

## 交通事務委員會

### 在2019年2月15日會議上通過有關 "九龍巴士(一九三三)有限公司及龍運巴士有限公司的 加價申請"的議案

現時九龍巴士(一九三三)有限公司(九巴)及龍運巴士有限公司(龍運)的巴士路線大部分只設有單向分段收費,安排令到路線中在較前車站上車的乘客,即使前往短途目的地,亦須繳付全程車費。因此,本會促請政府在審批九巴及龍運的加價申請時,要求兩家專營巴士公司在更多路線增設短途分段收費,讓前往短途目的地的乘客,可以用更優惠價格乘搭巴士。同時,由於在繁忙時間巴士下層會相當擠迫,乘客難以在下車時到巴士前門的八達通處理器「再次拍卡」,上車及落車的人流使用同一八達通處理器亦會產生混亂。因此,本會同時促請兩間巴士公司儘快研究於合適的巴士站中增設分段收費專用的八達通處理器,以方便乘客享用短途分段收費優惠。

動議人:譚文豪議員

(Translation)

### Panel on Transport

#### **Motion on "Fare increase applications by Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited" passed at the meeting on 15 February 2019**

Currently, the Kowloon Motor Bus Company (1933) Limited ("KMB") and the Long Win Bus Company Limited ("LW") primarily offer uni-direction section fares for their bus routes and as a result of such arrangement, passengers boarding the buses running on such routes at earlier bus stops have to pay full fares even though they travel to short-haul destinations. Therefore, this Panel urges that the Government, while assessing and approving the fare increase applications of KMB and LW, should request the two franchised bus companies to offer short-haul section fares for more bus routes so that passengers travelling to short-haul destinations can enjoy concessionary fares. At the same time, as the lower deck of the bus is normally crowded during peak hours, passengers will find it difficult to go to the front door of the bus to tap their Octopus cards again before alighting

from the bus. Besides, confusion will arise if passengers boarding and alighting from a bus use the same Octopus processor. Therefore, this Panel also urges the two bus companies to expeditiously study the provision of dedicated Octopus processors for the refund of short-haul concessionary section fares at suitable bus stops to facilitate the passengers to collect the refund.

Moved by : Hon Jeremy TAM Man-ho