



What does the MTR
fare adjustment mean for you?

L1059 03/2017

心繫生活每一程

 MTR 港鐵

票價調整 齊來研究

我哋日日搭港鐵返工返學，成日聽到票價調整，背後其實又有咩準則㗎？



其實票價調整嘅背後有一個客觀、透明嘅機制把關。介紹之前，不如睇吓乘客們最關心嘅係咩啦！



搭港鐵就係想準時 港鐵點做到



打工仔同學生哥一樣，每日都要準時，搭港鐵就梗係唔想遲到啦。

所以港鐵一路做到
99.9% 乘客車程
準時度

港鐵同其他公共交通工具唔同，要做到99.9%乘客車程準時度，要靠一個穩定、龐大同完善嘅營運系統，包括：



所以穩定嘅財政來源係好重要，用嚟投放於興建、更新同維修，以持續提供優質服務。



而車費就係其中一大財政來源，每\$1嘅票價收入會分配去以下範疇，以維持優質服務。

其他日常營運開支

其中包括：
· 每日營運超過8,000班次列車
· 支付水電費用、營運鐵路的地租、差餉及其他行政開支

資產折舊及攤銷

其中包括：
· 列車、信號系統

每年非定額付款

· 根據服務經營權協議，進入、使用及營運九廣鐵路公司系統之費用（包括東鐵綫、西鐵綫、馬鞍山綫、輕鐵、城際客運及巴士）

員工薪酬及有關費用

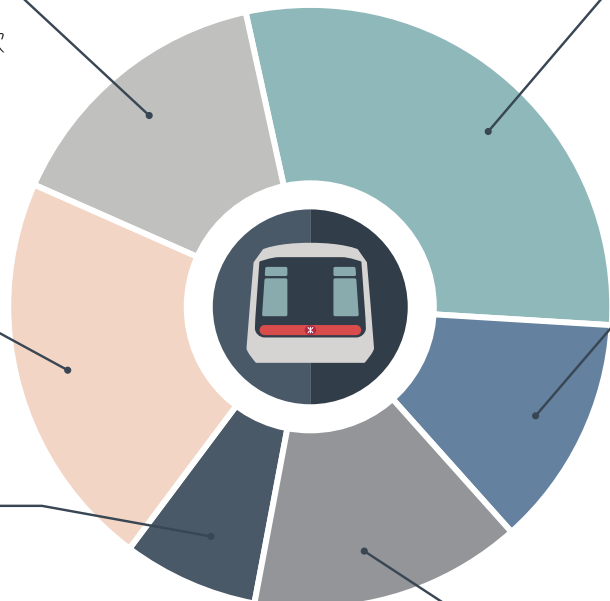
其中包括車務員工以提供以下服務：
· 管理列車
· 人流及車站管理

系統維修保養

其中包括：
· 路軌、列車、電纜

未計利息及財務開支前經營利潤

· 支付利息及財務開支、稅款、分派股息
· 新投資項目



上述支出及經營利潤分佈為2016年度業績公佈資料。

調整FARE 最緊要夠FAIR

現行票價調整機制優化安排適用於 2017/18 — 2022/23 年間

我知你哋嘅工作唔簡單，而且樣樣都要錢，但係票價調整要有根有據，最緊要乘客負擔得起，咁先叫「FAIR」！



票價調整機制係港鐵同政府共同協議，以釐訂每年票價調整嘅幅度。機制剛剛重新檢討，將於2017/18至2022/23年間生效。並分為以下兩部分：



第一部分：
調整方程式
· 決定調整幅度



第二部分：
車費回贈機制
· 與乘客分享利潤



調整方程式



方程式係根據影響營運成本升跌嘅因素（當中包括物價同工資）而釐訂。同時，方程式亦會扣減生產力因素，即係營運效率嘅變化，若效率有提升，便可與乘客分享成果。



票價
調整幅度

= $\frac{1}{2}$



綜合消費物價指數
(前一年12月份之按年變動)

+ $\frac{1}{2}$



運輸業名義工資指數
(前一年12月份之按年變動)

-



生產力因素*

*2017/18 - 2022/23 年間「生產力因素」為0%。請參考附錄1。

再過兩重關卡，先得出調整結果。



負擔能力上限

加幅不高於
「家庭每月收入中位數」
嘅按年變動增幅#

#根據前一年第四季的家庭每月收入中位數按年變動

通過埋家庭每月收入中位數呢個關卡，就能確保乘客負擔能力。你睇，過去嘅平均調整幅度，都低於平均通脹同平均人工加幅嘍！

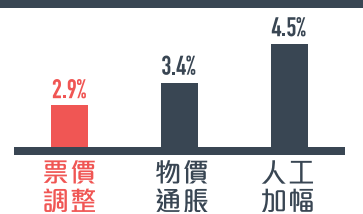


±1.5%

調整幅度

若幅度介乎於+1.5%和-1.5%，該年票價就唔會調整，該未作調整嘅幅度會撥入下年度一併計算。

2008 - 2016複合年均增長率



車費回贈機制



港鐵會根據經營利潤同服務表現回饋乘客，有利潤就有分享。萬一服務唔達標，都要按指標回贈乘客！



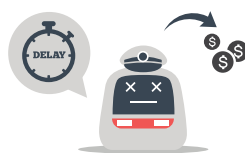
請參考附錄2
分享利潤機制

根據該年基本業務利潤水平，撥出款項提供回贈（所有物業發展及海外業務都包括在內）



請參考附錄3
服務表現安排

列車服務若有延誤，會按指標撥出款項提供回贈



回贈形式

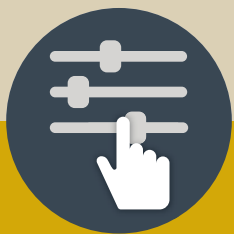


程程車費回贈3%

回贈三式 分享利潤

全新安排 回贈加碼 適用於2017/18-2022/23年間

為與乘客分享更多成果，今次票價檢討後，會以3項回贈計劃同乘客分享利潤，人人受惠。



提供六年特別調減

根據機制下嘅方程式計算出嚟嘅票價調整幅度[△]減0.6個百分點。假設原本調整幅度為+2.6%，減0.6個百分點得出+2.0%。

而於2017/18年度更會額外將車費調整幅度再9折。以上述例子嚟計就係+2.0%再9折，得出+1.8%。

[△]2017/18—2022/23年間生產力因素為0%。



程程車費回贈3%

從過去一年利潤，連同根據服務表現狀況撥出更多款項，用作車費回贈，扣減乘客每程車費。使用八達通嘅乘客每程都享有3%車費回贈⁺。

回贈期每年最少6個月。

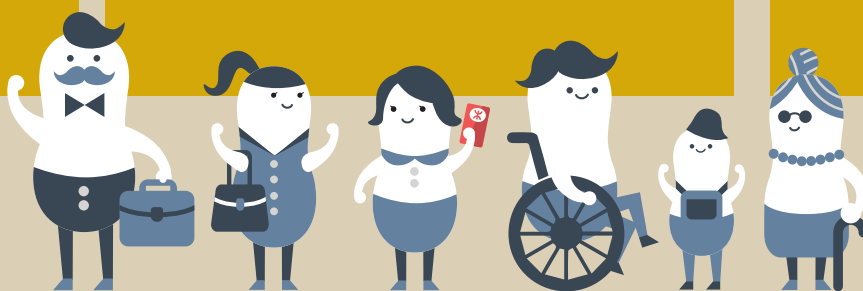
⁺不適用於機場快綫、東鐵綫頭等額外費及港鐵接駁巴士。



港鐵 ⇄ 綠色專線小巴 \$0.3轉乘優惠

使用八達通乘搭綠色專線小巴接駁港鐵的乘客，往返每程都可享\$0.3車費扣減優惠，目標覆蓋全港超過500條路綫。現有路綫嘅折扣優惠則不變。

有關嘅轉乘優惠須與綠色專線小巴經營者商討安排，詳情將於稍後公佈。



其他多項實際車票優惠

有咗**全月通加強版**，上水、馬鞍山、屯門及東涌嘅打工仔，去市區返工放工無限搭！就算連接非指定車站（羅湖及落馬洲除外），都一樣有75折優惠。



長途打工仔

5款全月通加強版

都會票有效期加長至40日內可以搭足40程，啱晒我哋呢班過海返工嘅上班族。



過海上班族

都會票

住得唔近港鐵站，日日轉幾次車，**轉乘優惠**最實際；或者行多兩步仲有**特惠站**，又可以慳\$2蚊！



精明媽媽

轉乘優惠

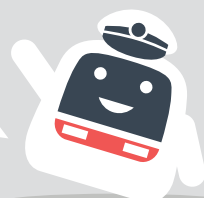
當然唔少得，為我哋而設嘅**特惠票價優惠**啦！



有特別需要的乘客

長者、小童、學生及殘疾人士票價優惠

唔同乘客有唔同需要，2016年港鐵所提供嘅總恆常優惠及推廣金額達25億，咁多優惠，梗有一樣啱你用！



註：1. 現行四款「全月通加強版」（上水 - 尖東、屯門 - 南昌、屯門 - 紅磡、東涌 - 香港）之連接車程車費75折優惠、東涌 - 南昌「全月通加強版」及港鐵都會票的優惠期會延長至2023年6月。
2. 2017年7月1日起出售的都會票，由首次使用的日期起計有效期由30日延長至40日。

Let's review the fare adjustment together

We take MTR every day and always hear about fare adjustments. How are these adjustments calculated?



Fare adjustments are governed by a mechanism using an objective and transparent formulaic approach. Before I elaborate, let's listen to what passengers' care about most.



How can MTR deliver reliable and punctual services

The reason we take MTR is to get to work or school on time.



MTR continues to maintain a **99.9%** performance standard for "Passenger Journeys on time"

Unlike other public transportation, MTR relies heavily on a stable and large-scale network to deliver a reliable service. Key elements include:



A stable source of funds is very important for the huge investment required in construction, upgrade and maintenance so as to ensure a quality service.



Fare revenue is one of the key funding sources. Every dollar of fares collected will be allocated to the following areas to maintain good service.

Other daily operating cost

- Including but not limited to:
- Running over 8,000 train trips a day
 - Payment for energy and utilities, operational rent and rates and other administrative expenses

Depreciation and amortization on assets

- Including but not limited to:
- Trains and signalling systems

Variable annual payment

- The payment to access, use and operate the KCRC system under the Service Concession Agreement (including East Rail Line, West Rail Line, Ma On Shan Line, Light Rail, Intercity and Bus)

Staff costs & related expenses

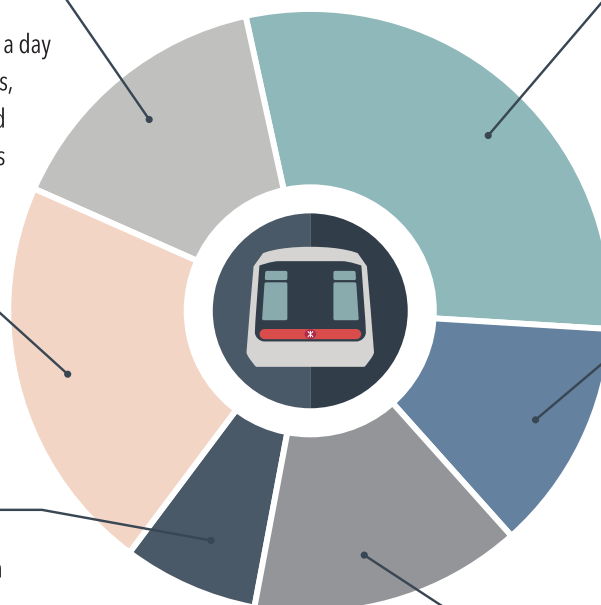
- Including but not limited to operations staff to provide:
- Train car management
 - Crowd control & station management

System maintenance

- Including but not limited to:
- Tracks, trains and overhead lines

Operating profit before interest and finance charges

- Interest and finance charges, tax payment and dividend
- New projects investment



The expense and operating profit distribution are based on 2016 Annual Result Announcement.

Fare adjustment is all about fairness

The after-review fare adjustment mechanism will be valid from 2017/18 to 2022/23

I understand your work is not easy and everything costs you money. But fare adjustments have to be fair, open and affordable by everyone.



The Government and MTR has agreed to put in place the Fare Adjustment Mechanism (FAM) to determine the annual fare adjustments. The FAM has just been reviewed and will be valid from 2017/18 to 2022/23, including 2 parts:



Part 1:
Fare Adjustment Formula
• Determining the fare adjustment rate



Part 2:
Fare Rebate Mechanism
• Sharing profits with passengers



Fare Adjustment Formula



The formula is based on the factors affecting operating cost which include consumer prices & wages. Besides, the Productivity Factor reflecting the change in operating efficiency will also be deducted. When there is improvement in efficiency, the gain will be shared with passengers.

$$\begin{array}{ccccccc}
 \text{TICKET} & = & \frac{1}{2} & + & \frac{1}{2} & - & \\
 \text{Fare Adjustment Rate} & & & & & & \\
 \text{Composite Consumer Price Index} & & & & & & \text{Productivity Factor*} \\
 \text{(Year-on-year \% change in} & & & & & & \text{(Year-on-year \% change in} \\
 \text{December of the previous year)} & & & & & & \text{December of the previous year)}
 \end{array}$$

* Productivity Factor of 2017/18 - 2022/23 is 0%. Please refer to Appendix 1.

There are 2 more control measures before getting the result



Affordability - linked Arrangement

The increase in the overall fare adjustment rate cannot be higher than the Median Monthly Household Income (MMHI) yearly percentage change^a.

^aThe year-on-year % change in MMHI for the fourth quarter of the previous year.

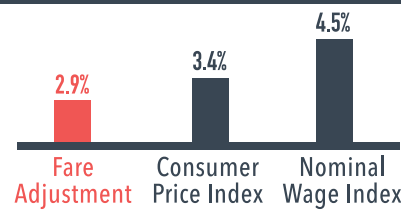
The affordability-linked arrangement helps address public affordability. After all, the average fare adjustment rate was lower than the increase in the average Consumer Price Index and the increase in the average Nominal Wage Index.



Adjustment Rate

If the fare adjustment rate falls within the range of +1.5% and -1.5%, there will be no adjustment and the unadjusted percentage will be rolled over to the following year.

Compound Annual Growth Rate 2008 - 2016



Fare Rebate Mechanism



MTR will provide fare rebates to passengers in accordance with profitability and service performance.



Profitability-linked Arrangement

Please refer to Appendix 2

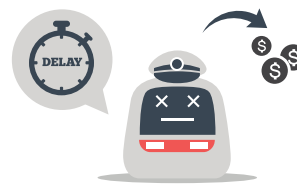
Sets aside an amount for fare rebates according to the profits made each year from the underlying business (including profits from property developments and overseas businesses)



Service Performance Arrangement

Please refer to Appendix 3

Sets aside an amount for fare rebates in the event of serious service disruptions.



Form of Rebates

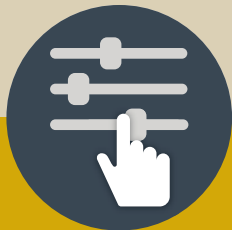


3% Rebate for Every Journey

3 New Rebate Arrangements to Share Profits

Further Rebates for 2017/18 - 2022/23

To share profits with passengers, 3 new rebate arrangements will be introduced to benefit everyone



Special Adjustment for 6 years

The fare adjustment rate^Δ calculated according to FAM formula will be reduced by 0.6 percentage points. Assuming the fare adjustment rate is +2.6%, by deducting 0.6 percentage points, the rate will be +2.0%.

For 2017/18, there will be a further one-off 10% discount on the FAM adjustment rate. Taking the example above, with a 10% discount from +2.0%, the final adjustment rate will be +1.8%.

^Δ The MTR Productivity Factor is 0% for year 2017/18 - 2022/23.



3% Rebate for Every Journey

An increased amount will be given out for fare rebates according to the profit earned in the preceding year and the service performance. Octopus card user can enjoy a 3% fare rebate⁺ for every trip.

Fare rebates will be offered for a minimum of 6 months each year.

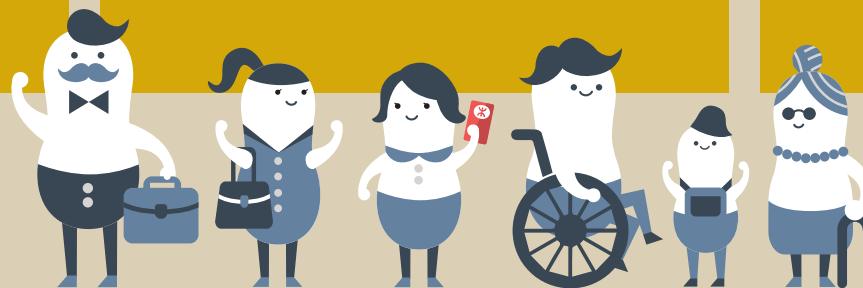
⁺ Not applicable to Airport Express, First Class Premium on East Rail Line and MTR Feeder Bus.



MTR ⇌ Green Minibus \$0.3 Interchange Discounts

A new discount of \$0.3 for interchange between MTR and Green Minibus (GMB) routes will be offered for Octopus users. The target is to extend fare rebates to cover all GMB routes in Hong Kong (over 500 routes in total). Discounts on existing routes remain unchanged.

Detailed arrangements will be announced later after further discussion with GMB operators.



Other Fare Concessions

With **Monthly Pass Extra**, those living in Sheung Shui, Ma On Shan, Tuen Mun and Tung Chung can take unlimited rides between their home & urban areas. Moreover, there is a 25% discount for connecting journeys to or from non-designated stations (exclude Lo Wu & Lok Ma Chau) as well.



Long distance commuters



5 types of Monthly Pass Extra

With the extended validity period, **City Saver** offering 40 rides in 40 days is a perfect choice for us. What a real bargain!



Cross-habour commuters



City Saver

My home is not close to an MTR station and I need to interchange with other public transport. So an **Interchange Discount** is the perfect way for me to save money. Another option is to walk to the **Fare Saver** nearby to get a \$2 discount.



Smart mummy



Interchange Discount



Fare Saver

Special Concessionary Fares are also available for us.

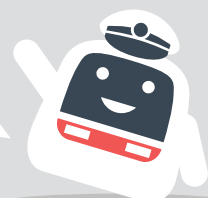


People in need



Concession Schemes for the elderly, students and eligible persons with disabilities

There are different fare concessions to serve different passengers' needs. In 2016, our on-going fare concessions and promotions amounted to \$2.5 billion. There must be one that suits your needs.



Remarks: 1. The offer period for the 25% discount on connecting journeys on the existing 4 types of "Monthly Pass Extra" (Sheung Shui - East Tsim Sha Tsui, Tuen Mun - Nam Cheong, Tuen Mun - Hung Hom, Tung Chung - Hong Kong) and "Monthly Pass Extra" for Tung Chung - Nam Cheong, as well as MTR City Saver will be extended up to June 2023.
2. For City Saver purchased from 1 July 2017 onward, the validity period for use will be extended from 30 days to 40 days counted from the day of first use.

附錄 1 Appendix 1

2017/18 - 2022/23年間「生產力因素」= 0.5 x [2012 - 2016年內生產力[^]的複合年均增長率]。生產力因素數值並不會少於0。
Productivity Factor for 2017/18 - 2022/23 = 0.5 x [Compound annual growth rate of Productivity[^] from 2012-2016]. The Productivity Factor will not be less than 0.

$$\text{生產力} = \frac{\text{港鐵香港客運業務的收入}}{\text{港鐵香港客運業務的營運開支}}$$

Productivity = $\frac{\text{The revenue from the MTR Corporation's HK transport operations}}{\text{The Operating Expense relating to MTR Corporation's HK transport operations (before depreciation, amortization and variable annual payment expenses)}}$

附錄 2 Appendix 2

「分享利潤機制」 Profitability-linked Arrangement

根據以下預設等級表，就港鐵每年的基本業務利潤而須撥作車費回贈之金額如下：

The required amount of fare rebates from MTR Corporation's underlying business profit per year will be set aside according to the following pre-determined tiered table:

每年基本業務利潤 Underlying Business Profit per year	撥作車費回贈的金額 Amount set aside for Fare Rebates
50 億元以下 Below \$5 billion	0
50 億元至 < 60 億元 \$5 billion to <\$6 billion	7,500萬元 \$75 million
60 億元至 < 70 億元 \$6 billion to <\$7 billion	1 億元 \$100 million
70 億元至 < 80 億元 \$7 billion to <\$8 billion	1.25 億元 \$125 million
80 億元至 < 90 億元 \$8 billion to <\$9 billion	1.5 億元 \$150 million
90 億元至 < 100 億元 \$9 billion to <\$10 billion	1.75 億元 \$175 million
100 億元至 < 110 億元 \$10 billion to <\$11 billion	2 億元 \$200 million
110 億元至 < 120 億元 \$11 billion to <\$12 billion	2.25 億元 \$225 million
120 億元至 < 130 億元 \$12 billion to <\$13 billion	2.5 億元 \$250 million
130 億元至 < 140 億元 \$13 billion to <\$14 billion	2.75 億元 \$275 million
140 億元至 < 150 億元 \$14 billion to <\$15 billion	3 億元 \$300 million
≥150 億元 ≥\$15 billion	3.25 億元 \$325 million

港鐵公司的基本業務包括：(a) 香港客運業務；(b) 香港車站商務；(c) 香港物業租賃及管理業務；(d) 香港物業發展；(e) 中國內地和海外業務；以及 (f) 其他業務 (主要是昂坪360、鐵路顧問業務及項目管理)。

MTR Corporation's underlying business includes: (a) Hong Kong transport operations; (b) Hong Kong station commercial business; (c) Hong Kong property rental and management businesses; (d) Hong Kong property developments; (e) Mainland of China and international businesses; and (f) other businesses (principally Ngong Ping 360, railway consultancy and project management).

附錄 3 Appendix 3

「服務表現安排」 Service Performance Arrangement

根據以下預設等級表，就服務延誤而須撥作車費回贈之金額如下：

The required amount of fare rebates for service disruptions will be set aside according to the following pre-determined tiered table.

列車服務延誤時間 Duration of train service disruptions	每宗事故撥出的金額 (每宗事故的最高金額為港幣2,500萬元) Amount set aside for each incident (subject to a maximum of HK\$25million for each incident)
31分鐘 minutes - ≤ 1小時 hour	\$1,000,000
> 1小時 hour - ≤ 2小時 hours	\$2,000,000
> 2小時 hours - ≤ 3小時 hours	\$3,000,000
> 3小時 hours - ≤ 4小時 hours	\$5,000,000
4小時後額外的每個小時(或不足1小時) Each additional hour (or part thereof) exceeding 4 hours	\$2,500,000

註：「豁免事故」(即並非港鐵公司所引致的事故，如乘客行為和惡劣天氣等)不會納入服務表現安排。

Note: "Exemption Events" (i.e. events which are outside MTR Corporation's control, such as passengers' behaviours and bad weather) are excluded under the "Service Performance Arrangement".