



Background

Policy Evolution

In 2012, Hong Kong launched the Public Transport Fare Concession Scheme to enhance social inclusion for retirees and people with disabilities. Eligibility extended to adults aged 60 or above (previously 65) in 2022, and a real-name system will be introduced to prevent abuse.

Emerging Challenges

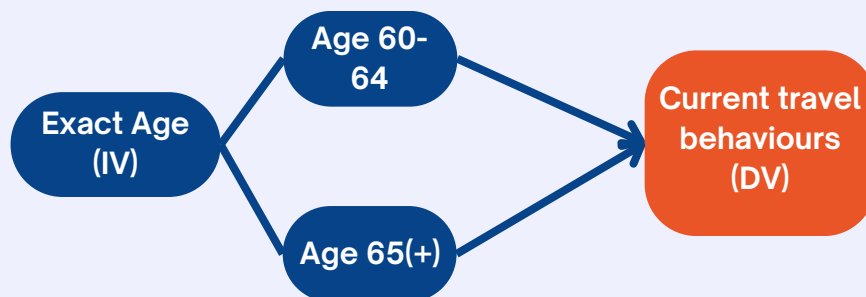
- Cost Surge:
 - Subsidy expenditure skyrocketed from HKD 1.18B (2020/21) to HKD 6.34B (2024/25 est.), driven by aging demographics
 - 28% beneficiaries aged 60-64
- Abuse and frequent "short-ride exploitation" on transportaion(The Sing Tao Daily, 2025)

- Previous plan: Phase out benefits for 60-64 cohort post-2025.
- Latest change: Limit eight rides per day, with a 20% discount on fares over \$10 (Wenweipo, 2025)



Research Question

Whether travel behaviors differ by age among users of the Public Transportation Fare Concession Scheme (Older adults aged 60 or above)?



Methods

Research Design

Quantitative: Online + Face-to-face Survey

Participants

Inclusion:

- 60 years old or above, Hong Kong Permanent Resident

Exclusion:

- Non-Cantonese speaker, older adults who are cognitively impaired, such as dementia and mild cognitive impairment, older adults who are living in care homes or nursing homes

Convenient Sampling + Snowball Sampling

- Total collected: 136
- Valid responses: 129 (27+102)
- Through personal network and interview in daycare centres

Data Analysis

- Descriptive Analysis
- Bi-variate Analysis
 - T-test
 - Correlation Test

Table 1
Respondents' age, retirement, co-residence, education, private car, number of co-morbidities, self-rated health, vision, depressive symptoms

Variable	N=129		60-64 N=27		65+ N=102	
	M	SD	M	SD	M	SD
年齡	70.47	7.035	0.722	0.4003	0.892	0.2691
是否退休	0.857	0.3074	0.85	0.362	0.75	0.438
同住狀況	0.77	0.424	4.63	1.471	3.60	1.612
教育程度	3.81	1.633	0.81	0.396	0.58	0.496
私家車	0.13	0.340	5.26	2.395	3.56	2.709
共病數量	0.95	1.156	3.67	0.920	3.18	0.883
自評健康	3.28	0.910	2.33	0.555	2.09	0.599
狀況						
視力狀況	2.14	0.596	4.48	5.056	4.83	5.184
抑鬱徵狀	4.76	5.140	1.59	0.501	1.73	0.448

Age Differentials in Travel Behaviours under Hong Kong's Public Transport Fare Concession Scheme: Patterns, Purpose and Policy Implications

Leung Tsz Ying

Research Objectives

- Exploring the relationship between age groups and travel behavior
- Exploring the rationale for possible policy changes
- Filling in the gaps: many studies have focused on mobility rather than travel behavior

Conceptual framework

Life Course Theory (Hutchison, 2014)

Aging transitions reshape travel pattens though:

- Change of Role: Retirement at 65→loss of commute needs
- Health Depletion: Mobility constraints ↑ with age

Findings & Discussion

Travel Behavioral Characteristics of All Age Groups

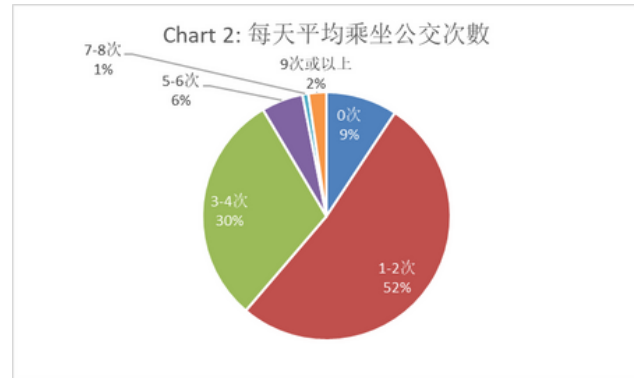


Table 3
Travel behavior of all age groups

Variable	M	SD
1. 出行次數	2.000	1.5067
2. 乘坐公交次數	1.43 (1=1-20; 2=3-40;...)	0.934
3. 交通方式		
3.1 MTR	0.71	0.454
3.2 巴士	0.81	0.378
3.3 小巴	0.46	0.500
3.4 電車	0.02	0.151
3.5 輕鐵	0.17	0.378
3.6 渡輪	0.02	0.124

Variable	N=129	
	M	SD
4. 出行目的		
4.1 就醫/復診	0.55	0.500
4.2 親友探訪 (親子女的大家庭聚會/朋友聚會等)	0.43	0.513
4.3 生活採購 (買菜/日用品/補給等)	0.67	0.473
4.4 商場購物 (購買非必需品, 如買衣服/首飾等)	0.19	0.397
4.5 社區參與 (日間中心活動/興趣班/義工等)	0.52	0.502
4.6 教育培訓 (長者學院/技能培訓等)	0.23	0.424
4.7 工作	0.12	0.331
4.8 日常休閒 (消食散步/做運動/打麻雀等)	0.38	0.486
4.9 出遊 (爬山/郊遊等)	0.19	0.397
4.10 文化娛樂 (博物館參觀/粵劇觀賞/圖書館閱讀等)	0.19	0.391
4.11 宗教活動 (禮拜/參拜/法會等)	0.20	0.403
5. 優惠是否增加了區內、跨區、跨市出行		
5.1 區內出行	0.71	0.913
5.2 跨區出行	0.74	0.832
5.3 跨市出行	0.54	0.800

- Primary mode of transportation: MTR, bus, minibus
- Primary purpose of trips:
 - (essential trips) subsistence shopping, medical/remedial appointments, (non-essential trips) community involvement
- Concessionary policies to increase trips:
 - Range: 4; 0=no change; 1=slight change;
 - More than 0, less than 1 is a slight increase in trend

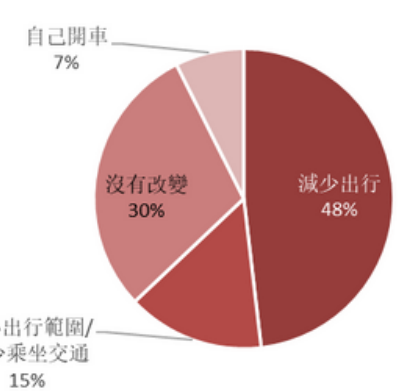
Travel Behavioral Characteristics of Two Age Groups

Table 5
Travel Behavior of the (60-64) and (65+) Age Groups

Variable	60-64 N=27		65+ N=102		df	T	Sig.
	M	SD	M	SD			
1. 出行次數	1.900	1.1726	2.025	1.5833			
2. 乘坐公交次數	1.70	0.953	1.36	0.920	127	1.699	0.092
3. 交通方式							
3.1 MTR	0.81	0.396	0.69	0.466			
3.2 巴士	0.78	0.424	0.84	0.365			
3.3 小巴	0.37	0.492	0.48	0.502			
3.4 電車	0.00	0.000	0.03	0.170			
3.5 輕鐵	0.19	0.396	0.17	0.375			
3.6 渡輪	0.00	0.000	0.02	0.139			

Variable	60-64 N=27	65+ N=102	df	T	Sig.
4. 出行目的					
4.1 就醫/復診	0.48	0.509	0.56	0.498	
4.2 親友探訪	0.56	0.577	0.40	0.493	
4.3 生活採購	0.63	0.492	0.68	0.470	
4.4 商場購物	0.26	0.447	0.18	0.383	
4.5 社區參與	0.44	0.506	0.54	0.501	
4.6 教育培訓	0.26	0.447	0.23	0.420	
4.7 工作	0.19	0.396	0.11	0.312	
4.8 日常休閒	0.59	0.501	0.32	0.468	126 2.682 0.008**
4.9 出遊	0.15	0.362	0.21	0.406	
4.10 文化娛樂	0.19	0.396	0.19	0.391	
4.11 宗教活動	0.19	0.396	0.21	0.406	

Chart 6: (60-64歲) 假設沒有了「兩蚊優惠」, 您的出行習慣會有什麼樣的變化?



Discussion

Rationale of the policy change

1. Plan: remove benefit for 60-64 year olds

- Inappropriate
 - The no. of trips made by the (60-64) and (65+) age groups is similar
 - Even the average number of trips made per day on public transport and the mean for the main purpose of daily leisure (non-essential trips) is significantly higher for (60-64) than for (65+) → there is a demand, to encourage going out
 - About half (60-64) of respondents said they would go out less "if the offer was abolished"

- Latest change: limit eight rides per day, with a 20% discount on fares over \$10
 - Average number of bus rides per day: 2-3
 - Maximum number of bus rides: 9 or above
 - Appropriate

Conclusion

- Travel Behavior of Ages 60+ under the Public Transport Fare Concession Scheme
- Similarities and Differences in Travel Behavior of Ages 60-64 and Ages 65+
- Reflecting the policy change, limiting eight rides per day, with a 20% discount on to reflect the policy change, limiting eight rides per day, with a 20% discount on fares over \$10 would be more appropriate for today's conditions than eliminating the 60-64 year old benefit.

References

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