.2)	(10.2)	(10.2)	(10.2)	(6.4)	(6.4)								
5.8	5.8	5.8	5.8	4.5	4.5	4.5	4.5	8.5	6.0	5.5	5.5	3.2	3.2	Fo Tan							
(9.0)	(9.0)	(9.0)	(9.0)	(7.7)	(7.7)	(7.7)	(7.7)	(17.0)	(12.0)	(11.0)	(11.0)	(6.4)	(6.4)	(6.4)							
8.5	8.5	8.5	8.5	7.3	7.3	7.3	7.3	14.2	11.7	11.3	11.3	6.0	6.0	5.8	Racecourse						
(14.5)	(14.5)	(14.5)	(14.5)	(13.3)	(13.3)	(13.3)	(13.3)	(28.4)	(23.4)	(22.6)	(22.6)	(12.0)	(12.0)	(11.6)	(11.6)						
5.8	5.8	5.8	5.8	4.5	4.5	4.5	4.5	8.5	6.0	6.0	6.0	3.7	3.7	3.2	5.8	University					
(9.5)	(9.5)	(9.5)	(9.5)	(8.2)	(8.2)	(8.2)	(8.2)	(17.0)	(12.0)	(12.0)	(12.0)	(7.4)	(7.4)	(6.4)	(11.6)	(11.6)					
5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	10.3	7.3	7.3	7.3	4.9	4.9	4.9	6.2	3.7	Tai Po Market				
(10.7)	(10.7)	(10.7)	(10.7)	(10.7)	(10.7)	(10.7)	(10.7)	(20.6)	(14.6)	(14.6)	(14.6)	(9.8)	(9.8)	(9.8)	(12.4)	(7.4)	(7.4)				
5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	10.3	7.3	7.3	7.3	4.9	4.9	4.9	6.2	3.7	3.2	Tai Wo			
(10.7)	(10.7)	(10.7)	(10.7)	(10.7)	(10.7)	(10.7)	(10.7)	(20.6)	(14.6)	(14.6)	(14.6)	(9.8)	(9.8)	(9.8)	(12.4)	(7.4)	(6.4)	(6.4)			
5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	12.0	8.5	8.5	8.5	5.8	5.8	5.8	9.2	4.9	3.7	3.7	Fanling		
(11.6)	(11.6)	(11.6)	(11.6)	(11.6)	(11.6)	(11.6)	(11.6)	(24.0)	(17.0)	(17.0)	(17.0)	(11.6)	(11.6)	(11.6)	(18.4)	(9.8)	(7.4)	(7.4)	(7.4)		
5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8	12.0	8.5	8.5	8.5	5.8	5.8	5.8	9.2	4.9	3.7	3.7	3.2	Sheung Shui	
(11.6)	(11.6)	(11.6)	(11.6)	(11.6)	(11.6)	(11.6)	(11.6)	(24.0)	(17.0)	(17.0)	(17.0)	(11.6)	(11.6)	(11.6)	(18.4)	(9.8)	(7.4)	(7.4)	(6.4)	(6.4)	
24.2	24.2	24.2	24.2	24.2	24.2	24.2	24.2	34.8	31.3	31.3	31.3	24.2	24.2	22.1	20.3	21.8	20.8	20.8	18.8	18.8	Lo Wu
(48.4)	(48.4)	(48.4)	(48.4)	(48.4)	(48.4)	(48.4)	(48.4)	(69.6)	(62.6)	(62.6)	(62.6)	(48.4)	(48.4)	(44.2)	(40.6)	(43.6)	(41.6)	(41.6)	(37.6)	(37.6)	(37.6)

() first class fares

Single Journey Ticket Fares

Adult Single Journey Ticket																					
Wu Kai Sha																					
3.5	Ma On Shan																				
4.0	3.5	Heng On																			
4.0	4.0	3.5	Tai Shui Hang																		
5.0	5.0	5.0	3.5	Shek Mun																	
5.0	5.0	5.0	5.0	3.5	City One																
5.0	5.0	5.0	5.0	4.0	3.5	Sha Tin Wai															
5.0	5.0	5.0	5.0	4.0	4.0	3.5	Che Kung Temple														
11.5	11.5	11.5	11.5	9.0	9.0	9.0	9.0	East Tsim Sha Tsui													
(19.5)	(19.5)	(19.5)	(19.5)	(17.0)	(17.0)	(17.0)	(17.0)	4.5													
8.5	8.5	8.5	8.5	6.5	6.5	6.5	6.5	6.5	Hung Hom												
(14.0)	(14.0)	(14.0)	(14.0)	(12.0)	(12.0)	(12.0)	(12.0)	(9.0)													
8.5	8.5	8.5	8.5	6.5	6.5	6.5	6.5	5.0	3.5	Mong Kok											
(14.0)	(14.0)	(14.0)	(14.0)	(12.0)	(12.0)	(12.0)	(12.0)	(10.0)	(7.0)												
8.5	8.5	8.5	8.5	6.5	6.5	6.5	6.5	6.0	3.5												
(14.0)	(14.0)	(14.0)	(14.0)	(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(7.0)	Kowloon Tong											
6.5	6.5	6.5	6.5	5.0	5.0	5.0	3.5	8.0	5.5	5.5	5.5	Tai Wai									
								(16.0)	(11.0)	(11.0)	(11.0)										
6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0	8.0	5.5	5.5	5.5	3.5	Sha Tin								
(10.0)	(10.0)	(10.0)	(10.0)	(8.5)	(8.5)	(8.5)	(8.5)	(16.0)	(11.0)	(11.0)	(11.0)	(7.0)									
6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0	9.0	6.5	6.0	6.0	3.5	3.5	Fo Tan							
(10.0)	(10.0)	(10.0)	(10.0)	(8.5)	(8.5)	(8.5)	(8.5)	(18.0)	(13.0)	(12.0)	(12.0)	(7.0)	(7.0)								
9.0	9.0	9.0	9.0	8.0	8.0	8.0	8.0	15.0	12.5	12.5	12.5	6.5	6.5	6.5	Racecourse						
(15.5)	(15.5)	(15.5)	(15.5)	(14.5)	(14.5)	(14.5)	(14.5)	(30.0)	(25.0)	(25.0)	(25.0)	(13.0)	(13.0)	(13.0)							
6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0	9.0	6.5	6.5	6.5	4.0	4.0	3.5	6.5	University					
(10.5)	(10.5)	(10.5)	(10.5)	(9.0)	(9.0)	(9.0)	(9.0)	(18.0)	(13.0)	(13.0)	(13.0)	(8.0)	(8.0)	(7.0)	(13.0)						
6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	11.0	8.0	8.0	8.0	5.5	5.5	5.5	7.0	4.0	Tai Po Market				
(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(22.0)	(16.0)	(16.0)	(16.0)	(11.0)	(11.0)	(11.0)	(14.0)	(8.0)					
6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	11.0	8.0	8.0	8.0	5.5	5.5	5.5	7.0	4.0	3.5	Tai Wo			
(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(12.0)	(22.0)	(16.0)	(16.0)	(16.0)	(11.0)	(11.0)	(11.0)	(14.0)	(8.0)	(7.0)				
6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	12.5	9.0	9.0	9.0	6.5	6.5	6.5	10.0	5.5	4.0	4.0	Fanling		
(13.0)	(13.0)	(13.0)	(13.0)	(13.0)	(13.0)	(13.0)	(13.0)	(25.0)	(18.0)	(18.0)	(18.0)	(13.0)	(13.0)	(13.0)	(20.0)	(11.0)	(8.0)	(8.0)			
6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	12.5	9.0	9.0	9.0	6.5	6.5	6.5	10.0	5.5	4.0	4.0	3.5	Sheung Shui	
(13.0)	(13.0)	(13.0)	(13.0)	(13.0)	(13.0)	(13.0)	(13.0)	(25.0)	(18.0)	(18.0)	(18.0)	(13.0)	(13.0)	(13.0)	(20.0)	(11.0)	(8.0)	(8.0)	(7.0)		
25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5	36.5	33.0	33.0	33.0	25.5	25.5	23.5	22.0	23.0	22.0	22.0	22.0	20.0	20.0
(51.0)	(51.0)	(51.0)	(51.0)	(51.0)	(51.0)	(51.0)	(51.0)	(73.0)	(66.0)	(66.0)	(66.0)	(51.0)	(51.0)	(47.0)	(44.0)	(46.0)	(44.0)	(44.0)	(40.0)	(40.0)	Lo Wu

() first class fares

Octopus Fares

Concessionary Octopus																					
Wu Kai Sha	1.5	1.8	1.8	2.2	2.2	2.2	2.2	5.5 (9.3)	4.1 (6.6)	4.1 (6.6)	4.1 (6.6)	2.9	2.9 (4.4)	2.9 (4.4)	4.2 (7.2)	2.9 (4.8)	2.9 (5.4)	2.9 (5.4)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
	Ma On Shan	1.5	1.8	2.2	2.2	2.2	2.2	5.5 (9.3)	4.1 (6.6)	4.1 (6.6)	4.1 (6.6)	2.9	2.9 (4.4)	2.9 (4.4)	4.2 (7.2)	2.9 (4.8)	2.9 (5.4)	2.9 (5.4)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
		Heng On	1.5	2.2	2.2	2.2	2.2	5.5 (9.3)	4.1 (6.6)	4.1 (6.6)	4.1 (6.6)	2.9	2.9 (4.4)	2.9 (4.4)	4.2 (7.2)	2.9 (4.8)	2.9 (5.4)	2.9 (5.4)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
			Tai Shui Hang	1.5	2.2	2.2	2.2	5.5 (9.3)	4.1 (6.6)	4.1 (6.6)	4.1 (6.6)	2.9	2.9 (4.4)	2.9 (4.4)	4.2 (7.2)	2.9 (4.8)	2.9 (5.4)	2.9 (5.4)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
				Shek Mun	1.5	1.8	1.8	4.3 (8.1)	3.1 (5.6)	3.1 (5.6)	3.1 (5.6)	2.2	2.2 (3.7)	2.2 (3.7)	3.7 (6.7)	2.2 (4.1)	2.9 (5.4)	2.9 (5.4)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
					City One	1.5	1.8	4.3 (8.1)	3.1 (5.6)	3.1 (5.6)	3.1 (5.6)	2.2	2.2 (3.7)	2.2 (3.7)	3.7 (6.7)	2.2 (4.1)	2.9 (5.4)	2.9 (5.4)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
						Sha Tin Wai	1.5	4.3 (8.1)	3.1 (5.6)	3.1 (5.6)	3.1 (5.6)	2.2	2.2 (3.7)	2.2 (3.7)	3.7 (6.7)	2.2 (4.1)	2.9 (5.4)	2.9 (5.4)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
							Che Kung Temple	4.3 (8.1)	3.1 (5.6)	3.1 (5.6)	3.1 (5.6)	1.5	2.2 (3.7)	2.2 (3.7)	3.7 (6.7)	2.2 (4.1)	2.9 (5.4)	2.9 (5.4)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
								East Tsim Sha Tsui	1.8 (3.6)	2.3 (4.6)	2.8 (5.6)	3.8 (7.6)	3.8 (7.6)	4.2 (8.4)	7.1 (14.2)	4.2 (8.4)	5.1 (10.2)	5.1 (10.2)	6.0 (12.0)	6.0 (12.0)	17.4 (34.8)
									Hung Hom	1.5 (3.0)	1.5 (3.0)	2.5 (5.0)	2.5 (5.0)	3.0 (6.0)	5.9 (11.8)	3.0 (6.0)	3.7 (7.4)	3.7 (7.4)	4.3 (8.6)	4.3 (8.6)	15.7 (31.4)
										Mong Kok	1.5 (3.0)	2.5 (5.0)	2.5 (5.0)	2.8 (5.6)	5.7 (11.4)	3.0 (6.0)	3.7 (7.4)	3.7 (7.4)	4.3 (8.6)	4.3 (8.6)	15.7 (31.4)
											Kowloon Tong	2.5 (5.0)	2.5 (5.0)	2.8 (5.6)	5.7 (11.4)	3.0 (6.0)	3.7 (7.4)	3.7 (7.4)	4.3 (8.6)	4.3 (8.6)	15.7 (31.4)
												Tai Wai	1.5 (3.0)	1.5 (3.0)	3.0 (6.0)	1.9 (3.8)	2.5 (5.0)	2.5 (5.0)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
													Sha Tin	1.5 (3.0)	3.0 (6.0)	1.9 (3.8)	2.5 (5.0)	2.5 (5.0)	2.9 (5.8)	2.9 (5.8)	12.1 (24.2)
														Fo Tan	2.9 (5.8)	1.5 (3.0)	2.5 (5.0)	2.5 (5.0)	2.9 (5.8)	2.9 (5.8)	11.1 (22.2)
															Racecourse	2.9 (5.8)	3.1 (6.2)	3.1 (6.2)	4.6 (9.2)	4.6 (9.2)	10.2 (20.4)
																University	1.8 (3.6)	1.8 (3.6)	2.4 (4.8)	2.4 (4.8)	10.9 (21.8)
																	Tai Po Market	1.5 (3.0)	1.8 (3.6)	1.8 (3.6)	10.4 (20.8)
																		Tai Wo	1.8 (3.6)	1.8 (3.6)	10.4 (20.8)
																			Fanling	1.5 (3.0)	9.4 (18.8)
																				Sheung Shui	9.4 (18.8)
																					Lo Wu

() first class fares

Single Journey Ticket Fares

Concessionary Single Journey Ticket																					
Wu Kai Sha	2.0	2.0	2.0	2.5	2.5	2.5	2.5	6.0 (10.0)	4.5 (7.0)	4.5 (7.0)	4.5 (7.0)	3.0	3.0 (4.5)	3.0 (4.5)	4.5 (7.5)	3.0 (5.0)	3.0 (5.5)	3.0 (5.5)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)
	Ma On Shan	2.0	2.0	2.5	2.5	2.5	2.5	6.0 (10.0)	4.5 (7.0)	4.5 (7.0)	4.5 (7.0)	3.0	3.0 (4.5)	3.0 (4.5)	4.5 (7.5)	3.0 (5.0)	3.0 (5.5)	3.0 (5.5)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)
		Heng On	2.0	2.5	2.5	2.5	2.5	6.0 (10.0)	4.5 (7.0)	4.5 (7.0)	4.5 (7.0)	3.0	3.0 (4.5)	3.0 (4.5)	4.5 (7.5)	3.0 (5.0)	3.0 (5.5)	3.0 (5.5)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)
			Tai Shui Hang	2.0	2.5	2.5	2.5	6.0 (10.0)	4.5 (7.0)	4.5 (7.0)	4.5 (7.0)	3.0	3.0 (4.5)	3.0 (4.5)	4.5 (7.5)	3.0 (5.0)	3.0 (5.5)	3.0 (5.5)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)
				Shek Mun	2.0	2.0	2.0	4.5 (8.5)	3.5 (6.0)	3.5 (6.0)	3.5 (6.0)	2.5	2.5 (4.0)	2.5 (4.0)	4.0 (7.0)	2.5 (4.5)	3.0 (5.5)	3.0 (5.5)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)
					City One	2.0	2.0	4.5 (8.5)	3.5 (6.0)	3.5 (6.0)	3.5 (6.0)	2.5	2.5 (4.0)	2.5 (4.0)	4.0 (7.0)	2.5 (4.5)	3.0 (5.5)	3.0 (5.5)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)
						Sha Tin Wai	2.0	4.5 (8.5)	3.5 (6.0)	3.5 (6.0)	3.5 (6.0)	2.5	2.5 (4.0)	2.5 (4.0)	4.0 (7.0)	2.5 (4.5)	3.0 (5.5)	3.0 (5.5)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)
							Che Kung Temple	4.5 (8.5)	3.5 (6.0)	3.5 (6.0)	3.5 (6.0)	2.0	2.5 (4.0)	2.5 (4.0)	4.0 (7.0)	2.5 (4.5)	3.0 (5.5)	3.0 (5.5)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)
								East Tsim Sha Tsui	2.0 (4.0)	2.5 (5.0)	3.0 (6.0)	4.0 (8.0)	4.0 (8.0)	4.5 (9.0)	7.5 (15.0)	4.5 (9.0)	5.5 (11.0)	5.5 (11.0)	6.0 (12.0)	6.0 (12.0)	18.0 (36.0)
									Hung Hom	1.5 (3.0)	1.5 (3.0)	2.5 (5.0)	2.5 (5.0)	3.0 (6.0)	6.0 (12.0)	3.0 (6.0)	4.0 (8.0)	4.0 (8.0)	4.5 (9.0)	4.5 (9.0)	16.5 (33.0)
									Mong Kok	1.5 (3.0)	2.5 (5.0)	2.5 (5.0)	3.0 (6.0)	6.0 (12.0)	3.0 (6.0)	4.0 (8.0)	4.0 (8.0)	4.5 (9.0)	4.5 (9.0)	16.5 (33.0)	
										Kowloon Tong	2.5 (5.0)	2.5 (5.0)	3.0 (6.0)	6.0 (12.0)	3.0 (6.0)	4.0 (8.0)	4.0 (8.0)	4.5 (9.0)	4.5 (9.0)	16.5 (33.0)	
											Tai Wai	1.5 (3.0)	1.5 (3.0)	3.0 (6.0)	2.0 (4.0)	2.5 (5.0)	2.5 (5.0)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)	
												Sha Tin	1.5 (3.0)	3.0 (6.0)	2.0 (4.0)	2.5 (5.0)	2.5 (5.0)	3.0 (6.0)	3.0 (6.0)	12.5 (25.0)	
													Fo Tan	3.0 (6.0)	1.5 (3.0)	2.5 (5.0)	2.5 (5.0)	3.0 (6.0)	3.0 (6.0)	11.5 (23.0)	
														Racecourse	3.0 (6.0)	3.5 (7.0)	3.5 (7.0)	5.0 (10.0)	5.0 (10.0)	11.0 (22.0)	
															University	2.0 (4.0)	2.0 (4.0)	2.5 (5.0)	2.5 (5.0)	11.5 (23.0)	
																Tai Po Market	1.5 (3.0)	2.0 (4.0)	2.0 (4.0)	11.0 (22.0)	
																	Tai Wo	2.0 (4.0)	2.0 (4.0)	11.0 (22.0)	
																		Fanling	1.5 (3.0)	10.0 (20.0)	
																			Sheung Shui	10.0 (20.0)	
																				Lo Wu	

() first class fares

Annex 2

Green minibus routes offering \$1 interchange discount:

- 803 (Lee On - Hin Keng)
- 803A (Sunshine City - Hin Keng)
- 803K (ER Tai Wai Station - Hin Keng)
- 804 (Kwong Yuen - Hin Keng)
- 807B (ER University Station - Shui Long Wo)
- 807K (ER University Station - Tseng Tau)
- 808 (Kam Ying Court - Prince of Wales Hospital)
- 808P (Heng On Estate - Prince of Wales Hospital)
- 810 (Villa Athena - Sha Tin Town Centre)
- 810K (Villa Athena - Tai Shui Hang Station)

Green minibus routes offering \$0.5 interchange discount:

- 809A (Pai Tau Street at ER Sha Tin Station - Sha Kok Street)
- 809K (Pai Tau Street at ER Sha Tin Station - Shui Chuen Au Street)