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Panel on Transport
Meeting on 23 May 2016

**Updated background brief on adjustment to MTR fares
and the Fare Adjustment Mechanism of
the MTR Corporation Limited**

Purpose

This paper provides updated background information on the MTR Corporation Limited ("MTRCL")'s Fare Adjustment Mechanism ("FAM") and summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members about MTR's fare adjustments and on the FAM itself in recent discussions.

The FAM of MTRCL

2. Under the FAM, MTRCL's fare adjustment is made through a direct-drive formula which was put in place in 2007 as part of the rail merger which took place that year to replace the fare autonomy MTRCL until then enjoyed. According to the Administration, the main attraction of a direct-drive formula is that it frees the yearly fare adjustment process from unnecessary political influences, while being objective and transparent. The formula being:

Overall fare adjustment rate =

0.5 x change in Composite Consumer Price Index ("CCPI") (in December of the previous year) +

0.5 x change in Nominal Wage Index (Transportation Section) ("NWI(TS)") (in December of the previous year) – Productivity Factor ("PF")

Last review of the FAM completed in 2013

3. According to the Operating Agreement between the Government and MTRCL, either party may request a review on the FAM once every five years following the merger. In August 2012, the Government requested MTRCL to jointly conduct a review on the FAM pursuant to the Operating Agreement. The review was completed in April 2013¹ and the new FAM took effect from June 2013. The Government reported the details of the new FAM and related arrangements to the Panel on Transport ("Panel") on 19 April 2013.

4. According to the Administration, the new FAM and related arrangements serve two major purposes as follows:

- (a) reviewing the existing fare adjustment formula and expanding the scope of consideration under the mechanism by incorporating factors such as MTRCL's profitability and service performance as well as public affordability; and
- (b) relieving the fare burden on medium and long-distance passengers living in remote areas.

By introducing various measures and arrangements, the new FAM addresses the needs of different groups of passengers. These measures include:

- (a) retaining the *direct-drive* FAM formula, but with the calculation of the PF value being subject to a new, objective and transparent methodology. Under the calculation of the new formula, the PF value is increased from the original 0.1% to 0.6%;
- (b) setting an affordability cap which links with the Median Monthly Household Income ("MMHI");
- (c) introducing a "profit sharing" mechanism; and
- (d) putting in place a "service performance" arrangement whereby a fine will be imposed for unsatisfactory performance.

¹ See THB(T)CR33/1017/99 issued by the Transport and Housing Bureau in April 2013.

5. The sum collected from the "profit-sharing" mechanism and "service performance" arrangement benefit passengers through the "10% Same Day Second Trip Discount" scheme.

6. In addition, MTRCL launches three new types of tickets, namely the "MTR City Saver", "Tung Chung - Nam Cheong Monthly Pass Extra"² and "Monthly Pass Extra"² to provide more fare concessions to frequent medium and long-distance passengers under the new arrangement.

7. Since the 2007 rail merger, MTR fares have been adjusted upwards six times. Details are as follows:

<u>Year</u>	<u>Overall Fare Adjustment Rate</u>
2008	0%
2009	0%
June 2010	+2.05%
June 2011	+2.2%
June 2012	+5.4%
June 2013	+2.7%
June 2014	+3.6%
June 2015	+4.3%

Advancement of the next FAM review

8. LegCo Members and members of the public have been urging the Administration and MTRCL to advance the next FAM review as they consider that the current FAM only allows MTR fares to increase every year. On 20 April 2016, the Board of MTRCL announced that it agreed to the Government's request for advancing the next scheduled FAM review by one year. The Government responded that it would commence discussion with MTRCL shortly with a view to allowing the new FAM to take effect in 2017.

² Holders of the original "Monthly Pass" have to pay full fare for the onward domestic journeys reaching stations not covered by the pass. "Monthly Pass Extra" provides an additional 25% fare discount for these onward domestic journeys.

Overall fare adjustment rate for 2016

9. In late April 2016³, MTRCL announced that the overall fare adjustment rate for 2016 is +2.65%. Detailed calculation is as follows:

Year-on-year % change in CCPI for December 2015: 2.4%	Year-on-year % change in NWI(TS) for December 2015: 4.1%	Value for PF (from 2013 to 2017): 0.6%	Overall Fare Adjustment Rate for 2016
$(0.5 \times 2.4\%) + (0.5 \times 4.1\%) - 0.6\% = +2.65\%$			

Recent discussions on MTR's fare adjustments and the FAM

General views

10. In April 2013, the Panel discussed the outcome of the FAM review. Some members welcomed the results because the package of proposals had taken into consideration factors like the public's affordability by limiting the increase to below the corresponding change in MMHI; the introduction of a penalty system to ensure service performance and the public's call for profit sharing. However, some members considered the magnitude of the new measures too mild and could not create the anticipated impact. Some members urged the Administration and MTRCL to offer greater discount to frequent commuters and to increase the size of the profit sharing scheme.

11. Other members considered that the Government as the majority shareholder of MTRCL had failed to safeguard the public interests by bargaining with MTRCL for the biggest concession in the fare. Some members were of the view that MTRCL should not increase the fares at all due to its profitable operations and return from relevant property development projects. A few members proposed that the Administration should buy back the shares of MTRCL, so that the Administration would be free from any constraints on the matter of fare adjustment. Some members proposed that a fare stabilization fund should be set up to moderate the rate of MTR fare increases.

³ Source: MTRCL's press release on "Overall MTR Fare Adjustment Rate in 2016 Lowered to +2.65% Consequential to Government's Revision of Composite Consumer Price Index" issued on 29 April 2016

Profit sharing mechanism and service performance arrangement

12. Members noted that under the profit sharing mechanism, MTRCL would, based on its underlying business profits each year, provide fare concessions and share the Corporation's operational success with passengers as well as relieve their burden from fare increase. Under the service performance arrangement, a fine, ranging from \$1 million to \$15 million, would be imposed on MTRCL for serious service disruptions (defined as disruptions of 31 minutes or above) caused by factors within MTRCL's control.

13. MTRCL advised in June 2015⁴ that it would offer fare concessions of \$200 million from the "Profit Sharing Mechanism" and \$20 million from the "Service Performance Arrangement" to passengers in 2015. These fare concessions would be provided via the "10% Same-Day Second-Trip Discount" promotion which would last for around five months from 21 June 2015 to 30 November 2015.

14. Some Members had suggested reducing the remuneration of MTRCL's senior management in the event of serious service disruptions. In response to a question raised at the Council meeting of 6 November 2013 on the above suggestion, the Secretary for Transport and Housing advised that the Government had reflected the concerns and views to the Board of MTRCL and requested the Corporation to carefully consider the matter. The Board of MTRCL had followed up and decided to include the occurrence of serious service disruptions as a consideration in the payment of performance-based remuneration to the Corporation's senior management staff in future.

Fare concessions

15. Members note that while MTRCL increases the fares on one hand, it offers fare concessions to passengers on the other. Some Members considered that while MTRCL spent resources to manage the various fare promotional schemes to benefit selected groups of passengers, it could simply lower the rate of fare increase so as to benefit all passengers.

16. As for the fare concessions offered by MTRCL, Members generally considered that more fare concessions should be offered to passengers. Some Members considered that MTRCL should return to

⁴ LC Paper No. CB(4)1076/14-15(01)

passengers the total amount of extra income generated by the fare increase by means of providing fare concessions. Some Members were concerned that the various monthly pass schemes were so fragmented and requested for the consolidation of those schemes. Some suggested MTRCL to offer more interchange concessions for public transport which connected to the MTR stations. Some Members urged MTRCL to extend the "Early Bird Discount Promotion" Programme to cover the evening rush hours as well as other additional stations on top of the 29 core urban stations.

17. In response, the Administration advised that MTRCL had been from time to time introducing different concession schemes in response to the market situation, with a view to attracting patronage from various passenger groups. Passengers might choose the most suitable fare concessions taking into account their individual travel patterns.

18. Regarding the interchange concessions, the Administration replied that apart from offering interchange discounts in its own railway network, MTRCL also launched interchange discount schemes in collaboration with different public transport operators from time to time, having regard to the needs of the public. The interchange discounts applied to passengers who used the same Octopus card to exit the designated MTR stations and then interchanged with the designated green minibus ("GMB") or franchised bus routes within one hour, or passengers who interchanged with the MTR at the designated MTR stations within one hour after taking the designated GMB or franchised bus routes.

19. As for the "Early Bird Discount Promotion" Programme, MTRCL explained that since about 80% passengers who passed through the busiest train loading sections of the railway network during the morning peak period would exit from the 29 designated urban stations, it considered that the coverage of the Programme appropriate. In addition, as no regular pattern of travelling during evening rush hours had been identified, the effectiveness of implementing the Programme in the evening to change the travelling pattern of passengers was doubtful. Since the busy hours in the morning were rather focused, MTRCL considered it desirable to continue to implement the Programme in the morning.

Concerns about the phenomenon that some Octopus fares were higher than the corresponding Single Journey Ticket fares

20. Members had all along been expressing concern over the old problem that commuters using Octopus Card would have to pay slightly higher fares than the MTR Single Journey fares for some of the journeys.

21. At the Council meeting of 6 November 2013, the Secretary for Transport and Housing explained that in calculating individual fares, MTRCL had all along applied the following guiding principles:

- (a) adjustments to Octopus fares were in units of 10 cents; and
- (b) adjustments to Single Journey Ticket fares were in units of 50 cents (as MTR Ticket Issuing Machines accept coins with value of 50 cents, one dollar, two dollars, five dollars and 10 dollars).

22. According to the paper [LC Paper No. CB(1)1523/13-14(01)] provided for the Panel meeting of 23 June 2014, the Administration advised that when adjusting the fares in 2014, MTRCL would completely remove the 204 situations where Octopus fares were slightly higher than the corresponding Single Journey Ticket fares in the heavy rail network. As for Light Rail, there had been cases where Octopus fares were slightly higher than the corresponding Single Journey Ticket fares. After the fare adjustment in 2014, such Light Rail cases would be reduced from 672 to 546.

Relevant motions/questions moved/raised at Council meetings

23. The Council passed a motion at its meeting of 5 December 2012 on "Executive Council as gate-keeper for MTR fares". It was proposed that the fare adjustment rates computed under the formula should be submitted to the Executive Council for vetting, with the Executive Council having the power to make final adjustments; such an arrangement would enable the Executive Council to serve as the final gate-keeper on MTR fares and MTRCL and its shareholders to have a basis for projecting the profit of MTRCL. The wording of the motion is in **Appendix I**.

24. At the Council meeting of 11 December 2013, a motion on "Enhancing the railway service in the Northwest New Territories", with a relevant part on MTR's fares, was also passed. Members requested MTRCL to expeditiously adopt effective measures to comprehensively improve the existing West Rail and Light Rail services, including reducing fare and improving the "Monthly Pass Extra" scheme, etc. The wording of the motion is in **Appendix II**.

25. During the legislative sessions from 2009-2010 to 2015-2016, Members raised a total of 16 questions relating to MTRCL's FAM and MTR's fares at the Council meetings. The hyperlinks to these questions and the Administration's response, together with other relevant papers, are given in **Appendix III**.

Latest position

26. The Administration and MTRCL will brief the Panel on the MTR fare adjustment in 2016 at the Panel meeting to be held on 23 May 2016.

Council Business Division 4
Legislative Council Secretariat
17 May 2016

(Translation)

Motion on
“Executive Council as gate-keeper for MTR fares”
moved by Hon Michael TIEN
at the Council meeting of 5 December 2012

Motion as amended by Hon CHAN Kam-lam

That, given that the net profit of the MTR Corporation Limited (‘MTRCL’) in 2011 reached \$14,716 million, but as computed under the formula of the Fare Adjustment Mechanism (‘FAM’) (i.e. the mechanism that allows fares to go upwards and downwards), MTR fares may be increased by 5.4%, rendering the burden of rail transport expenses on grass-root people heavier; at present, the community generally considers the formula not comprehensive enough and that the Government should, during the present review of MTRCL’s FAM, include in the formula components that can better reflect public affordability and profit level, rental income and service performance (including the level of performance in handling incidents), etc. of MTRCL; in this connection, this Council urges the Government, being the major shareholder of MTRCL, to:

- (a) conduct a study on amending the existing formula of FAM, consider including factors such as public affordability, MTRCL’s profit level and its overall rail service performance, etc. in the formula, and submit the fare adjustment rates computed under the formula to the Executive Council for vetting, with the Executive Council having the power to make final adjustments; such an arrangement enables the Executive Council to serve as the final gate-keeper on MTR fares and MTRCL and its shareholders to have a basis for projecting the profit of MTRCL;
- (b) set up a fare stabilization fund to reduce fare increase pressure;
- (c) require MTRCL to strictly implement the ‘eight-minute notification system’ to ensure that MTRCL can speedily notify the public in case of incidents, and the Executive Council should take account of MTRCL’s performance in this regard when vetting MTRCL fare adjustment rates;
- (d) require MTRCL to reduce cross-boundary rail fares to reasonable levels; abolish the existing time limit for accumulating the number of journeys required under the ‘Ride 10 Get 1 Free’ fare concession scheme; co-operate with other transport operators to offer more interchange concessions; introduce reasonably-priced territory-wide monthly tickets to benefit all passengers, and utilize this as an incentive to promote

working across districts, with a view to alleviating workers' financial burden; and

- (e) improve station facilities, including installing platform screen doors for all rail lines, providing washrooms for all rail lines, and installing more barrier-free facilities, etc., and ensure that the expenses on the facilities concerned will not constitute a cause for MTR fare increases.

(Translation)

Motion on
“Enhancing the railway service in the Northwest New Territories”
moved by Hon LEUNG Che-cheung
at the Council meeting of 11 December 2013

Motion as amended by Dr Hon KWOK Ka-ki, Ir Dr Hon LO Wai-kwok,
Hon Frankie YICK, Hon SIN Chung-kai and Hon Albert CHAN

That, in the consultation document entitled ‘Our Future Railway’ Stage 2 public engagement exercise released in February this year, the Government put forward local railway enhancement schemes such as the Tuen Mun South Extension and the Hung Shui Kiu Station, etc. to integrate into the existing railway network and dovetail with the development plan for the Hung Shui Kiu New Development Area; the population in the Northwest New Territories increases rapidly, and many residents in the district need to work across districts and thus rely heavily on the existing railway and transport link for commuting to and from urban areas; in this connection, this Council urges the Government to, for the purpose of dovetailing with the existing and future development needs and after completing the relevant public consultation, expeditiously implement the planning work for the Tuen Mun South Extension and the Hung Shui Kiu Station, and conduct comprehensive studies and public consultation on the development plans for the Northern Link, the Hong Kong-Shenzhen Western Express Line, the Coastal Railway between Tuen Mun and Tsuen Wan and the extension of the Light Rail line to Tuen Mun Area 54, so as to cope with the demand of the residents in the Northwest New Territories for the railway service; the Government should also request the MTR Corporation Limited to expeditiously adopt effective measures to comprehensively improve the existing West Rail and Light Rail services, including reducing fare, increasing service frequencies, increasing and procuring more train cars, improving station facilities, improving the ‘Monthly Pass Extra’ scheme, and enhancing the Light Rail system and other connecting transportation arrangements, etc.; at the same time, the Government should, by comprehensively considering factors such as Hong Kong’s long-term population development trends, land and housing supplies and overall urban infrastructure planning etc., and based on the findings of the public consultation on ‘Our Future Railway’, expeditiously review and formulate Hong Kong’s long-term railway development blueprint, and implement the planning concerned in a practical and orderly manner, so as to ensure Hong Kong’s sustainable development; the Government should also expeditiously launch the Fourth Comprehensive Transport Study to enable the expansion of railway network to dovetail with the clear positioning of various modes of public transport, so as to provide people with more comprehensive

transport network support; this Council also urges the Government based on the local enhancement schemes mentioned in the 'Our Future Railway' Stage 2 public engagement exercise to construct the North Island Line, Siu Sai Wan Line and South Island Line (West) etc., so as to improve the connection of the Northwest New Territories with other regions; this Council also urges the Government to expeditiously construct a railway between Tuen Mun and Chek Lap Kok, so that every 50 000 to 80 000 people in New Territories West may use one large-scale railway station, thus bringing the ratio of railway stations to population in New Territories West on a par with that in urban areas, and introduce bus interchange services at all large MTR stations and the entrances and exits of major highways, tunnels and flyovers.

Adjustment to MTR fares and the Fare Adjustment Mechanism of the MTR Corporation Limited

List of relevant papers

Date	Meeting	Paper
23.4.2010 (Item VI)	Panel on Transport	Agenda http://www.legco.gov.hk/yr09-10/english/panels/tp/agenda/tp20100423.htm Minutes (LC Paper No. CB(1)2320/09-10) http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100423.pdf
9.6.2010	Council Meeting	Question No. 6 – MTR fares and station facilities http://www.info.gov.hk/gia/general/201006/09/P201006090142.htm
29.6.2010 (Item I)	Panel on Transport	Agenda http://www.legco.gov.hk/yr09-10/english/panels/tp/agenda/tp20100629.htm Minutes (LC Paper No. CB(1)442/10-11) http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100629.pdf
16.3.2011	Council Meeting	Question No. 6 – MTR fare structure and fare concessions http://www.info.gov.hk/gia/general/201103/16/P201103160128.htm
15.4.2011 (Item IV)	Panel on Transport	Agenda http://www.legco.ov.hk/yr10-11/english/panels/tp/agenda/tp20110415.htm Minutes (LC Paper No. CB(1)2544/10-11) http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110415.pdf

Date	Meeting	Paper
11.5.2011	Council Meeting	Question No. 14 – Fare concessions offered by MTR for cross-boundary students http://www.info.gov.hk/gia/general/201105/11/P201105110106.htm
16.5.2011 (Item I)	Panel on Transport	Agenda http://www.legco.gov.hk/yr10-11/english/panels/tp/agenda/tp20110516.htm Minutes (LC Paper No. CB(1)340/11-12) http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110516.pdf
8.6.2011	Council Meeting	Question No. 3 – MTR services and fares http://www.info.gov.hk/gia/general/201106/08/P201106080147.htm
2.11.2011	Council Meeting	Question No. 2 – Measures to alleviate the burden of travelling expenses on the public http://www.info.gov.hk/gia/general/201111/02/P201111020220.htm
12.4.2012 (Item III)	Panel on Transport	Agenda http://www.legco.gov.hk/yr11-12/english/panels/tp/agenda/tp20120412.htm Minutes (LC Paper No. CB(1)2491/11-12) http://www.legco.gov.hk/yr11-12/english/panels/tp/minutes/tp20120412.pdf
25.4.2012	Council Meeting	Question No. 3 – Fare Adjustment Mechanism of the MTR Corporation Limited http://www.info.gov.hk/gia/general/201204/25/P201204250277.htm

Date	Meeting	Paper
7.5.2012 (Item I)	Panel on Transport	Agenda http://www.legco.gov.hk/yr11-12/english/panels/tp/agenda/tp20120507.htm Minutes (LC Paper No. CB(1)2629/11-12) http://www.legco.gov.hk/yr11-12/english/panels/tp/minutes/tp20120507.pdf
30.5.2012	Council Meeting	Question No. 19 – Fare Adjustment Mechanism and fare concession schemes of the MTR Corporation Limited http://www.info.gov.hk/gia/general/201205/30/P201205300231.htm
20.6.2012	Council Meeting	Question No. 12 – Increase in MTR fares http://www.info.gov.hk/gia/general/201206/20/P201206200247.htm
27.6.2012 (Item III)	Panel on Transport	Agenda http://www.legco.gov.hk/yr11-12/english/panels/tp/agenda/tp20120627.htm Minutes (LC Paper No. CB(1)2544/11-12) http://www.legco.gov.hk/yr11-12/english/panels/tp/minutes/tp20120627.pdf
17.9.2012	--	Consultation paper on Review of the Fare Adjustment Mechanism of the MTR Corporation Limited http://www.td.gov.hk/filemanager/en/util_uarticle_cp/consultation%20paper%20(eng)%20(17.9.2012)%20final.pdf
24.10.2012	Council Meeting	Question No. 12 – MTR "Tung Chung - Hong Kong Monthly Pass" http://www.info.gov.hk/gia/general/201210/24/P201210240240.htm

Date	Meeting	Paper
30.10.2012 (Item II)	Panel on Transport	<p>Agenda http://www.legco.gov.hk/yr12-13/english/panels/tp/agenda/tp20121030.htm</p> <p>Administration's follow-up paper (LC Paper No. CB(1)161/12-13(01)) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1030cb1-161-1-e.pdf</p> <p>Minutes (LC Paper No. CB(1)407/12-13) http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20121030.pdf</p>
31.10.2012	Council Meeting	<p>Question No. 10 – MTR fare adjustment mechanism and fare concessions http://www.info.gov.hk/gia/general/201210/31/P201210310243.htm</p>
5.12.2012	Council Meeting	<p>Motion on "Executive Council as gate-keeper for MTR fares" http://www.legco.gov.hk/yr12-13/english/counmtg/motion/cm1205-m2-wordings-e.pdf</p> <p>Progress Report on Motion on "Executive Council as gate-keeper for MTR fares" http://www.legco.gov.hk/yr12-13/english/counmtg/motion/cm1205-m2-prpt-e.pdf</p>
18.1.2013 (Item IV)	Panel on Transport	<p>Agenda http://www.legco.gov.hk/yr12-13/english/panels/tp/agenda/tp20130118.htm</p> <p>Minutes (LC Paper No. CB(1)839/12-13) http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130118.pdf</p>
17.4.2013	--	<p>Legislative Council brief on review of the fare adjustment mechanism of the MTR Corporation Limited http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0419-thbtr33101799-e.pdf</p>

Date	Meeting	Paper
19.4.2013 (Item III)	Panel on Transport	<p>Agenda http://www.legco.gov.hk/yr12-13/english/panels/tp/agenda/tp20130419.htm</p> <p>Administration's follow-up paper (LC Paper No. CB(1)1804/12-13(01)) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0419cb1-1804-1-e.pdf</p> <p>Minutes (LC Paper No. CB(1)1813/12-13) http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130419.pdf</p>
6.2013	--	<p>Information paper on adjustment to MTR fares in 2013 provided by MTR Corporation Limited http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tpcb1-1253-1-e.pdf</p>
6.11.2013	Council Meeting	<p>Question No. 21 – MTR fare http://www.info.gov.hk/gia/general/201311/06/P201311060269.htm</p>
11.12.2013	Council Meeting	<p>Motion on "Enhancing the railway service in the Northwest New Territories" http://www.legco.gov.hk/yr13-14/english/counmtg/motion/cm1211-m2-wordings-e.pdf</p> <p>Progress Report on Motion on "Enhancing the railway service in the Northwest New Territories" http://www.legco.gov.hk/yr13-14/english/counmtg/motion/cm1211-m2-prpt-e.pdf</p>
14.5.2014	Council Meeting	<p>Question No. 15 – MTR railway services http://www.info.gov.hk/gia/general/201405/14/P201405140494.htm</p>

Date	Meeting	Paper
5.2014	--	Information paper on adjustment to MTR fares in 2014 provided by MTR Corporation Limited http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tpcb1-1523-1-e.pdf
--	Panel on Transport	Letter dated 13 May 2013 from Hon TANG Ka-piu on the monthly pass scheme introduced by the MTR Corporation Limited http://www.legco.gov.hk/yr12-13/chinese/panels/tp/papers/tpcb1-1270-1-c.pdf Administration's response http://www.legco.gov.hk/yr12-13/chinese/panels/tp/papers/tpcb1-1270-2-c.pdf
18.6.2014	Council Meeting	Question No. 9 – MTR profits and fare concessions http://www.info.gov.hk/gia/general/201406/18/P201406180408.htm
23.6.2014 (Item IV)	Panel on Transport	Agenda http://www.legco.gov.hk/yr13-14/english/panels/tp/agenda/tp20140623.htm Minutes (LC Paper No. CB(1)79/14-15) http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20140623.pdf
28.1.2015	Council Meeting	Question No. 2 – Light Rail service http://www.info.gov.hk/gia/general/201501/28/P201501280459.htm
12.5.2015 (Item VI)	Panel on Transport	Agenda http://www.legco.gov.hk/yr14-15/english/panels/tp/agenda/tp20150512.htm Minutes (LC Paper No. CB (4)85/15-16) http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150512.pdf

Date	Meeting	Paper
16.6.2015 (Item IV)	Panel on Transport	Agenda http://www.legco.gov.hk/yr14-15/english/panels/tp/agenda/tp20150616.htm Minutes (LC Paper No. CB(4)165/15-16) http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150616.pdf
11.11.2015	Council Meeting	Question No. 16 – MTR student concessionary fares http://www.info.gov.hk/gia/general/201511/11/P201511110475.htm
24.2.2016	Council Meeting	Question No. 9 – Interchange discount for public transport http://www.info.gov.hk/gia/general/201602/24/P201602240438.htm
20.4.2016	-	Press release published by MTR Corporation Limited on "MTR Corporation Agrees to Joint Review of Fare Adjustment Mechanism" http://www.mtr.com.hk/archive/corporate/en/press_release/PR-16-035-E.pdf
20.4.2016	-	Press release published by the Government on Early review of the MTR Fare Adjustment Mechanism http://www.info.gov.hk/gia/general/201604/20/P201604200437.htm
29.4.2016	-	Press release published by MTR Corporation Limited on overall MTR Fare Adjustment Rate in 2016 Lowered to +2.65% Consequential to Government's Revision of Composite Consumer Price Index http://www.mtr.com.hk/archive/corporate/en/press_release/PR-16-037-E.pdf