



Topic: MTR Bus Operations

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Bus Operations before Merge

- Bus Operation of KCRC (before Merge) was set up in Nov 1986.
- LRT was commissioned in 1988 in Northwest NT (NWNT) and Bus Operation was set up 2 years before and support LRT.
- NWNT : Tuen Mun up to Tai Lam; Yuen Long up to Au Tau.
- Two major licenses for Bus Operation: A10 for NWNT and A13 for East Rail Feeder Bus.

NWNT Feeder Bus Operation

1. Under NWNT Railway By-law. Using A10 licenses. All feeder routes are feeding pax to LRT and WR Line (now TM line).
2. Two Bus depots to support NWNT bus operation (Light Rail (LR) bus depot and Hung Shui Kiu bus depot).
3. When WR (now Tuen Ma (TM) line) was commissioned in 2003, all feeder bus routes were renamed with “K” routes except 506.
4. Feeder bus 506 was introduced in July 2002 to replace LR feeder route 506 during the Pui To Bridge construction works. After the completion of works the top management decided that feeder bus 506 should continue to operate.

East Rail Feeder Bus Operation

- At the very beginning, using A13 licenses for bus operation.
- The government did not allow KCRC to charge bus fare for East Rail (ER) feeder routes. All feeder bus routes were free of charge.
- On 3 May 1999 KCRC entered an agreement with KMB to operate ER feeder bus (using KMB franchise and all assets and resources come from KCRC, daily operation were handled by KCRC).
- One bus depot in Tai Po (previously located in Fo Tan) to support the service.

Merge of KCRC and MTRC in 2007

- Overall bus structure of Bus Operation unchanged after merge.
- Before merge Bus Operation was a cost centre and after merge it becomes an operating unit in LR/Bus.
- Roles of Bus Operation are redefined: a. feeding pax to LR/TM line and ER ; emergency replacement service for MTR; Overnight crew service.

MTR Bus Operation – not Franchised Bus Operation

1. Same as franchised bus operators, MTR bus services are governed by Public Bus Services Ordinance (PBSO) and Road Traffic Ordinance.
2. For NWNT service, MTR shall submit 5-year bus route development plan to Transport Department (TD) (together with Light Rail Transit (LRT)).
3. For bus fare adjustment of NWNT, it shall follow MTR Fare Adjustment Mechanism (FAM).
4. MTR will continue to develop the bus services in NWNT (an example: new bus route K54 introduced in Aug 2022)

Basic Features of MTR Bus Operations

- Bus fleet number: **172** (all super low floor design)
- Areas served: Tai Po (MTR Feeder Bus, joint agreement with KMB) and NWNT (MTR Bus)
- 3 bus depots: Tai Po, Tuen Mun and Hung Shui Kiu
- Two major sections: Bus Traffic and Bus Maintenance
- Two bus suppliers: ADL and Volvo
- Bus length of fleet: 10.5m, 11.3m (mainly), 12m

Best Practices of MTR Bus Operations

- Safety First culture upheld for all bus captains (safety performance is linked with performance appraisal)
- All bus captain get defensive driving training
- Regular safety refresher course provided
- Integrated fare system between Bus and LR/Tuen Ma Line
- All buses are equipped with necessary safety devices to enhance operational safety
- Strict requirements for recruiting bus captains
- Regular route training (including emergency routes)
- One on one instructor caring for new bus captains

Any differences between Franchised Bus Companies and MTR Bus?

- MTR Bus Operation is regulated by MTRC Ordinance, PBSO and Road Traffic Ordinance. Most of the regulations imposed on franchised bus companies also applicable to MTR Bus.
- Bus fare adjustment of franchised bus companies shall be approved by Chief Executive (CE)/Legislative Council while MTR Bus (NWNT) follows the FAM of MTRC.
- All bus companies (including MTR Bus in NWNT) shall submit the 5-year bus route development plan to Transport Department (TD).

Challenges of MTR Bus Operations

- Aging work force (difficult to recruit young bus captains)
- Significant increase in cost (staff cost and fuel cost)
- EV conversion before 2050



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