

**For discussion
on 20 January 2017**

Legislative Council Panel on Transport

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

PURPOSE

The current franchise for the bus network of The Kowloon Motor Bus Company (1933) Limited (“KMB”) will expire on 1 July 2017. The Government had briefed Members of the Legislative Council (“LegCo”) Panel on Transport (“the Panel”) on matters concerning the granting of a new franchise twice, in January and June 2016 respectively. Members took note of the Government’s plan to engage KMB for discussion on the granting of a new 10-year franchise, and offered views on areas relating to service quality and fares, etc. of the new franchise for the Government to follow up with KMB in the discussion. The discussion has largely been concluded. This paper briefs Members on the discussion outcome and the next steps.

BACKGROUND

2. Under the Public Bus Services Ordinance (“the Ordinance”) (Cap. 230), the Executive Council may grant to a registered company a franchise conferring the right to operate public bus service for a period not exceeding 10 years. A grantee is required to maintain a proper and efficient public bus service to the satisfaction of the Commissioner for Transport during the franchise period. According to the established practice, a grantee which is able to prove its ability to provide a proper and efficient service and is willing to further invest in franchised bus operation may be considered for the granting of a franchise for a period of 10 years.

3. As KMB has all along been providing proper and efficient bus service and is willing to continue to invest in further service enhancement, the Government briefed the Panel in January 2016 on the plan to engage KMB for discussion on the granting of a new 10-year franchise for its bus network. The Government also conducted public

consultation to canvass views on the requirements of the new franchise thereafter from January to April 2016, and provided an update to the Panel on the major views canvassed in June 2016. The Panel did not object to the Government's plan to engage KMB for discussion on the granting of a new 10-year franchise, and offered views for the Government to follow up with KMB in the discussion. The Government expressed that it would strive for the most favourable franchise terms for the public as far as possible in a pragmatic manner, and would report to the Panel the outcome upon conclusion of the discussion with KMB.

4. The discussion with KMB on the new 10-year franchise commenced in the third quarter of 2016. We have actively followed up with KMB on various issues raised by the public and the Panel in the course of discussion. Please refer to **Annex A** for details.

CONDITIONS & COMMITMENTS OF THE NEW FRANCHISE

5. The Government has engaged KMB for discussion on the new 10-year franchise and made good progress. The work has largely been completed. In the course of discussion on the new franchise, we noted that the operating environment of KMB had come under mounting pressure since the commencement of KMB's current franchise in 2007 owing to rising operating cost (especially staff cost¹) and competition from other public transport services. The opening of new railway lines has also affected the prospects of KMB's operation to a certain extent. For instance, following the commissioning of the Kwun Tong Line Extension in October 2016, the overall patronage on KMB's bus routes serving Whampoa and Ho Man Tin has dropped by around 10% in the first month of the new railway's operation. Looking ahead, as the Shatin to Central Link (which is expected to come into operation by two phases in 2019 and 2021) as well as the three priority railway projects under the Railway Development Strategy 2014 (namely Northern Link and Kwu Tung Station, Tuen Mun South Extension and East Kowloon Line) will all be within the service catchment of KMB's network, KMB's market share in public transport services is expected to further shrink. Meanwhile, KMB has expressed that the ageing population is leading to rising long-term financial burden and exerting pressure on its fare

¹ The cumulative increase in the salaries of KMB's staff since August 2007 is around 38%, i.e. around 3.6% per annum on average.

revenue². With the bus replacement cycle entering its peak in the coming years, it is anticipated that KMB shall make a substantial investment of about \$3.8 billion in replacing its bus fleets in the coming five years.

6. Franchised bus services are regulated pursuant to the Ordinance, under which the Government may grant franchises for the provision of bus services. Generally speaking, generic and long-lasting requirements would be set out as franchise clauses, while specific initiatives or objectives required to be achieved within a certain timeframe are set out in terms of commitments. According to the established practice, the Government would request a grantee to take on board franchise clauses and commitments of the most recently granted franchises, and would introduce new franchise clauses and commitments as appropriate, having regard to the changing circumstances as well as the operating situation of an individual grantee and passenger demand.

7. The most recently granted franchises are those granted to Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (“Citybus (Franchise 1)”) and New Lantao Bus Company (1973) Limited (“NLB”) in 2015. KMB has agreed to fully take on board the new clauses as well as the new commitments on enhancement to services and facilities made under these two franchises. Please refer to **Annex B** for details.

8. The outcome of the discussion with KMB on issues of particular interest to the Panel and the public is summarised in the ensuing paragraphs.

² Since 1993, franchised bus companies have offered concessionary half fares to elderly passengers through the Elderly Concessionary Fare Scheme (“ECFS”). Under the ECFS, franchised bus companies are exempted from the annual vehicle licence fees and receive reimbursement of rentals paid in respect of government land so as to facilitate them to introduce, or continue to offer, fare concessions to the elderly. Franchised bus companies shall absorb the fare revenue forgone which cannot be offset by the subsidy. Under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (i.e. the “\$2 Scheme”) introduced in 2012, the franchised bus companies still have to absorb any fare revenue forgone arising from the provision of fare concessions for the elderly under the ECFS (i.e. the difference between full fare and the concessionary half fare), while the Government will only reimburse the difference between the \$2 fare and the concessionary half fare to the franchised bus companies. With the ageing population and growing number of elderly passengers, the financial burden borne by KMB for the provision of fare concessions to the elderly has kept on rising even after netting out government subsidies. The amount of fare revenue forgone borne by KMB in 2015 was about \$310 million. KMB expects that such amount will continue to rise progressively over the next decade.

Service Quality

9. KMB has put in much effort over the past few years to enhance the service quality on various fronts. In terms of service reliability, KMB's overall lost trip rate has gradually decreased from the peak level of 8.0% in 2011 to 1.6% in 2016 (up to November). Moreover, KMB has made available real-time bus arrival information for all of its regular routes to passengers through smartphone applications and website, in addition to a total of some 450 display panels at major bus termini, bus stops and bus interchanges. KMB will further enhance its service quality under the new franchise in a bid to satisfy passengers' needs. The major new measures include –

- (a) Offering free Wi-Fi service in bus compartments: KMB will set up Wi-Fi service in around 500 buses per year, and a total of around 2 000 buses (about half of KMB's fleet) will be equipped with Wi-Fi service in phases by end-2020. The Wi-Fi service will be available for use by passengers free of charge. In order to optimise the use of the buses equipped with free Wi-Fi service, KMB will flexibly deploy these buses to operate on long-haul routes or routes with higher patronage to meet passengers' needs as far as possible;
- (b) Enhancing ancillary facilities and passenger waiting environment: KMB will upgrade passenger facilities at highly-utilised bus termini and bus interchanges progressively throughout the period of the new franchise, such as setting up customer service kiosks, providing passengers with free Wi-Fi service, route enquiry service and Octopus card value-adding service, as well as providing passenger toilets subject to individual site conditions;
- (c) Upgrading ancillary facilities at bus stops and setting up more shelters: The Government announced last year to provide subsidy to franchised bus companies (including KMB) for expediting their installation of real-time bus arrival information

display panels and seats at covered bus stops³. The preparatory work for the scheme is progressing well. It is expected that all existing and suitable covered bus stops of KMB will be equipped with seats and/or display panels by 2019-2020. Furthermore, KMB will erect or refurbish 20 shelters each year throughout the franchise period (i.e. a total of 200 shelters over the 10-year period of the new franchise). KMB will also explore alternative means to erect shelters at bus stops which have been constrained by the physical environment. To improve the passenger waiting environment and for passengers' convenience, KMB will equip all new shelters with seats and real-time bus arrival information display panels wherever practicable;

- (d) Partnering with “Hong Kong eTransport” to provide real-time arrival information: KMB will partner with the Transport Department (“TD”) to provide new features in TD’s “Hong Kong eTransport” smartphone application and website so as to provide convenience to users to obtain real-time arrival information of KMB’s routes. We expect to introduce the new hyperlink function within the first half of 2017. TD is also discussing similar partnerships with other franchised bus companies;
- (e) Providing information on seat vacancy of the upper deck: KMB will conduct a trial by making use of suitable technology, through which passengers in the lower deck of the bus compartment will be given information on seat vacancy of the upper deck. This will reduce unnecessary passenger movements between the two decks. Subject to the trial’s outcome, KMB will provide the same on more buses progressively; and

³ The expenditure of the subsidy scheme is estimated at around \$88 million for franchised bus companies to install display panels at around 1 300 covered bus stops with electrical installations and to install seats at around 2 700 covered bus stops. For real-time arrival information display panels, the Government will provide subsidy to franchised bus companies for their installation of the display panels at covered bus stops with electrical installation on a matching basis, i.e. for every display panel (inclusive of the protective case and data receiver) which a franchised bus company has committed to install, the Government will provide funding for the installation of another display panel. As regard seats, franchised bus companies will receive subsidy for installing seats at covered bus stops currently without seats. Franchised bus companies shall remain responsible for funding the installation of seats when erecting new covered bus stops.

- (f) Improving transport for persons with disabilities and introducing hospital routes (i.e. “H” routes): In response to the ageing population, KMB plans to launch a pilot trial to reconfigure the bus compartments of its existing super-low-floor buses so that the lower deck can accommodate two wheelchair passengers at the same time. KMB expects to launch the trial progressively from mid-2017 onwards on a few selected routes serving hospitals, thereby enhancing the transport for persons with disabilities. Subject to passengers’ feedback, KMB will consider further expanding the number of buses with dual wheelchair spaces. In addition, KMB has proposed to introduce two “H” routes, with one route serving United Christian Hospital to ply between Yau Tong and Shun Lee, and another route serving Yan Chai Hospital to ply between Cheung Shan Estate and Lai Chi Kok. These routes will provide local residents (particularly the elderly) with convenient access to these two hospitals. Buses operating on these new routes will be equipped with the aforesaid barrier-free facilities on board. Detailed proposals on their routeings will be submitted to the District Councils concerned for discussion under this year’s Route Planning Programme.

Fare Concessions

10. Currently, KMB provides a variety of fare concessions to passengers (such as bus-bus interchange (“BBI”) concession schemes and section fares) which basically encompass all of its regular routes. In 2016, an average of about 630 000 passenger trips are benefitted each day. According to KMB, the fare concessions offered under all BBI concession schemes amount to over \$360 million per annum (the fare receipts in 2015 was \$6.53 billion). During our discussion with KMB on proposals for new fare concession initiatives, we have focused on whether the new concession initiatives can address the long-standing requests of passengers and whether they can suit passengers’ needs. KMB has committed that it will offer the following fare concession initiatives to benefit more passengers if granted a new 10-year franchise (please refer to **Annex C** for a list of applicable routes under different initiatives):

- (a) Introducing a long-haul route fare concession scheme for full-time students: KMB has committed to introduce a long-haul route fare concession scheme for full-time students if it is granted a new franchise, under which students can enjoy

concessionary half fare on their return trips on daytime routes solely operated by KMB with adult fare of \$12 or above⁴. A total of 78 KMB routes met these criteria as at end-2016. This concessions will be offered on a regular basis and will be rolled out on the commencement date of the new franchise (i.e. 1 July 2017);

(b) Offering more BBI concessions:

- (i) KMB and Long Win Bus Company Limited (“LW”) have jointly introduced a BBI concession scheme for passengers interchanging between LW’s Airbus routes (“A” routes) and KMB’s routes. Passengers can enjoy a fare discount of up to \$6 under the scheme. The scheme is applicable to a wide range of routes, covering about 310 KMB solely operated routes⁵ and 13 LW “A” routes. KMB and LW have introduced the concession scheme in mid-November 2016 such that passengers travelling to and from the Airport could enjoy the fare concessions at the three peak travel periods, namely the Christmas, Lunar New Year and Easter holidays. Passengers’ feedback has been positive, with about 48 000 passenger trips having benefitted from the scheme in the first month;
- (ii) KMB will partner with the Hong Kong Tramways Limited to roll out inter-modal interchange fare concessions by offering free connecting journeys on trams on Hong Kong Island for passengers of 23 cross-harbour routes solely operated by KMB. Passengers who have taken trams can enjoy a fare discount of \$2.3 per trip (equivalent to the existing adult single journey fare on trams) when interchanging for the aforesaid KMB routes on Hong

⁴ Any student must be aged between 12 and 25 and he/she must be currently enrolled in a full-time day course offered by an acceptable institution in Hong Kong in order to be eligible for this concession scheme. To be eligible for the half fare discount on the return journey, a student must use a Personalised Octopus with “Student Status” to take a KMB solely operated route with a single adult journey fare currently at \$12 or above, and to pay for the fare of the return trip on the same route or routes within the same group on the same operative day. Any new routes meeting the fare level under the existing fare scales will be included in the scheme. Certain single bound routes are presently not included in this scheme as they do not have corresponding return trip, or the fares of their return trips fall below \$12.

⁵ Racecourse routes, recreational routes, special routes (festive service) and feeder routes connecting Tai Po Market Station (“K” routes) are excluded.

Kong Island. KMB and Hong Kong Tramways Limited plan to launch the interchange concession initiative within the first half of 2017;

- (iii) KMB has committed to introducing 13 new BBI concession schemes, involving 78 routes, for enhancing intra-network interchange services under its new franchise. This will bring the total number of KMB's BBI schemes to around 190 to benefit more passengers, particularly those in new development areas and less accessible areas.

- (c) Alignment of fares for short-haul trips on cross-district routes and shuttle bus routes: At present, while the destinations and journey distances of certain cross-district routes and shuttle bus routes operated by KMB are comparable, their section fares offered at stops along trunk roads or bus interchanges (such as tunnel toll plazas) are different (or no section fare is offered at all). The Government and KMB have looked into the issue, and KMB has agreed to align the section fares of 72 routes with the aforesaid issue with effect from 1 July 2017. Routes with similar destinations and comparable journey distances will be placed under the same group, and the fare level for short-haul trips on all routes within the same group will be aligned with the lowest existing one. This will enable passengers to enjoy more route choices at the same fare⁶.

NEXT STEPS

11. The new franchise for KMB's bus network will be valid for a period of 10 years until 1 July 2027. Although KMB has been in a profitable position in recent years due to significant drop in fuel prices, having regard to the various challenges over the medium to long term as mentioned in paragraph 5 above, we have been discussing with KMB on the aforesaid commitments in a prudent and pragmatic manner, with the

⁶ For instance, there are currently four KMB routes plying via MTR Tsuen Wan Station with the same terminal point at Allway Gardens but their fares for this section of journey range from \$3.5 to \$6.4. KMB will align the fares of these four routes at \$3.5 for the above section of journey. Another example is the existing 19 KMB routes heading to Tuen Mun via Tuen Road Road and observing Tuen Mun Road BBI en route. KMB will align their fares to \$8.4 for that section of journey while their present fares range from \$8.4 to \$16.6.

focus of the fare concessions and service improvement initiatives placed on areas which could benefit more passengers or specific cohorts, while ensuring that their implementation could be sustainable. While it is our established policy to encourage public transport operators to offer more fare concessions, it should be noted that public transport services are provided by private operators in accordance with commercial principles generally without government subsidies. The provision of fare concessions should thus avoid exerting fare pressure which might eventually affect the basic fare level. On this basis, after granting the new franchise, we will continue to explore with KMB and other operators the feasibility of introducing more practicable fare concessions initiatives. Meanwhile, it is noteworthy that the prevailing Fare Adjustment Arrangement for Franchised Buses can benefit passengers by enabling them to share the profits⁷ yielded by bus operators in a given year with good financial performance through fare concession initiatives from time to time. The 20% same day return discount concessions currently offered by KMB for a period of 88 days is a case in point.

12. Subject to Members' support and subsequent approval by the Executive Council, the granting of a new 10-year franchise to KMB may take place in the coming few months while the new franchise will commence immediately upon expiry of the current one on 1 July 2017. After the granting of the new franchise, we will, as a matter of the procedural formalities in accordance with the past practice, move a resolution at the LegCo for disapplication of the provisions concerning the Profit Control Scheme ("PCS") to the new franchise of KMB⁸.

⁷ There is a Passenger Reward Arrangement under the Fare Adjustment Arrangement for franchised buses, through which any profits achieved by a franchised bus operator in a given financial year in excess of the 9.7% rate of return on average net fixed asset shall be shared equally between the operator and passengers.

⁸ The Government decided in 1992 that the PCS would not be applicable to bus franchises granted thereafter. As an established practice, the Government will seek the LegCo's resolutions pursuant to the Ordinance for disapplication of the PCS to a new franchise prior to its commencement. As mentioned in our response to the subcommittee on subsidiary legislation for scrutinising the resolutions for disapplication of the PCS to the new franchises granted of CTB(F1) and NLB in the previous LegCo term, the Government would consider amending the provisions concerning the PCS as and when an opportune opportunity arises, such as when amendments are also required to other provisions of the Ordinance. In the meantime, the Government will continue the practice of moving a resolution to achieve the purpose of disapplication of the PCS to a new franchise.

13. Members are invited to note the above and offer views.

**Transport and Housing Bureau
Transport Department
January 2017**

Follow-up on the Views of the Public

In the course of discussion on the new franchise with KMB, TD has followed up with KMB on the major views canvassed from the public consultation on the new franchise. The following suggestions raised by the public will be implemented through new franchise conditions or specific commitments to be made by KMB –

A. Service quality (including passenger facilities and information)

- to provide free Wi-Fi service in bus compartments (*see paragraph 9(a) of this paper*);
- to enhance passenger waiting environment at bus stops, termini and major bus interchanges (*see paragraphs 9(b) and (c) of this paper*);
- to provide information on seat vacancy on the upper deck (*see paragraph 9(e) of this paper*);
- to provide more comprehensive barrier-free facilities, bus stop announcement system and low-floor buses (*see “Service quality” of Annex B*); and
- to allow carriage of foldable bicycles on board (*see “Service quality” of Annex B*).

B. Fare concessions

- to introduce new fare concession schemes (*see paragraph 10(a) of this paper*);
- to provide more BBI concession schemes (*see paragraph 10(b) of this paper*); and
- to provide more section fares (*see paragraph 10(c) of this paper*).

C. Environmental initiative

- to use more environmentally-friendly buses (*see “Environmental improvement” of Annex B*).

D. Government regulation on bus service

- to stipulate more clearly the timeframe for responding to passenger complaints and enquiries (*see “Enhancement of government regulation” of Annex B*).

2. Regarding the views on audio-visual broadcasting in bus compartments, there is at present a requirement for the sound volume of audio-visual broadcasting systems to be comparable with the ambient level, with a difference of no more than 2 dB. In addition, a “quiet zone” should also be designated at the rear part of the lower deck of a bus. During the public consultation on the new franchise of KMB, some members of the public have expressed views on the sound volume of the systems. As the existing regulatory arrangements for audio-visual broadcasting systems are applicable to all bus operators, TD has been exploring improvement measures with all operators through the established channels. Starting from mid-2017, the “quiet zone” on the franchised buses will be expanded to cover the entire lower deck. TD will continue to regulate the sound volume of the audio-visual broadcasting systems and follow up on the views of passengers through the established mechanism.

3. During the public consultation period, we have also received some comments on the arrangements concerning the Franchise Accounts (on aspects such as handling of advertising revenue, revenue from the disposal of property/land and fuel expenses). The scope of “operating receipts” under the Franchise Accounts is defined in section 26 of the Ordinance, which is equally applicable to all six bus franchises. Specifically, the provision stipulates that any other revenue, including revenue from advertisements, derived from the use of fixed assets by a grantee, is to be regarded as operating receipts and shall be included in the Franchise Accounts. Such non-fare box revenue may help relieving fare pressure. The same provision also stipulates that the proceeds of the sale of investments or fixed or other assets shall not be included in the Franchise Accounts. Meanwhile, according to the requirements of the respective franchises (including KMB’s existing franchise), all grantees have to publish a booklet of “Fuller Disclosure” annually to disclose their operational and financial information over the past year for public monitoring. This requirement will continue to be included in the new franchise of KMB.

4. As regards the views on permitting the carriage of pets on

buses, the existing Public Bus Services Regulations (Cap. 230A) stipulates that no animal shall be permitted to be carried on the bus (other than a guide dog accompanying a blind person). Due to the limited space in the bus compartment and the crowdedness during certain periods of the day, in considering whether passengers are to be permitted to carry their pets on board the buses, we have to strike a balance among various factors, including the reaction of pets in a crowded and confined environment as well as the impact on other passengers. We will continue to keep in view the public views on this issue so as to consider whether there should be any changes to the existing arrangements.

5. As regards views on other issues, such as staff management (including bus captains' training and rest time arrangements), monitoring of service frequencies, route planning, general facilities and passenger information, daily bus operations, fare structure and adjustment arrangements, as well as enhancement of public engagement, etc., TD will continue to follow up with KMB through the established channels with a view to further enhancing service quality.

Clauses and commitments of the most recently granted franchises

KMB has agreed to take on board fully the clauses and commitments as adopted in the two most recently granted franchises in 2015 (i.e. the franchises for Citybus (Franchise 1) and NLB), details of which are provided below -

Bus service

- The new franchise will empower the Commissioner for Transport to require KMB to provide facilities and installation for enhancement of bus safety, and provide a barrier-free and elderly-friendly travel environment. Specific initiatives are as follows -

Service quality

- (i) adopting bus design with barrier-free and friendly features for the elderly and people with disabilities when setting specifications for new buses. Major ones include low-floor and wheelchair accessible designs, provision of wheelchair parking spaces and the associated safety restraint system, designated priority seats for persons in need, enhanced railing design, easily reached pushed buttons, bus stop announcement system, and large electronic destination and route number display panels;
- (ii) providing facilities and installation to further enhance safety, such as facilities and installation that can prevent or reduce potential fire hazards on all new buses. All buses of KMB will be retrofitted with such facilities by end-2021;
- (iii) allowing foldable bicycles, which are properly folded and will not cause any hazard to other passengers, to be carried on board; and
- (iv) providing passenger seating facilities at newly-built covered bus stops as far as practicable.

Passenger information

- (i) the new franchise will enhance the regulatory power of the Commissioner over the type, form and manner of information to be provided by KMB to passengers to ensure provision of suitable service information to passengers through better means ; and
- (ii) providing real-time bus arrival information through website and smartphone application, and installing display panels at suitable bus stops in phases for disseminating such information.

Enhancement of government regulation

- The new franchise will require KMB to publish the service pledge, setting out a reasonable timeframe for responding to complaints and suggestions from the public, as well as the achievement rate of its passenger service pledge;
- The new franchise will strengthen regulation over the financial and accounting arrangements of KMB, for example, by specifying more clearly in the franchises the calculation of depreciation of fixed assets; and
- The new franchise will require KMB to conduct open tendering for all material procurement contracts as far as practicable, and to seek prior approval of the Board of Directors if open tendering cannot be arranged.

Environmental improvement

- The new franchise will require KMB, as far as reasonably practicable, to acquire the most environmentally-friendly buses in terms of exhaust emissions that are technologically proven and commercially available, with the ultimate objective of switching to zero emission buses. To further improve roadside air quality, KMB is also required to deploy low emission buses (buses of emission standards of Euro IV or above) for operation at low emission zones in Central, Causeway Bay and Mong Kok as delineated by the Environmental Protection Department.

**Bus routes to be covered under new fare concession schemes
as committed by KMB**

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Table 1 : Long-haul routes fare concession scheme for full-time students (78 routes meeting the qualifying criteria of the scheme as at end-2016)

KMB Route	Terminating Location
52X	Tuen Mun Central – Mong Kok (Park Avenue)
58X	Leung King Estate – Mong Kok East Station
59X	Tuen Mun Pier Head – Mong Kok East Station
60X	Tuen Mun Central – Jordan (To Wah Road)
61X	Tuen Mun Central – Kowloon City Ferry
62X	Tuen Mun Central – Lei Yue Mun Estate
63X	Hung Shui Kiu (Hung Fuk Estate) – Jordan (To Wah Road)
66X	Tai Hing – Olympic Station
67X	Siu Hong Court – Mong Kok East Station
68X	Hung Shui Kiu (Hung Fuk Estate) / Yuen Long (West) – Mong Kok (Park Avenue)
69C	Tin Shui Wai (Tin Yan) – Kwun Tong Ferry
69X	Tin Shui Wai (Tin Shui) – Jordan (To Wah Road)
74C	Kau Lung Hang – Kwun Tong Ferry
74D	Kau Lung Hang – Kwun Tong Ferry
74E	Tai Mei Tuk – Kwun Tong Ferry
252B	Handsome Court – Tsim Sha Tsui
258D	Po Tin – Lam Tin Station
258P	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station
258S	Shan King Estate – Lam Tin Station
258X	Po Tin – Kwun Tong Ferry
259B	Tuen Mun Pier Head – Tsim Sha Tsui
259C	Sun Tuen Mun Centre – Tsim Sha Tsui
259D	Lung Mun Oasis / Tuen Mun Pier Head (Siu Hei Court) – Lei Yue Mun Estate
259X	Lung Mun Oasis / Tuen Mun Pier Head (Siu Hei Court) – Kwun Tong Ferry
260B	Tuen Mun Central – Tsim Sha Tsui
260X	Po Tin – Hung Hom Station
261	Sam Shing – Tin Ping Estate
261B	Sam Shing – Kowloon Station
261P	Ng Lau Road (Tsing Lun Road) – Tin Ping Estate
263	Tuen Mun Station – Sha Tin Station
265B	Tin Heng Estate – Mong Kok (Park Avenue)
265S	Tin Shui Wai Town Centre – Tai Po Industrial Estate
267X	Siu Hong Court – Lam Tin Station
268B	Long Ping Station – Hung Hom Ferry
268C	Long Ping Station – Kwun Tong Ferry

KMB Route	Terminating Location
268P	Yuen Long (Shan Shui House) – Kwun Tong Ferry
268X	Hung Shui Kiu (Hung Fuk Estate) – Jordan (To Wah Road)
269B	Tin Shui Wai Town Centre – Hung Hom Ferry
269C	Tin Shui Wai Town Centre / Tin Tsz Estate – Kwun Tong Ferry
269D	Tin Fu – Lek Yuen
269S	Tin Shui Wai Town Centre – Kwun Tong Ferry
270A	Sheung Shui – Tsim Sha Tsui East (Mody Road)
270B	Sheung Shui – Sham Shui Po
270C	Luen Wo Hui – Tsim Sha Tsui East (Mody Road)
270D	Luen Wo Hui – Sham Shui Po
270P	Sheung Shui – Kowloon Station
270S	Tsim Sha Tsui East (Mody Road) – Fanling (Luen Wo Hui)
277E	Tin Ping Estate – Lam Tin Station
277P	Tin Ping Estate – Lam Tin Station
277X	Luen Wo Hui – Lam Tin Station
278P	Luen Wo Hui – Tsuen Wan (Nina Tower)
278X	Sheung Shui – Tsuen Wan (Nina Tower)
279X	Luen Wo Hui – Tsing Yi Station
373	Sheung Shui – Central (Hong Kong Station Public Transport Interchange)
603	Ping Tin – Central (Ferry Piers)
603P	Central (Ferry Piers) – Ping Tin
603S	Ping Tin – Central
673	Sheung Shui – Central (Hong Kong Station Public Transport Interchange)
934	Bayview Garden – Wan Chai
934A	Allway Gardens – Wan Chai (Fleming Road)
935	On Yam / Shek Lei (Tai Loong Street) – Wan Chai
936	Lei Muk Shue Estate Public Transport Interchange – Causeway Bay (Cotton Path)
960	Kin Sang – Wan Chai (North) Temporary Public Transport Interchange
960A	Central (Worldwide House) – Hung Shui Kiu (Hung Fuk Estate)
960B	Quarry Bay (King’s Road) – Hung Shui Kiu (Hung Fuk Estate)
960P	Hung Shui Kiu (Hung Yuen Road) – Wan Chai (North) Temporary Public Transport Interchange
960S	Fu Tai Estate – Wan Chai (North) Temporary Public Transport Interchange
960X	Hung Shui Kiu (Hung Yuen Road) – Quarry Bay (King’s Road)
961	Shan King Estate – Wan Chai (Hong Kong Convention and Exhibition Centre)

KMB Route	Terminating Location
961P	Leung King Estate – Wan Chai (Hong Kong Convention and Exhibition Centre)
968	Yuen Long (West) – Causeway Bay (Tin Hau)
968X	Yuen Long (West) – Quarry Bay (King’s Road)
978	Fanling (Wah Ming) – Wan Chai (North) Temporary Public Transport Interchange
978A	Fanling (Luen Wo Hui) – Wan Chai (North) Temporary Public Transport Interchange
978B	Fanling (Chi Fuk Circuit) – Wan Chai (North) Temporary Public Transport Interchange
B1	Tin Tsz Estate – Lok Ma Chau Station
T270	Fanling (Cheung Wah) – Tsim Sha Tsui East (Mody Road)
T277	Sheung Shui – Lam Tin Station

Table 2 : Routes to be covered under the new interchange concession scheme with Hong Kong Tramways Limited (23 routes)

KMB Route	Terminating Location
108	Kai Yip – Braemar Hill
373	Sheung Shui – Central (Hong Kong Station Public Transport Interchange)
603	Ping Tin – Central (Ferry Piers)
603P	Central (Ferry Piers) – Ping Tin
603S	Ping Tin – Central
673	Sheung Shui – Central (Hong Kong Station Public Transport Interchange)
934	Bayview Garden – Wan Chai
934A	Allway Gardens – Wan Chai (Fleming Road)
935	On Yam / Shek Lei (Tai Loong Street) – Wan Chai
936	Lei Muk Shue Estate Public Transport Interchange – Causeway Bay (Cotton Path)
960	Kin Sang – Wan Chai (North) Temporary Public Transport Interchange
960A	Central (Worldwide House) – Hung Shui Kiu (Hung Fuk Estate)
960B	Quarry Bay (King’s Road) – Hung Shui Kiu (Hung Fuk Estate)
960P	Hung Shui Kiu (Hung Yuen Road) – Wan Chai (North) Temporary Public Transport Interchange
960S	Fu Tai Estate – Wan Chai (North) Temporary Public Transport Interchange
960X	Hung Shui Kiu (Hung Yuen Road) – Quarry Bay (King’s Road)
961	Shan King Estate – Wan Chai (Hong Kong Convention and Exhibition Centre)
961P	Leung King Estate – Wan Chai (Hong Kong Convention and Exhibition Centre)
968	Yuen Long (West) – Causeway Bay (Tin Hau)
968X	Yuen Long (West) – Quarry Bay (King’s Road)
978	Fanling (Wah Ming) – Wan Chai (North) Temporary Public Transport Interchange
978A	Fanling (Luen Wo Hui) – Wan Chai (North) Temporary Public Transport Interchange
978B	Fanling (Chi Fuk Circuit) – Wan Chai (North) Temporary Public Transport Interchange

Table 3 : Routes to be covered under new BBI concession schemes within KMB's network (78 routes)

KMB Route	Terminating Location
1	Chuk Yuen Estate – Star Ferry
1A	Sau Mau Ping (Central) – Star Ferry
2	So Uk – Star Ferry
2D	Chak On Estate – Tung Tau Estate
2F	Tsz Wan Shan (North) – Cheung Sha Wan
3C	Tsz Wan Shan (North) – China Ferry Terminal
3D	Tsz Wan Shan (Central) – Kwun Tong (Yue Man Square)
5M	Kai Tak (Tak Long Estate) – Kowloon Bay Station (circular)
6	Lai Chi Kok – Star Ferry
6D	Ngau Tau Kok – Mei Foo
7	Lok Fu – Star Ferry
11B	Kwun Tong (Tsui Ping Road) – Kowloon City Ferry
11C	Chuk Yuen Estate – Sau Mau Ping (Upper)
11D	Lok Fu – Kwun Tong Ferry
12A	Whampoa Garden – Cheung Sha Wan (Sham Mong Road)
14	Lei Yue Mun Estate – China Ferry Terminal
15	Ping Tin – Hung Hom Ferry
16	Lam Tin (Kwong Tin Estate) – Mong Kok (Park Avenue)
16M	Kwun Tong Station – Lam Tin (Hong Wah Court) (circular)
17	Kwun Tong (Yue Man Square) – Oi Man
24	Kai Yip – Mong Kok (circular)
28B	Kai Tak (Kai Ching Estate) – Choi Fook
38	Kwai Shing (East) – Ping Tin
40	Tsuen Wan (Nina Tower) – Laguna City
42C	Cheung Hang – Lam Tin Station
57M	Shan King Estate – Lai King (North)
58M	Leung King Estate – Kwai Fong Station
58P	Kwai Fong Station – Tin King Estate (Tin Yue House)
59M	Tuen Mun Pier Head – Tsuen Wan Station
60M	Tuen Mun Station – Tsuen Wan Station
61M	Yau Oi (South) – Lai King (North)
61X	Tuen Mun Central – Kowloon City Ferry
62X	Tuen Mun Central – Lei Yue Mun Estate
66M	Tai Hing – Tsuen Wan Station
67M	Siu Hong Court – Kwai Fong Station
69C	Tin Shui Wai (Tin Yan) – Kwun Tong Ferry
74A	Tai Wo – Kai Yip
74X	Tai Po Central – Kwun Tong Ferry
75X	Fu Shin Estate – Kowloon City Ferry

KMB Route	Terminating Location
80	Mei Lam – Kwun Tong Ferry
80P	Hin Keng – Kwun Tong Ferry
80X	Chun Shek – Kwun Tong Ferry
81K	Sun Tin Wai – Sui Wo Court
82K	Mei Lam – Wong Nai Tau
83A	Shui Chuen O – Kwun Tong Ferry
83X	Wong Nai Tau – Kwun Tong Ferry
84M	Chevalier Garden – Lok Fu
85X	Ma On Shan Town Centre – Hung Hom Ferry
87D	Kam Ying Court / Ma On Shan Town Centre – Hung Hom Station
88X	Sha Tin Station – Ping Tin (circular)
89	Lek Yuen – Kwun Tong Station
89B	Sha Tin Wai – Kwun Tong Station
89C	Heng On – Kwun Tong (Tsui Ping Road)
89D	Wu Kai Sha Station – Lam Tin Station
89X	Sha Tin Station – Kwun Tong Station
91M	Po Lam – Diamond Hill Station
91P	Diamond Hill Station / Choi Hung Station – Hong Kong University of Science and Technology
98A	Hang Hau (North) – Ngau Tau Kok Station (circular)
203C	Tai Hang Tung – Tsim Sha Tsui East (Mody Road)
211	Tsui Chuk Garden – Wong Tai Sin Station (circular)
219X	Laguna City – Tsim Sha Tsui (circular)
258D	Po Tin – Lam Tin Station
258P	Hung Shui Kiu (Hung Fuk Estate) – Lam Tin Station
258S	Shan King Estate – Lam Tin Station
259D	Lung Mun Oasis / Tuen Mun Pier Head (Siu Hei Court) – Lei Yue Mun Estate
260C	Sam Shing – Kwai Fong Station
268C	Long Ping Station – Kwun Tong Ferry
269C	Tin Shui Wai Town Centre / Tin Tsz Estate – Kwun Tong Ferry
276B	Tin Fu – Sheung Shui (Choi Yuen)
277E	Tin Ping Estate – Lam Tin Station
277P	Tin Ping Estate – Lam Tin Station
277X	Luen Wo Hui – Lam Tin Station
281A	Kwong Yuen – Kowloon Station
288	Shui Chuen O – Sha Tin Central (circular)
290	Choi Ming – Tsuen Wan West Station Public Transport Interchange
290A	Choi Ming – Tsuen Wan West Station Public Transport Interchange

KMB Route	Terminating Location
296A	Sheung Tak – Ngau Tau Kok Station (circular)
B1	Tin Tsz Estate – Lok Ma Chau Station

Table 4: Cross-district routes and shuttle routes with fares for short-haul trips to be aligned (72 routes)

KMB Route	Terminating Location
1A	Sau Mau Ping (Central) – Star Ferry
2F	Tsz Wan Shan (North) – Cheung Sha Wan
3C	Tsz Wan Shan (North) – China Ferry Terminal
11C	Chuk Yuen Estate – Sau Mau Ping (Upper)
23M	Lok Wah – Shun Lee (circular)
26M	Choi Hung – Kwun Tong (circular)
30	Allway Gardens – Cheung Sha Wan
30X	Allway Gardens – Whampoa Garden
31	Tsuen Wan West Station Public Transport Interchange – Shek Lei (circular)
34	Kwai Shing (Central) – Bayview Garden
35A	On Yam – Tsim Sha Tsui East
36	Tsuen Wan West Station Public Transport Interchange – Lei Muk Shue Estate Public Transport Interchange (circular)
36A	Lei Muk Shue Estate Public Transport Interchange – Cheung Sha Wan (Sham Mong Road)
36B	Lei Muk Shue Estate Public Transport Interchange – Jordan (To Wah Road)
37	Kwai Shing (Central) – Olympic Station
38	Kwai Shing (East) – Ping Tin
39A	Tsuen Wan West Station Public Transport Interchange – Allway Gardens (circular)
40X	Wu Kai Sha Station – Kwai Chung Estate
46X	Hin Keng – Mei Foo
47X	Sha Tin (Chun Shek / Shui Chuen O) – Kwai Shing (East)
48X	Bayview Garden – Wo Che
49X	Kwong Yuen – Tsing Yi Ferry
57M	Shan King Estate – Lai King (North)
58M	Leung King Estate – Kwai Fong Station
58P	Kwai Fong Station – Tin King Estate (Tin Yue House)
61M	Yau Oi (South) – Lai King (North)
61X	Tuen Mun Central – Kowloon City Ferry
67M	Siu Hong Court – Kwai Fong Station
68E	Yuen Long Park – Tsing Yi Station
72	Tai Wo – Cheung Sha Wan
72A	Tai Wai Station – Tai Po Industrial Estate
72X	Tai Po Central – Mong Kok (Park Avenue)
73X	Tsuen Wan (Nina Tower) – Fu Shin Estate
74A	Tai Wo – Kai Yip

KMB Route	Terminating Location
74B	Kowloon Bay – Tai Po Central
74D	Kau Lung Hang – Kwun Tong Ferry
74P	Kwun Tong Ferry – Tai Po Central
74X	Tai Po Central – Kwun Tong Ferry
75X	Fu Shin Estate – Kowloon City Ferry
80	Mei Lam – Kwun Tong Ferry
82K	Mei Lam – Wong Nai Tau
85K	Heng On – Sha Tin Station
85M	Kam Ying Court – Wong Tai Sin (circular)
85X	Ma On Shan Town Centre – Hung Hom Ferry
86	Wong Nai Tau – Mei Foo
86C	Lee On – Cheung Sha Wan
86K	Kam Ying Court – Sha Tin Station
86S	Kam Ying Court – Sha Tin Station
87D	Kam Ying Court / Ma On Shan Town Centre – Hung Hom Station
89D	Wu Kai Sha Station – Lam Tin Station
234X	Bayview Garden – Tsim Sha Tsui East (Mody Road)
235	On Yam – Tsuen Wan (circular)
258D	Po Tin – Lam Tin Station
259D	Lung Mun Oasis / Tuen Mun Pier Head (Siu Hei Court) – Lei Yue Mun Estate
261	Sam Shing – Tin Ping Estate
263	Tuen Mun Station – Sha Tin Station
265S	Tin Shui Wai Town Centre – Tai Po Industrial Estate
271	Fu Heng – Tsim Sha Tsui (Canton Road)
274P	Wu Kai Sha Station – Tai Po Industrial Estate
277E	Tin Ping Estate – Lam Tin Station
277P	Tin Ping Estate – Lam Tin Station
277X	Luen Wo Hui – Lam Tin Station
279X	Luen Wo Hui – Tsing Yi Station
286C	Lee On – Sham Shui Po
286M	Ma On Shan Town Centre – Diamond Hill Station (circular)
286X	Hin Keng – Sham Shui Po (circular)
960	Kin Sang – Wan Chai (North) Temporary Public Transport Interchange
960A	Central (Worldwide House) – Hung Shui Kiu (Hung Fuk Estate)
960B	Quarry Bay (King's Road) – Hung Shui Kiu (Hung Fuk Estate)
961	Shan King Estate – Wan Chai (Hong Kong Convention and Exhibition Centre)
978	Fanling (Wah Ming) – Wan Chai (North) Temporary Public Transport Interchange