

龍運巴士有限公司

Long Win Bus Company Limited

香港九龍荔枝角寶輪街九號 9 Po Lun Street, Lai Chi Kok, Kowloon, Hong Kong
電話 Tel: (852) 2708 5678 傳真 Fax: (852) 2745 6779 網址 Website: www.lwb.hk

CB(4)752/15-16(10)



Our Ref: MD/002L/LEGCO/LWB/16

Your Ref:

30 March 2016

Ms Emily Liu
Clerk to Panel
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong

[By E-mail & By Fax]

Dear Ms Liu,

Transport Arrangements for the Hong Kong-Zhuhai-Macao Bridge

Hong Kong-Zhuhai-Macau Bridge is one of the most ambitious transport infrastructure projects which will possibly make a significant impact in shaping the economy of Hong Kong in the years to come. Provision of adequate transport services would be a key to its success.

There will be demand from three key travel segments which will need to be met with. First will be the one arising from the cross-boundary travelers. To service this new demand from cross-boundary travelers, there will be a significant growth in workers in Boundary Crossing Facilities (HKBCF) who will need to commute almost on a daily basis. This will be the second demand segment. Third segment of demand will arise from local travelers who will be attracted by increased economic activity in Tung Chung / HKBCF areas.

As a major transport operator serving Airport and Tung Chung area in the vicinity of HKBCF, Long Win is fully cognizant of the important role we have to play in meeting this growth in demand. Starting this year, we have already embarked on large scale service improvements of our services. As compared to end-2014, the Long Win fleet is poised to grow by over 30% end-2016. Every single NT district shall soon have the coverage of full-day A-routes using brand new state-of-the-art buses. The network of A-routes will also be fully integrated with the vast network of Kowloon Motor Bus (KMB) through a provision of BBI discount up to \$6. This means that most of the feeder journeys connecting to A-routes will virtually be free.

With the commissioning of the Bridge, Government has proposed a diversion of all A-routes via HKBCF. We fully support this option as this will one of the easiest and most workable solution. Existing E-routes also serve Tung Chung and Airport Island South and any diversion would cause long detour and affect all the passengers. A-routes currently run directly to Airport terminal and on Lantau Island are route-agnostic.

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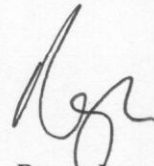
Rerouting of A-routes will not affect existing users more than the addition of one stop at HKBCF. Long Win is committed to improve service levels to meet any increase in demand through a mechanism of regular review with the Government and other stakeholders.

With the opening of Tuen Mun-Chek Lap Kok (TMCLK) link, there will be an opportunity to reduce the journey time of all the routes from North-west New Territories and North District. It will be rather logical to re-route all the A-routes from Tuen Mun, Yuen Long and North District via TMCLK Link and BCF. Any efficiency generated from this rerouting will allow Long Win services to be further strengthened to meet the demand generated from HKBCF.

There could be concerns of workers at BCF requiring to pay premium fares of A-routes. In this respect, we are working with the Government to devise a mechanism to offer appropriate pricing for workers and employees at HKBCF and the Airport.

In conclusion, we not only extend unequivocal support to the current proposal for public transport service arrangements put forth by the Government but also remain committed to work with all stakeholders to ensure our service levels are adequate to meet the demand generated by Hong Kong-Zhuhai-Macau Bridge.

Yours faithfully,
for and on behalf of
Long Win Bus Company Limited



Roger Lee
Managing Director