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Transport and
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Government Secretariat
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By email

Ms Sophie LAU
Clerk to Panel on Transport
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

27 August 2019

Dear Ms LAU,

**Legislative Council Panel on Transport
Meeting on 15 February 2019
Motion on “Fare increase applications by the Kowloon Motor Bus
Company (1933) Limited and Long Win Bus Company Limited”**

Regarding the motion passed by Members at the meeting on 15 February 2019 concerning the captioned subject, our reply is as follows:

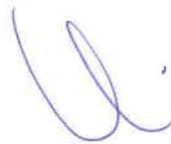
Although the provision of fare concession initiatives is a commercial decision of public transport operators, the Government has been encouraging the operators to introduce different fare concession initiatives to passengers as far as possible having regard to their operational and financial conditions, service nature of individual routes and passenger needs with a view to reducing public transport expenses of commuters.

Currently, KMB and Long Win provide various fare concession initiatives, including section fares, bus-bus interchange concession schemes, half-fare concessions on return trips for students, monthly passes, Fare Saver Kiosks at campuses of tertiary institutions, etc. Among these initiatives, franchised bus operators (including KMB and Long Win) have offered section fares as far as possible with regard to various factors, such as the number and

distribution of passengers, distance and journey time of individual routes, etc. As at end-2018, franchised bus operators have implemented 460 bus section fare arrangements, including offering two-way section fare concessions for over 40 bus routes.

As for the proposed initiative to further facilitate the implementation of two-way section fares mentioned in the motion, according to the preliminary analysis of the Transport Department (“TD”), consideration and complementary arrangements from different aspects are required for implementing the relevant proposal, e.g. locations of some en-route bus stops may not be suitable for installing Octopus processors. For some long-haul routes, implementation of section fares may result in more short-haul passengers taking those long-haul routes, thereby affecting the efficient use of bus service resources. Nevertheless, TD has conveyed the relevant proposal to franchised bus operators for consideration and will continue to encourage and facilitate franchised bus operators to offer section fares for suitable routes, with a view to benefiting more passengers and enhancing the efficiency of the overall bus service network.

Yours sincerely,



(Nick CHOI)

for Secretary for Transport and Housing

c.c.:

Commissioner for Transport (Attn.: Miss Amy TSE)