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21 June 2017

Ms Doris LO
Clerk to Panel on Transport
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong

[Fax no.: 2840 0269]

Dear Ms Lo,

**Trial Scheme for New Section Fare of Cross-harbour Routes
after Crossing the Harbour**

Thank you for your letter of 5 June 2017, enclosing the views of Hon Kwok Wai-keung and Hon Luk Chung-hung on the Trial Scheme for New Section Fare of Cross-harbour (“XH”) Routes after Crossing the Harbour (“the Trial Scheme”).

The Transport Department (“TD”) and the three franchised bus companies (including Kowloon Motor Bus Company (1933) Limited, Citybus Limited and New World First Bus Services Limited) are taking forward the Trial Scheme in three phases. Having briefed the District Councils on the details earlier this year, Phase I of the Trial Scheme was launched in late March 2017. Phase I covers 16 XH routes serving the Southern District and Sham Shui Po District. TD and the franchised bus companies are reviewing the outcome of Phase I of the Trial Scheme. If the results are satisfactory, Phase II and Phase III of the Trial scheme will be launched in the third and fourth quarters 2017 respectively as scheduled. The entire Trial Scheme will cover a total of 60 XH routes in 12 districts by then. Details of the arrangement of the Trial Scheme and the new section fares are set out in Annex for reference.

As we have mentioned in Annex 4 to the discussion paper submitted for the meeting of the Legislative Council Panel on Transport on 17 July 2015 (LC Paper No. CB(4)1306/141-5(01)), while narrowing the fare differential between XH routes and non-XH routes may allow passengers to enjoy a wider choice of routes, it may lead to mismatch of bus resources, traffic congestion and the associated road-side air pollution. We have also made it clear that if new section fares are offered on XH routes after crossing the harbour, these routes may need to stop more frequently to pick up and set down passengers, which would in turn lengthen their journey time. To maintain the existing frequency, the franchised bus companies would need to deploy more buses on the road, which would render the aforesaid adverse implications more prominent. To address these issues, TD and the franchised bus companies have conducted an in-depth study before launching the Trial Scheme. To avoid frequent stopping of buses and lengthening of journey time of XH routes to the extent of aggravating traffic congestion due to higher number of boarding/alighting passengers, franchised bus companies considered that the XH routes should only offer new section fares closer to the fare levels of other parallel non-XH routes after leaving the busy commercial areas and frequently congested areas. As some XH routes participating in the Trial Scheme terminate in busy commercial areas or frequently congested areas in one of their travelling directions, not all XH routes participating in the Trial Scheme would offer new section fares on both bounds of their service.

TD and the bus companies will closely monitor the implications of the new section fares for the operational efficiency of the bus routes concerned, bus resource requirements and road traffic along their routeings. They will conduct a review upon full implementation of the Trial Scheme in the fourth quarter of this year, and draw reference to the views of different stakeholders on the Trial Scheme by then.

Yours sincerely,



(Louis Leung)

for Secretary for Transport and Housing

c.c.: Commissioner for Transport (Attn.: Miss Rachel Kwan)

Annex

Trial Scheme for New Section Fare of XH Routes after Crossing the Harbour

District	Route involved	Starting point of new section fare	Direction	Existing fare	New section fare	Fare discount
Phase I : 16 routes involved (launched on 25 March 2017)						
Southern	107, 107P, 170, 171 and 671	Aberdeen Tunnel	Ap Lei Chau / Wah Fu / Wah Kwai	\$4.9 – \$5.3	\$4.5	\$0.4-0.8
	970 and 970X	Queen Mary Hospital	Cyberport / Aberdeen	\$5.7	\$4.5	\$1.2
	971	Li Ka Shing Faculty of Medicine	Shek Pai Wan	\$5.7	\$4.5	\$1.2
Sham Shui Po	102, 102P, 112, 171*, 171A, 171P, 904, 905, 914, 970* and 970X*	Tonkin Street	Mei Foo / So Uk / Hoi Lai	\$5.7	\$5.2	\$0.5
Phase II : 35 routes involved (planned to launch in Q3 of 2017, subject to the trial results of Phase I)						
Eastern	102*, 102P*, 106, 106P, 110, 118, 118P, 606, 606A, 606X, 682, 682A, 682B, 682P and 694	Tai Hong Street	Shau Kei Wan / Siu Sai Wan / Chai Wan	\$5.7	\$4.5	\$1.2
Sha Tin	170*	Tai Wai Station	Sha Tin Station	\$6.2	\$5.8	\$0.4
	182 and 182X	Tai Wai Station	Yu Chui	\$6.2	\$6.0	\$0.2
	680, 680X, 681, 681P, 682* and 682A*	Chevalier Garden	Ma On Shan	\$5.7	\$5.2	\$0.5
Tai Po	307P	Tai Po Centre	Tai Wo	\$5.7	\$5.2	\$0.5
Northern	373, 673, 978 and 678	Fanling Station	Sheung Shui / Wah Ming	\$6.3 – \$6.6	\$5.2	\$1.1-1.4
Sai Kung	690	Po Lam	Hong Shing Garden	\$5.7	\$5.2	\$0.5
Tsuen Wan	930	Kwai Chung Plaza	Discovery Park	\$5.7	\$5.2	\$0.5
	930A	Yeung Uk Road	Discovery Park	\$5.7	\$5.2	\$0.5
	930X	Texaco Road	Discovery Park	\$5.7	\$5.2	\$0.5
	934	Tai Chung Road	Bayview Garden	\$6.6	\$5.2	\$1.4
Kwai Tsing	935	Kwai Fong Plaza	Shek Lei	\$6.6	\$5.2	\$1.4
	936	Castle Peak Road (Kwai Chung)	Lei Muk Shue	\$6.6	\$5.2	\$1.4
	948	Tsing Yi Road	Cheung Wang	\$5.7	\$5.2	\$0.5
Phase III : 15 routes involved (planned to launch in Q4 of 2017, subject to the trial results of Phases I and II)						
Central and Western	101, 103, 104 and 113	Centre Street	Sai Wan	\$5.7	\$4.5	\$1.2
	101X	Connaught Garden	Sai Wan	\$11.0	\$4.5	\$6.5
	904*	Hill Road	Sai Wan	\$5.7	\$4.5	\$1.2
Kwun Tong	101X*	Upper Ngau Tau Kok Estate	Kwun Tong	\$11.0	\$5.2	\$5.8
	603 and 603P	Ko Yee Estate	Ping Tin	\$6.4	\$5.2	\$1.2
	619 and 619X	Chun Wah Court / Sau Fai House	Shun Lee	\$5.7	\$5.2	\$0.5
	601 and 601P	Wo Lok Estate	Po Tat	\$5.7	\$5.2	\$0.5
Wong Tai Sin	103*	Ma Chai Hang Road	Chuk Yuen	\$5.7	\$5.2	\$0.5
	116	Hammer Hill Road	Tsz Wan Shan	\$5.7	\$5.2	\$0.5
	606* and 606A*	Clear Water Bay Road (outside St. Joseph's Primary School)	Choi Wan	\$5.7	\$5.2	\$0.5

* The route will also be included in other phases and/or districts.