

Application for Fare Increase 票價調整申請

Presentation to LegCo Panel on Transport 致立法會交通事務委員會

15 June 2018
2018年6月15日



Profile of Citybus 城巴概況

Hong Kong Island and cross-harbour bus network ("Citybus F1")

香港島及過海巴士網絡〔城巴專營權一〕

- Operates 744 buses on a network of 85 franchised routes
現時營運744輛巴士，共85條專營路線
- Employs over 2,220 staff members
聘用超過2,220名員工
- Serves about 495,000 passenger trips daily
每日接載 495,000 乘客人次



Profile of New World First Bus 新巴概況

- Operates 680 buses on a network of 94 franchised routes
現時營運680輛巴士，共94條專營路線
- Employs over 2,080 staff members
聘用超過2,080名員工
- Serves about 448,000 passenger trips daily
每日接載 448,000 乘客人次



Highlights of Service Improvement since Last Fare Increase in 2008 自2008年加價以來的主要服務提升項目

- Citybus F1 and NWFB purchased 1,289 environmentally friendly new buses at a total cost of HK\$3.5 billion
城巴（專營權一）及新巴共投放港幣35億元購買1,289輛環保新巴士

Number of buses in service as of 31 May 2018
截至2018年5月31日的巴士數目

Euro 6 standard
歐盟6型

8 buses 輛巴士

Euro 5 standard
歐盟5型

1,215 buses 輛巴士

Euro 4 standard
歐盟4型

66 buses 輛巴士

- 100% low floor bus fleet
100% 低地台巴士



Highlights of Service Improvement

主要服務提升項目

- CCTV installed on all buses for service monitoring
所有巴士配備視像錄影系統，監察服務表現
- Blackbox installed on all buses to monitor driving performance
所有巴士配備行車紀錄黑盒系統，監察車長駕駛表現
- Automatic fire suppression system available on 1,289 buses registered since 2007
1,289輛自2007年起登記的巴士配備自動滅火系統



Highlights of Service Improvement

主要服務提升項目



Replaced the Octopus on all buses
為所有巴士更換八達通收費器



Provide Automatic Bus Stop Announcement System on all buses
所有巴士均設有自動報站系統



Provide Motion bus stop display panel on most buses
大部份巴士設有動態巴士站顯示屏

Highlights of Service Improvement

主要服務提升項目

- Enhanced the mobile app 提升流動應用程式之功能



>3 million
downloads since
2011

自2011年推出以來，
已有超過
三百萬個下載

**Suggests the best
bus routes from A
to B with multiple
preferences**

提供多個偏好設定，
建議最佳巴士路線
前往目的地



Highlights of Service Improvement

主要服務提升項目

- ETA service available for Citybus F1 routes in May 2018
實時抵站時間查詢服務已於2018年5月全面擴展至所有城巴「專營權一」路線
- ETA service will be available for all NWFB routes by Q3 2018
實時抵站時間查詢服務將於2018年第三季內擴展至所有新巴路線
- 1,035 Service Improvement and rationalization items implemented
一共實施1,035項服務提升及重組



Why do we need a fare increase?

為何需要上調票價？

- Revenue drop 收入下跌
- Overall ridership and fare revenue dropped by 10% after commissioning of the Extension of MTR Island Line to Western District and South Island Line
港鐵港島西延線及南港島線開通後，整體巴士客量及收入均下跌10%
- Cessation of Multimedia On-board advertising platform from July 2017
巴士流動多媒體廣告業務已於2017年7月終止



Why do we need a fare increase?

為何需要上調票價？

- Composite Consumer Price Index raised by **32.46%** over the past 10 years since last fare increase in 2008
自2008年加價以來，綜合消費物價指數在過往十年已上升**32.46%**
- Staff wages 2008-2017 increased by **40%** cumulatively, as compared to an increase of 33.24% of the Transport Industry Wage Index
員工薪酬由2008年至2017年間累積加幅高達**40%**，而同期的運輸業工資指數上升**33.24%**



Why do we need a fare increase? 為何需要上調票價？

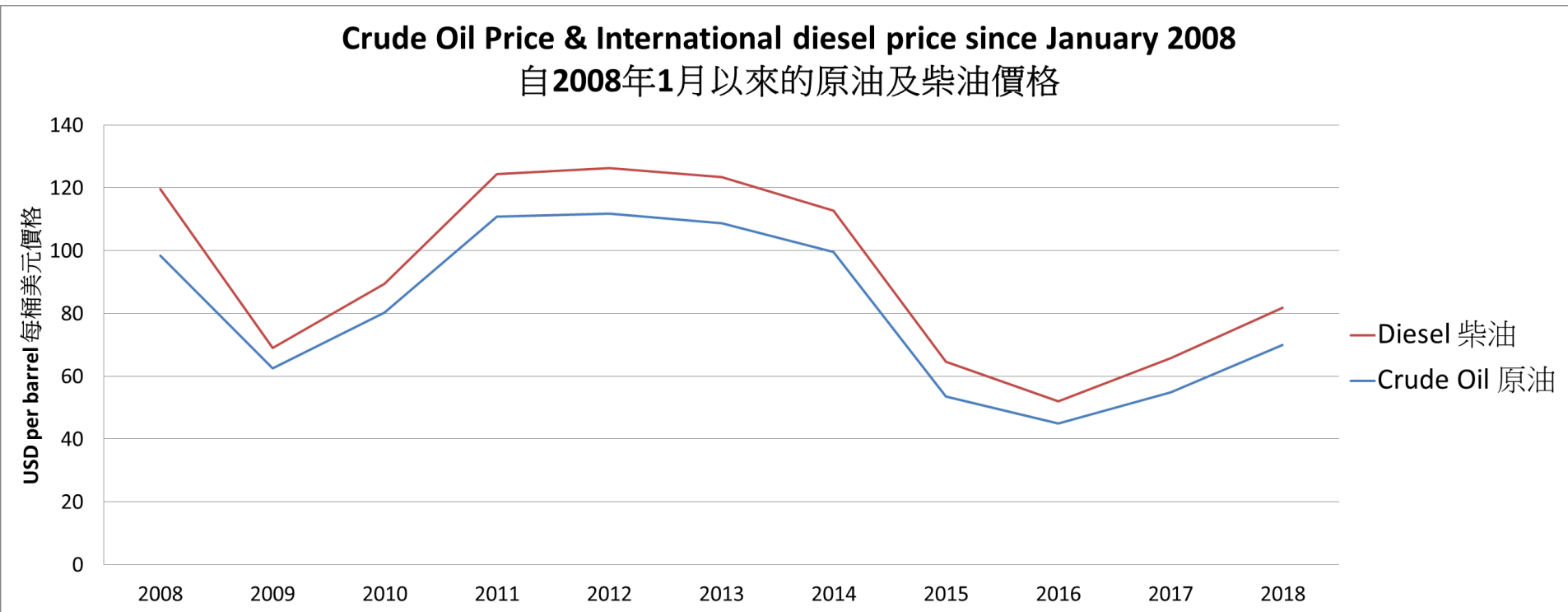
- Toll Increase 隧道費上升

Tunnel 隧道	2008 (DD) (雙層巴士)	2018 (DD) (雙層巴士)	% increase 升幅百分比
Western Harbour Tunnel 西區海底隧道	\$115	\$185	61%
Tate's Cairn Tunnel 大老山隧道	\$41	\$59	44%
Tai Lam Tunnel 大欖隧道	\$105	\$153	46%



Why do we need a fare increase? 為何需要上調票價？

- Volatile oil price 油價反覆



Conclusion – NWFB and Citybus F1 need a Fare Increase of 12%

結論 – 新巴及城巴〔專營權一〕需要上調票價12%

- Ridership has been eroded by new railways
新鐵路搶去兩巴不少乘客
- Stringent cost control measures are already in place but escalating fuel price and tunnel tolls are beyond our control
現時已嚴格控制成本開支，惟油價及隧道費上漲均不受公司控制
- Labour intensive industry with rising staff cost
運輸行業為勞工密集行業，員工成本不斷上升
- Maintaining high quality services and making further improvements
期望維持優質服務，力求進步
- Even with a fare increase of 12%, returns will still remain at a very low level
即使加價12%後，回報仍處於極低水平



Thank You!
謝謝！



新創建集團成員 Members of NWS Holdings