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26 September 2016

Secretary General
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong
(Attn.: Ms Sophie Lau)

[Fax no.: 2978 7569]

Dear Ms Lau,

Legislative Council Panel on Transport

**Matters Arising from
Agenda Item IV of the Panel Meeting on 29 February 2016:
Local Public Transport Arrangements at the Hong Kong Boundary
Crossing Facilities of Hong Kong-Zhuhai-Macao Bridge**

When the Panel on Transport (“the Panel”) of the Legislative Council (“LegCo”) discussed the captioned agenda item at the Panel meeting on 29 February 2016, the Government was requested to provide supplementary information on the proposed franchised bus service to/from the Hong Kong Boundary Crossing Facilities (“HKBCF”) of the Hong Kong-Zhuhai-Macao Bridge. Information requested include the justifications for the proposed extension of the airport bus network (i.e. “A” routes) to the HKBCF, impacts on journey time and fares if the “A” routes are arranged to (i) route through the airport before terminating at the HKBCF or (ii) route through the HKBCF before terminating at the airport, as well as basis for estimating the impact on journey time if buses are routed through the airport before reaching the HKBCF. Subsequently, Government representatives explained the relevant issues at the Panel’s special meeting on the transport arrangements for the HKBCF on 1 April 2016. Please refer to paragraphs 8 to 9 of the minutes of the meeting (extracts at [Annex](#)) which was uploaded to LegCo’s website in

mid-September.

In finalising the implementation details of the public transport services for the HKBCF, the Transport Department will duly take into account the views expressed by Members and the deputations at the two aforesaid Panel meetings.

Yours sincerely,

(Louis Leung)

for Secretary for Transport and Housing

c.c. Commissioner for Transport (Attn.: Ms Irene Ho)

**Special Meeting of the Panel of Transport of the Legislative Council
on 1 April 2016**

Minutes of Meeting (Extract)

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8. As regards the increase in the journey time of "A" routes brought about by adding one more stop at HKBCF before terminating at the airport for airport-bound trip, Assistant Commissioner/New Territories Transport Department ("AC/TD") explained that upon the commissioning of the southern section of the Tuen Mun - Chep Lap Kok Link ("TM-CLKL"), airport-bound "A" routes would travel via the southern section of TM-CLKL first to HKBCF, and then HKIA. The extra distance travelled was around 1.6 kilometers ("km"). Given the average speed of existing "A" routes was about 30 km per hour, and taking into account the time required for passengers alighting/boarding and loading/unloading of luggage, the increase in journey time was estimated to be less than five minutes for airport-bound trips, whereas the journey time for city-bound trips was estimated to remain largely the same. However, if the option of first stopping at the airport before terminating at the HKBCF was pursued, the increase in the total journey time of "A" routes for HKBCF-bound trips and city-bound trips would be around six and eight minutes respectively. Apart from longer journey time, the longer route alignment may also increase the operating cost and result in fare implications. In light of the above, TD had proposed extending the existing "A" routes network to serve the HKBCF by adding a stop at HKBCF before terminating at the airport, as opposed to the other way round.

9. Regarding the suggestion of introducing separate routes for meeting the transport demand for HKBCF, AC/TD responded that at present, there were around 100 buses operating on "A" routes serving around 38 000 passengers between HKIA and different parts of Hong Kong each day. If a new bus network was to be put in place for HKBCF, it was estimated that 70 additional buses might be required to provide service between major areas of Hong Kong and HKBCF. TD has thus suggested extending the existing "A" routes network instead taking into account the impact to road traffic, roadside emissions and utilization of bus resources. Having regard to the additional patronage on "A" routes brought about by HKBCF under TD's proposal, franchised bus companies would enhance service frequency for these routes especially during peak hours. This would also benefit the airport passengers. TD would take into account the views canvassed when finalizing the detailed arrangements.

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