

政府總部  
運輸及房屋局  
運輸科  
香港花園道美利大廈



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Transport and  
Housing Bureau  
Government Secretariat  
Transport Branch  
Murray Building, Garden Road,  
Hong Kong.

本局檔號 OUR REF.: THB(T)L 2/4/93

來函檔號 YOUR REF.:

電話 Tel. No.: 2189 2101

傳真 Fax No.: 2104 7274

11 March 2008

Clerk to Legislative Council  
Legislative Council Building  
8 Jackson Road  
Central  
Hong Kong  
(Attn.: Mr Andy Lau)  
[Fax No. : 2121 0420]

Dear Mr Lau,

### **Update on Bus-Bus Interchange Scheme**

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The Legislative Council Panel on Environmental Affairs (“EA Panel”) requested the Administration to provide information on the progress of the implementation of the bus-bus-interchange schemes. Enclosed please find our letter to the EA Panel on this subject. I should be grateful if you would distribute the letter to the Members of the Legislative Council Panel on Transport for information.

Yours sincerely,

(Ms Emily Mo)

for Secretary for Transport and Housing

c.c. Clerk to Panel, Panel on Environmental Affairs (Attn. : Mrs Mary Tang)  
Director of Environmental Protection (Attn. : Mr David Wong)  
Commissioner for Transport (Attn. : Mr Albert Yuen)

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Clerk to Panel  
Panel on Environmental Affairs  
Legislative Council  
Legislative Council Building  
8 Jackson Road  
Central, Hong Kong  
(Attn.: Mrs Mary Tang)  
[Fax No. : 2869 6794]

Dear Mrs Tang,

**EA Panel Meeting on 28 January 2008 (Agenda item VI)**

The subject of “Government’s efforts and initiatives in addressing climate change in Hong Kong” was discussed at the captioned meeting. The Panel requested the Administration to provide information on the progress of the implementation of the bus-bus-interchange (“BBI”) schemes. This letter gives a progress update on BBI schemes for Members’ information.

In spite of the increasingly difficult operating environment for the franchised bus industry, the franchised bus companies have been introducing various fare concession schemes to reduce passengers’ travelling expenses. To provide passengers with a wider choice of services to more destinations at concessionary fares, to reduce the need for introduction of point-to-point bus routes to alleviate traffic congestion and improve the environment as well as to enhance efficiency in the use of bus resources, the Government have been encouraging the franchised bus companies to introduce more BBI schemes taking into account their own operating conditions.

The Transport Department (“TD”) has been working closely with the bus companies to encourage and facilitate their introduction of new BBI schemes. In formulating BBI schemes, the Government and the bus companies take into account a number of factors such as suggestions from the public, the operational and financial implications, how the proposed scheme can improve the bus network coverage and efficiency, and compatibility of the Octopus software. Where necessary, TD initiates modification work at bus bays and improve the queuing spaces for passengers at the major BBI locations.

With these continued efforts, the number of BBI schemes increased from nine in 2000 to 228 at end 2007. During the same period, the number of bus routes involved in the BBI schemes increased from about 60 to about 400. The fare discounts offered by these schemes range from \$0.1 to \$28. The BBI schemes comprise routes of the same or different bus companies. About 120,000 passenger trips use these schemes daily and benefit from the fare discounts.

In fact, over 70% of the bus routes are engaged in the BBI arrangement. TD and the bus companies will continue to identify suitable routes for inclusion in the BBI schemes, having regard to all relevant factors mentioned in paragraph 3 above.

Yours sincerely,

(Ms Emily Mo)  
for Secretary for Transport and Housing

c.c. Director of Environmental Protection (Attn. : Mr David Wong)  
Commissioner for Transport (Attn. : Mr Albert Yuen)