

**For discussion  
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**LANTAU DEVELOPMENT ADVISORY COMMITTEE  
TRAFFIC, TRANSPORT AND DISTRICT IMPROVEMENT ITEMS  
SUBCOMMITTEE**

**Local Public Transport Arrangements at the  
Hong Kong Boundary Crossing Facilities of  
Hong Kong-Zhuhai-Macao Bridge**

**PURPOSE**

This paper briefs Members on the proposed local public transport arrangements at the Hong Kong Boundary Crossing Facilities (“HKBCF”) upon the opening of the Hong Kong-Zhuhai-Macao Bridge (“HZMB”). Members are invited to provide views on the arrangements.

**BACKGROUND**

2. HZMB is the first cross-boundary land-based connection among Hong Kong, Zhuhai and Macao (see Annex A). Upon its opening, HZMB will be the fifth land-based boundary crossing between Hong Kong and Guangdong, as well as the first land transport connection between Hong Kong and Macao. HZMB will give impetus to the further economic development of Hong Kong, Macao and the western part of the Pearl River Delta region (“Western PRD”), as well as strengthen the connection among the three places. With HZMB, travelling time between Hong Kong and Western PRD<sup>1</sup> will be reduced significantly and thereby bringing Western PRD into the area that is accessible from Hong Kong within 3 hours’ drive. This will reduce transportation costs and travelling time for commuters and goods on roads, and bring new opportunities

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<sup>1</sup> At present, travelling time between Zhuhai and the Hong Kong International Airport is about 4 hours. With HZMB, travelling time will only be about 45 minutes, representing a reduction of more than 80%. The current travelling time between Zhuhai and Kwai Chung Container Terminal is about 3.5 hours. With HZMB, travelling time will only be 75 minutes, representing a reduction of more than 60%.

## **(Translated Version)**

to major industries in Hong Kong.

3. HKBCF is at a location that connects Hong Kong with the PRD Region and is close to the Hong Kong International Airport (“HKIA”). From the local perspective, HKBCF is close to major tourism facilities and attractions such as Hong Kong Disneyland, Giant Buddha, Ngong Ping 360 cable car and Wisdom Path. This will help promote tourism development in Hong Kong. Similar to arrangements enjoyed by people arriving in Hong Kong through HKIA, the Government is committed to providing those people arriving in Hong Kong through HKBCF with convenient and reasonably-priced public transport services to/from Lantau and other areas in Hong Kong.

4. Currently, North Lantau is linked to the urban areas by the North Lantau Highway and Tsing Ma Bridge. There are also railway connections to different areas in Hong Kong through the MTR Tung Chung Line, Airport Express Line and Disneyland Resort Line. Being close to HKIA, HKBCF is connected by roads on its southwest side to the airport and by the Tuen Mun-Chek Lap Kok Link on its east side to North Lantau and Tuen Mun. There will be a public transport interchange (“PTI”) at HKBCF. A drop-off area is adjacent to the Departure Hall on the first floor of the PTI, and a pick-up area for different modes of public transport is on the ground floor (See Annex B for the schematic diagrams of the pick-up and drop-off areas). Sufficient spaces will be available at the PTI for passenger loading and unloading by franchised buses, green minibuses (“GMBs”), taxis and non-franchised buses (“NFBs”). A taxi queuing area will also be designated close to the PTI.

### **PUBLIC TRANSPORT SERVICE ARRANGEMENTS**

5. The Transport Department (“TD”) would always endeavour to provide different modes of service in planning the public transport services for a new boundary crossing. This may include the introduction of franchised bus and GMB feeder routes connecting to nearby railway stations where practicable. In the course of planning, TD will make good use of existing road and public transport networks as well as other readily available resources. The department will also be mindful of the traffic impact of the new public transport routes and their passenger volume. Following the established practice, TD will provide appropriate public transport services for HKBCF upon the opening of HZMB having regard to the practical circumstances concerning HZMB, existing

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transport infrastructural network and the synergy anticipated to be brought about by HZMB. There will be a well-developed and convenient public transport network for members of the public to use franchised bus services for convenient access to/from HKIA and various areas across Hong Kong. The public may also take franchised buses to/from MTR Sunny Bay Station and GMBs to/from MTR Tung Chung Station, for interchanging with the railway network for accessing all other areas of Hong Kong or for visiting Hong Kong Disneyland. In addition, all three types of taxis (i.e. urban, New Territories and Lantau taxis) may operate at the PTI. There will also be a private car carpark of around 650 parking spaces at HKBCF for use of the public. Detailed arrangements for the different modes of public transport services are set out in paragraphs 6 to 10 below.

(a) Franchised Bus Service

6. The present network of airport buses (i.e. “A” routes) basically covers every major area in Hong Kong. TD will extend the “A” route network to HKBCF by arranging for the buses to observe a new stop at HKBCF. The journey time for airport-bound trips of the relevant “A” routes will increase by around five minutes. That for city-bound trips will be roughly the same as with the present. With a view to providing efficient services, “A” routes will be diverted to operate via Tuen Mun-Chek Lap Kok Link (southern section) on journeys between the PTI and North Lantau Highway. The existing stopping points will not be affected. Franchised bus companies will enhance service frequency having regard to the additional patronage. Passengers may also make use of North Lantau external routes (i.e. “E” routes) for travelling to/from HKBCF through the bus-bus interchange arrangements between “A” routes and “E” routes at the Lantau Link Toll Plaza<sup>2</sup>. Please refer to Annex C for details of the existing 17 “A” routes and 23 “E” routes.

7. TD will introduce two feeder bus routes to/from HKBCF. One of them will serve HKIA and AsiaWorld-Expo operating as a circular route among the PTI, Airport and AsiaWorld-Expo via Airport Passenger Terminal 1, car park 4 and Regal Airport Hotel. The other route will serve MTR Sunny Bay Station facilitating passenger to interchange with rail services to other districts and the

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<sup>2</sup> At present, basically all “A” routes and “E” routes travelling via the Lantau Link Toll Plaza offer bus-bus interchange concessions to passengers using Octopus Cards. In general, passengers interchanging for an “E” route from an “A” route operated by the same franchised bus company may enjoy a free trip on the journey with lower bus fare. Meanwhile, passengers interchanging for an “A” route from an “E” route operated by the same franchised bus company shall pay the top-up fare.

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Disney Line to the Hong Kong Disneyland. Please refer to Annex D and Annex E for details. Depending on the operation hours of HZMB, TD will also arrange overnight bus services for HKBCF.

(b) GMB Service

8. TD will introduce GMB service between the PTI and MTR Tung Chung Station. This would facilitate passengers using HKBCF to travel to/from the Tung Chung/Lantau area as well as other places across Hong Kong by railway. Passengers can interchange with bus services to other parts of the Lantau at Tung Chung Station (including other areas in Tung Chung, South Lantau and the Airport Island). TD will also request the operator to provide luggage racks inside GMB compartment. Please refer to Annex F for details of the route.

(c) Taxi Service

9. To facilitate members of the public to travel between HKBCF and different areas in Hong Kong by taxis, all types of taxis will be permitted to operate at the PTI.

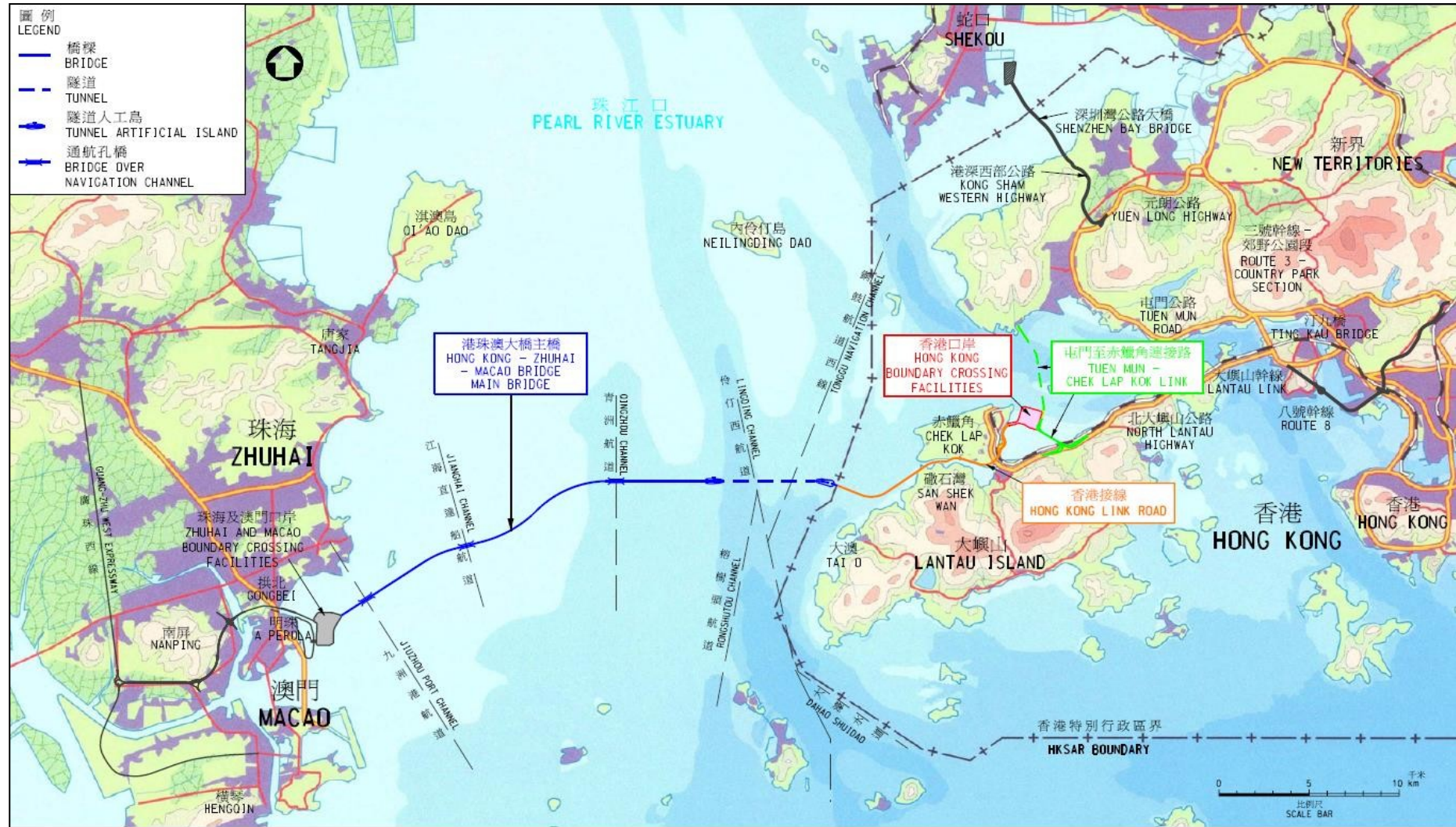
(d) NFB Service

10. TD will allow NFBs providing tour service (A01 endorsement), hotel service (A02 endorsement) and contract hire service (A08 endorsement) to provide services to/from the PTI. Applications for student service (A03 endorsement) and employees' service (A04 endorsement) will be considered by TD on a case-by-case basis. To ensure smooth operations at the PTI, NFBs would need to obtain prior approval of TD before using the PTI. TD will introduce an online application system to facilitate the operators.

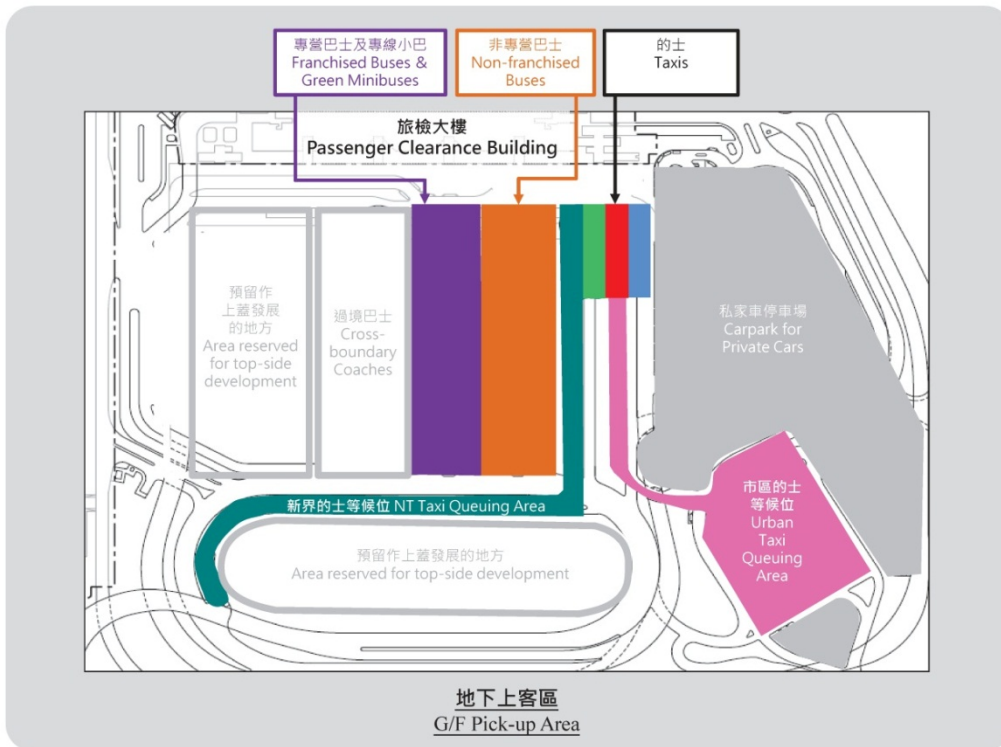
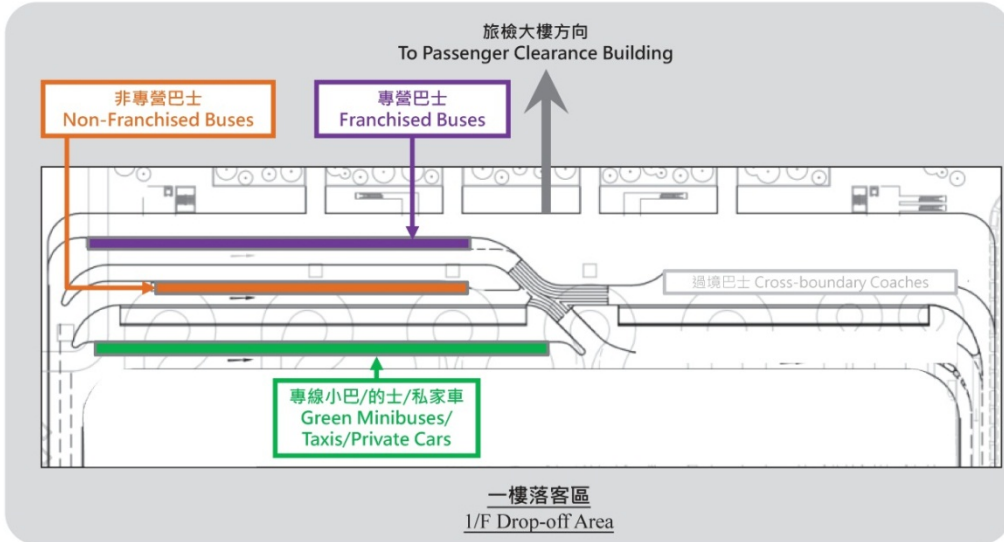
**WAY FORWARD**

11. TD has been in touch with the related transport trades to gather their views on the public transport arrangements for HKBCF, and will continue to liaise with the trade on implementation details. TD plans to accept applications for new franchised bus and GMB routes later so that the operators selected will have sufficient time to prepare for timely introduction of the new routes. The fares of the new services will continue to be determined in accordance with the existing mechanism and their levels will be reasonable. TD will encourage the operators to offer fare concessions (including interchange concessions) wherever possible. TD will closely monitor the utilisation of the new services, and adjust service frequency in a timely manner to satisfy passenger demand as necessary.

**Transport Department**  
**July 2016**



香港口岸公共運輸交匯處  
HKBCF Public Transport Interchange



**Networks of Airport Buses (“A” Routes) and  
North Lantau External Buses (“E” Routes)**

(Note : Including main and supplementary routes.  
All are daytime routes.)

**“A” Routes**

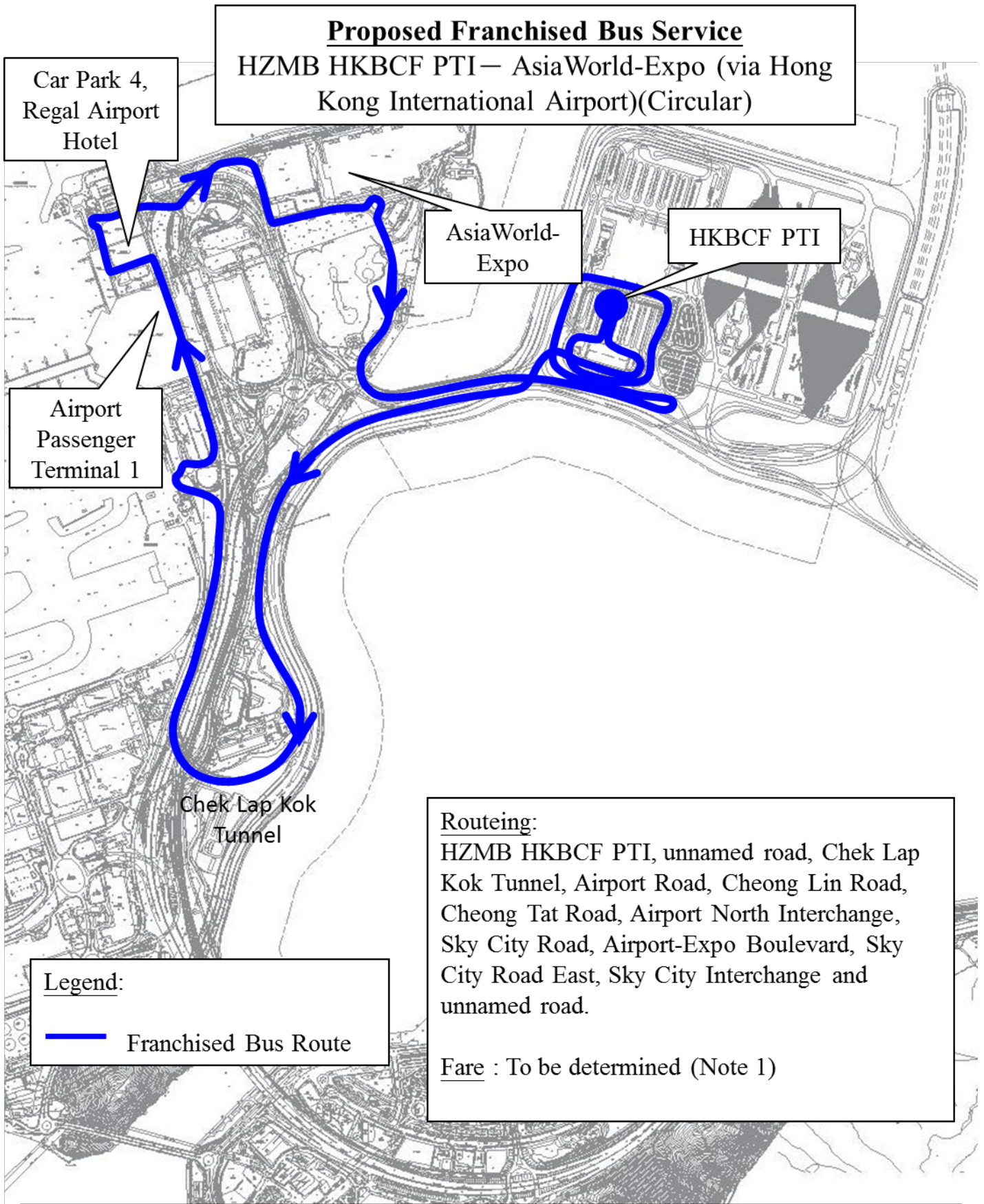
<b>Bus Route</b>	<b>Major Areas Served</b>
A10	Kennedy Town, Mount Davis, Pok Fu Lam, Wah Fu, Aberdeen and Ap Lei Chau
A11	North Point, Causeway Bay, Wan Chai, Central and Sheung Wan
A12	Siu Sai Wan, Chai Wan, Shau Kei Wan, Sai Wan Ho, Quarry Bay, North Point and Central
A21	West Kowloon, Mong Kok, Yau Ma Tei, Jordan, Tsim Sha Tsui and Hung Hom
A22	Lam Tin, Kwun Tong, San Po Kong, Kowloon City, Ma Tau Wai and Jordan
A29 and A29P	Tseung Kwan O, Wong Tai Sin, Sau Mau Ping, Sze Shun and Choi Hung
A31	Tsuen Wan, Kwai Chung and Tsing Yi
A33 and A33P	Tuen Mun Town Centre and Lam Tei
A35	Mui Wo, Pui O, Cheung Sha, Tong Fuk and Tung Chung
A36	Hung Shui Kiu and Yuen Long Town Centre
A41 and A41P	Sha Tin and Ma On Shan
A43 and A43P	Fanling, Sheung Shui and San Tin
A47	Tai Po and Pak Shek Kok



**(Translated Version)**

**“E” Routes**

<b>Bus Route</b>	<b>Major Areas Served</b>
E11, E11A and E11S	Tin Hau, Causeway Bay, Wan Chai, Admiralty, Central, Sheung Wan and Tung Chung
E21, E21A and E21X	Tai Kok Tsui, Mong Kok, Ho Man Tin, Hung Hom, Sham Shui Po, Tsing Yi and Tung Chung
E22, E22A, E22C, E22P, E22S and E22X	Yau Tong, Lam Tin, Kwun Tong, Wong Tai Sin, Kowloon City, Tseung Kwan O, Sau Mau Ping, Sze Shun, Choi Hung and Tung Chung
E23	Tsz Wan Shan, San Po Kong, Ma Tau Wai, To Kwa Wan, Jordan and Tung Chung
E31	Tsuen Wan, Tsing Yi and Tung Chung
E32	Kwai Fong, Kwai Chung, Tai Wo Hau, Tsing Yi and Tung Chung
E33 and E33P	Tuen Mun and Tung Chung
E34A, E34B, E34P and E34X	Tin Shui Wai, Yuen Long and Tung Chung
E41	Tai Po and Tung Chung
E42	Sha Tin, Tai Wai, Tsing Yi and Tung Chung



**Proposed Franchised Bus Service**  
HZMB HKBCF PTI – AsiaWorld-Expo (via Hong Kong International Airport)(Circular)

Car Park 4,  
Regal Airport  
Hotel

AsiaWorld-  
Expo

HKBCF PTI

Airport  
Passenger  
Terminal 1

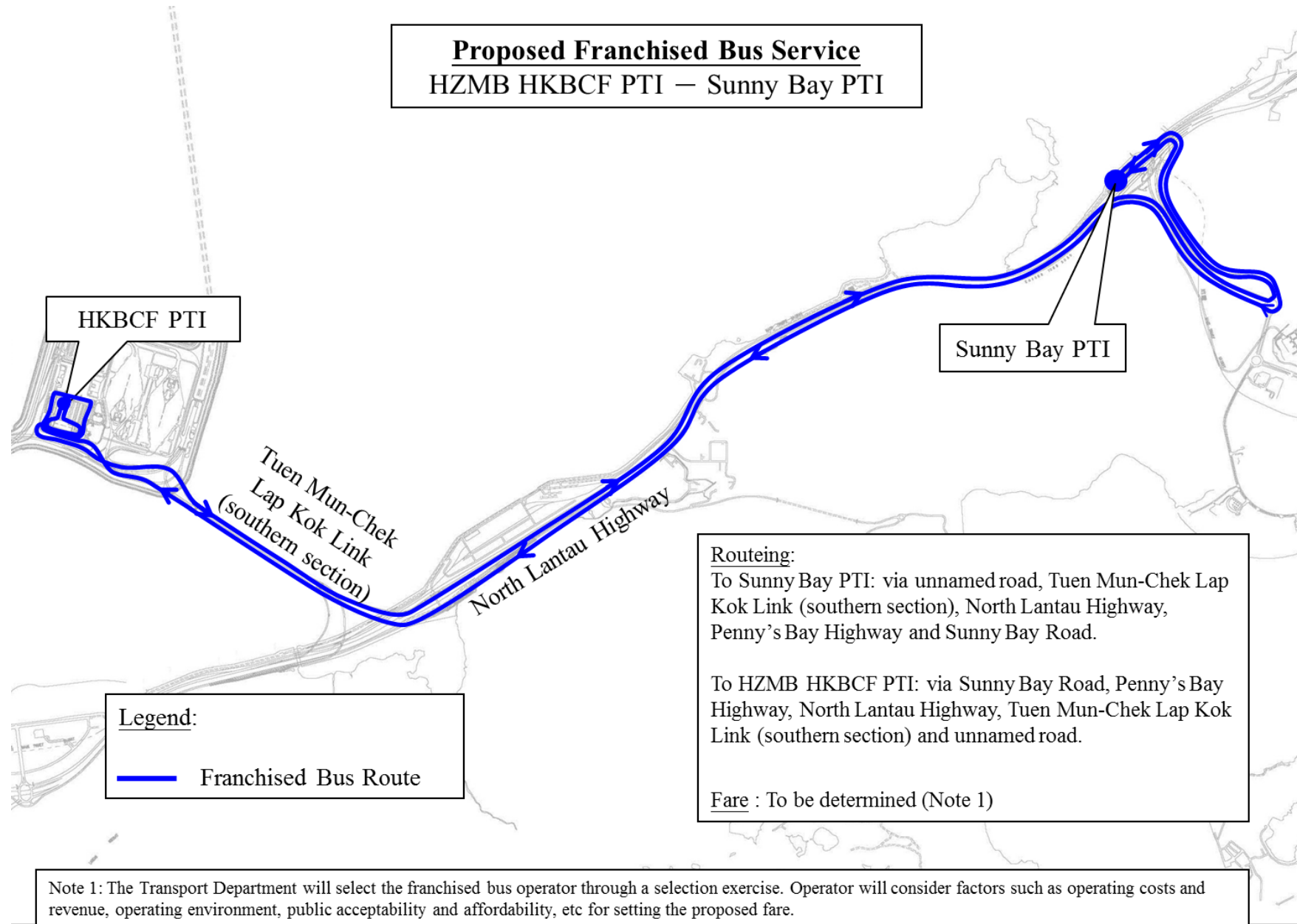
Chek Lap Kok  
Tunnel

Legend:  
— Franchised Bus Route

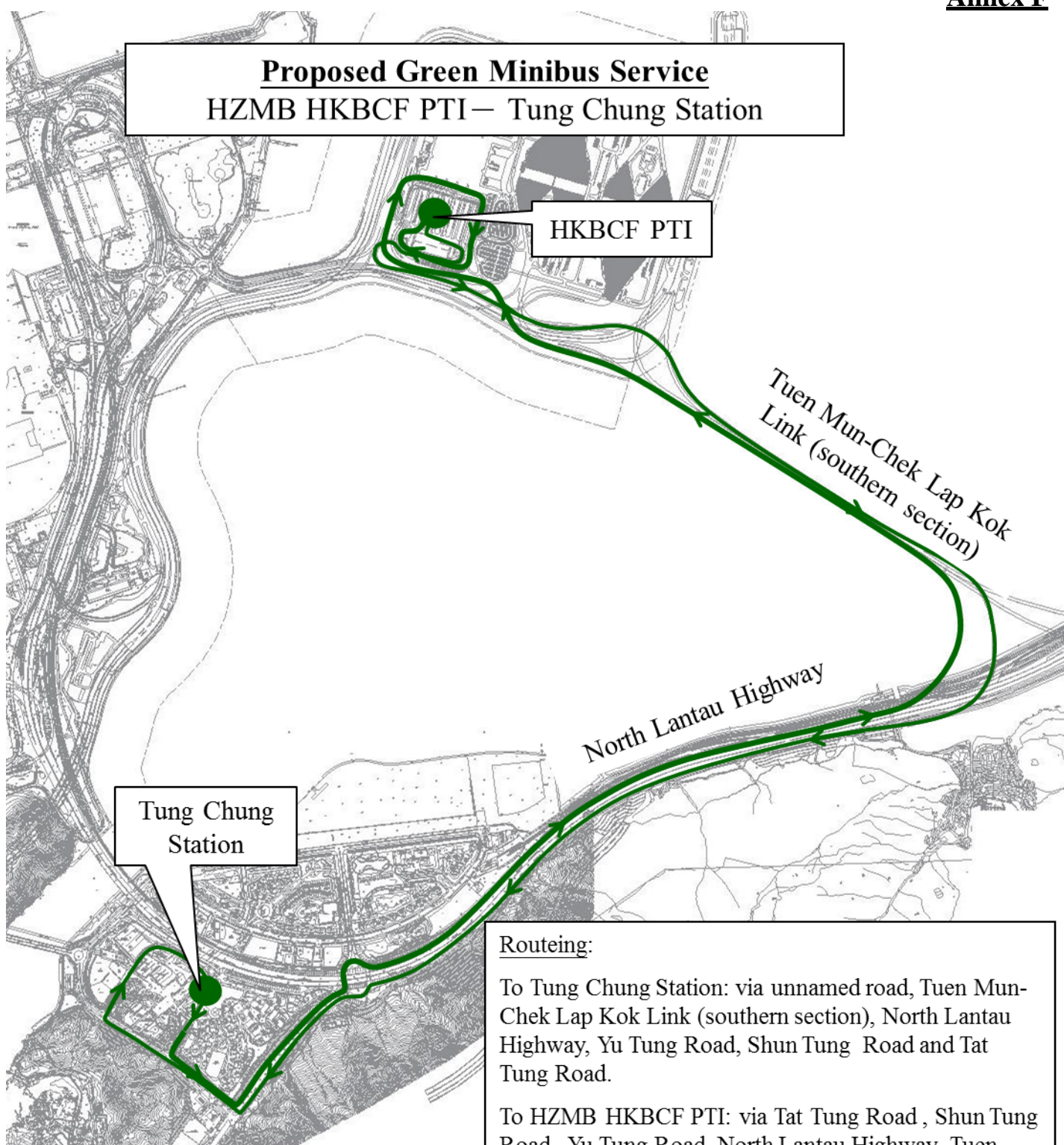
Routeing:  
HZMB HKBCF PTI, unnamed road, Chek Lap Kok Tunnel, Airport Road, Cheong Lin Road, Cheong Tat Road, Airport North Interchange, Sky City Road, Airport-Expo Boulevard, Sky City Road East, Sky City Interchange and unnamed road.

Fare : To be determined (Note 1)

Note 1: The Transport Department will select the franchised bus operator through a selection exercise. Operators will consider factors such as operating costs and revenue, operating environment, public acceptability and affordability, etc for setting the proposed fare.



**Proposed Green Minibus Service**  
HZMB HKBCF PTI— Tung Chung Station



Legend:

— Green Minibus Route

Routeing:

To Tung Chung Station: via unnamed road, Tuen Mun-Chek Lap Kok Link (southern section), North Lantau Highway, Yu Tung Road, Shun Tung Road and Tat Tung Road.

To HZMB HKBCF PTI: via Tat Tung Road, Shun Tung Road, Yu Tung Road, North Lantau Highway, Tuen Mun-Chek Lap Kok Link (southern section) and unnamed road.

Fare : \$9.5 per single journey (the maximum) (Note 1)

Note 1: The Transport Department will select the green minibus operator through a selection exercise. Operator will consider factors such as operating costs and revenue, operating environment, public acceptability and affordability, etc for setting the proposed fare. The proposed fare cannot exceed the maximum fare corresponding to the journey distance according to the prevailing fare scale, i.e. \$9.5 per single journey.