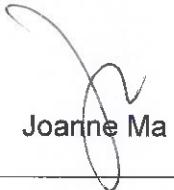
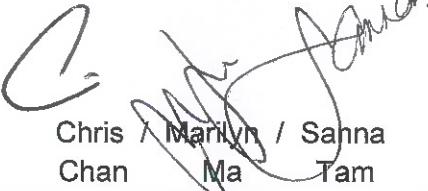
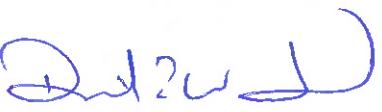


Business Continuity Manual

Business Continuity Plan: D1

No Land Link Plan

		Signature	Revision	Effective Date
Updated By	AGM TOD	 Joanne Ma	35	May 2024
Updated By	AGM LD	 Chris Chan / Marilyn Ma / Sanna Tam		
Reviewed By	AGM BCP SSBC	 Emily Chu		
Approved By	GM SSBC	 David Jea		

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Exhibit 1: Approval letter of “Conversion of SkyPier for Cross-Boundary Ferry Passenger to a Domestic Pier in the event of the activation of No Land Link”.

Exhibit 2: Exemption certificate of crew rest time.

Exhibit 3: “Action Checklist on Emergency Public Passenger Transport Services in case of No Land Link to/from Lantau Island and Chek Lap Kok” issued by Transport Department.

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A. Introduction

1. This document identifies the possible land link disruption scenarios between in-town and the Airport, the anticipated consequences with regard to operations at the Airport, the estimated demands for passenger, staff and cargo flows that need to be dealt with, and the facilities and infrastructures that may be mobilized to provide alternative links in order to sustain aviation operations.
2. This document also delineates the different stages of development leading to one of these disruption scenarios, i.e. the loss of all land links scenario, and the various preparation, response and recovery actions.
3. This document dovetails with the Airport Authority Hong Kong (AAHK) Emergency Procedures Manual (EPM), Volume 3, Part 14, “Landside Transport Emergencies”, which describes the roles and responsibilities of the responding parties.
4. This document contains several parts :
 - a. The first part of this document lays out overview of the No Land Link Plan.
 - b. Appendix A lays out the passenger ferry recovery processes.
 - c. Appendix B lays out the airport provisions and cargo recovery processes.
 - d. Appendix C lays out waste management process.
 - e. Appendix D lays out vehicle fuel recovery measures.
 - f. Appendix E lays out AAHK staff ferry recovery plan.
 - g. Appendix F lays out Airport Road detour strategy.

B. Potential Airport Disruptions and Response Strategy

1. Potential airport disruptions are expected to be extreme and may include :
 - a. Passenger numbers quickly building up in the terminal because lack of transportation to take them to town.
 - b. Flights may experience extreme delays as airlines debate whether to take off without passengers as they are unable to come onto the Airport from town.
 - c. Aircraft parking stands may quickly reach saturation as airlines may be reluctant to take off with empty planes.
 - d. Contingency parking of aircraft on taxiway may be enacted.
 - e. Once taxiway contingency parking and apron parking capacities are reached, then aircraft may be diverted away to alternate airports.
 - f. Passenger overcrowding of terminal facilities due to very limited off-island transportation networks.
 - g. Passenger terminal buildings' food and beverage outlets may quickly run out of stocks with no resupplies available due to no land link.
 - h. Aircraft catering will have no food and beverage uploads to aircrafts.
 - i. Time sensitive cargo including perishables will quickly become an issue.
 - j. Warehouse capacities of the cargo terminal operators will quickly reach saturation as inbound cargo are stacked up without transportation available off the airport and into town.
 - k. Staffing will quickly become an issue for all airport companies, from airlines to ground handling agents to aircraft maintenance companies to fuel tank

farm staff to ramp and cargo operators to civil servants from Civil Aviation Department (CAD), Hong Kong Police Force (HKPF), Immigration Department (ImmD), Customs and Excise Department (C&ED) and Department of Health.

2. Projected recovery capacities for passenger and cargo are contained in their respective appendices.
3. Recovery capacities for passenger and for cargo will very much be dependent on alternate transportation modes made available to replace existing land links.
 - a. As and when an incident occurs, the objective is to give the necessary breathing space before the land link to and from the airport can be restored.
 - b. The Government will also set up a High Level Command Centre (HLCC) for No Land Link (NLL) to Airport and its key role is to give command in order to mobilize resources.
4. Alternate transportation modes:
 - a. For passengers and air crew members: ferries out of Tung Chung Pier, Mui Wo and Discovery Bay as well as emergency routes out of SkyPier Terminal; transportation to Hong Kong In-town from Zhuhai/ Macao via Hong Kong-Zhuhai-Macao Bridge (HZMB).
 - b. For airport staff and local residence: ferries out of Tung Chung Pier, Mui Wo and Discovery Bay; transportation to Hong Kong In-town from Zhuhai/ Macao via HZMB.
 - c. With the operation commencement of the Hong Kong-Zhuhai-Macao Bridge (HZMB), it may provide a possible alternative for transporting passengers to Hong Kong In-town from Zhuhai/ Macao via HZMB. It should be noted that extra transportation cost and time may be incurred, as well as necessary travel documents landing Mainland China and Macao may be required.
 - d. For airport provisions and cargo: Vehicle ferries and flat top barges.
5. Upon HLCC's notification of the activation of No Land Link contingency plans, SkyPier Terminal will be converted from a cross-boundary ferry/ Bonded Bus terminal into a domestic ferry terminal to provide the emergency ferry services, under the SkyPier Terminal Deed of Security Arrangement and the approval letter by the Security Bureau dated 19 September 2018 regarding Conversion of SkyPier for Cross-Boundary Ferry Passenger to a Domestic Pier in the event of the activation of "No Land Link" as attached in Exhibit 1.
6. The emergency ferry routes out of SkyPier Terminal constitutes only one response element amongst many other elements within the overall government response to No Land Link; other ferry routes, piers and facilities will be made use of, including rerouting/ truncating airport bus services to these ferry piers. For inbound emergency ferry from Central and Tuen Mun to SkyPier Terminal, priority shall be considered for accepting on board the airline operating crew members of departure flights.
7. Cross-boundary vessels that have been exempted from compliance with the requirements of crew rest time in the Exemption Certificate issued by the Hong

Kong Special Administrative Region (HKSAR), dated 21 December 2018, as attached in Exhibit 2, will be deployed for emergency ferry services.

8. Priority of recovery will focus on sorting out the on-airport disruptions first.
9. Flight Rescheduling Control System (FRCS) may be enacted to control flight operations; it aims to:
 - a. Recover airport operations in an orderly manner following a prolonged disruption scenario whereby many arrival and departure flights have been cancelled, delayed or diverted.
 - b. This is achieved by optimizing the use of arrival and departure slots whilst at the same time avoid overloading the Air Traffic Control (ATC) systems and other airport facilities such as parking stands, check-in facilities, etc.
 - c. In addition, FRCS may be used to avoid overwhelming the limited passenger and cargo capacities made available by the interim alternate transportation modes:
 - i. More flights will be allowed as more ferries become available to replace lost land links in taking passengers to and from the airport.
 - ii. More freight will be allowed as more barges become available to replace lost land links in taking cargo to and from the airport.
 - d. FRCS slot allocation criteria and working procedures may be referenced in EPM Volume 3 Part 16.

C. Land Link Disruption Scenarios and Alerting

1. Three anticipated scenarios that would impact severely on the normal operations of the Airport are identified. In any event, an effective alerting process amongst all concerned parties is essential for coordination of response handling.

1.0. Scenario A: Loss of Rail Links with Road Access Available

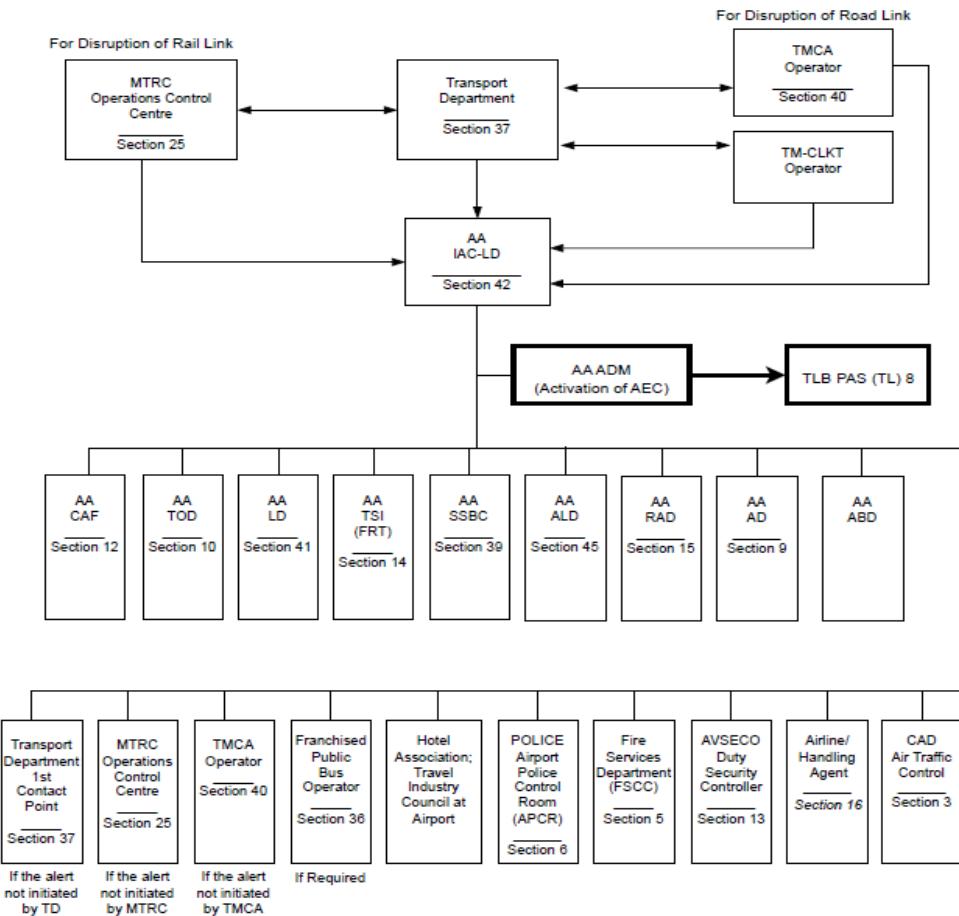
- 1.1. When the airport rail link is disrupted by various causes e.g. immobilized train, defected track, power supply failure, adverse weather, flooding, track obstruction, general strike, terrorism, etc., the road based transports will be strengthened to help clear the rail traffic. In addition, existing ferry services may also be strengthened to increase overall capacities.
- 1.2. When a common track of the rail line is blocked, priority should be given to minimizing the disruption to the airport-bound passengers using the Airport Express Line (AEL).
- 1.3. Contingency measures by Mass Transit Railway Corporation (MTRC) in the event of a partial or total closure of the AEL may include:
 - If only section of the track is disrupted, available bypass tracks will be used to maintain services as far as possible;
 - Emergency bus services will be mobilized to provide relief services for affected railway sections;

- Relevant franchised bus operators will be requested to strengthen their services covering the affected railway sections.
- Arrange to truck and deliver the In-town Check-in (ITCI) baggage to the Destuffing Hall at the Airport.

1.4. Alerting Protocol of this Scenario A is illustrated at item 2.7 below.

2.0 Scenario B: Loss of Road Links with Rail Link Available

- 2.1 Loss of the road links between the Airport and in-town i.e. loss of both (a) the North Lantau Highway and Lantau Link (comprising Tsing Ma Bridge, Ma Wan Viaduct and Kap Shui Mun Bridge); and (b) the Tuen Mun – Chek Lap Kok Tunnel Road (TM-CLKT) connecting Tuen Mun with the Boundary Crossing Facilities (BCF), the North Lantau Highway and the Airport at Chek Lap Kok (CLK). The rail link i.e. the Airport Express Line (AEL) and MTR Tung Chung Line service are remained normal operation.
- 2.2 In the event that either (a) or (b) of the above road links is blocked or congested with the other one in normal road access, LD would implement necessary traffic diversion in order to maintain normal road link.
- 2.3 In the scenario of loss of all road links, the remaining rail link becomes the primary transportation for all passengers and staff to commute between the Airport and in-town.
- 2.4 Increased rail service schedule, enhancement in other supplemental services will be required, for example the connection bus service between the Airport and Tung Chung and other stations in-town, crowd management and in particular traffic control in connecting AEL and MTR stations etc.
- 2.5 Should the incident extend for more than a single day, increased sea links between ferry connection points throughout Kowloon, Hong Kong Island, Lantau and CLK would be activated. This would include strengthening existing ferry services between Tuen Mun and Tung Chung and if considered necessary, put into place emergency ferry service between Tsuen Wan and Tung Chung in accordance to the “Landside Transport Emergencies”, Part 14, in HKIA Emergency Procedures Manual.
- 2.6 A coordinated and multi-media public information management plan needs to be formulated and carried out that would include multi-media announcements to the public with details on special traffic arrangements, information available on enquiry hotlines and special websites, flight schedules and other airline related information dissemination.
- 2.7 Below is alerting protocol for Scenario A – Loss of Rail Links with Road Access Available & Scenario B – Loss of Road Links with Rail Link Available



3.0 Scenario C: Loss of All Land Links

- 3.1 In this scenario, there is a total loss of rail and land links.
- 3.2 The contingency arrangement relies on ferry as the primary transportation for all passengers and staff. The demand for maritime links for air passengers and airport staff would be much higher.
- 3.3 Apart from enhancing existing ferry services and mobilizing local emergency ferry service between Tsuen Wan and Tung Chung, emergency ferry services using SkyPier Terminal and cross-boundary ferries and/or Motor Boats and Tug Boats Association (MBTA) ferries would also be activated as part of the contingency plans. It requires a very short and practical lead time to activate the contingency arrangement to maintain a reasonable level of airport operations.
- 3.4 Enhancement of supplemental services will also be required, for example the connection bus, feeder bus and coach services to transport passengers between the Airport and various ferry connection points.
- 3.5 Existing feeder franchised bus service between HZMB Hong Kong Port and the Airport will be maintained for passengers possessing valid travel documents landing Mainland China/ Macao to travel back to Hong Kong In-town via HZMB.

- 3.6 A coordinated media communications plan needs to be formulated and carried out together with Transport Department (TD) to update the passengers, airport business partners and the public on the airport situation, relevant special traffic arrangements, flight schedules and other airline related information dissemination. The information will be made available to the public through terminal public announcement, Display Management System (DMS), Flight Information Display System (FIDS), HKIA website, My HKG mobile phone application.
- 3.7 Should there be a prolonged closure of all land links, various contingency measures would be enacted where appropriate including crowd management, FRCS, air traffic control, flight diversion, etc. in order to minimize on airport operational impact.

D. Preparation Prior to and Actions upon Activation of No Land Link Contingency Plans

1. In any of the above scenarios, disruption on airport operations would be encountered at the early stage upon occurrence of major transportation disorders. Immediate response measures are identified to reduce initial impact; and preparations are to be in place to facilitate the possible activation of NLL contingency plan upon Government's instruction. Based on initial assessment of the severity of situation, a three-stage approach may be adopted:

- 1.0 **Stage One:** Incident occurred, e.g. alarm activated, with unknown impact and checking time
 - 1.1 Direct link between the impact detection systems of the Kap Shui Mun Bridge and the Tsing Ma Bridge and the Integrated Airport Centre (IAC) have been installed for immediate alert upon crash incident.
- 1.2 **Action items for parties concerned**

AAHK

- a. Depending on needs, Airport Duty Manager (ADM) may activate Airport Emergency Centre (AEC) for coordination of response, and communicate with the Transport & Logistics Bureau (TLB) and the Transport Department (TD) on status update, e.g. traffic situation and impact, estimated airport passenger and staff travel demand; and on potential contingency arrangement.
- b. Upon the notification by Transport Department's Emergency Transport Co-ordination Centre (ETCC) of the traffic condition, should AEC be established, TD's ETCC will maintain coordination with the AEC; in parallel, ADM will alert PAS(TL)8 of TLB.
- c. ADM to alert Airline Operators Committee (AOC)/ airlines and their Ground Handling Agent (GHA) at the first instance so that all concerned

will be fully informed of the situation, while at the same time liaise with the TD and/or MTRC to understand the situation and impact to the traffic to and from airport.

- d. Landside Department (LD) to be observant of potential need of emergency ferry services to/ from SkyPier Terminal at HKIA; to notify subject cross-boundary ferry/ Bonded Bus operators of the incident, prepare to suspend all cross-boundary ferry/ Bonded Bus services, and alert them on such potential need to mobilize high speed ferries as passenger transportation contingency; to advise on estimated supply of emergency ferry services to/ from SkyPier Terminal at HKIA.
- e. LD will contact bus operators on potential needs of shuttle services to convey arrival and departure passengers among Passenger Terminal Building (PTB), AsiaWorld-Expo (AWE) and SkyPier Terminal in case emergency passenger ferry services at SkyPier Terminal is activated.
- f. Upon receiving TD's notification and/or updates, AAHK will disseminate information to airport community (e.g. airlines, and Airport-related Organizations, AAHK staff members, passengers etc.) on latest public transport status and/ or special traffic arrangements to/ from the airport at appropriate times through various channels e.g. light emitting display (LED) display board or written notice boards at the Arrivals Hall, terminal public announcement in the Ground Transportation Centre (GTC)/ Arrivals Hall and DMS etc., Website and mobile apps may be used to alert passengers on the potential disruptions of air traffic.
- g. Deploy duty staff at strategic locations like Meeters and Greeters (M&G) Hall, AEL Platform on Level 5 (by MTRC), and Ground Transportation Centre (GTC) to advise passengers on the potential disruptions of transportation and implement crowd management if necessary.

AOC

- a. AOC, self-handled airlines and GHA to send representatives to AEC once activated to achieve integrated responses.

MTRC

- a. If it is railway disruption, MTRC to mobilize feeder bus service to pick up passengers stranded in the train from the incident location to and from the nearby connection points.

2.0 Stage Two: The closure is expected to last for over 2 hours

2.1 Action items for parties concerned

AAHK

- a. Depending on needs, ADM may activate Airport Emergency Centre (AEC) for coordination of response, and communicate with the Transport & Logistics Bureau (TLB) and the Transport Department (TD) on status update e.g. traffic situation and impact, estimated airport passenger and staff travel demand; and on potential contingency arrangement.
- b. Upon the notification by TD's ETCC of the traffic condition, should AEC be activated, TD's ETCC will maintain coordination with the AEC; in parallel, ADM will alert PAS(TL)8 of TLB.
- c. LD to check with TD if they are going to mobilize ferry operators and bus operators for the following additional services as contingency arrangements:
 - To enhance frequency of existing ferry service plying among Tuen Mun, Tung Chung, Sha Lo Wan and Tai O in North Lantau; between Central and Mui Wo in South Lantau; and between Central and Discovery Bay.
 - To mobilize emergency ferry services between Tsuen Wan Public Landing Steps Pier – Disneyland Resort Pier/ Tung Chung Development Pier;
 - To provide feeder bus service or truncated bus service to relieve traffic needs amongst airport and Tung Chung Pier, Mui Wo, Discovery Bay; and amongst Central Pier, Tuen Mun Pier and various MTR connection points in urban areas.
 - To confirm with TD their issuance of publicity about these contingency public passenger transport services including enhanced frequency of existing bus and ferry services, and operations of emergency bus and ferry services.
- d. LD to check with MTRC the readiness of providing shuttle services between Terminal 1 and AWE.
- e. LD to notify SkyPier Terminal Ferry/ Bonded Bus Handling Agent (FHA/ BHA) the possibility of SkyPier Terminal to be used for the transfer of passengers and air crew members as an emergency contingency arrangement.
- f. LD to check with TD, Marine Department (MD) the readiness of Tuen Mun Ferry Pier (TMFP) and Central Piers in case of NLL activation by HLCC.
- g. LD to request cross-boundary ferry/ Bonded Bus operators to be prepared to suspend all cross-boundary ferry/ Bonded Bus services and mobilize high speed ferry to support emergency ferry service at SkyPier Terminal to and from Central and Tuen Mun if the prolonged closure is expected.

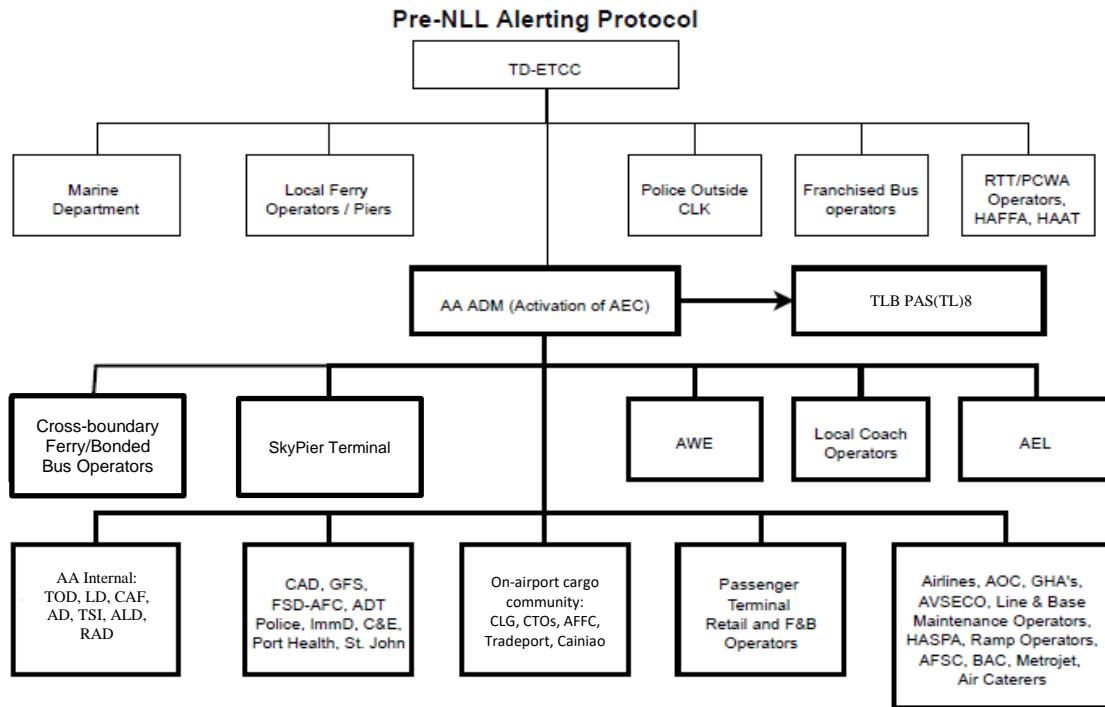
- h. To coordinate amongst AAHK, AOC, airlines, Ramp Handling Operators (RHOs), GHAs on possible flight consolidation, delay and cancellation. Airlines to inform passengers on relevant updated information e.g. :
 - i. Flight delayed, cancelled, rescheduled, etc.
 - ii. Means of transportation from the Airport to urban areas if available.
 - iii. Means of transportation from urban areas to the Airport if available.
 - iv. Above information should be considered by airlines and GHAs' to be relayed in real time to inbound aircraft so that inflight announcements may be made to start managing the expectations of the passengers.
- i. Airfield Department (AD) to coordinate with CAD for necessary flow control, diversion or check for start of regional flights before it is airborne to HKIA to relieve capacity constraint on parking stands and terminal facilities resulting from major traffic disruption;
- j. AD to prepare full apron operational plan and recovery plan.
- k. FRCS may be planned/ enacted to control flight operations with an aim to continue and/ or recover airport operations in an orderly manner through optimizing use of parking stands, gates and check in facilities.
- l. Upon receiving TD's notification and/ or updates, e.g. if emergency public passenger transport services are mobilized, AAHK will disseminate information to airport community (e.g. airlines, and Airport-related Organizations, AAHK staff members, passengers etc.) on latest public transport status and special traffic arrangements to/ from the Airport at appropriate times through various channels. e.g. LED display board or written notice boards at the Arrivals Hall, by terminal public announcement in the Ground Transportation Centre/ Arrivals Hall/ AEL platform and DMS etc. Website and mobile apps may be used to alert passengers on the potential disruptions of air traffic.
- m. Deploy duty staff at strategic locations like Meeters and Greeters Hall, AEL Platform (by MTRC), Ground Transportation Centre and ferry piers (by respective ferry pier operators) to advise passenger on the potential disruptions of transportation, and implement crowd management to minimize flow blockage to key terminal services and facilities.
- n. Terminal Operations Department (TOD) to alert ImmD, C&ED, catering outlets and other airport operation organizations to prepare for potential delay flight handling.

AOC

- a. AOC, self-handled airlines and GHAs will also need to consider deploying sufficient staff at check-in counters, transfer desks and In-town Check-in (ITCI) counters for queue management, passenger enquiries, etc.

2.2 Alerting protocol for Stage One and Two (Pre-NLL Plan)

Alert and Callout Chart



3.0 Stage Three: HLCC activated the NLL Contingency Plan

3.1 It might take up to 3 hours for HLCC and/or TD to reach a decision to activate the No Land Link Contingency Plan, after assessment of the situation, impact and chance of traffic services recovery.

3.2 HLCC core membership and terms of reference are as below:

a. ***Membership***

Permanent Secretary for Transport & Logistics (PSTL) (Chairman)

Core Members

Commissioner for Transport or his representative

Director of Marine or his representative

Chief Executive Officer/AAHK or his representative

Chief Executive Officer/MTRC or his representative

Deputy Secretary for Transport and Logistics 4

Principal Assistant Secretary for Transport and Logistics 8

Principal Assistant Secretary for Transport and Logistics 10

Principal Information Officer (Transport & Logistics)

b. ***Terms of Reference***

(i) To supervise and coordinate the transport contingency arrangements for an incident of NLL to the airport;

(ii) To give command as necessary in order to mobilize resources;

(iii) To report progress to Secretary for Transport and Logistics (STL) and other senior Government officials as necessary.

3.3 Subject to its deliberation, the HLCC will determine as to whether activation of additional emergency ferry services using SkyPier Terminal, i.e. activation of the No Land Link (NLL) Contingency Plan, is required. Upon activation of NLL Contingency Plan by the HLCC, **eight cross-boundary vessels** and **two local vessels** will be arranged by AAHK and TD respectively to provide additional emergency ferry services between SkyPier Terminal at HKIA and Central Ferry Piers/ TMFP. Constrained by the turnaround time, six and four vessels will be deployed for the SkyPier Terminal-Central and SkyPier Terminal-Tuen Mun respectively.

3.4 Action by AAHK

- a. At this stage AEC will likely have been activated, ADM will closely coordinate with TLB and TD and observe directives and support of High Level Command Centre (HLCC) chaired by the Permanent Secretary for Transport and Logistics (Transport) for response handling, advice on estimated airport passenger and staff travel demand, and drive the following on airport responses.
- b. Coordinate with TD for latest transportation arrangement, public announcement and their arrangement for berthing operation, signage erection and crowd management in the Central Ferry Piers.
- c. Coordinate with MD for their arrangement for berthing operation, signage erection and crowd management in the TMFP.
- d. Liaise with the existing SkyPier Terminal ferry operators, i.e. Shun Tak-China Travel Ship Management Ltd. (TurboJET), Chu Kong Passenger Transport Co. Ltd. (CKS) and Cotai Water Jet (Cotai), via FHA/ BHA to suspend all cross-boundary ferry/ Bonded Bus services and to mobilize 8 emergency vessels for emergency ferry services.

A full ferry list is enclosed in the attached Action Checklist on Emergency Public Passenger Transport Services in case of NLL to/ from Lantau Island and Chek Lap Kok (TD Action Checklist), i.e. Exhibit 3, Annex 11 refers.

e. LD will notify Dep Sec Commander (Airport) Field Operation of ImmD the activation of Contingency Plan, and request ferry operators to prepare required documents for submission to the Duty Officer at Duty Office at Immigration Hall at Terminal 1 HKIA, in order to obtain Permit-to-work i.e. No Objection Letter for crew. A template of the No-objection letter is attached in the Annex 10 of the enclosed TD Action Checklist. ImmD will issue no-objection letter for Mainland ferry crew to work locally upon receipt of the documents required include, but not limited to the following:

- (1) travel document of the crew;
- (2) a list specify the particulars and posts of crew; and

- (3) a company letter from ferry operator that guarantee to ensure the crew on board will leave Hong Kong upon or before the departure of the ferry/ vessel in which they arrived in Hong Kong. ImmD will process the necessary formalities to facilitate the crew's performance of duty in Hong Kong. A company letter template from ferry operator that guarantees to ensure the crew on board will leave Hong Kong upon or before the departure of the ferry / vessel is attached in the Annex 10 of the enclosed TD Action Checklist.
- f. To run shuttles among HKIA, AWE, and SkyPier Terminal, and set up emergency pick-up and drop-off points in PTB, GTC, AWE and SkyPier Terminal;
 - g. Assist crowd control in PTB, GTC and SkyPier Terminal;
 - h. Assist berthing control at SkyPier Terminal;
 - i. Provide porter services at emergency pick-up and drop-off points at GTC;
 - j. Assist in traffic control on Airport Island;
 - k. Carry out traffic management at Departures Kerb;
 - l. Coordinate with airport service providers/ contractors (e.g. Aviation Security Company Limited (AVSECO) / trolley contractor);
 - m. Continue to disseminate information to airport community (e.g. airlines, and Airport-related Organizations, AAHK staff members, passengers etc);

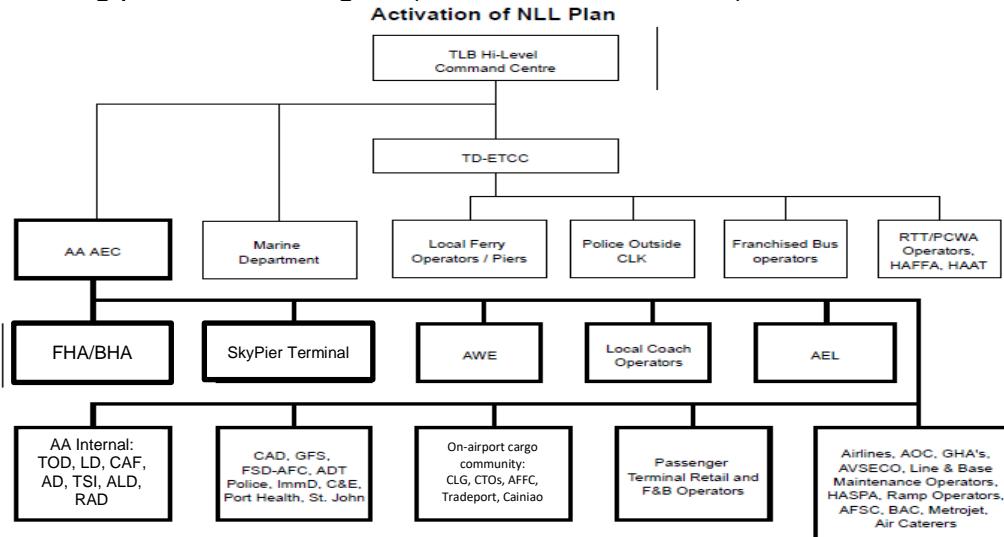
3.5 SkyPier Terminal arrangement

- a. Upon activation of the emergency ferry services of the No Land Link (NLL) Contingency Plan by the High Level Command Centre, AAHK will convert the cross-boundary operations of SkyPier Terminal to local ferry operation for providing emergency ferry services between SkyPier Terminal and Central Ferry Piers/ Tuen Mun Ferry Pier (TMFP*). Such emergency ferry services are primarily for air passengers and air crew members while the enhanced local ferry and emergency local ferry services between other piers in Lantau Island and the territories are provided to airport staff and other members of the public. (*TMFP will be shared use for the provision of emergency local ferry operation to and from SkyPier Terminal as well as its original local ferry to and from Tung Chung/ Sha Lo Wan/ Tai O).
- b. Under Cap. 483 Airport Authority Ordinance (AAO) and Cap. 483A Airport Authority Bylaw Part II Section 11, the Authority may regulate the access to and the conduct of persons in the AAO Restricted Area. Upon activation of the NLL Contingency Plan, SkyPier Terminal will remain as a restricted area. No person other than bona fide airline departure/ arrival passengers, air crew members with air crew identity card, or persons with AAHK authorization shall be allowed access to the SkyPier Terminal. The AAHK will control

personnel access to the restricted areas at SkyPier Terminal in such manner as deemed appropriate under such contingency situation.

- c. Access control will be performed by AVSECO guarding the SkyPier Terminal entrance(s). In principal, access to SkyPier Terminal will be granted to departure passengers onboard ferries from downtown with valid travel document, and/ or valid air tickets or boarding passes; and be granted to arrival passengers at HKIA who possess valid entry documents or fulfill appropriate verification procedures by AVSECO. A staging area at Transition Deck on Level 6 has been identified to facilitate the arrival passenger crowd management. In the end these air passengers into SkyPier Terminal will either all be directly conveyed by AAHK coaches to terminal landside for normal check in procedures, or onboard ferries out to downtown piers.
 - d. Berthing facilities and operation staff in SkyPier Terminal, Central Ferry Piers and TMFP will be arranged by AAHK, TD and MD respectively within the three hours after activation by HLCC.
 - e. For the avoidance of doubt, TD will liaise with the Central Ferry Piers operators to prepare berth for emergency ferry services between Central Pier and SkyPier Terminal. In parallel, MD will liaise with the TMFP operator to prepare berth for additional emergency ferry services between TMFP and SkyPier Terminal. TD will liaise with Fortune Ferry Company Limited for allowing the TMFP to be shared use for the provision of emergency local ferry operation to and from SkyPier Terminal as well as its original local ferry to and from Tung Chung/ Sha Lo Wan/ Tai O.
- 3.6 For a prolonged closure of land link, the HLCC, together with relevant government departments including TD, MD and AAHK and MTRC will continuously assess the developing situation in order to best match flight operations to the sealift capabilities of the emergency ferry services.

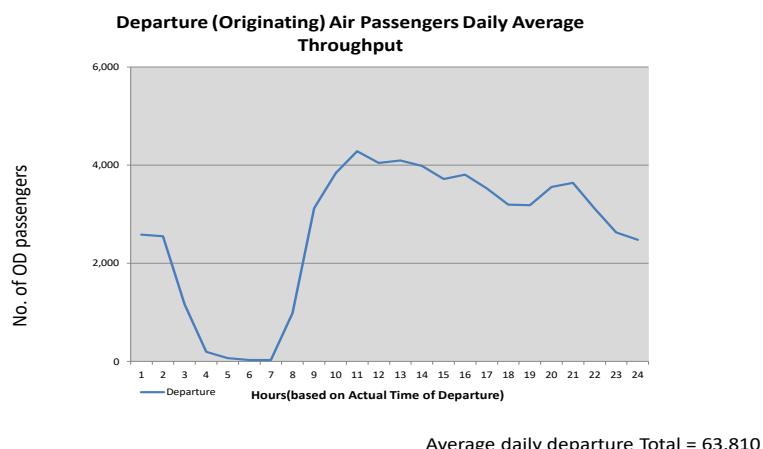
3.7 Alerting protocol for Stage 3 (Activation of NLL Plan)



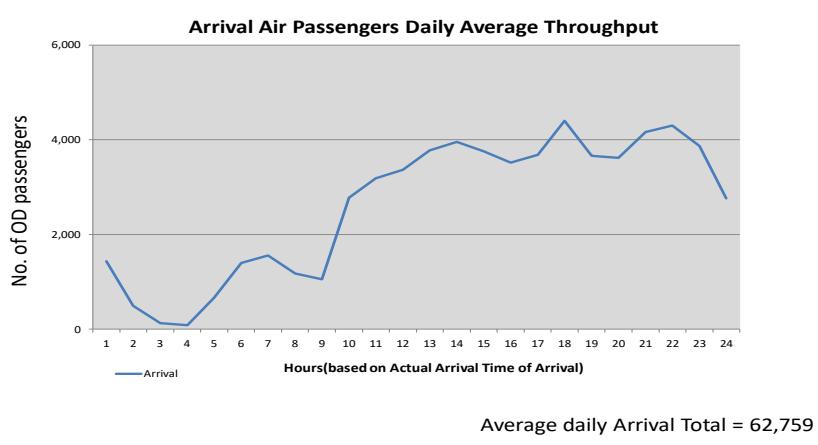
E. Demands – Passengers

1. It is recognized that in an extreme scenario, the enhancement of ferry services is highly constrained by the number of vessels readily available from the ferry companies, as well as the capacity and lack of air passenger oriented facilities at concerned piers.
2. The following graphs show the passenger demand profiles over 24 hours on an average day for both passengers going to the airport and leaving the airport for downtown as of 2014.

Air Passengers Demand – Departure



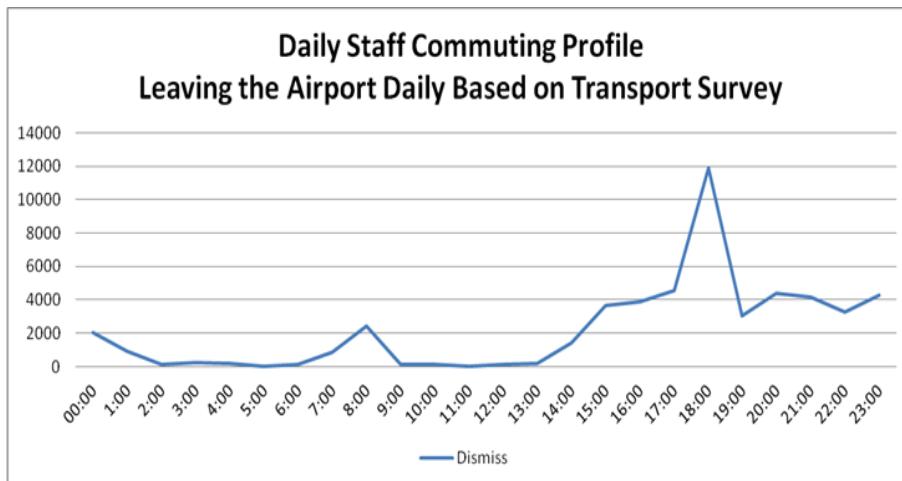
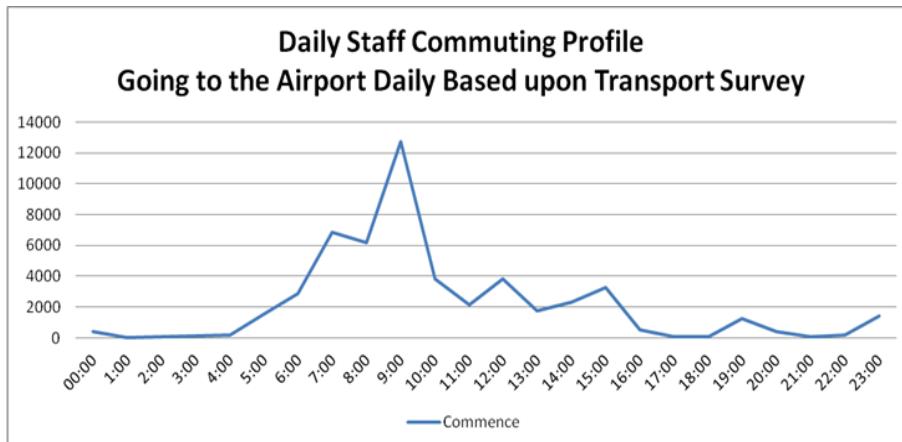
Air Passengers Demand – Arrival



3. These numbers will need to be adjusted due to growth projections for the coming years.

F. Demands – Airport Staff

1. The Airport to remain operating normally has up to 65,300 airport workers commuting to and from their places of work on a daily basis.
2. The following graphs show the airport workers demand profiles over 24 hours of an average weekday for both coming to work and going off work as of 2014; daily staff total (one way) is 52,240.

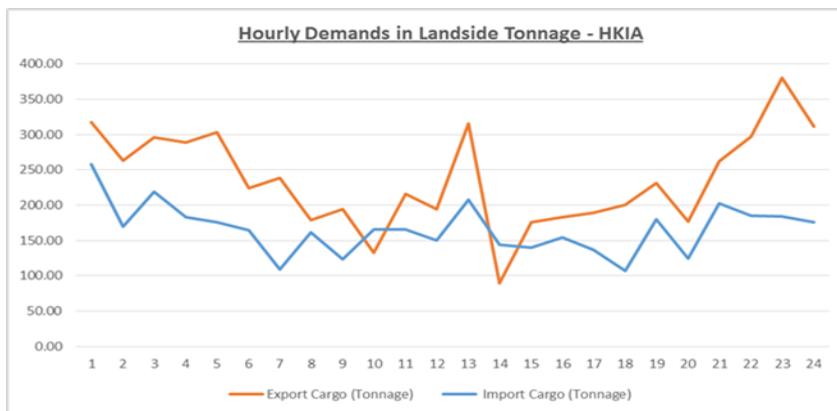


3. In addition, special attention needs to be focused on ensuring cockpit and cabin crews from the airlines are able to reach their designated downtown hotels to start their mandatory rest periods as well as able to return to the airport in time to operate their subsequent flights.
 - a. Crews not able to report for duty on time will have a potential knock-on effect of increasing aircraft parking congestion with the finite number of parking stands.
 - b. If there is a significant number of aircraft without crew, then there will be a corresponding decrease in the availability of aircraft parking stands.
 - c. It may reach a point where arriving aircraft may be significantly delayed or diverted because of limited availability of aircraft parking.

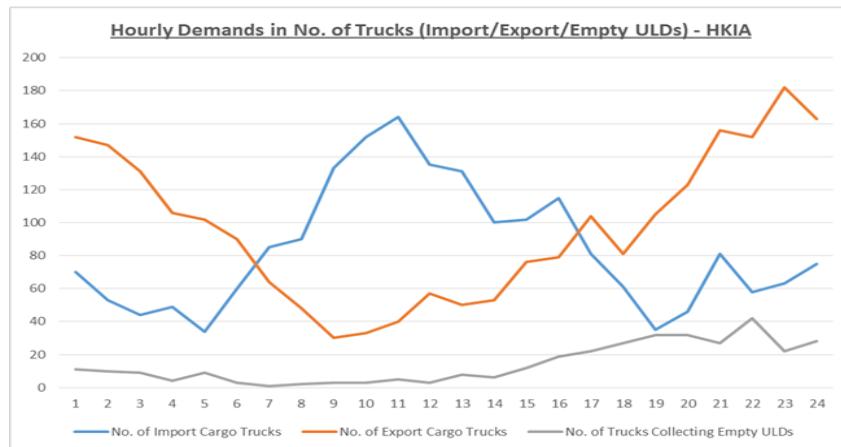
G. Demands – Air Cargo

1. With the loss of the road link to deliver air cargo and collect released cargo from respective air cargo terminals, barging the cargo between designated connecting loading and unloading points is necessary.
2. Working assumptions on cargo operations under No Land Link situation :
 - a. Preferred barging method would rely on flat-top barges with roll-on/ roll-off capabilities.
 - b. Dumb lighter barging is not preferred due to additional works needed for loading and unloading into and out of the shipping containers (TEU's) as well as the slow crane operations of getting the containers onto and off the barges.
 - c. Airlines and cargo forwarders would reroute their air cargo to other nearby ports until resumption of normal operations at HKIA.
3. The average daily cargo flow requirement is 2,724 tonnes (import) and 6,823 tonnes (export) in 2019.

The following graphs show the hourly tonnage profiles for Imports and Exports on typical busy days.



4. The following graphs show the hourly vehicular traffic profiles for typical busy days.



5. These numbers will need to be adjusted due to growth projections for the coming years.
6. With the loss of the road link, the only alternative for trucking cargo as well as for delivery of supplies and provisions to aircraft caterers and F&B outlets is the maritime links i.e. barges/ vehicle ferries between designated connecting loading and unloading points.

H. Demands – Supplies (Foodstuff) for Aircraft Caterers and Airport F&B Outlets

1. Considerable volumes of foodstuff such as ingredients and bottled water will also be required to be delivered to the aircraft caterers and food & beverage outlets.
2. The three caterers produce over 120,000 meals per day on average.
3. The following table shows approximate volume of supplies delivered to the airport community by lorry during an average day.

	Supplies delivered per day (x 1000kg)
Aircraft Caterers	110 to 120
T1 F&B Outlets & Convenience Stores	34
	Total = 144 to 154 per day

I. Supplies – Passenger Ferries

1. The cross-boundary ferry/ Bonded Bus services at SkyPier Terminal will be suspended, and be redeployed for emergency ferry services primarily for air passengers and air crew members.
2. AAHK will liaise with the existing SkyPier Terminal ferry operators, CKS, Cotai and TurboJET, on the provision of **eight** cross-boundary vessels for running the emergency ferry services between SkyPier Terminal and Central Ferry Piers/ TMFP. At least three hours will be needed to mobilize the vessels and to get SkyPier Terminal ready and clear off cross-boundary operations.
3. TD will liaise with MBTA on the provision of **two** local vessels under its contract with the latter for running the additional emergency local ferry services plying to/ from SkyPier Terminal.
4. Prioritize ferry usage to maintain airport operations may be needed:
 - a. Air passengers and air crew directed to use SkyPier Terminal.
 - b. Airport staff and Lantau residents to use domestic piers (Tung Chung, Mui Wo and Discovery Bay).
 - c. Existing ferry services at these piers will need to be enhanced.
 - d. Existing bus services to & from these piers will also need to be enhanced.

5. Currently, TD has an arrangement with the MBTA to provide emergency ferry services. In addition, TD will discuss with all existing franchised and licensed domestic ferry operators with a view to finding out how they would be able to help under the no land link situation.
6. Based on their current service commitments and operating conditions, the domestic ferry operators expressed that some limited emergency ferries would be available in 2 hours the soonest, and thereafter a longer lead time to mobilize more ferries.

J. Vehicular Ferry and Barge Availabilities

1. The mobilization of the barge is yet to be determined, subject to decision of appropriate party upon activation of NLL Plan.
2. Vessel types available within HKG.

	Vessel Types	Number in HK		Remarks
1	Vehicular Ferry	5 (Information provided by TD)		
2	Landing Barge (Flat top barge)	10 (Information provided by MD)		

3. Vessel types steaming times.

	(a) Vessel Types	(b) Vessel Speed ^a (Knots)	(c) Steaming Time	(d) Berthing Time (Minutes)	(e) Vehicle Unloading / Loading Time (Minutes)	(f) Total Turnaround Time (1 way) [c]+[d]+[e]	(g) Capacity Per direction (Tonnes)	(h) Capacity Per direction (No. of carrying unit)
1	Vehicular Ferry	10	90 mins (Kwun Tong to/from Mui Mo)	5	10 + 15 (assume 8 -10 vehicles row on / off time)	2 hr	Average 350 (range:122 -446)	8 - 10 vehicles (assume vehicles of 11m length)
2	Landing (Flat top) Barge	4	60 mins (CKS Tuen Mun Terminal to/from South East Quay at HKIA)	5	10 + 15 (assume 10 -12 vehicles row on / off time, and the time for lashing fixing)	1.5 hrs	2500	10 - 12 vehicles (assume vehicles of 11m length)

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Appendix A – No Land Link (NLL) Ferry Plan

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B. Introduction

1.0 Background of the No Land Link Ferry Plan

1. The Government established in 1998 contingency strategies in dealing with major traffic disruption on the land links serving the North Lantau and the airport under the following 3 scenarios:
 - a. Major rail disruption with normal road access
 - b. Major road disruption with rail in operation
 - c. Total closure of land links (No Land Link)
2. Based upon the government strategies established, the Transport Department (TD) has developed a procedure on “Action Checklist on Emergency Transport Arrangements for Land Links to/ from North-West Lantau and the Airport” and “Action Checklist on Emergency Public Passenger Transport Services in case of No Land Link to/ from Lantau Island and Chek Lap Kok (CLK)”.

2.0 Aims of the No Land Link Ferry Plan

1. The HKIA No Land Link business continuity ferry plans are to tie in with the TD's procedures and largely relates to the management and control of traffic and transport within the purview of the Airport Authority Hong Kong (AAHK).
2. The No Land Link Ferry Plans aim at a total loss of land links between Lantau Island and the city, where the only means of transport will be by sea transport.

C. Activation of the Ferry Plan and Piers Arrangement

1.0 Decision to activate the plan will be taken by the Government's High Level Command Centre (HLCC).

HLCC will be led by Permanent Secretary for Transport and Logistics (PSTL) of Transport and Logistics Bureau (TLB), with core membership including representatives from TLB, TD, Marine Department (MD), AAHK and Mass Transit Railway Corporation (MTRC). Its key role is to give command in order to mobilise resources. Discussions between TD and domestic ferry operators and Motor Boats and Tug Boats Association (MBTA) indicate that mobilization of domestic ferry services may take 2 hours at the soonest. Meanwhile, mobilization of cross-boundary vessels and SkyPier Terminal readiness may take up to 3 hours.

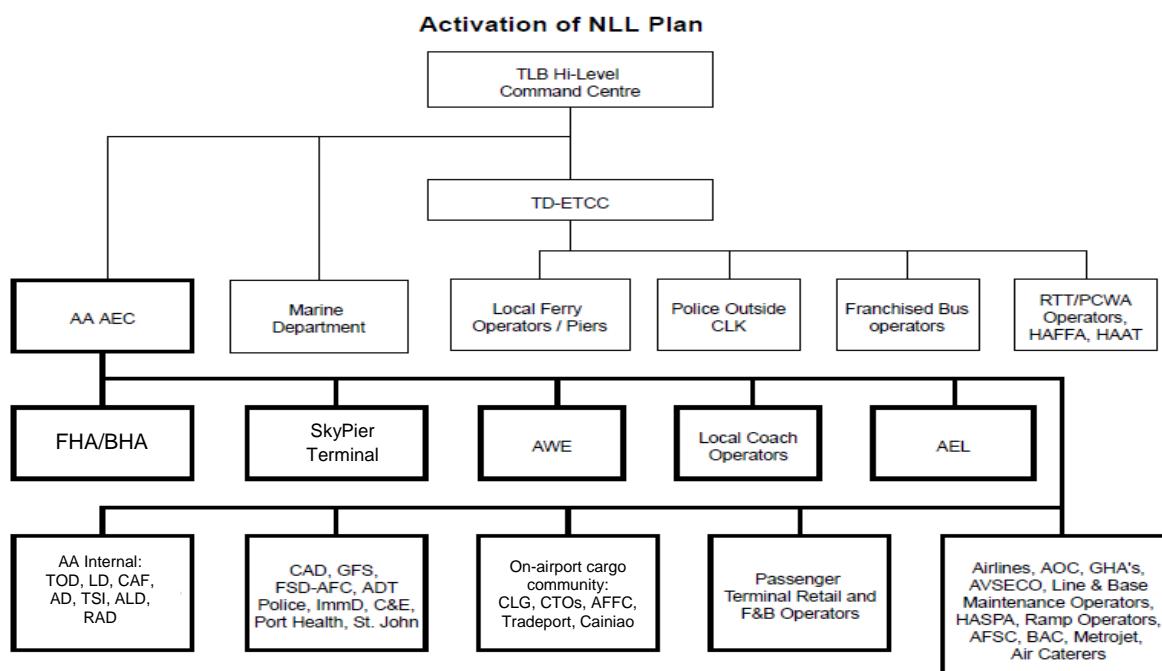
2.0 The following are the piers arrangement to handle passengers using vessels:

1. SkyPier Terminal is primarily for air passengers and air crew members.
2. Staff and Tung Chung/ Lantau residents are to use Lantau ferries at Tung Chung, Discovery Bay, and Mui Wo.

3. Cross-boundary type high-speed ferries (mobilized by AAHK) and Motor Boats & Tug Boats Association (MBTA) ferries (mobilized by Transport Department) will be used at the SkyPier Terminal.

D. Alert and Callout Process

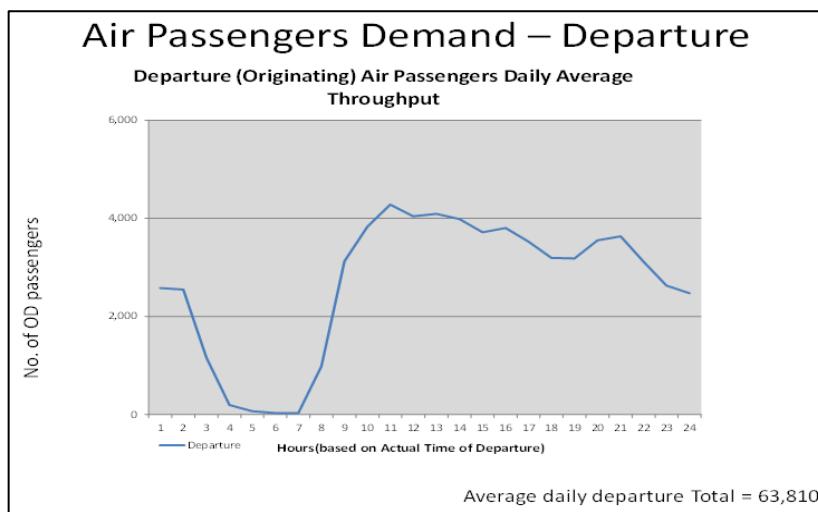
1. Upon decision to activate the No Land Link SkyPier Terminal ferry plan by HLCC, alerting procedures of relevant parties will be implemented as per the alert and callout chart below.
2. AAHK-AEC will be activated and maintain coordination with HLCC and/ or TD-Emergency Transport Co-ordination Centre (ETCC).
3. AAHK-AEC/ TD-ETCC/ HLCC to alert designated pier operators. AAHK-AEC alert and callout chart is as follows:



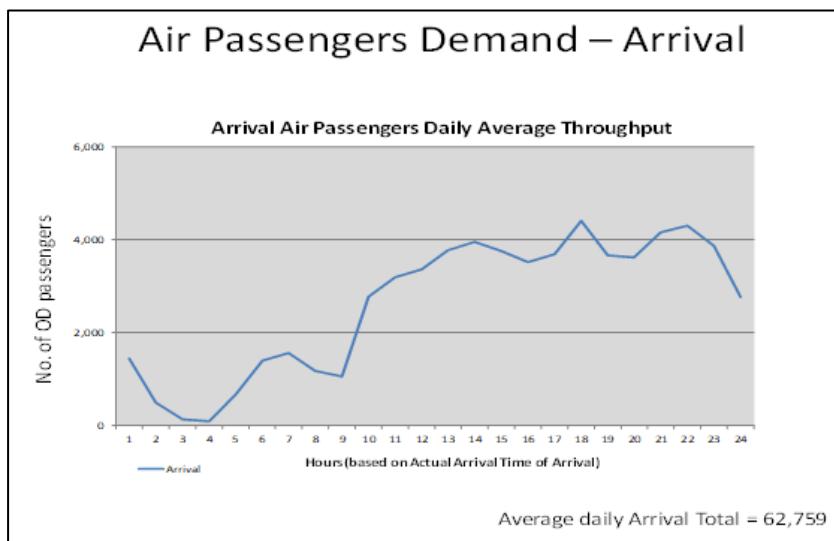
E. Demands and Handling Capacity – Air Passengers and Air Crew Members

1. Some 1,370 pax/hr are expected to use SkyPier Terminal considering its coping capacity, and another about 330 passengers may take Lantau ferries.
2. Arrival passengers will start to accumulate at a rate of approximately 3500/hr, assuming an 18-hour of busy time for a 24-hour operations. These numbers may be changed as passenger throughput increases.

- 3. Number of stranded passengers may reach up to 10,000 before sea operations can be fully implemented.
- 4. Departure passengers who are already at the Airport will not be affected whereas subsequent incoming passengers have to expect delay subject to implementation of the sea plan.
- 5. The following graphs show the passenger demand profiles over 24 hours on an average day for both passengers going to the airport and leaving the airport for downtown based on most recent throughput.



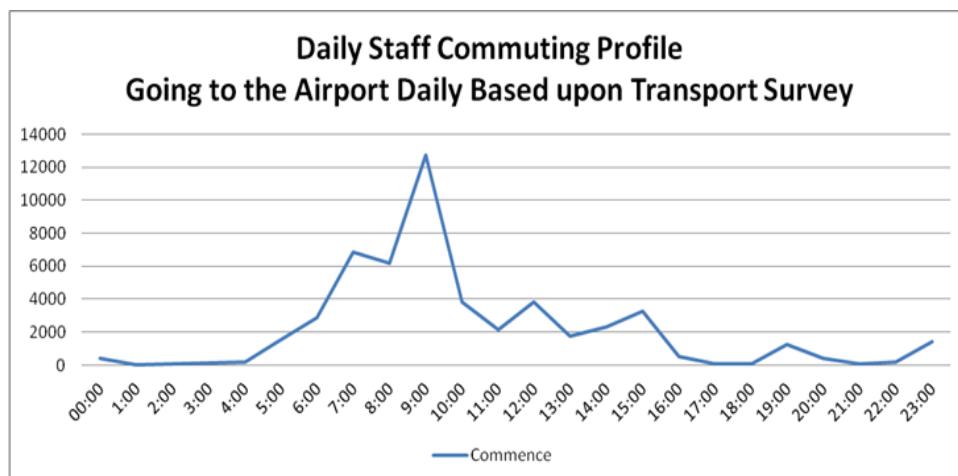
This air passenger demand profile will in all likelihood change upon a No Land Link situation. Passengers may choose to arrive onto the airport far in advance of their departure flight time which means the graph above may shift leftwards as passengers start their journey to the airport earlier.

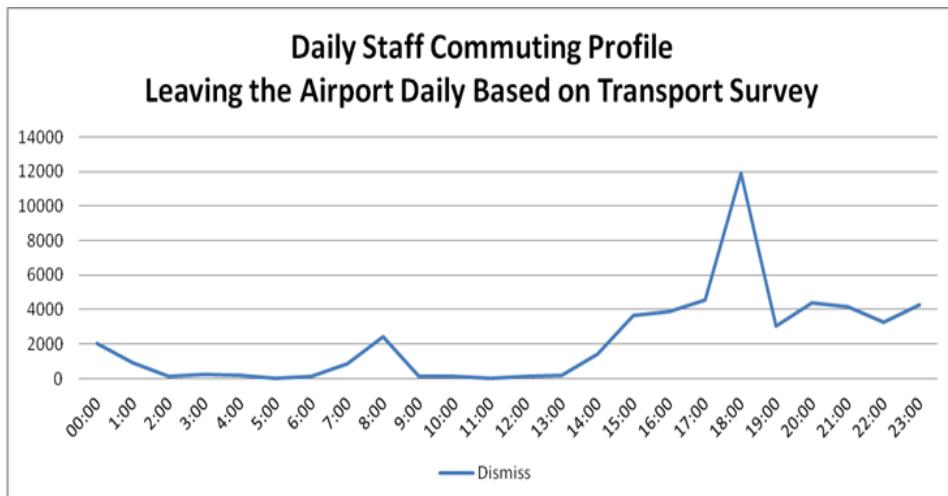


6. In addition, special attention needs to be focused on ensuring cockpit and cabin crews from the airlines are able to reach their designated hotels to start their mandatory rest periods as well as able to return to the airport in time to operate their subsequent flights.
7. Crews not able to report for duty on time will have a potential knock-on effect of increasing aircraft parking congestion with the finite number of parking stands.
8. If there is a significant number of aircraft without crew, then there will be a corresponding decrease in the availability of aircraft parking stands.
9. It may reach a point where arriving aircraft may be significantly delayed or diverted because of limited availability of aircraft parking.

F. Demands – Airport Staff

1. The Airport in operation normally has up to 65,300 airport workers commuting to/ from their places of work on a daily basis.
2. These procedures will also address the approximately 65,300 staff working at the Airport area; it is anticipated at least 52,240 trips (i.e. 104,480 for both ways) are commuted to/ from the Airport per day. They are expected to take Lantau ferries thus enabling SkyPier Terminal to be dedicated for air passengers and air crew members only.
3. TD would work with local ferry operators to enhance Lantau ferry services to meet increased needs from airport staff.
4. The following graphs show the airport workers demand profiles over 24 hours of an average weekday for both coming to work and going off work; daily staff total (one way) 52,240 trips.



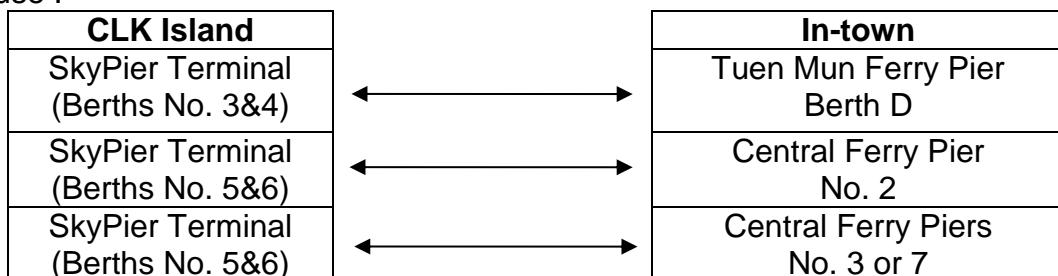


G. Ferry Plan

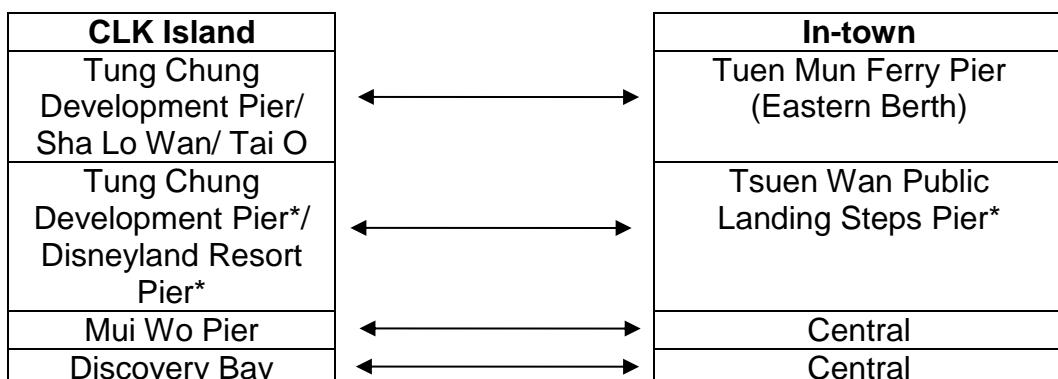
1.0 Arrival Passengers/ Staff Going Off-Airport Island Flow

1. SkyPier Terminal cross-boundary operations will be suspended after clearing the last sea-to-air/bridge-to-air and air-to-sea/air-to-bridge passenger at SkyPier Terminal and it will be converted to a local pier for No Land Link ferry operations.
2. With the berths available at SkyPier Terminal and an estimate of 10 nos. of vessels (each with capacity of around 220 to 300 passengers) including eight cross-boundary vessels and two local vessels to be arranged by AAHK and TD respectively to provide emergency ferry services, the anticipated throughput will be in the range of 1,370 pax/hr, one way; see flow diagram below for each berth's routing.
3. Currently AAHK and TD have an arrangement with the SkyPier Terminal's Ferry/ Bonded Bus Handling Agent (FHA/BHA) and the MBTA respectively for the following arrangement to ascertain the feasibility of the ferry plan execution:
 - a. AA mobilizes Chu Kong Passenger Transport Co. Ltd. (CKS), Cotai Water Jet (Cotai) and Shun Tak-China Travel Ship Management Ltd. (TurboJET) to deploy 8 vessels; and
 - b. TD mobilizes MBTA to deploy 2 vessels.
4. To enable cross-boundary vessels operators e.g. CKS, Cotai and TurboJET, etc. to provide the aforementioned service, the following are AAHK's action items:

- i. To ensure those CKS, Cotai and TurboJET ferries mobilized for emergency use at the time are the cross-boundary vessels on the Exemption Certificate granted by the Hong Kong Special Administrative Region (HKSAR) as stated in para. B.7. of the NLL Plan – Overview; and
 - ii. To prepare required documents for submission to the Duty Officer of Immigration Department (ImmD) for permit-to-work i.e. no objection letter (Annex 10 of the enclosed TD Action Checklist), for crew. Respective documents including but not limited to the following:
 - travel document of the crew;
 - a list specify the particulars and posts of crew;
 - a company letter from ferry operator that guarantee to ensure the crew on board will leave Hong Kong upon or before the departure of the ferry/ vessel in which they arrived in Hong Kong (Annex 10 of the enclosed TD Action Checklist).
5. To streamline the flow of people, SkyPier Terminal will primarily be used by air passengers and air crew members whereas other, existing, Lantau piers will be designated for staff and the community use.
6. Ferry routes designated primarily for air passenger and air crew members use :



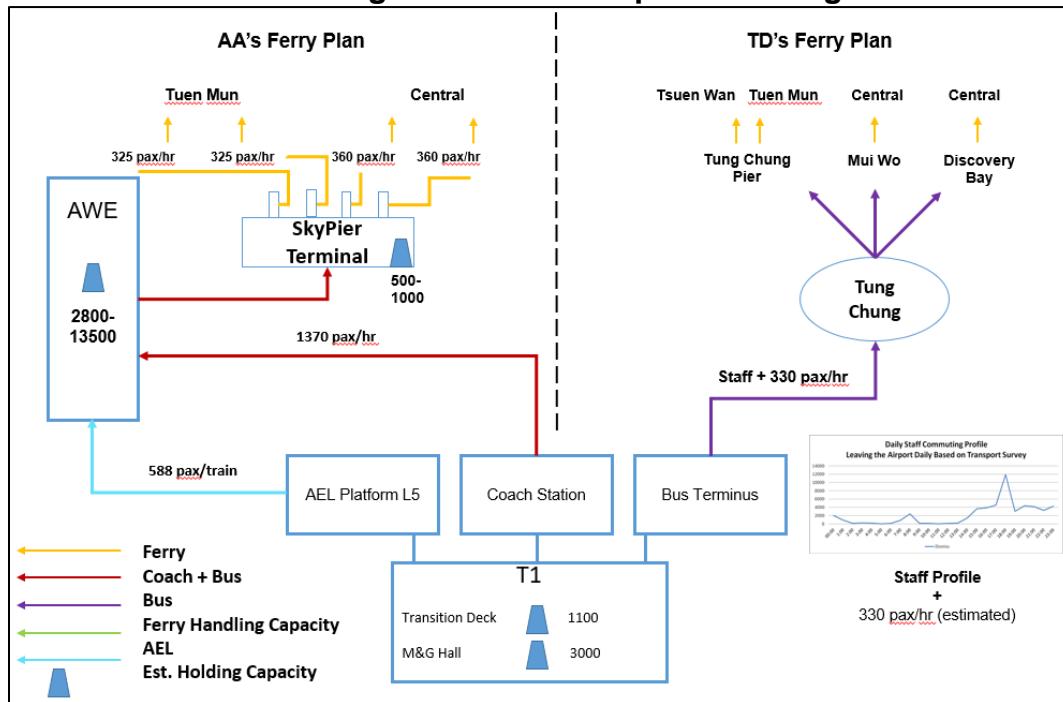
7. Ferry routes designated for staff and community use:



*The service between Tung Chung Development Pier or Disney Resort Pier and Tsuen Wan Public Landing Steps Pier is an emergency ferry service covered under the emergency services contract between TD and MBTA.

8. To handle the stranded passengers, AsiaWorld-Expo (AWE) is considered suitable for staging passengers since facilities and services such as space, seating, toilets and catering can be made available.
 9. As a backup, the following areas can also hold limited amount of passengers:
 - a. T1 Meeters & Greeters Hall – about 3,000
 - b. T1 Transition Deck – about 1,100
 - c. SkyPier Terminal – about 500 / 1,000
 10. Flow diagram showing the Arrival Passenger/ Staff Off-Airport Island Flow:

Arrival Passengers/ Staff Off-Airport Handling

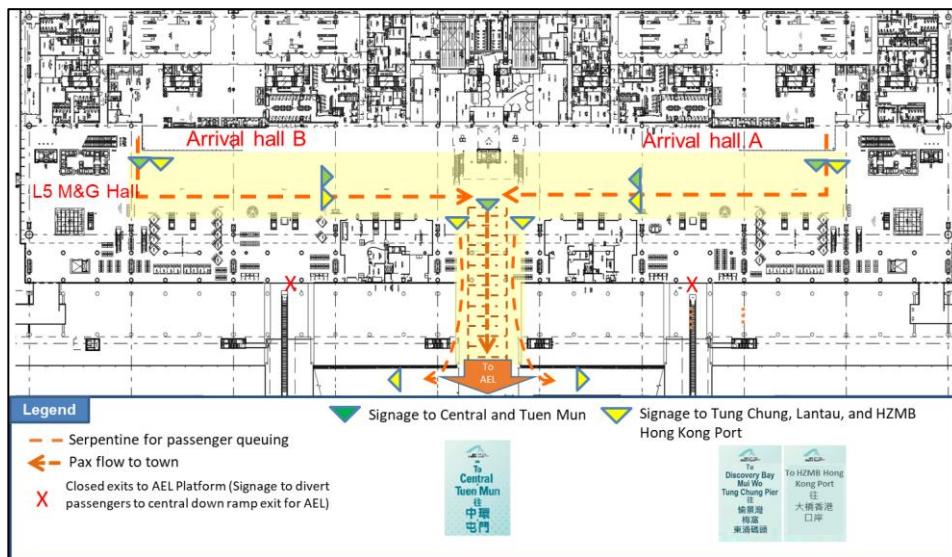


2.0 Airport Express Line (AEL)

1. Coordinate with MTRC to provide shuttle services between Terminal 1 (T1) and AWE.

Below diagram illustrates the operational flow and signage for the MTRC shuttle services at the T1 Arrivals Hall:

Flow from T1 M&G Hall to AEL Platform on Level 5



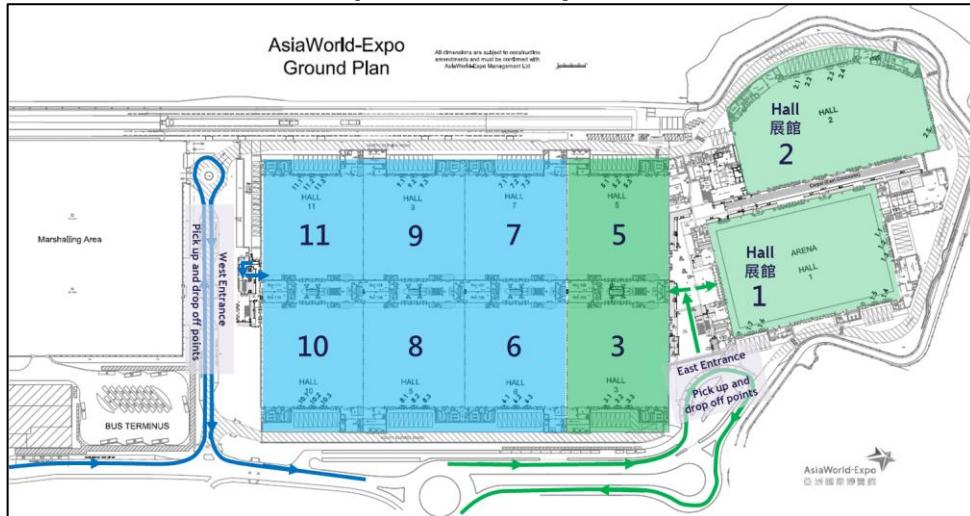
2. The maximum capacity of AEL is no more than 600 pax/train, with hourly throughput depending on train frequency during No Land Link scenario.
3. Aviation Security Company Limited (AVSECO), Police, AWE, Landside Department (LD) and Terminal Operations Department (TOD) coordinate together with MTRC to ensure crowd management provided at the platform for smooth and safe operations.
4. Crowd management set-up to follow that laid out for managing crowds during typhoons.

3.0 AWE

1. AWE will provide designated halls/ arenas for temporary staging of air passengers/ air crew members, subject to real time availability, with arrangement of crowd management set-up, seating, and other facilities.
2. Queues inside the designated halls/ arenas at AWE shall be separated by destinations to Tuen Mun or Central respectively.
3. The approximate capacity of each halls/ arenas are listed below:
 - a. Hall 1 – about 13,500 pax
 - b. Hall 2 – about 5,050 pax
 - c. Other Halls – about 2,800 pax
4. Air passengers and air crew members will disembark from coaches at either the east or west side of AWE, queue up inside the designated halls/ arenas and wait to be further sent to SkyPier Terminal for sea transportation to Central/ Tuen Mun.

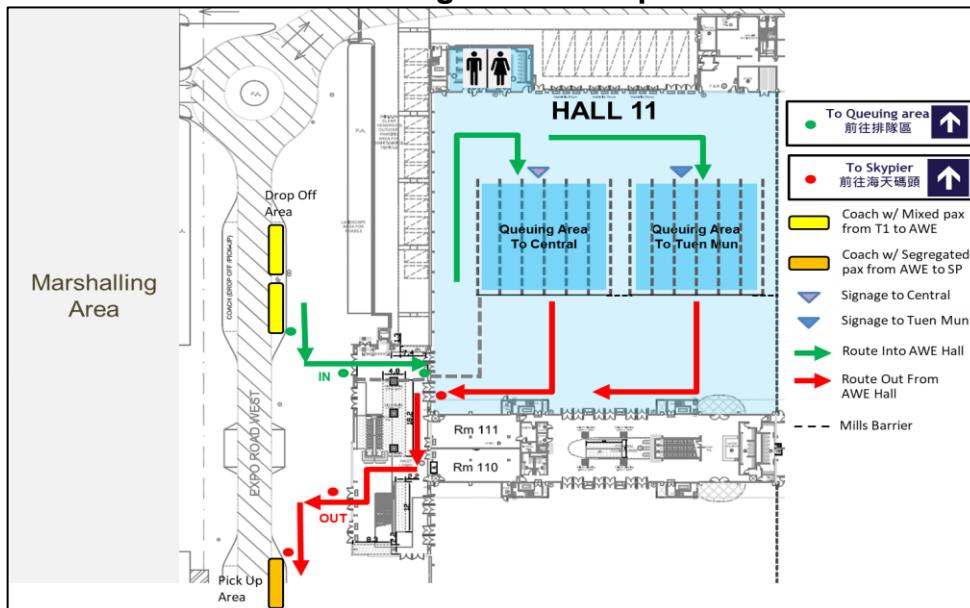
5. The coach drop-off and pick-up points at AWE are as follows, with coach drop-off/ pick-up taking place at East Entrance if Hall 1, 2, 3, and 5 are utilized during No Land Link scenario; while West Entrance is used when crowd management set-up runs at Hall 6-11.

Coach Drop-off & Pick-up Points at AWE



6. The crowd management set-up at AWE is as follows,

Crowd Management Set-up at AWE

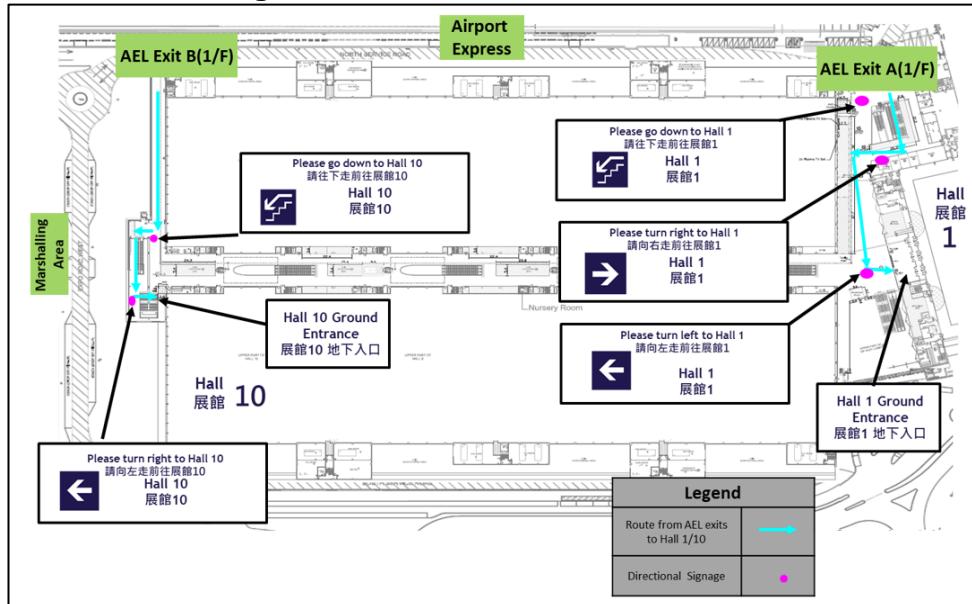


(Remarks: Hall 11 is used for illustration of crowd management set-up)

7. Alternatively air passengers and air crew members may take AEL to AWE, assuming AEL service availability, then queue up inside the designated halls/ arenas and wait to be further sent to SkyPier Terminal for sea transportation to Central/ Tuen Mun.

8. The routings from AEL Exits to halls/ arenas at AWE are as follows,

Routing from AEL Exit A & B to Halls/ Arenas



(Remarks: Hall 1 & 10 are used for routing illustration.)

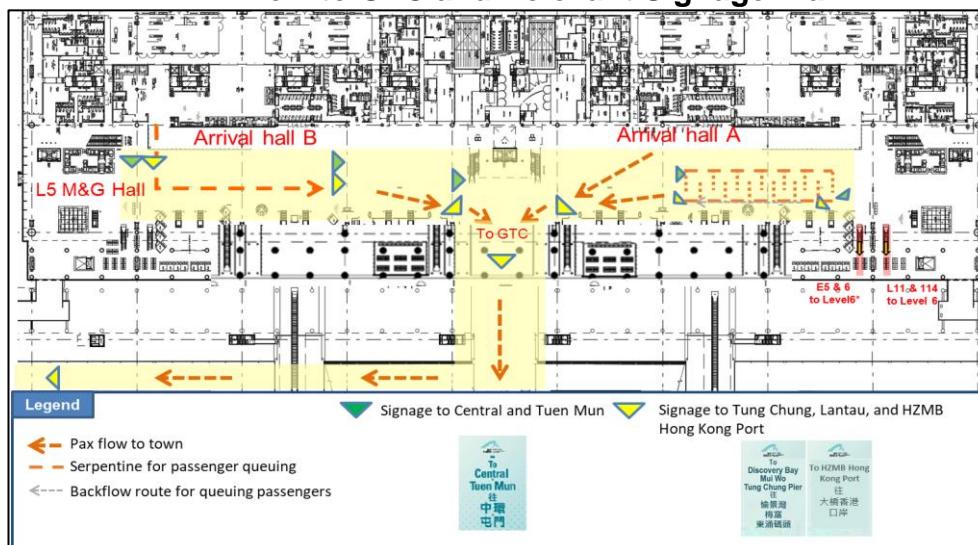
9. Coaches will be deployed by AAHK to carry passengers from the AWE to SkyPier Terminal and it is estimated that 20 coaches will be required.

4.0 Ground Transportation Centre (GTC) Bus Terminus

1. Bus companies shall make available buses for shuttling between the terminus and Tung Chung City.
2. TD will coordinate with franchised bus operators to provide feeder services to Tung Chung Development Pier or Disneyland Resort Pier, the Airport Passenger Terminal Building (PTB) and Tung Chung new town, if appropriate, as far as resources permit, using the buses that are trapped on Lantau Island and Chek Lap Kok.
 - a. Projected passenger flow for the ferry contingency arrangement at GTC/ AWE/ SkyPier Terminal are as per flow diagram above.
 - b. Projected passenger flow from GTC to Tung Chung town centre, Tung Chung Pier and Mui Wo is estimated to be about 340 passengers hourly assuming there would be capacity limits to share use those piers with staff and resident.
 - c. Projected staff demands to Tung Chung are 52,240 daily staff total (one way) as mentioned above.

- d. The above profiles are baseline data only because in a No Land Link situation, these numbers will change from absence of normal land transportation means.
 - e. In a No Land Link situation, airport located companies will be asked to make use of staggered working hours, flexi-hours, work-from-home, and activate company off-CLK Island fallback sites, and other strategies to decrease the number of non-operational staff needing to come out to the airport as well as “flatten out” the spikes in the demand profiles.
3. TD will also maintain the existing feeder franchise bus service between Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port and the Airport for passengers travelling to Zhuhai, Macao, or back to Hong Kong In-town via HZMB. It should be noted that passengers shall possess valid travel documents landing Mainland China/ Macao to travel back to Hong Kong In-town via HZMB.
 4. LD shall coordinate with Police and AVSECO on crowd management.
 5. Route information shall be provided at the terminus and regularly updated.
 6. Advisory information shall be given such that air passengers and air crew members should take SkyPier Terminal as much as possible since Tung Chung pier is to be used primarily for staff and members of the Tung Chung/ Lantau community. Air passengers, air crew members, airport staff, and local residents heading to HZMB Hong Kong Port shall also be reminded to possess valid travel documents to Mainland China/ Macao.
 7. Below is a diagram illustrating the operation flow to GTC and relevant signage plan:

Flow to GTC and Relevant Signage Plan



5.0 Police and Crowd Management

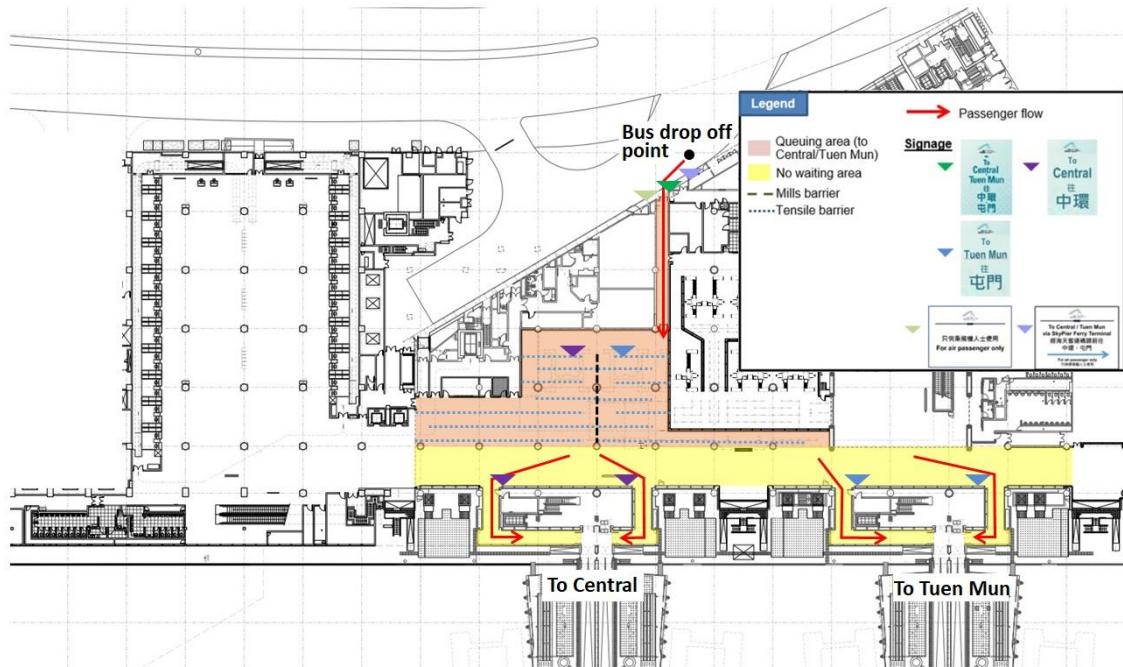
1. The AAHK will be working closely with AVSECO and the Police in crowd management at various places on the CLK Island including:
 - a. T1
 - b. AEL Platform on Level 5
 - c. SkyPier Terminal
 - d. AWE
 - e. GTC
2. TD will need to coordinate with the Police for crowd management at sites outside the purview of AAHK.

6.0 SkyPier Terminal

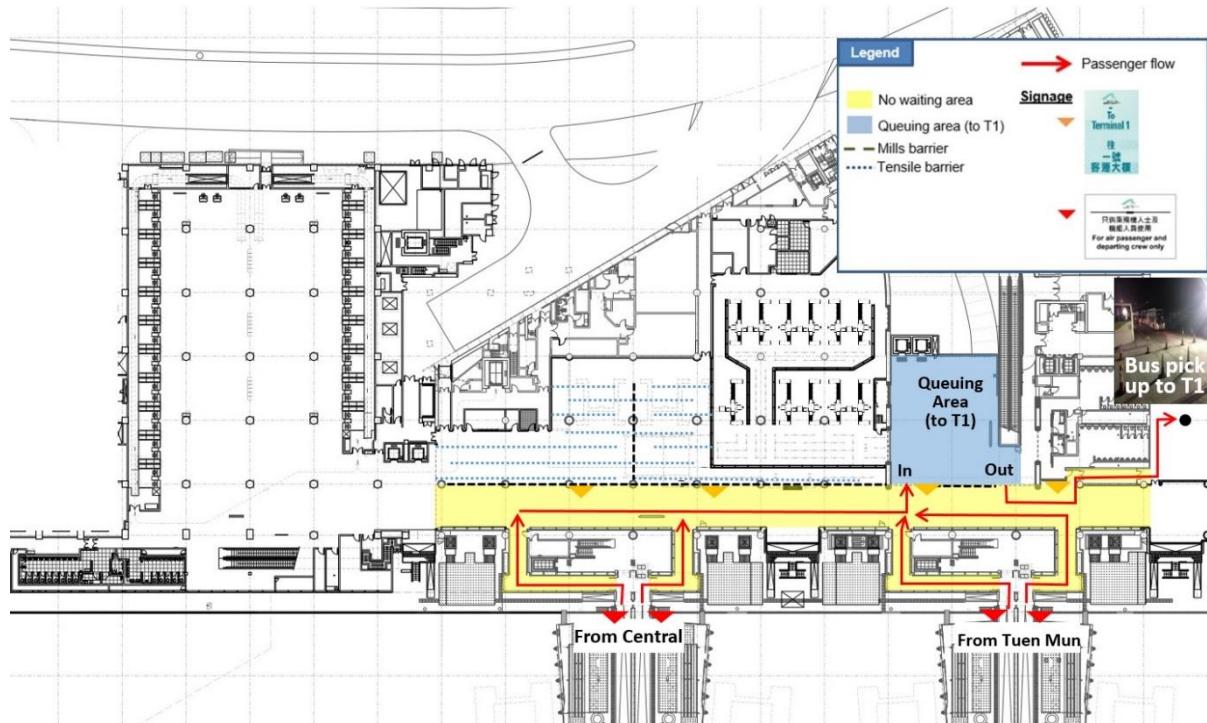
1. SkyPier Terminal will become a domestic ferry pier with passenger access through the SkyPier Terminal controlled by AAHK/ AVSECO to comply with the access control requirements of a Restricted Area (RA).
2. Crowd management and passenger assistance shall be provided to smooth out the loading process.
3. The estimated throughput (outbound from SkyPier Terminal) will be about 325-360 pax/hr for each of the four piers and likewise for inbound to SkyPier Terminal.
4. It is estimated that at least 10 vessels are needed to provide the required capacity.
5. AAHK is working with CKS, Cotai and TurboJET to provide and operate 8 cross-boundary vessels for the service and TD's arrangement with MBTA for another 2 vessels is needed.
6. TD's coordination with local operators such as Sun Ferry and Park Island ferries for additional vessels have following numbers:
 - a. 1 vessel could be provided during peak hours by Tsui Wah Ferry
 - b. 8 vessels could be provided during non-peak hours by Tsui Wah Ferry (1 no.), Discovery Bay Transportation (1 no.), Park Island Transport (1 no.), Sun Ferry (5 nos.) respectively
7. To avoid overcrowding in SkyPier Terminal (estimated holding capacity is around 500 to 1000), flow control from AWE to SkyPier Terminal shall be implemented. Queuing arrangement inside AWE can be provided by AWE whereas the passenger flow into/ out of AWE shall be managed by AAHK.

8. Illustration of SkyPier Terminal Operation Flow to/ from city are as below:

SkyPier Terminal Operation Flow and Signage Plan (To city)



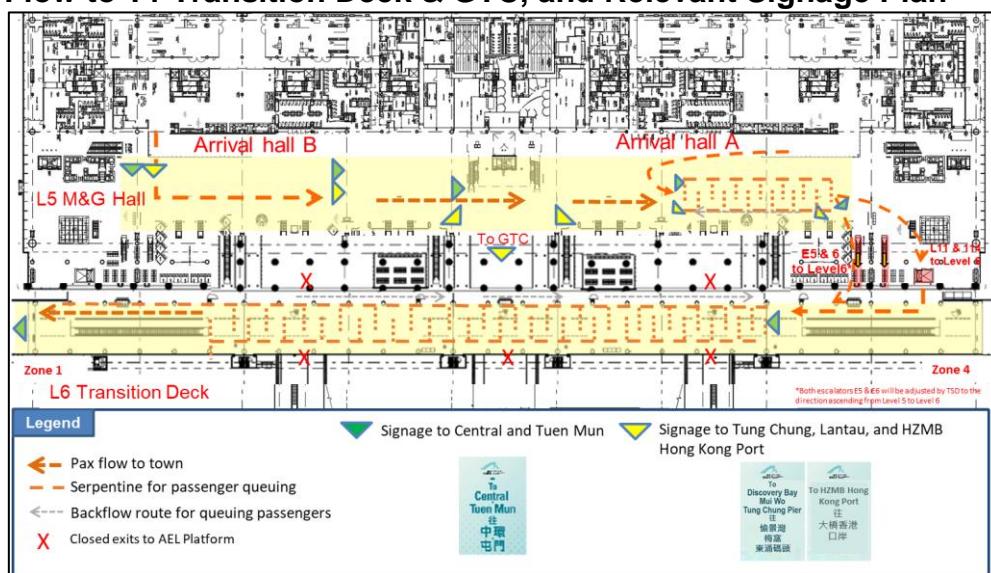
SkyPier Terminal Operation Flow and Signage Plan (From city)



7.0 T1 Meeters and Greeters Hall & T1 Transition Deck

- Crowd management at Arrival Hall Exit A and B for the flow to T1 Transition Deck on Level 6 (primarily for air passengers destined for Central and Tuen Mun) and to GTC bus terminus (primarily for staff, crew members, passengers destined for Tung Chung, other destinations within Lantau Island and HZMB Hong Kong Port) will be in place. Below diagram illustrates operation flow and signage plan at T1 Meeters and Greeters Hall and T1 Transition Deck:

Flow to T1 Transition Deck & GTC, and Relevant Signage Plan

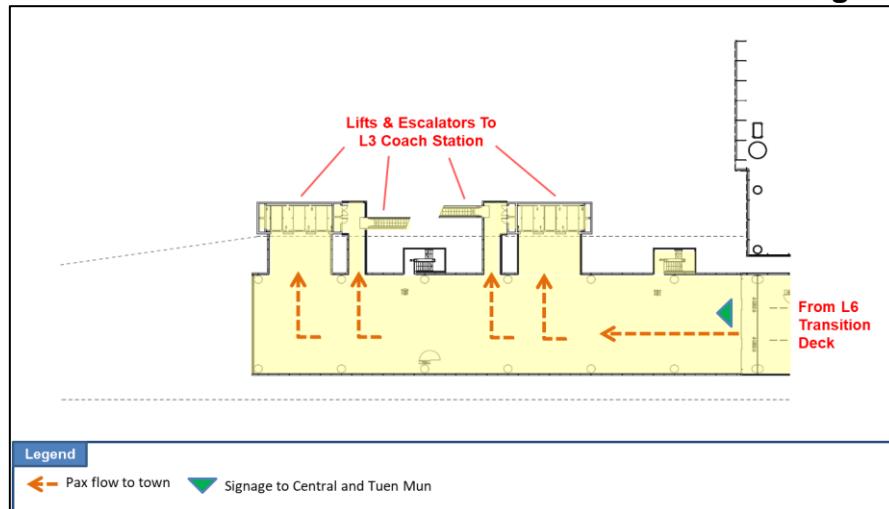


- Public announcement, directional signage and guidance shall be given to passengers.

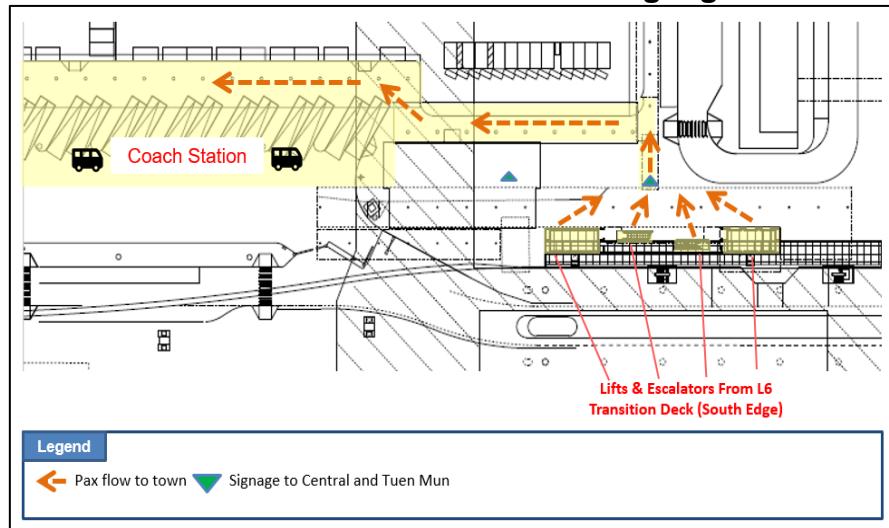
8.0 Coach Station

- Apart from AEL providing shuttle service between T1 and AWE, coaches will be deployed at the Coach Station for the transport of arrival passengers from T1 to AWE. It is estimated about 20 coaches are needed in order to maintain a smooth flow of passengers.
- Crowd management and traffic management at the Coach Station will be provided to ensure smooth operations. Below diagram illustrated operation flow and signage plan at Coach Station:

Flow from T1 Transition Deck to T1 Coach Station & Relevant Signage Plan



Flow at T1 Coach Station & Relevant Signage Plan



9.0 Tung Chung City

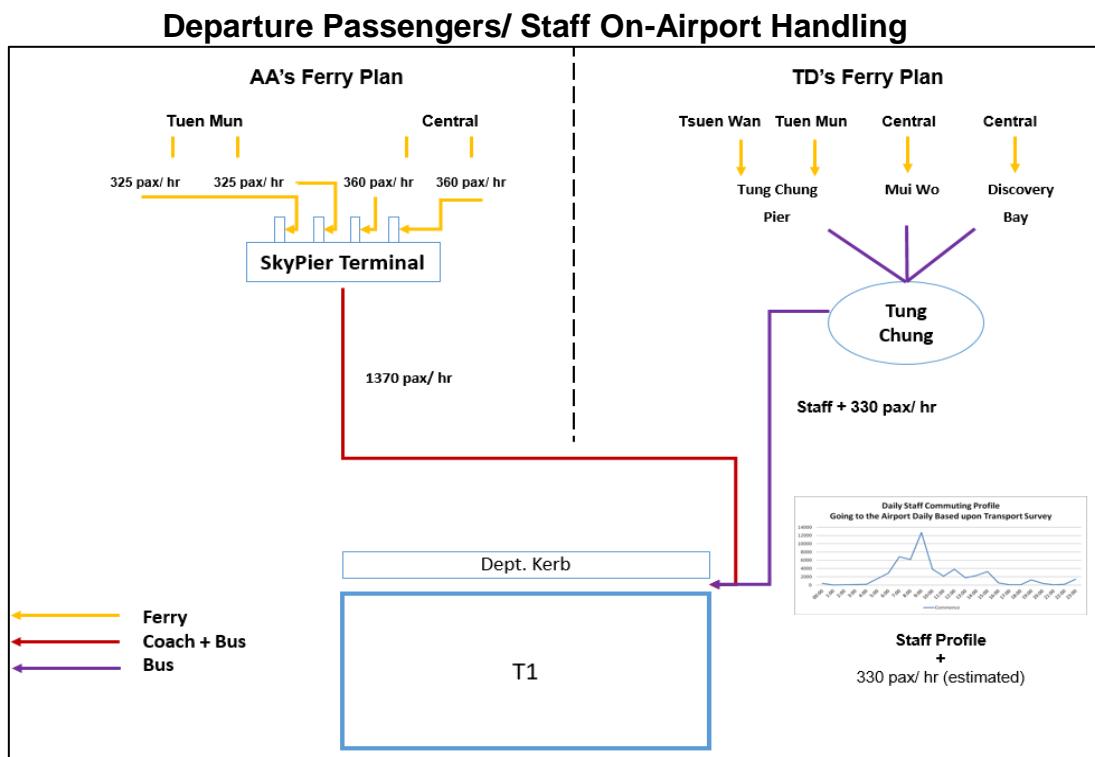
1. Traffic and crowd management shall be provided at Tung Chung by Police for handling the influx of passengers.
2. TD will coordinate with franchised bus operators to strengthen the existing bus services between ferry piers at Mui Wo/ Discovery Bay and the Airport/ Tung Chung as far as resources permit.

10.0 Departure Passengers/ Staff Coming Onto-Airport Island Flow

1. TD will coordinate with franchised bus operators to provide feeder services to Tung Chung Development Pier or Disneyland Resort Pier, the Airport Passenger Terminal Building and Tung Chung new town, if appropriate, as

far as resources permit, using the buses that are trapped on Lantau Island and Chek Lap Kok.

2. From SkyPier Terminal, coaches will be deployed to take passengers exiting SkyPier Terminal direct to T1 Departures Kerb. It is estimated about 20 coaches are required to be arranged by AAHK for this shuttle.
3. Flow diagram showing the Passenger / Staff Onto-Airport Island flow:



H. Land Transport Plan

1.0 To and From SkyPier Terminal

1. Coaches will be used for shuttling passengers between “Coach Station and AWE”, “AWE and SkyPier Terminal”, and “SkyPier Terminal and T1 Departures Kerb”.
2. AEL can also transfer passengers from T1 to AWE.
3. These shuttles to be coordinated by AAHK.

2.0 To and From Tung Chung, Mui Wo & Discovery Bay piers

1. TD will coordinate with franchised bus operators to strengthen the existing bus services between ferry piers at Mui Wo/ Discovery Bay and the Airport/ Tung Chung as far as resources permit.
2. Details can be found in the TD Action Checklist on Emergency Public Passenger Transport Services in case of No Land Link to/ from Lantau Island and Chek Lap Kok as attached in Exhibit 3.

3.0 To and From HZMB Hong Kong Port

1. TD will coordinate with franchised bus operators to maintain the existing bus services between HZMB Hong Kong Port and the Airport.

Appendix B - Airport Provisions and Cargo Alternative Routing Plan

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2.0 Introduction

1. The Government established in 1998 contingency strategies in dealing with major traffic disruption on the land links serving the North Lantau and the airport under the following 3 scenarios :
 - a. Major rail disruption with normal road access
 - b. Major road disruption with rail in operation
 - c. Total closure of land links (“No Land Link”)
2. Based upon the government strategies established, the Transport Department (TD) has issued “Action Checklist on Emergency Transport Arrangements for Land Links to/ from North-West Lantau and the Airport” and “Action Checklist on Emergency Public Passenger Transport Services in case of No Land Link to/from Lantau Island and Chek Lap Kok (CLK)”.
3. This HKIA Airport Provisions and Cargo Alternative Routing Plan (“Alternative Routing Plan”) is to tie in with the TD’s procedures and largely relates to the management and control of traffic and transport on public roads within the purview of the Airport Authority Hong Kong (AAHK).
4. In addition, this Alternative Routing Plan works to comply with the findings and recommendations of the government appointed Task Force to study and enhance emergency transport coordination and its published “Report of the Task Force on Emergency Transport Coordination, June 2005”, in particular, a coordinated crisis management mechanism whereby responding organizations fall under the direction and coordination of Transport and Logistics Bureau (TLB) led High Level Command Centre (HLCC) and Police’s Regional Command and Control Centre (RCCC).

3.0 Objectives

1. The HKIA communication, coordination and operating processes needed are laid down by which airport provisions (e.g. supplies for catering and convenience store outlets located in passenger terminal buildings as well as supplies for air caterers) and air cargo can be transported into and off HKIA under the No Land Link (NLL) scenario.
2. The freight forwarders, logistics services providers and trucking companies i.e. truckers may liaise independently with CKS Tuen Mun Terminal (CKS-TMT) or other barge services providers to procure barge services to transport cargo between CKS Tuen Mun Terminal (CKS-TMT) and South East Quay (SEQ) at HKIA which are independent of the plans contained herein.

4.0 Projected Recovery Capacity

1. The following are critical planning factors to the contingency plans :
 - a. Full support from Chu Kong Shipping Ltd. (CKS) has been confirmed to provide their terminal services at its Tuen Mun facility provided that CKS can timely re-schedule their normal commercial services to other landing points in town and/or River Trade Terminal (RTT).
 - b. Full deployment of the potentially available vessels is assumed.
 - c. On the licensing of CKS vessels under the No Land Link, Marine Department (MD) agreed to come up with the best way to deal with the matter when the situation arises, in an expeditious manner having regard to safety and other pertinent factors, to facilitate CKS's vessels to provide the said cargo services.
 - d. Full deployment of the potential handling equipments, including sea/air containers, tractors is assumed.
 - e. Cargo handling capacity analysis (see Annex A) is only a rough estimation as there could be many other factors, like shippers' behavior, which would have significant impact on the actual cargo demands e.g. freight forwarders might divert their cargoes to other airports or using other alternative mode (sea-air) in case of a prolonged road disruption.
 - f. Other key factors include the availability of vessels/trucks at the time of emergency.
 - g. The actual availability (or time of availability) for different types of barges / vessels during emergency could have direct impact on the vessels schedule and cargo capacity per vessel, affecting the overall projected cargo recovery capacity.
 - h. The capacity would be further reduced if the vessels are required to be deployed for transporting other airport provisions, in addition to those for air caterers, catering and convenience stores outlets of the passenger terminals.
2. If the above planning factors are fulfilled, then the projected cargo-only (excluding airport provisions) export recovery capacities would be about 51%.
3. The following table summarizes the cargo-only (excluding airport provisions) recovery capacity.

Cargo vessels for No Land Link				
Vehicular Ferry (1) (Kwun Tong-Mui Wo) (tonne)	Flat-top Barge (2) (CKS TMT to South East Quay at HKIA) (tonne)	Total Capacity (1) + (2)	% Capacity / Demand (average daily export demand in 2019 = 6,823 tonnes)	% Capacity / Demand (average daily import demand in 2019 = 2,724 tonnes)
324 (9.3%)	3,168 (90.7%)	3,492	51.17%	128.19%

As there is height constraint for vehicles using vehicular ferry and restriction on trucks using the Tung Chung Road, the cargo industry has reviewed that the vehicular ferry would not be suitable for transporting palletized air cargo. Nevertheless, the vehicular ferry could be maintained as an option for transporting smaller volume of airport supplies and provisions as well as an option for the industry to deliver a small volume of bulk air cargo.

4. Airport provisions have an estimated daily average of 154 tonnes; their inclusion into the above figures give approximate projected recovery capacities of about 48.9% for export cargo.
5. The estimated daily import cargo demand is about 2,724 tonnes (with reference to 2019 cargo throughout at HKIA) whilst the projected daily recovery capacity per direction is about 3,492 tonnes, hence it is expected that the daily import cargo demands can be completely fulfilled by projected recovery capacity.

5.0 Modes of Alternate Transportation

There are two basic modes of transporting airport provisions and air cargo under the No Land Link:

1. Vehicular ferry between Kwun Tong and Mui Wo vehicular ferry piers.
2. Flat top barge roll-on/roll-off operation between CKS Tuen Mun Terminal and South East Quay at HKIA.

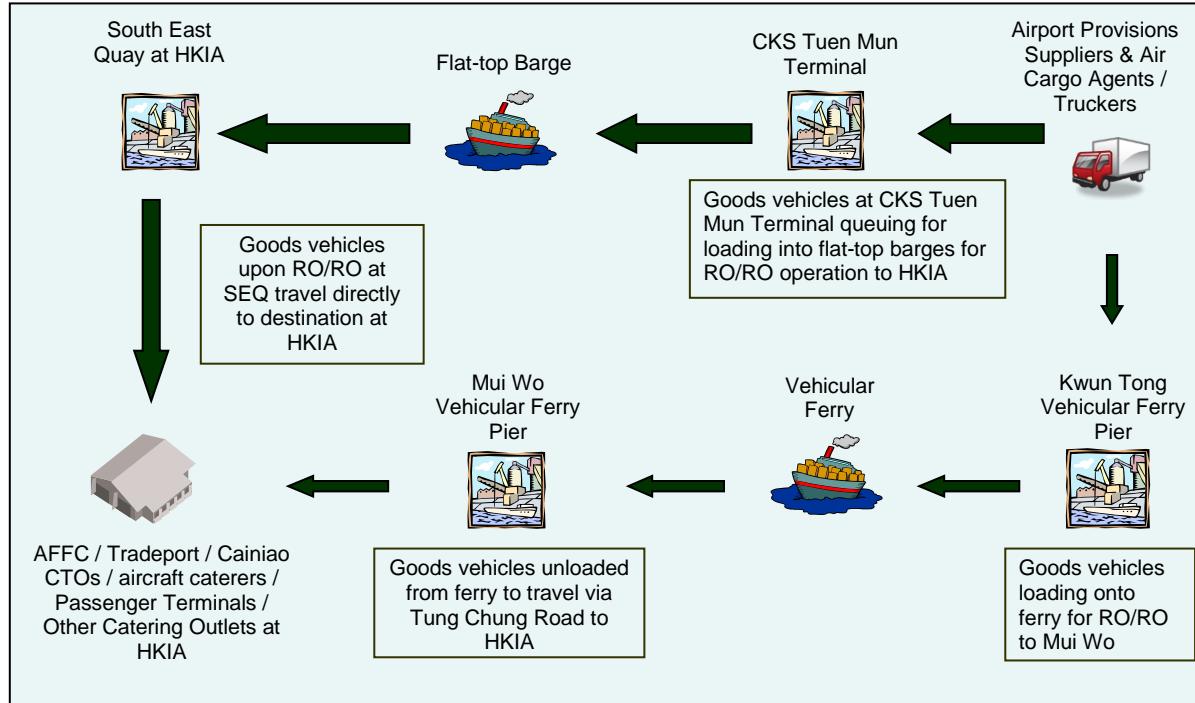
6.0 Operational Process: Vehicular Ferry

1. Upon activation of the No Land Link contingency plans, the TLB-led High Level Command Centre (HLCC), at its discretion and direction, will mobilize the emergency service between Kwun Tong and Mui Wo vehicular ferry piers.
2. The High Level Command Centre will publicize the sailing schedules and keep transportation industry stakeholders, including Hong Kong Association of Freight Forwarding and Logistics Ltd. (HAFFA) and Hong Kong Association of Aircargo Truckers Ltd. (HAAT) informed.
3. The High Level Command Centre will oversee coordination with the Police to facilitate movement of goods vehicles to and from Mui Wo and Tung Chung along the Tung Chung Road where special vehicle permits are needed.
4. AAHK will alert all on-airport parties.

7.0 Operational Process: Flat-Top Barge

1. Any event resulting in a No Land Link situation will bring about the activation of the Airport Emergency Centre (AEC).

2. The High Level Command Centre will activate the Alternative Routing Plan in consultation with AAHK on the projected time duration of No Land Link.
3. Costs of the Emergency Barging Services will be settled by users.
4. The High Level Command Centre will activate the CKS Tuen Mun Terminal and mobilize flat-top barges with barging companies while AAHK will activate South East Quay (SEQ) as landing pier at HKIA under the No Land Link.
5. AAHK Aviation Logistics Department (ALD) will coordinate within the airport cargo community on the activation of various cargo business continuity plans. AAHK Land, Property & Aviation Franchises Department (LPAF) will coordinate with aircraft caterers on the activation of contingency plans to maintain aircraft catering services. AAHK Retail and Advertising Department (RAD) will coordinate with airport retailers on the contingency plans to maintain airport provisions.
6. The Alternative Routing Plan will involve combination of two types of vessels :
 - a. Flat-top barge
 - b. Vehicular ferry
7. Flat-top barges are for roll-on/roll-off (RO/RO) vehicle operations:
 - a. It can carry 10-12 goods vehicles per vessel.
 - b. With a speed of around 4 knots.
 - c. Aircraft caterers can also make use of the flat-top barge for the supply of airport provisions in full-loaded trucks of their own or suppliers.
 - d. Approximately 10 flat top barge licensed in Hong Kong (as of 2010).
8. Vehicular ferries are for roll-on/roll-off (RO/RO) vehicle operations similar to but of slightly lower capacity than flat top barges:
 - a. It can carry about 8-10 heavy goods vehicles per vessel (for vehicles of about 11m in length).
 - b. With a speed of around 10 knots.
 - c. Unlike flat-top barge, it requires the piers with designated ramp facility (e.g. Mui Wo, North Point, Kwun Tong) to facilitate the roll-on/roll-off (RO/RO) operation.
9. Actual deployment under the Alternative Routing Plan will consist of a combination of the aforementioned two types of vessels as there are no guarantee as to how many of which type of vessels may be available on any given day; however, it is fairly certain that availability of vehicular ferries and flat-top barges are in limited supply.
10. The following process map depicts a high-level flow of the airport provisions and air cargo going to the Airport. Getting off the Airport is the reverse process.



11. Upon notification by AEC on the activation of Alternate Routing Plan,
 - a. ALD will liaise with AEC-Cargo team and HAAT to prepare for the operations at the airport.
 - b. LPAF will liaise with aircraft caterers to prepare for the operations at the airport.
 - c. RAD will liaise with retailers to prepare for the operations at the airport.
 - d. Corporate Affairs Department (CAF) will assist with the issue of press releases and general information dissemination and coordination with TD and Government's Information Services Department (ISD).
 - e. Police and Landside Department (LD) will assist with landside traffic flows, etc.
12. Transporting air cargo to the airport :
 - a. Upon activation of the Alternate Routing Plan, freight forwarders or their appointed truckers and suppliers will drive their trucks carrying air cargo to CKS Tuen Mun Terminal.
 - b. Trucks with cargo will queue at CKS Tuen Mun Terminal for loading onto flat-top barges for traveling to HKIA
 - c. Flat top barges will travel from CKS Tuen Mun Terminal to South East Quay at HKIA (for about 60-70mins).
 - d. Upon arrival of the flat-top barge at South East Quay at HKIA, trucks will drive off barge to deliver cargo directly to Cargo Terminal Operators (CTOs)/ Airport Freight Forwarding Centre (AFFC)/ Tradeport/ Cainiao Smart Gateway (Cainiao) for further cargo processing.
13. Transporting air cargo/returning empty trucks from the airport to town :
 - a. Upon activation of the Alternate Routing Plan, freight forwarders or their appointed truckers will register at their staging locations and be called

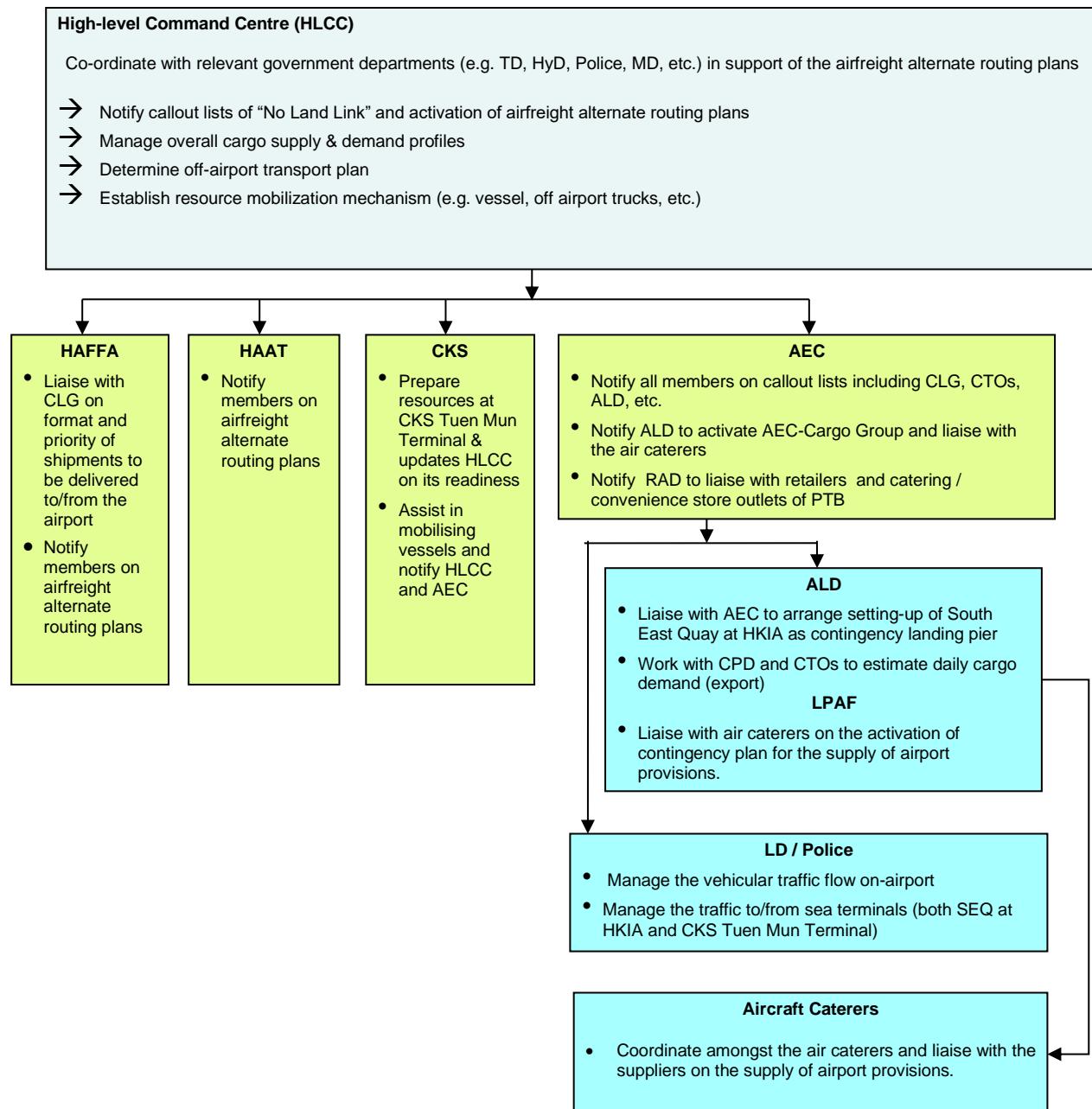
- forward to drive their trucks carrying air cargo to South East Quay at HKIA from CTOs/ AFFC/ Tradeport/ Cainiao.
- b. Trucks with cargo/returning empty trucks will queue at South East Quay for loading onto flat-top barges for traveling to CKS Tuen Mun Terminal.
 - c. Upon arrival of the flat top barge at CKS Tuen Mun Terminal, trucks will drive off the barge to deliver cargo to their warehouses or customers.
14. Barging operations by flat-top barges for the airport provisions will follow the same process as the air cargo; AAHK's ALD, LPAF and RAD will coordinate amongst the aircraft caterers and catering / convenience stores outlets of the passenger terminals respectively.
15. For roll-on/roll-off (RO/RO) operations, the “call forward” mechanism will be adopted for all types of vehicles, be it airport provisions or air cargo vehicles, at the vehicle loading piers i.e. South East Quay at HKIA. ALD, LPAF and RAD will liaise and consolidate the vehicle list at AEC for each flat-top barge travelling from South East Quay to CKS Tuen Mun Terminal. “First-come-first-serve” loading priority will remain adopted at CKS Terminal at Tuen Mun.
16. In the event of serious congestions and such other issues at the vehicle loading piers, representatives of Government departments, AAHK, Carrier Liaison Group (CLG), HAFFA, HAAT, CTOs, aircraft caterers, catering/convenience stores outlets of passenger terminals and CKS will form a working group under the High Level Command Centre to review the situation and decide on appropriate remedial actions to facilitate a smooth flow of airport provisions and air cargo to and from the airport under the No Land Link.

8.0 Trigger Mechanism and Mobilization

1. Contingency measures should be triggered if the prolonged disruption of North Lantau Highway (NLH) is confirmed to be of greater than 24-48 hours in duration.
2. Decision to activate the plan will be undertaken by TLB/AAHK with the advice of the parties concerned.
 - a. Permanent Secretary for Transport & Logistics (PSTL) of TLB will lead the High Level Command Centre for No Land Link to Airport for this purpose.
 - b. Its core membership would include representatives from AAHK, TD and MD.
 - c. Its key role is to give command in order to mobilise necessary resources.
3. Upon successful solicitation of support from CKS and barging companies, it is estimated that it would take at least about 6 hours to mobilize the barging services between CKS Tuen Mun Terminal and South East Quay.

9.0 Roles and Responsibilities

1. Overview showing proposed relationship between various responding parties.



2. High Level Command Centre

- a. The challenge lies first in the mobilization of transport services and facilities for the carriage of what would become marine cargoes that require both vessels and landing facilities as “downtown” locations and second in the organization of these resources for the logistics sector that requires emergency freight services to the airport.
 - i. The operation is complex with the participation of many players over different interfaces.
 - ii. This requires careful prior planning and engagement of service providers and other stakeholders.
 - iii. While the essential operating details are being fleshed out and refined, the High Level Command Centre with the support of all parties concerned will *pro tempore* coordinate and deal with these aspects of an emergency situation as they arise.
- b. Steer, coordinate and monitor traffic and transport situation and implement traffic diversion plan in the event of natural disaster emergencies viz. the prolonged closure of North Lantau Highway (NLH).
- c. Undertake a proactive co-ordination role with all associated government departments which include but not limited to the following units under the No Land Link situation :
 - i. Highways Department (HyD)
 - ii. Drainage Services Department (DSD)
 - iii. Police
 - iv. Marine Department (MD)
 - v. Information Services Department (ISD)
- d. When necessary, make available senior officers of other supporting departments to station at the High Level Command Centre to facilitate decision making process.
- e. Establish an efficient notification mechanism within each department for senior officers to deploy resources, monitor the developments and give timely directives for the transport / diversion plan to and from the airport.
- f. Enhance the judgement and assessment by officers at the scene, and make them aware of the macro-picture when handling the land link closure incident.
- g. Coordinate all off-airport resources arrangement and define prior resource mobilization plan in addition to coordination with the Hong Kong Cargo Vessel Traders' Association as well as with CKS to provide contingency transportation of goods trucks between CKS Tuen Mun Terminal and the South East Quay at the airport.
- h. Establish a resource mobilization mechanism with the Hong Kong Cargo Vessel Traders' Association to ensure timely pooling of vessels and equipment under No Land Link scenario – process similar to the

mechanism currently operating between TD and the Hong Kong & Kowloon Motor Boats & Tug Boats Association (MBTA) on passenger ferry mobilization under an emergency.

- i. Disseminate information on land link disruption status, associated transport arrangements to and from airport and latest development to AAHK's AEC, and off-airport parties i.e. Hong Kong Association of Freight Forwarding and Logistics Ltd (HAFFA), Hong Kong Association of Air Truckers Ltd (HAAT) and CKS Tuen Mun Terminal.
 - j. Closely monitor and co-ordinate on the recovery and contingency measures, develop the emergency transport arrangements with the support from the AAHK.
 - k. Coordinate with TD, Police, ISD and other involved government departments to ensure consistency of information to be disseminated to the mass media and the public.
 - l. Advise on the duration for recovery of NLH.
 - m. Upon completion of the clearing and repairing blocked NLH, report on the recovery of NLH.
3. Land, Property & Aviation Franchises Department (LPAF)
- a. Liaise with AEC and Corporate Planning Department (CPD) to estimate the daily demand profile for the High Level Command Centre to determine the requirement of airport provisions/cargo vessel sailing frequencies.
 - b. Participate at AEC to facilitate collaborative decision making for all on-airport and cargo related resources arrangement which include but not limited to the setting up of South East Quay at HKIA as the contingency landing pier.
 - c. Upon notification from AEC on the High Level Command Centre's updates of all off-airport transport arrangement and traffic management plan, notify the aircraft caterers.
 - d. Liaise with the aircraft caterers on the activation of contingency plans under the No Land Link scenario and keep AEC posted of the development.
 - e. Assist in critical data collection.
4. Aircraft Caterers
- a. Coordinate amongst themselves to consolidate requirements for the supply of airport provisions.
 - b. Liaise with suppliers on the supply of airport provisions.

5. Aviation Logistics Department (ALD)
 - a. Activate AEC – Cargo Group.
 - b. Liaise with AEC and CPD to estimate the daily demand profile for the High Level Command Centre to determine the requirement of airport provisions/cargo vessel sailing frequencies.
 - c. Participate at AEC to facilitate collaborative decision making for all on-airport and cargo related resources arrangement which include but not limited to the setting up of South East Quay at HKIA as the contingency landing pier.
 - d. Upon notification from AEC on the High Level Command Centre's updates of all off-airport transport arrangement and traffic management plan, notify AEC – Cargo Group.
 - e. Assist in critical data collection.
 - f. Keep event log and actions taken on any special issues and matters arising during the AEC – Cargo Group meeting.
6. Airport Emergency Centre (AEC)
 - a. Act as the on-airport command centre to ensure on-airport operations.
 - b. Upon notification from the High Level Command Centre on activation of the Alternate Routing Plan, liaise with ALD and LPAF to activate AEC-Cargo Group and liaise with RAD on the replenishment of supplies for passenger terminals' catering and convenience outlets.
 - c. Timely communicate with ALD, LPAF, all on-airport cargo communities (i.e. AEC – Cargo Group Members, AFFC, Tradeport, Cainiao) and RAD on the updated notifications / instructions from the High Level Command Centre.
 - d. Deploy necessary on-airport resources [e.g. Airfield Department (AD), Landside Department (LD)] to facilitate the transportation arrangement of the Alternate Routing Plan.
 - e. Facilitate decision making with ALD, LPAF and the AEC-Cargo Group on key issues / processes including but not limited to the review the utilisation of dollies and ensure effective dolly management.
 - f. Ensure effective on-airport landside traffic management.
 - g. If required, arrange temporary staging area for goods vehicles to await for flat-top barges.
7. Airfield Department (AD)
 - a. Monitor the utilization of dollies and Ramp Handling Operator (RHO) operations.

- b. Liaise with AEC to manage the dolly deployment.
 - c. Keep record log of events and actions taken on airside traffic management as appropriate.
8. Carriers Liaison Group (CLG)
- a. Act as Deputy Chairperson of AEC – Cargo Group and chairperson of respective Contingency Response Centre (CRC).
 - b. Communicate with each CRC chairman to ensure effective resource management within respective CTO to handle the cargo demand.
 - c. Review priority and format of shipments to be delivered to/from the airport and liaise with their forwarding agents/HAFFA.
 - d. Timely communication with other AEC – Cargo Group members, ALD, CRC chairman of respective CTO on the latest incident developments and mitigation measures including but not limited to :
 - i. Temporary airside dolly management plan.
 - ii. On-CLK Island truck availability for cargo transfer between CTOs, AFFC, etc.
 - e. Upon notification of the High Level Command Centre on the standing down of the Alternate Routing Plan, timely disseminate information to its members.
9. Cargo Terminal Operators (CTOs)
- a. A CTO representative to participate at AEC to disseminate information to all CTOs.
 - b. Each CTO to timely provide the daily forecast of the cargo profile (i.e. anticipated volume) and report this to AEC-Cargo Group.
 - c. As a key member of the AEC – Cargo Group, each CTO to provide necessary resources to meet its cargo demand include but not limited to the followings :
 - i. Truck Docks
 - ii. Warehouse space for handling bulk goods
 - iii. Manpower
 - iv. Forklifts
 - v. Dolly
 - d. Each CTO to update its latest inventory and utilisation of critical resources to AEC-Cargo Group including but not limited to the followings :
 - i. Truck Docks
 - ii. Warehouse space for handling bulk goods
 - iii. Manpower
 - iv. Forklifts
 - v. Dolly

- e. And, review the need for :
 - i. Temporary airside dolly staging and management plan
 - ii. Temporary contingency build-up area at the landside
 - iii. On-CLK Island truck availability for cargo transfer between CTOs, AFFC, etc.
10. Hong Kong Association of Aircargo Truckers Ltd. (HAAT)
- a. Upon notification of the High Level Command Centre on the activation of the Alternate Routing Plan, timely disseminate information to its members.
 - b. Maintain a close communication with the High Level Command Centre on the transportation arrangement plan, loading points for loaded trucks and bulk cargo (e.g. CKS Tuen Mun Terminal) and timely notify its members on the High Level Command Centre's updates.
 - c. Upon notification of the High Level Command Centre on the standing down of the Alternate Routing Plan, timely disseminate information to its members.
 - d. Review the process and advise enhancement on the contingency plan at the post-incident critique meeting.
 - e. Representing the interests of the air cargo truckers, communicate their operational concerns on resources / infrastructure arrangement to the High Level Command Centre/ AAHK-AEC to enhance the contingency plan.
11. Hong Kong Association of Freight Forwarding and Logistics Ltd. (HAFFA)
- a. Upon notification of the High Level Command Centre on the activation of the Alternate Routing Plan, timely disseminate information to its members.
 - b. Maintain a close communication with the High Level Command Centre on the transportation arrangement plan, loading points for loaded trucks and bulk cargo (e.g. CKS Tuen Mun Terminal) and timely notify its members on the High Level Command Centre's updates on the sailing schedule of barges between CKS Tuen Mun Terminal and South East Quay at HKIA.
 - c. Upon notification of the High Level Command Centre on the stood down of the Alternate Routing Plan, timely disseminate information to its members.
 - d. Representing the interests of the freight forwarders, communicate their operational concerns on resources / infrastructure arrangement to the High Level Command Centre to enhance the contingency plans.
 - e. Liaise with their airlines to review priority and format of shipments to be delivered to/from the airport and notify AEC.

- f. For outbound palletised cargo using landing barge, the agents are to arrange their trucks with palletised cargo to arrive at CKS Tuen Mun Terminal in accordance with the assigned schedule.
12. Marine Department (MD)
- a. Work with CKS Tuen Mun Terminal and vessels/barges operators to ensure the vessel operations conform to applicable marine regulations and safety requirements.
 - b. Advise the industries for any technical requirements on marine operational matter.
13. Retail & Advertisement Department (RAD)
- a. Send departmental staff to man the AEC as its representative.
 - b. Alert all relevant business partners on the activation of barging plans.
 - c. Keep partners updated on barge sailing schedules.
 - d. Coordinate on extraordinary issues between AEC and relevant parties.
14. Ramp Handling Operators (RHOs)
- a. Act as a member of the AEC-Cargo Group.
 - b. Update its situation and performance in the provision of air cargo services (e.g. units' intake time, outbound units' hand-over time, etc.).
 - c. Co-ordinate, mobilise and implement contingency measures as agreed at the AEC – Cargo Group.
15. Chu Kong Shipping Ltd. (CKS)
- a. Upon the activation of the Alternate Routing Plan, closely communicate with the High Level Command Centre and AEC on resources availability (e.g. warehouse space, number of berthing positions) for the deployed barges.
 - b. Liaise with the High Level Command Centre and work out the sailing schedule of the flat-top barges at CKS Tuen Mun Terminal.
 - c. Facilitate the Roll-On/Roll-Off of trucks to/from landing barge at CKS Tuen Mun Terminal.
 - d. Liaise with Police on the traffic management at its vicinity and neighboring area.
 - e. Escalate major operation issues (if any) to the High Level Command Centre for central planning.

- f. Communicate their operational concerns on resources / infrastructure arrangement to the High Level Command Centre for follow up actions to enhance the contingency plan.
16. Landside Department (LD)
- a. Liaise with Police to ensure landside traffic management on-airport.
 - b. Keep record log of events and actions taken on landside traffic management.

10.0 Stand-down

Stand-down process will be the reverse of the activation process.

11.0 Vehicular Ferry Operational Parameters

1. Working assumptions :
 - a. Able to mobilize three vehicle ferries.
 - b. The frequency of the vehicular ferry is maintained at 70 minutes.
 - c. Mui Wo Pier and Kwun Tong Pier, each with one vehicular ferry berth, will act as the 2 terminus for the vehicular ferry service.
 - d. No oversized goods vehicles to use the vehicular ferries (height restriction of goods vehicle is 3.5m).
 - e. Movements of goods vehicles on the Tung Chung Road between Mui Wo and Tung Chung to be facilitated by TD and Police (maximum gross weight of a loaded truck is 24 tonnes and not to exceed 11m in length).
2. Basic characteristics of the vehicular ferries :

	Vehicular Ferry
Inventory in HK (as of March 2010)	5
Available in HK (as of March 2010)	3
Operation mode	Roll-On/Roll-Off
Capacity per single trip	8 – 10 vehicles
Vessel carrying capacity	~48 tonnes
Total time for one single trip (including vehicle loading/unloading time)	~2 hrs
Total time for one return trip (including vehicle loading/unloading time)	~4 hrs

3. Operational flows
 - a. Mui Wo :
 - i. When the vehicular ferry arrives at the Mui Wo Pier, the trucks (with export cargo) will roll off the ferry.

- ii. Once all the trucks finish the roll-off operation, the trucks (with import cargo) will roll on the ramp of the vehicular ferry and the vessel will depart to Kwun Tong Pier.
- b. Kwun Tong :
 - i. When the vehicular ferry arrives at the Kwun Tong Pier, the trucks (with import cargo) will roll off the ramp.
 - ii. Once all the trucks finish the roll-off operation, the trucks (with export cargo) will roll on the ramp of the vehicular ferry and the vessel will depart to Mui Wo Pier.
- 4. Sample of the Proposed Vehicular Ferry Sailing Schedule is depicted in Annex A – Attachment 1 for references only.

12.0 CKS Tuen Mun Terminal (CKS-TMT) and South East Quay (SEQ) at HKIA Operational Parameters

- 1. Working assumptions :
 - a. There are at least two berthing positions available at CKS Tuen Mun Terminal for concurrent roll-on/roll-off (RO/RO) operations.
 - b. South East Quay has at least two berths for the two flat-top barges to undertake their RO/RO operations simultaneously.
- 2. Operational flows : Flat top barges
 - a. The frequency of the flat-top barge is maintained at 30 minutes for the assumed availability of 6 flat-top barges.
 - b. The flat-top barge would handle both import and export cargo.
 - c. When the flat-top barge arrives at CKS Tuen Mun Terminal from South East Quay at HKIA, the trucks (with import cargo) will roll off the ramp.
 - d. Once all the trucks finish the roll-off operation, the trucks (with export cargo) will roll on the ramp of the flat-top barge and the vessel will depart to South East Quay at HKIA.
- 3. Example of the Proposed Flat-Top Barge Sailing Schedule
 - a. An example of the proposed flat-top barge sailing schedule is depicted in Annex A – Attachment 1 for reference only.
 - b. The actual schedule would be subject to the availability of the barges, CKS Tuen Mun Terminal, the weather and sea voyage conditions and cruising times between the South East Quay at HKIA and CKS Tuen Mun Terminal.

- c. Flat-top barge (L1) will berth at Berth 1 at hour 0000 and start the roll-on-roll-off operation.
- d. After all the trucks have been rolled on the flat-top barge, it will depart to South East Quay at HKIA.
- e. Assume the round-trip time is about 3 hours, including the berthing time, steaming time and the roll-on-roll-off operation time.
- f. L1 will sail back to CKS Tuen Mun Terminal Berth 1 at hour 0300 and start the roll-on-roll-off operation again.
- g. For L4 will berth at Berth 2 at hour 0000 (same time with L1) and start the roll-on-roll-off operation.
- h. L4 will sail back to CKS Tuen Mun Terminal Berth 1 at hour 0300 and start the roll-on-roll-off operation again.

Annex A : Cargo Handling Capacity Analysis

Objective

1. The objective of this analysis is to estimate the cargo handling capacity of the two potential types of vessels (i.e. Vehicular Ferry and Flat-Top Barge) to provide alternative transportation of goods under the land link disruption between non-Lantau areas and the Airport.

Summary of Analysis

2. Assuming all types of trucks can be used on the Tung Chung Road, the total maximum capacity of two types of vessels is estimated to be about 3,492 tonnes which could cater for about 51% of estimated average daily export demand (6,823 tonnes) or 48.9% of estimated average daily export demand if the estimated 154 tonnes of airport provisions are included to share the capacity.

Cargo vessels for No Land Link			
Vehicular Ferry (1) (Kwun Tong-Mui Wo) (tonne)	Flat-top Barge (2) (CKS TMT to South East Quay at HKIA) (tonne)	Total Capacity (1) + (2)	% Capacity / Demand (average daily export demand in 2019 = 6,823 tonnes)
324 (9.3%)	3,168 (90.7%)	3,492	51.17%

Traffic Demand

3. The estimated average daily import and export cargo demand (excluding transhipment) is 2,724 tonnes and 6,823 tonnes based on 2019 HKIA air cargo throughput.

Key Assumptions

4. Assume two types of vessels - vehicular ferry and flat-top barge are available to operate under No Land Link scenario where the vehicular ferry and flat-top barge would provide roll-on/roll-off (RO/RO) of goods vehicles.
5. Due to the shortest steaming distance from the CKS Tuen Mun Terminal to the airport island, all the flat top barges are assumed to depart from CKS Tuen Mun Terminal to HKIA South East Quay (SEQ) or vice versa.
6. Since there is no vehicular ferry facility at CKS Tuen Mun Terminal and HKIA SEQ, vehicular ferry will operate between Kwun Tong Pier and Mui Wo Pier only.

7. A maximum of two vessels can berth concurrently at HKIA SEQ and at CKS Tuen Mun Terminal.
8. There is only 1 berth for the vehicular ferry at Mui Wo Pier.
9. Each truck, using the vehicular ferry, may carry a maximum of 2 tonnes of bulk cargo/goods.

Background Information

10. Based on the above key assumptions, the key characteristics of the three types of vessels are summarized as follows:

	Vehicular Ferry	Flat-Top Barge
Inventory in HK	5	10
Available in HK*	3	6
Operation mode	Roll-On Roll-Off	Roll-On Roll-Off
Capacity per single trip (vehicles)	8 – 10 vehicles	10 – 12 vehicles
Effective cargo capacity per single trip (tonnes)	~18 [@]	~66 [^]
Total time for one single trip (hr) #	2	1.5
Total time for one round trip (hr) #	4	3

*information provided by MD, TD and barging company

[^] rough assumptions: 3 ULDs per vehicle; 2 tonnes per ULD

[@] Maximum 2 tonnes per vehicle on vehicular ferry

including steaming time, berthing time, vehicle loading and unloading time

Designed Schedule by Vessel Types under No Land Link Scenario

11. The designed schedule of the 2 types of vessels are based on the following assumptions:

- a. There are three vehicular ferries (V1-V3) and six regular flat-top barges (L1-L6) available under no land link scenario.
- b. The basic principle of this capacity analysis is to maintain a reasonable departure frequency for the vessels such that the accumulated export cargo could be timely transported to the cargo terminals on the airport island.

- c. It should be noted that the future departure frequency would be subject to other factors including operation cost, operational factors (e.g. tidal impact) and associated commercial arrangements among various parties. Hence, the example given below on the departure frequency and handling capacity are for reference only.

12. The designed schedule of the two types of vessels are summarized as follows:

	<u>Vehicular Ferry</u>	<u>Flat-Top Barge</u>
Frequency (i.e. time between departures)	70 mins	30 mins
No. of Single Trips (2)	V1, V2 & V3 (6 single trips)	L1-L6 (8 single trips)
Assmed Available Total No. of Vehicular Ferry / Flat-top Barge	3	6
Single/Return Trip Times (i.e. Sailing Time + Berthing Time + Vehicle Unloading>Loading Time)	Single Trip Time = 2 hrs Return Trip Time = 4 hrs	Single Trip Time = 1.5 hrs Return Trip Time = 3 hrs
Capacity (in terms of trucks)	9 (each truck carrying 2 tonnes of cargo)	11 (each truck carrying 3 cargo ULDs with 2 tonnes per ULD)
Capacity per Trip (3)	18 tonnes	66 tonnes
Total Daily Capacity (2) * (3)	324 tonnes V1, V2 & V3 ($18 * 6 * 3 = 324$ tonnes)	3,168 tonnes L1 - L6 ($8 * 66 * 6 = 3,168$ tonnes)

Vehicular Ferry

- a. The frequency of the vehicular ferry is maintained at 70 minutes.
- b. Only 1 berth at Mui Wo Pier would be used for the vehicular operation.
- c. The vehicular ferry (V1, V2 & V3) can operate 6 one-way trips on a daily basis and their total daily capacity is estimated to be 324 tonnes.
- d. The vehicular ferry would handle both import and export cargo.

Operation at Mui Wo Pier:

- e. When the vehicular ferry arrives at the Mui Wo Pier, the trucks (with export cargo) will roll off the ramp. Once all the trucks finish the roll-off operation, the trucks (with import cargo) will roll on the ramp of the vehicular ferry and the vessel will depart to Kwun Tong Pier.

Operation at Kwun Tong Pier:

- f. When the vehicular ferry arrives at the Kwun Tong Pier, the trucks (with import cargo) will roll off the ramp. Once all the trucks finish the roll-off operation, the trucks (with export cargo) will roll on the ramp of the vehicular ferry and the vessel will depart to Mui Wo Pier.
- h. The total daily capacity of the vehicular ferry is estimated to be 324 tonnes, assuming each truck may carry a maximum load of 2 tonnes. As there is height constraint for vehicles using vehicular ferry and restriction on trucks using the Tung Chung Road, the cargo industry has reviewed that the vehicular ferry would not be suitable for transporting palletized air cargo. Nevertheless, the vehicular ferry could be maintained as an option for transporting smaller volume of airport supply and provisions as well as an option for industry to deliver a small volume bulk cargo.

Flat-Top Barge

- i. The frequency of the flat-top barge is maintained at 30 minutes for the assumed availability of 6 flat-top barges.
- j. There are 2 berths available at CKS Tuen Mun Terminal. Considering the optimum schedule for the three types of vessels, 2 berths would be solely used for the flat-top barges.
- k. Six flat-top barges (L1 - L6) can operate a maximum of 8 one-way trips on a daily basis and their total daily capacity is estimated to be 3,168 tonnes.
- l. The flat-top barge would handle both import and export cargo.

Operation at South East Quay at HKIA:

- m. When the flat-top barge arrives at South East Quay at HKIA, the trucks (with export cargo) will roll off the ramp. Once all the trucks finish the roll-off operation, the trucks (with import cargo) will roll on the ramp of the flat-top barge and the barge will depart to CKS Tuen Mun Terminal.

Operation at CKS Tuen Mun Terminal:

- n. When the flat-top barge arrives at CKS Tuen Mun Terminal, the trucks (with import cargo) will roll off the ramp. Once all the trucks finish the roll-off operation, the trucks (with export cargo) will roll on the ramp of the flat-top barge and the barge will depart to South East Quay at HKIA.
- o. The total daily capacity of the flat-top barges is 3,168 tonnes, assuming each truck can carry 3 ULDs with average weight of about 2 tonnes per ULD.

Scenario Analysis

13. For the vehicular ferry mode, the trucks would use the Tung Chung Road to transport the cargo to the airport island after rolling-off the vehicular ferry at Mui Wo Pier. Since there is restriction on the height of vehicles using the vehicular ferry and the loading of the truck (5.5 tonnes) using the Tung Chung Road, it is assumed that at most 2 tonnes of bulk cargo could be carried.

14. The capacity analysis of the two types of vessels based on the no. of ULDs that could be carried on each truck is summarized in the table below:

Cargo Vessels for No Land Link			
Vehicular Ferry (1) (Kwun Tong – Mui Wo) (tonne)	Flat-top Barge (2) (South East Quay at HKIA - CKS Tuen Mun Terminal) (tonne)	Total Capacity (1)+(2) (tonne)	Shortage (average daily export demand in 2019 = 6,823 tonnes)
324 (9.3%)	3,168 (90.7%)	3,492	3,331

Summary

15. Based on the capacity analysis with an estimated daily recovery capacity of 3,492 tonnes of cargo per direction, it is expected that

- The plan can fulfill about 51.17% of estimated average daily export demand of 6,823 tonnes (with reference to 2019 cargo throughput at HKIA) or 48.92% of the same demand if estimated 154 tonnes of airport provisions are included to share the capacity.
- The plan can fulfill all (*i.e.* 100%) of estimated average import cargo demand of 2,724 tonnes (with reference to 2019 cargo throughout at HKIA).

16. Although the capacity analysis has indicated that only about 51% of estimated daily export demand could be fulfilled, under a prolonged “no land link” situation, with the potential divergence of export cargo, especially those originated from Mainland China, to other nearby airports, like Shenzhen, Guangzhou or Macao, the actual shortage in the daily capacity (against the reduced daily export cargo demands) is expected to be lower.

17. Annex A - Attachment 1

1. Designed Schedule of Vehicular Ferry

No of trip	Arrival Time	Departure Time	<u>Berth at Kwun Tong Pier</u>		
			V1	V2	V3
1	0000	0030	V1		
	0110	0140		V2	
	0210	0240			V3
2	0400	0430	V1		
	0510	0540		V2	
	0620	0650			V3
3	0800	0830	V1		
	0920	0950		V2	
	1040	1110			V3
4	1200	1230	V1		
	1320	1350		V2	
	1440	1510			V3
5	1600	1630	V1		
	1720	1750		V2	
	1840	1910			V3
6	2000	2030	V1		
	2120	2150		V2	
	2240	2310			V3

No of trip	Arrival Time	Departure Time	<u>Berth at Mui Wo Pier</u>		
			V1	V2	V3
1	0200	0230	V1		
	0310	0340		V2	
	0420	0450			V3
2	0600	0630	V1		
	0710	0740		V2	
	0820	0850			V3
3	1000	1030	V1		
	1110	1140		V2	
	1220	1250			V3
4	1400	1430	V1		
	1510	1540		V2	
	1620	1650			V3
5	1800	1830	V1		
	1910	1940		V2	
	2020	2050			V3
6	2200	2230	V1		
	2310	2340		V2	
	0020	0050			V3

2. Designed Schedule of Flat-Top Barge

No of trip	Arrival Time	Departure Time	Berth 1 at CKS TMT			Berth 2 at CKS TMT		
			L1	L2	L3	L4	L5	L6
1	0000	0030	L1			L4		
	0030	0100		L2			L5	
	0100	0130			L3			L6
2	0300	0330	L1			L4		
	0330	0400		L2			L5	
	0430	0500			L3			L6
3	0600	0630	L1			L4		
	0630	0700		L2			L5	
	0700	0730			L3			L6
4	0900	0930	L1			L4		
	0930	1000		L2			L5	
	1000	1030			L3			L6
5	1200	1230	L1			L4		
	1230	1300		L2			L5	
	1300	1330			L3			L6
6	1500	1530	L1			L4		
	1530	1600		L2			L5	
	1600	1630			L3			L6
7	1800	1830	L1			L4		
	1830	1900		L2			L5	
	1900	1930			L3			L6
8	2100	2130	L1			L4		
	2130	2200		L2			L5	
	2200	2230			L3			L6

No of trip	Arrival Time	Departure Time	Berth 1 at HKIA South East Quay			Berth 2 at HKIA South East Quay		
			L1	L2	L3	L4	L5	L6
1	0130	0200	L1			L4		
	0200	0230		L2			L5	
	0230	0300			L3			L6
2	0430	0500	L1			L4		
	0500	0530		L2			L5	
	0530	0600			L3			L6
3	0730	0750	L1			L4		
	0750	0810		L2			L5	
	0810	0830			L3			L6
4	1030	1100	L1			L4		
	1100	1130		L2			L5	
	1130	1200			L3			L6
5	1330	1400	L1			L4		
	1400	1430		L2			L5	
	1430	1500			L3			L6
6	1630	1700	L1			L4		
	1700	1730		L2			L5	
	1730	1800			L3			L6
7	1930	2000	L1			L4		
	2000	2030		L2			L5	
	2100	2130			L3			L6
8	2230	2300	L1			L4		
	2300	2330		L2			L5	
	2330	2400			L3			L6

Appendix C - Waste Management Plan for CLK Island

A. Table of Contents

a. Table of Contents.....	D1. 67
b. Waste Management Demands.....	D1. 67
c. Non-Recyclable Solid Wastes.....	D1. 67
d. Recyclable Water Management	D1. 68

B. Waste Management Demands

1. As a set of contingency planning parameters for waste management, the 2019 waste generation levels for the airport community is about 168 ton/day of landfill-destined wastes and 23 ton/day of recyclable wastes.
2. The following contingency plan will deal with both landfill-destined wastes and recyclable wastes.
3. Landfill-destined waste generation breakdown is as follows :

Aircraft	43 ton/day
Terminals (retailers, F&B outlets, etc.)	23 ton/day
Franchisees (air caterers & other CLK Island tenants)	102 ton/day
Total waste generation	168 ton/day

4. Wastes will be picked-up by specialized garbage trucks daily and transferred to Government's approved waste disposal site(s).
5. One lesson learned from the 07th June 2008 North Lantau Highway closure was that these specialized garbage trucks were not able to carry out their waste pick-up schedules, thus creating a backlog of uncollected waste which at the caterers and other F&B outlets, were beginning to impact upon operational efficiency as well as on hygienic conditions.

C. Non-Recyclable Solid Wastes Management

1. HKIA has an Airside and Landside Waste Station for non-recyclable municipal solid wastes destined for landfills.
2. Wastes from these stations, as well as from CLK Island tenants (e.g. air caterers, etc.) are delivered daily to either the North Lantau Refuse Transfer Station (NLRTS), located at Siu Ho Wan and is accessed by the Cheung Tung Road which runs alongside the North Lantau Highway, or the West New Territories Landfill (WENT), which is located at Tuen Mun and is accessed via the Tuen Mun – Chek Lap Kok Link from the airport.
3. Wastes disposed at the NLRTS will be barged to the WENT at Tuen Mun.

4. Any incident causing the closure of the North Lantau Highway may also close traffic along Cheung Tung Road.
5. When either of North Lantau Highway or Tuen Mun – Chek Lap Kok Link is closed, the alternative routing will be utilised to transfer the waste to NLRTS or WENT.
6. In the event both land links are lost, the non-recyclable solid wastes management plan will be activated in accordance with the following procedures:
 - a. AAHK will instruct the AAHK waste management services contractor to set up a temporary collection and storage site of around 1,000 sq.m. Based on the waste volume in 2019, the site is expected to accommodate wastes up to 5 days. Once either of the land links is reopened, AAHK waste management services contractor will transfer the wastes to WENT/ NLRTS accordingly.
 - b. Where land links are closed for over 5 days, AAHK will instruct the AAHK waste management services contractor to arrange sea transport (return trips by barge) to collect municipal solid waste from the South East Quay to the Nim Shue Wan Pier, and subsequently to off-site waste disposal points which may include NLRTS and/or WENT.
 - c. All wastes must be contained in proper containers (enclosed waste compactors or covered waste skips) and delivered to the South East Quay by waste producers.
 - d. Airport business partners may employ the AAHK waste management services contractor or their own contractor for this sea transportation of waste.
 - e. If they select the AAHK contractor, they shall share the proportioned service charges incurred.
7. Above procedures will accommodate the needs of the majority of airport business partners except for those like CPCs whose waste management system is integrated into their production system; further planning will need to take place to assist these business partners.

D. Recyclable Wastes Management

1. Recyclable wastes are collected daily from AAHK and CLK Island tenants by lorry from recyclers whose vehicles are based off Lantau Island.
2. Loss of land link will result in the accumulation of these wastes.
3. A temporary collection, storage and barging plan will be carried out should there be an extended loss of land link.
4. The recyclable wastes contingency plan shall include the following :
 - a. AAHK will set up a temporary recyclable waste (except food waste) storage area at a vacant land at landside.
 - b. Food waste shall be transported off-site in the same manner as non-recyclable municipal solid wastes.

- | c. AAHK will deploy the AAHK waste management services contractor to transport recyclable waste to the temporary storage area.
- | d. Airport business partners may either transport the recyclable waste to the temporary storage area themselves or employ the AAHK waste management services contractor to do so.

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Appendix D - Vehicle Fuel Contingency Plan for CLK Island

A. Vehicle Fuel Supply & Demand

- The following table summarizes the available vehicle fuel storage capacities of vehicle fuel filling stations overseen by the Airport Authority Hong Kong.

Locations	Fuel Types	Storage Capacity (in litres)
Airside Filling Stations	Diesel	509,900
	Petrol	34,500
	LPG	24,000
Landside Filling Stations*	Diesel	104,400
	Petrol	106,000
	LPG	25,400
	Total : Diesel	614,300
	Total : Petrol	140,500
	Total : LPG	49,400

- The following table gives daily average consumption rates.

Airside Filling Stations (Calendar year 2023)	Diesel	Petrol	LPG
Annual consumption	5,279,701 litres	237,341 litres	123,823 litres
Daily averages (annual / 365 days)	14,465 litres	650 litres	339 litres

Landside Filling Stations* (Calendar year 2023)	Diesel	Petrol	LPG
Annual consumption	2,670,014 litres	3,099,275 litres	1,286,833 litres
Daily averages (annual / 365 days)	7,315 litres	8,491 litres	3,526 litres

*Data were provided by Shell

- The above tables give an indication that if all things being equal (relatively full storage tanks at start of NLL scenario, consumption rates comparable to daily averages, etc.), diesel, petrol and LPG supplies may be sufficient for about 28, 15 and 13 days' consumption respectively.

4. Airport Fire Contingent

- The following table summarizes the available vehicle fuel storage capacities of vehicle fuel filling stations overseen by the Airport Fire Contingent :

Locations	Fuel Types	Storage Capacity (in litres)
Airport South Fire Station	Diesel	5,000
	Petrol	5,000
Airport Centre Fire Station	Diesel	5,000
	Petrol	5,000
Airport North Fire Station	Diesel	5,000
	Petrol	5,000
East Sea Rescue Berth	Petrol	2,000
	Total : Diesel	15,000
	Total : Petrol	17,000

- b. The following tables give daily average consumption rates for calendar year 2023.

Airport South Fire Station	Diesel	Petrol
Annual consumption	40,433 litres	5,025 litres
Daily average (annual / 365 days)	111 litres	14 litres

Airport Centre Fire Station	Diesel	Petrol
Annual consumption	48,759 litres	2,001 litres
Daily average (annual / 365 days)	134 litres	5 litres

Airport North Fire Station	Diesel	Petrol
Annual consumption	45,645 litres	175 litres
Daily average (annual / 365 days)	125 litres	0.5 litre

East Sea Rescue Berth	Petrol
Annual consumption	2,368 litres
Daily average (annual / 365 days)	6 litres

5. The above tables give an indication that diesel and petrol supplies can be sufficient for about 41 days and 667 days of consumption respectively.

B. Vehicle Fuel Contingency Plan

1. During typhoon season when landslip and flooding probabilities are higher and thus No Land Link situations more likely, fuel station franchisees are encouraged to arrange for more frequent topping up of fuel storage tanks to enable a greater fuel reserve at any one time.
2. The following contingency plans may be put into place should a No Land Link situation extend for more than 3 or 4 days in duration :
 - a. Arrange for a DG sailing of the flat top barges carrying fuel tanker trucks; return sailing on the flat top barge for the tanker trucks is also needed.
 - b. Coordination to also take place with Long Win Bus Company (LW), Citybus Company (CTB) and other bus companies to achieve synergy as they will have similar concerns and contingency plans for their Chek Lap Kok and Lantau bus operations.
3. During No Land Link situations, fuel supply to AFC appliances could last for one and a half month; nonetheless, station personnel will arrange for more frequent topping up of fuel storage tanks to enable a greater fuel reserve at any one time during typhoon season.

Appendix E - AAHK Essential Staff Contingency Ferry Plan

1. General

In the event of prolong land link disruption i.e. Total closure of land links or No Land Link Scenario, high speed ferry can be mobilized to convey AAHK essential staff to and from pick-up points at Hong Kong Island, Kowloon and Tung Chung as an interim / emergency measure until full activation of the Government No Land Link Ferry Plan.

2. Mobilization

- 2.1 Hong Kong & Kowloon Ferry Ltd. (HKKF) is one ferry service providers who can provide high speed ferry with capacity of 380 passengers at an estimated sailing time between Tung Chung and Central of approximately one hour.
- 2.2 The mobilization lead time for the ferry service is normally 2.5 hours, but will be 3.5 hours during peak hours (0700 – 1000hrs; 1600 – 2030 hrs.).
- 2.3 The Airport Emergency Centre (AEC) will be activated in the event of a No Land Link Scenario.
 - a. AEC Manager will instruct AEC SSBC Support Team Leader to mobilize the AAHK Essential Staff Ferry Emergency Plan.
 - b. AEC Team Leader to contact HKKF : Mr. Wong (9077 5558), Mr. Lee (6802 0534); The on-site coordinator is the Pier Supervisor at Central Pier 6 (9779-7397); if HKKF cannot provide a ferry, other ferry service providers are listed in the MBTA website (see Reference below).
 - c. Confirm with HKKF the routing and pick-up/drop-off points :
 - i. Routing to be Central Pier 6 at Hong Kong Island to Tsim Sha Tsui Public Pier at Kowloon, and Tung Chung Public Pier for Lantau.
 - ii. Return trip will be in reverse order.
 - iii. Depending on the seriousness of the No Land Link situation, the number of roundtrips per day and ferry schedule may need to be decided until full activation of the Government No Land Link Ferry Plan can provide a more stable ferry network.
 - d. Confirm with HKKF sailing times from Central Pier, TST and Tung Chung.
 - e. Inform HR and Administration Departments so they can :
 - i. Disseminate to all essential staff the details of the contingency ferry service highlighting the sailing timings and routing.
 - ii. Arrange shuttle bus services between Tung Chung Pier and HKIA Tower.

3.0 Reference

The list of ferry and boat service providers is available at URL:
<http://mbta.org.hk/4.1company01.htm#A>

Appendix F - Airport Road Detour Plans

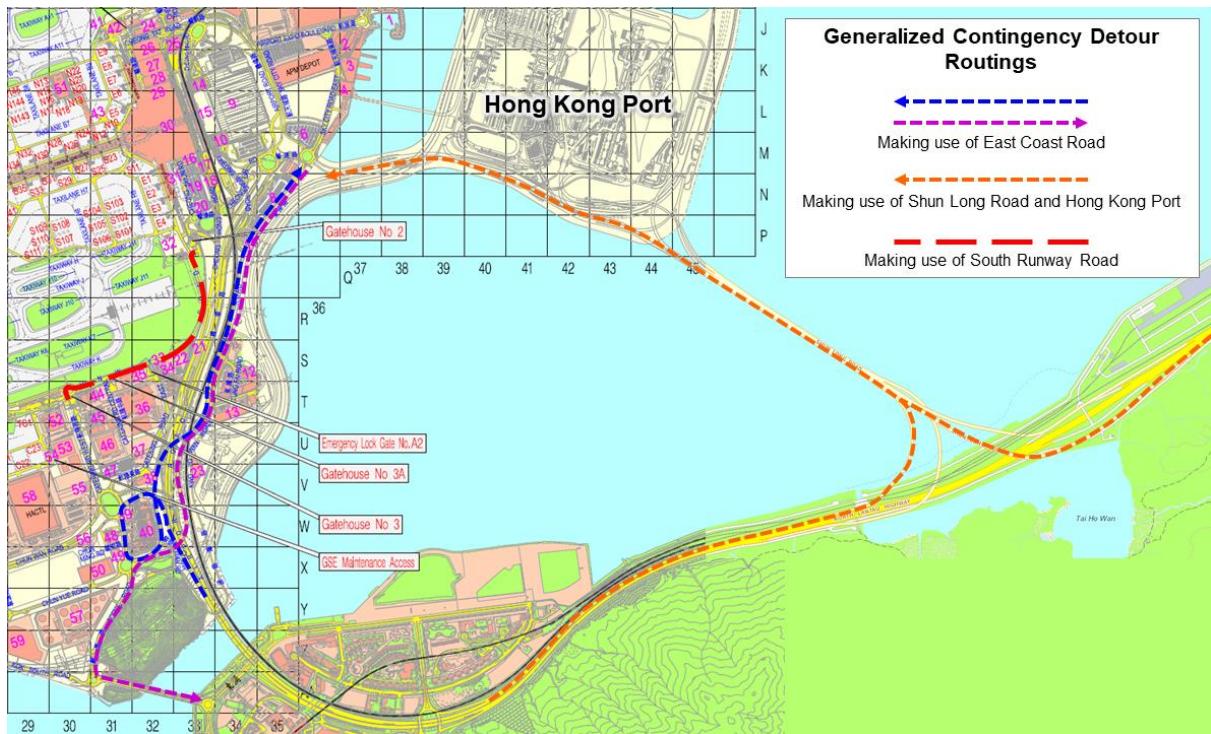
1. General

Disruptions or closures of the Airport Road preventing direct access to the passenger terminal buildings may result in conditions similar to a No Land Link scenario. Contingency detour plans will need to be actioned to ensure continued road access to the passenger terminal buildings.

2. Contingency Detour Plans

- 2.1 Disruptions or closures of the Airport Road may necessitate the detour of traffic onto the East Coast Road, if the East Coast Road is serviceable and free from the incident that disrupted and closed the Airport Road.
- 2.2 If the East Coast Road is also affected and closed by the incident that closed the Airport Road, then traffic will need to be rerouted through Hong Kong Port via North Lantau Highway, Shun Long Road and Chek Lap Kok Road to gain access to the passenger terminal buildings. As a last resort, traffic may have to detour into the airport restricted area, if possible, via Gatehouse 1, 2 and 3, or other available access points into and out of the airport restricted area.
- 2.3 If the North Lantau Expressway Bridge connecting CLK Island to Lantau Island is unusable, then traffic will need to be rerouted through:
 - 2.3.1. Tung Chung and detour onto the Second Sea Channel Bridge to gain access onto CLK Island.
 - 2.3.2. Tuen Mun Chek Lap Kok Link- Southern Connection (Shun Long Road) to Hong Kong Port, via Sky City Interchange or Airport Tunnel to access to the Airport.
- 2.4 Whichever contingency detours plans are to be used will depend upon the incident's impacts, availabilities of alternate routes, and dynamic coordination by the IAC/AEC.
- 2.5 Landside traffic management will be under LD.
- 2.6 Airside traffic management will be under AD.
- 2.7 Detailed operational procedures for the detour plans may be referenced in relevant AD departmental contingency plans and within the relevant volume of the Terminal & Landside Procedures Manual.

2.8 Simplified diagrams showing generalized contingency detour routings.



End of BCP – D1



Exhibit 1

Our Ref: MCDD/SPCB18/165

19 Sep 2018

Security Bureau,
The Government of the Hong Kong Special Administrative Region,
10th Floor, East Wing,
Central Government Offices,
2 Tim Mei Avenue, Tamar,
Hong Kong.

Attention : Mr. Thomas Wong,
Assistant Secretary (Security)

Dear Sir,

Re: Conversion of Sky Pier for Cross-Boundary Ferry Passenger to a Domestic Pier in the event of the activation of "No Land Link"

Reference is made to the Deed of Security Arrangements for Transfer of Cross-Boundary Ferry Passengers and Baggage dated 23 September 2003, which was subsequently varied by five Supplemental Deeds dated 25 June 2004, 31 January 2006, 30 November 2006, 1 November 2011 and 31 December 2015, respectively (the "Deed"). Words and expressions defined in the Deed shall have the same meaning used herein.

Pursuant to Paragraph 16.3 of the schedule to The Deed which stated that "The FT may be used for the transfer of passengers as an emergency contingency arrangement, details of which are subject to agreement by the Government and the Authority, during the loss of all direct road and rail links between the Airport and Kowloon, Tsing Yi or the New Territories.", the Airport Authority (AA) has agreed with the Government the necessary "No Land Link" ("NLL") procedures in the event that there is a complete loss of all direct road and rail links as aforesaid. This includes the conversion of the Ferry Terminal (FT), being a cross-boundary ferry terminal, into a domestic ferry terminal for carrying air passengers by approved vessels plying between the FT and ferry terminals within Hong Kong.

Under the established procedures, the "High Level Command Centre" of the Government of the HKSAR ("HLCC") will notify AA to implement the 'No Land Link' procedures and the Authority will convert the FT into a domestic ferry terminal within a time frame agreed with HLCC. Upon the resumption of either direct road or rail links between the Airport and Kowloon, Tsing Yi or the New Territories, HLCC will agree a time frame with AA to cease the operation of the FT as a domestic ferry terminal and convert the FT back to a cross-boundary ferry terminal. During the period when the FT is converted from a cross-boundary ferry terminal into a domestic ferry terminal under the NLL contingency scenario, the Authority will control personnel access to the restricted areas at SkyPier in such manner as deemed appropriate by making reference of the Cap. 483 Airport Authority Ordinance (AAO) and Cap. 483A Airport Authority Bylaw Part III Section 11. Relevant operations procedures have been included in the No Land Link contingency plan of AAHK which will be updated from time to time.



The Authority would like to confirm that the Security Bureau has no objection to converting the FT from a cross boundary ferry terminal into a domestic ferry terminal, which is dependent upon the notification from the HLCC. There is to be no conversion until the HLCC issues the notification. The conversion will adhere to the established NLL procedures AA will clear all cross boundary ferry passengers at the FT before converting the FT to a domestic ferry terminal catering to the conveyance of air passengers and air crews between the FT and ferry terminals within Hong Kong. In any case, AA will make sure there is no mingling of passengers being conveyed to and from the FT during NLL procedure and those cross-boundary passengers being conveyed under the terms of the Deed. During the period when the FT is being used as a domestic ferry terminal, the relevant terms and conditions of the Deed will not be applicable until the FT can be reverted to serving cross boundary passengers.

It is appreciated if you can signify your confirmation and agreement of the aforesaid by signing (at the space below) and returning to us the duplicate of this letter. Should you require any further information and / or clarification, please do not hesitate to contact us.

Yours faithfully,

Marilyn Ma,
Assistant General Manager,
for and behalf of the Airport Authority.

Confirm and agree to the matters as set out in this letter by :-

Thomas Wong,
Assistant Secretary (Security)
Security Bureau.
for and on behalf of the Government of the Hong Kong SAR
Date: 24 September 2018



**Exemption Certificate
issued by**

Exhibit 2

**The Government of the Hong Kong Special Administrative Region
of the People's Republic of China**

MERCHANT SHIPPING (SEAFARERS) ORDINANCE (CAP. 478)

MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	Distinctive No. or letters	Port of Registry	Gross Tonnage	IMO Number
MARCO POLO	HK-2287	HONG KONG	700	9500510
SHOPPES COTAI CENTRAL	HK-2045	HONG KONG	700	9429651
COTAI CENTRAL	HK-2056	HONG KONG	700	9429663
THE COTAI STRIP EXPO	HK-2044	HONG KONG	700	9429625
COTAI STRIP COTAIGOLD	HK-2164	HONG KONG	700	9429704
COTAI STRIP COTAIARENA	HK-2163	HONG KONG	700	9429699
THE PLAZA	HK-2115	HONG KONG	700	9429687
GOURMET DINING	HK-2165	HONG KONG	700	9429716
ST MARK	HK-2288	HONG KONG	700	9500508
DI MODA SQUARE	HK-2303	HONG KONG	700	9500481
CASTELLA SQUARE	HK-2302	HONG KONG	700	9500493
SHOPPES FOUR SEASONS	HK-2114	HONG KONG	700	9429675
THE GRAND CANAL SHOPPES	HK-2009	HONG KONG	700	9429601
THE VENETIAN	HK-2043	HONG KONG	700	9429613

Section 4 (1) of the Merchant Shipping (Seafarers) (Hours of Work) Regulation (Cap. 478D) ("Regulation") requires that a seafarer employed on a ship as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period. In exercise of the powers conferred on me by Section 3 (2) of the Regulation, I hereby exempt the above ships from compliance with the requirements of that part of the Regulation subject to the condition as specified below.

“The Hong Kong International Airport No Land Link Plan is activated by the High-level Command Centre and the above vessels are arranged by Airport Authority Hong Kong and Transport Department to provide additional emergency ferry services between SkyPier at HKIA and Central Ferry Piers / Tuen Mun Ferry Terminal (TMFT) / Tuen Mun Ferry Pier (TMFP).”

This exemption shall have effect until revoke or shall be void when there is change to the list of the above vessels.



(S. F. WONG)
Director of Marine (Ag.)

Date: 21 December 2018

茲收到《豁免證明書》正本

姓名 : WAN CHZ Kitwong
身份證編號 : (Personal Information masked)
日期 : 10-01-2019





SD/MMO/1004/54 - 1/2018 - 003

Exemption Certificate
issued by

The Government of the Hong Kong Special Administrative Region
of the People's Republic of China

MERCHANT SHIPPING (SEAFARERS) ORDINANCE (CAP. 478)

MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	MMSI No.	Flag	Gross Tonnage	IMO Number
ZHONG SHAN 中山	412461640	The People's Republic of China	484	9108879
TAI JIAN 太建	412462270	The People's Republic of China	509	9161429
YI XIAN HU 逸仙湖	412869000	The People's Republic of China	484	9080455
JIN ZHU HU 金珠湖	412479780	The People's Republic of China	498	9812638

Section 4 (1) of the Merchant Shipping (Seafarers) (Hours of Work) Regulation (Cap. 478D) ("Regulation") requires that a seafarer employed on a ship as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period. In exercise of the powers conferred on me by Section 3 (2) of the Regulation, I hereby exempt the above ships from compliance with the requirements of that part of the Regulation subject to the condition as specified below.

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茲收到《豁免證明書》正本

姓名 : 宋秋林
身份證編號 : (Personal Information masked)
日期 : 2019年1月10日



(S. F. WONG)

Director of Marine (Ag.)

Date: 21 December 2018



**Exemption Certificate
issued by**

**The Government of the Hong Kong Special Administrative Region
of the People's Republic of China**

MERCHANT SHIPPING (SEAFARERS) ORDINANCE (CAP. 478)

MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	MMSI No.	Flag	Gross Tonnage	IMO Number
XUN LONG YI HAO 迅隆 1	412469240	The People's Republic of China	505	9119347
XUN LONG ER HAO 迅隆 2	412469250	The People's Republic of China	531	9185097
XUN LONG 3 迅隆 3	413461990	The People's Republic of China	438	9411147
XUN LONG 4 迅隆 4	413462220	The People's Republic of China	438	9411159
XUN LONG 5 迅隆 5	413471870	The People's Republic of China	282	9658587
XUN LONG 6 迅隆 6	413472060	The People's Republic of China	282	9658599
XUN LONG 7 迅隆 7	413489250	The People's Republic of China	443	9807839
XUN LONG 8 迅隆 8	413489260	The People's Republic of China	443	9808170

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This exemption shall have effect until revoke or shall be void when there is change to the list of the above vessels.



(S. F. WONG
Director of Marine (Ag.)

Date: 21 December 2018

茲收到《豁免證明書》正本

姓名 : 李X君
身份證編號 : (Personal Information masked)
日期 : 2019年1月10日



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of the People's Republic of China**

MERCHANT SHIPPING (SEAFARERS) ORDINANCE (CAP. 478)

MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	MMSI No.	Flag	Gross Tonnage	IMO Number
SHI ZI YANG 8 獅子洋 8	413494820	The People's Republic of China	386	9848936
SHI ZI YANG 7 獅子洋 7	412479630	The People's Republic of China	387	9818383

Section 4 (1) of the Merchant Shipping (Seafarers) (Hours of Work) Regulation (Cap. 478D) ("Regulation") requires that a seafarer employed on a ship as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period. In exercise of the powers conferred on me by Section 3 (2) of the Regulation, I hereby exempt the above ships from compliance with the requirements of that part of the Regulation subject to the condition as specified below.

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(S. F. WONG)

Director of Marine (Ag.)

Date: 21 December 2018

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身份證編號 : (Personal Information masked)
日期 : 2019年1月10日



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issued by**

**The Government of the Hong Kong Special Administrative Region
of the People's Republic of China**

MERCHANT SHIPPING (SEAFARERS) ORDINANCE (CAP. 478)

MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	MMSI No.	Flag	Gross Tonnage	IMO Number
XIN HAI WEI 新海威	413492390	The People's Republic of China	544	9834686
XIN HAI SHAN 新海山	413492410	The People's Republic of China	462	9830563
HAI QIAO 海喬	412473430	The People's Republic of China	241	9576478
HAI CHI 海馳	412461990	The People's Republic of China	509	9161431
HAI YANG 海洋	412460880	The People's Republic of China	514	9124421
HAI QIN 海琴	412478080	The People's Republic of China	461	9781360
HAI JING 海璟	413486020	The People's Republic of China	461	9786607
HAI JUN 海鈞	412472920	The People's Republic of China	289	9553385
HAI YU 海鈺	413462750	The People's Republic of China	290	9553373

Section 4 (1) of the Merchant Shipping (Seafarers) (Hours of Work) Regulation (Cap. 478D) ("Regulation") requires that a seafarer employed on a ship as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period. In exercise of the powers conferred on me by Section 3 (2) of the Regulation, I hereby exempt the above ships from compliance with the requirements of that part of the Regulation subject to the condition as specified below.

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This exemption shall have effect until revoke or shall be void when there is change to the list of the above vessels.

Date: 21 December 2018



(S. F. WONG)
Director of Marine (Ag.)

茲收到《豁免證明書》正本

姓名 : 李木強
身份證編號 : (Personal Information masked)
日期 : 2019年1月10日



**Exemption Certificate
issued by**

**The Government of the Hong Kong Special Administrative Region
of the People's Republic of China**

MERCHANT SHIPPING (SEAFARERS) ORDINANCE (CAP. 478)

MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	MMSI No.	Flag	Gross Tonnage	IMO Number
XIN HE SHAN 新鶴山	412460960	The People's Republic of China	467	9101089

Section 4 (1) of the Merchant Shipping (Seafarers) (Hours of Work) Regulation (Cap. 478D) ("Regulation") requires that a seafarer employed on a ship as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period. In exercise of the powers conferred on me by Section 3 (2) of the Regulation, I hereby exempt the above ships from compliance with the requirements of that part of the Regulation subject to the condition as specified below.

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This exemption shall have effect until revoke or shall be void when there is change to the list of the above vessel.



(S. F. WONG)

Director of Marine (Ag.)

Date: 21 December 2018

茲收到《豁免證明書》正本

姓名 : 李木裕
身份證編號 : (Personal Information Masked)
日期 : 2019年1月10日



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issued by**

**The Government of the Hong Kong Special Administrative Region
of the People's Republic of China**

MERCHANT SHIPPING (SEAFARERS) ORDINANCE (CAP. 478)

MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	MMSI No.	Flag	Gross Tonnage	IMO Number
YIN ZHU HU 銀珠湖	413494920	The People's Republic of China	499	9852987
LIAN GANG HU 蓮港湖	412876000	The People's Republic of China	484	9080467
MEI ZHU HU 镁珠湖	413490310	The People's Republic of China	499	9812640

Section 4 (1) of the Merchant Shipping (Seafarers) (Hours of Work) Regulation (Cap. 478D) ("Regulation") requires that a seafarer employed on a ship as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period. In exercise of the powers conferred on me by Section 3 (2) of the Regulation, I hereby exempt the above ships from compliance with the requirements of that part of the Regulation subject to the condition as specified below.

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(S. F. WONG)

Director of Marine (Ag.)

Date: 21 December 2018

茲收到《豁免證明書》正本

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身份證號碼 : (Personal Information masked)
日期 : 2019年1月10日



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issued by

The Government of the Hong Kong Special Administrative Region
of the People's Republic of ChinaMERCHANT SHIPPING (SEAFARERS) ORDINANCE (CAP. 478)MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	MMSI No.	Flag	Gross Tonnage	IMO Number
HENGXING 恒星	413462110	The People's Republic of China	249	9487718
RUIXING 瑞星	412472790	The People's Republic of China	241	9568029
PENG XING 1 鵬星 1	413490870	The People's Republic of China	451	9814818
PENG XING 11 鵬星 11	413468580	The People's Republic of China	285	9633329
PENG XING 12 鵬星 12	412476410	The People's Republic of China	285	9645243
PENG XING 15 鵬星 15	412477670	The People's Republic of China	338	9715294
PENG XING 16 鵬星 16	412477680	The People's Republic of China	338	9715309
PENG XING 18 鵬星 18	413482110	The People's Republic of China	338	9730567
PENG XING 19 鵬星 19	413484890	The People's Republic of China	338	9730579
PENG XING 20 鵬星 20	413486160	The People's Republic of China	338	9730581
PENG XING 21 鵬星 21	413490210	The People's Republic of China	345	9810862

Section 4 (1) of the Merchant Shipping (Seafarers) (Hours of Work) Regulation (Cap. 478D) ("Regulation") requires that a seafarer employed on a ship as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period. In exercise of the powers conferred on me by Section 3 (2) of the Regulation, I hereby exempt the above ships from compliance with the requirements of that part of the Regulation subject to the condition as specified below.

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MERCHANT SHIPPING (SEAFARERS) (HOURS OF WORK) REGULATION

Name of Ship	Distinctive No. or letters	Port of Registry	Gross Tonnage	IMO Number
UNIVERSAL MK I	HK-0111	HONG KONG	479	9060376
UNIVERSAL MK III	HK-0160	HONG KONG	479	9060390
UNIVERSAL MK V	HK-0623	HONG KONG	489	9236872
UNIVERSAL MK 2001	HK-0233	HONG KONG	605	9087556
UNIVERSAL MK 2002	HK-0232	HONG KONG	605	9087568
UNIVERSAL MK 2003	HK-0246	HONG KONG	605	9087570
UNIVERSAL MK 2004	HK-0290	HONG KONG	610	9087582
UNIVERSAL MK 2005	HK-0291	HONG KONG	610	9087594
UNIVERSAL MK 2006	HK-0319	HONG KONG	610	9139206
UNIVERSAL MK 2007	HK-0330	HONG KONG	610	9139218
UNIVERSAL MK 2008	HK-0357	HONG KONG	609	9139220
UNIVERSAL MK 2009	HK-1598	HONG KONG	579	9160188
UNIVERSAL MK 2010	HK-1599	HONG KONG	575	9182538
UNIVERSAL MK 2011	HK-1972	HONG KONG	695	9444209
UNIVERSAL MK 2012	HK-1973	HONG KONG	695	9433676

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Director of Marine (Ag.)

Date: 21 December 2018

茲收到《豁免證明書》正本

姓名 :
身份證編號 :
日期 :

Name : Tsang Man Ching
Title : Operations Division Director
Date : 10 Jan 2019



**Action Checklist
on
Emergency
Public Passenger Transport
Services
in case of No Land Link
to/from Lantau Island and
Chek Lap Kok**

**Transport Incident Management Section
Transport Department
August 2023**

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(Restricted)

**Action Checklist on Emergency Public Passenger Transport Services
in case of No Land Link to/from Lantau Island and Chek Lap Kok**

1. INTRODUCTION

- 1.1 The Lantau Link (“LL”), the North Lantau Highway (“NLH”), the Lantau Airport Railway (“LAR”), together with the Tuen Mun – Chek Lap Kok Tunnel Road (“TM-CLKTR”) form the land links between North-West Lantau (Tung Chung) / the Airport and the urban area. Incidents which cause congestion / blockage on the road links or disruption of LAR services will no doubt lead to serious delay to the public travelling to / from North-West Lantau / the Airport, in particular air passengers, and hence should be handled speedily. The LL, NLH and TM-CLKTR are also the only two existing road links connecting the Hong Kong-Zhuhai-Macao Bridge (“HZMB”) Hong Kong Port (“HKP”) and Hong Kong Link Road (“HKLR”) for Zhuhai / Macao. The operational / alerting procedures and contingency strategies for handling different types of road incidents on the land link are provided in the Action Checklist on Emergency Transport Arrangements for Land Links to / from North-West Lantau and the Airport.
- 1.2 This Action Checklist specifies the contingency arrangements for the No Land Link (“NLL”) scenarios, i.e. closure of land link together with the suspension of the rail services to / from Lantau Island and Chek Lap Kok from a few hours up to a few days. The NLL scenarios cover -

Scenario	Road Section	Rail	Direction
1	Full Closure of LL and TM-CLKTR	Suspension of AEL&TCL	both bounds
2	Full Closure of NLH and TM-CLKTR		
3	Full Closure of NLH, Cheung Tung Road and TM-CLKTR		

This Action Checklist also sets out the actions to be taken by Transport and Logistics Bureau (“TLB”), Transport Department (“TD”), Marine Department (“MD”), other government departments concerned, Airport Authority Hong Kong (“AAHK”), public transport operators (including bus, ferry and rail), in order to maintain a certain level of emergency public passenger transport services in the aforesaid scenarios; as well as the actions to be taken by or liaison to be required with other relevant organisations, such as Hong Kong International Theme Parks Limited (“HKITP”), AsiaWorld-

Section 2

Expo Management Limited (“AWEML”), Ngong Ping 360 Limited (“NP360L”), Hong Kong Hotels Association (“HKHA”), Travel Industry Authority (“TIA”) and Travel Industry Council of Hong Kong (“TIC”).

This Action Checklist comprises the following major sections:

- (a) existing public passenger transport services;
- (b) notification and alerting procedures;
- (c) emergency public passenger transport services;
- (d) incident scenarios and contingency plans for handling different types of NLL incidents;
- (e) division of responsibilities among government departments, transport operators and other agencies; and
- (f) important telephone and fax numbers.

1.3 As the above strategic land links stretch through a wide area, traffic and transport incidents which occur at nearby road networks may affect the traffic movement to / from North-West Lantau and the Airport. The following handbook / action checklists / manuals prepared by TLB, TD, MTRCL and AAHK are also relevant to the handling of incident arising from “No Land Link to / from Lantau Island and Chek Lap Kok”:

- (a) Transport Branch Internal Circular being updated by TLB;
- (b) Handbook on Handling of Emergency Traffic and Transport Incidents prepared by TD;
- (c) Action Checklist on Emergency Transport Arrangements for Land Links to / from North-West Lantau and the Airport prepared by TD;
- (d) Action Checklist on Emergency Public Transport Services for Breakdown of MTR Lantau Airport Railway prepared by TD;
- (e) Action Checklist on Ma Wan prepared by TD;
- (f) Emergency Procedures Manual prepared by AAHK;
- (g) Action Checklist for Handling Traffic and Public Transport Contingency Incidents for Hong Kong Disneyland Resort prepared by TD;
- (h) Action Checklist for Handling Traffic and Public Transport Incidents at Asia World Expo on Chek Lap Kok prepared by TD;
- (i) Action Checklist for Handling Traffic and Transport Incidents on the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road (“HKLR”) and the Approach Roads of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (“HKP”) being prepared by TD; and
- (j) Action Checklist for Handling Traffic and Transport Incidents at Tuen Mun – Chek Lap Kok Tunnel Road prepared by TD.

2. EXISTING PUBLIC PASSENGER TRANSPORT SERVICES

2.1 Lantau Island and Chek Lap Kok are served by different modes of public transport services, including rail services, franchised bus services, ferry services and residents' services.

A. Rail services

2.2 MTRCL operates two lines to the Airport and Tung Chung, they are:

- (a) Airport Express Line (“AEL”) runs between Hong Kong Station and AsiaWorld-Expo Station with 3 en-route stations (namely Kowloon, Tsing Yi and Airport); and
- (b) Tung Chung Line (“TCL”) runs between Hong Kong Station and Tung Chung with 6 en-route stations (namely Kowloon, Olympic, Nam Cheong, Lai King, Tsing Yi and Sunny Bay).

The two lines run on the common rail track between Hong Kong Island and Tung Chung outskirt except at platform tracks and two sections as follows:

- section between Kowloon Station and Tsing Yi Station; and
- section to the west of Tai Ho Wan junction.

Interchanges between different rail lines are available at MTR TCL interchanges with Tsuen Wan Line (“TWL”) at Lai King Station, with Island Line (“ISL”) at Central Station / Hong Kong Station, with Tuen Ma Line (“TML”) at Nam Cheong Station; and with Disneyland Resort Line (“DRL”) at Sunny Bay Station.

B. Ferry services

2.3 The only licensed ferry service in North Lantau is operated by Fortune Ferry Co. Ltd. plying among Tuen Mun, Tung Chung, Sha Lo Wan and Tai O. Sun Ferry Services Co. Ltd. (“Sun Ferry”) operates a scheduled ferry service between Central and Mui Wo in South Lantau. In addition, Discovery Bay Transportation Services Ltd. (“DBTPL”) operates scheduled ferry service between Central and Discovery Bay. Details of the existing and enhanced ferry services are shown in Annex 1(a) (I). The arrangements under NLL scenarios are shown in Annex 1(b).

C. Franchised bus services

2.4 There are 55 external bus routes respectively between the Airport/Tung

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Chung and other areas, i.e. Citybus Co. Ltd. (“CTB”) operates 25 routes (A10, A11, A12, A17, A20, A21, A22, A23, A25, A26/P, A29/P, E11/A/S, E21/A/C/X, E22/A/C/P/S/X, E23/A, N11, N21/A, N23, N26, N29, NA11, NA12, NA20, NA21 and NA29), and Long Win Bus Co. Ltd. (“LWB”) operates 30 routes (A31, A32, A33/X, A34, A36, A37, A38, A41/P, A43/P, A47X, E31, E32/A, E33/P, E36/A/P/S, E37/C, E41, E42/P/C, E43, N30, N31, N42/A, NA31, NA32, NA33, NA36, NA37, NA40, NA41, NA43 and NA47).

- 2.5 There are seven shuttle franchised bus routes serving passengers between Tung Chung and the Airport as well as the Lantau Link Toll Plaza:
- (a) CTB operates two routes (i.e. S52/A/P and S56) between Tung Chung / Tung Chung (Yat Tung Estate) and Airport;
 - (b) LWB operates three routes (i.e. S64/C/P/X, S65 and N64) between Tung Chung and Airport; and
 - (c) CTB and LWB jointly operate two routes, namely S1 (Tung Chung Station – AsiaWorld-Expo (Circular)) and R8 (Disneyland Resort – Lantau Link Toll Plaza (Circular)).
- 2.6 New Lantao Bus Co. (1973) Ltd. (“NLB”) operates two bus routes (i.e. A35 and N35) between South Lantau and the Airport, six bus routes (i.e. 3M, 11/A, 11S, 13S, 23, 23S) between South Lantau and Tung Chung, and seven bus routes (34, 36, 37/H/M/P/S, 38/X, 39M, N37 and N38) in Tung Chung.
- 2.7 Details of the above routes and the enhancement under NLL scenarios are in **Annex 1(a) (II)**.

D. Residents’ services (“RS”)

- 2.8 Discovery Bay Transit Services Ltd. (“DBTSR”) operates three RS routes between Discovery Bay and other areas, namely DB01R (Discovery Bay – Tung Chung), DB02R (Discovery Bay – Airport) and DB03R (Discovery Bay – Sunny Bay) in Discovery Bay. Details and the enhancement under NLL scenarios are shown in **Annex 1(a) (III)**.

E. Bus and GMB terminating at Hong Kong Port (“HKP”)

- 2.9 In addition to the nine airport “A” routes which are extended to serve the HKP, three new feeder franchised bus routes (B4, B5 & B6) and a new GMB Route No. 901 are introduced for the new infrastructure. Details of the new routes are in **Annex 1(a) (IV)**.

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3. NOTIFICATION AND ALERTING PROCEDURE

- 3.1 A road / rail incident at LL, NLH or TM-CLKTR may significantly affect traffic on the access to / from the Lantau Island and Chek Lap Kok. While the handling for emergency traffic and transport incidents is set out in the TD's Handbook on Handling of Emergency Traffic and Transport Incidents, this Action Checklist sets forth the alerting systems for the various types of traffic and transport incident scenarios which are provided in the following sections. Sections 4 and 5 provide the procedures to deal with emergency incident that has happened along the road links and rail services concerned that lead to NLL scenarios.
- 3.2 Direct communication links among Government departments are important to ensure efficient and effective communication for expedient incident handling.

A. Notification and alerting system for road and rail incidents

For road incidents on LL, NLH, Cheung Tung Road and TM-CLKTR (see Annex 2)	For rail incidents at AEL or TCL (see Annex 3)
<ol style="list-style-type: none">1. The Police are normally the first department to receive reports of incidents affecting traffic on the road network. When the Police receive a report, the Police officers will be deployed to the scene to verify the type, nature and extent of the incident.2. Upon verification of the incident, the Police officer on the ground will (i) decide on the need and extent of any road closure and implement traffic diversion schemes as required, (ii) keep TD ETCC and relevant government departments informed of the latest traffic situation through the Regional Command and Control Centre (“RCCC”).	<ol style="list-style-type: none">1. In accordance with the current alerting mechanism agreed with the Government, MTRCL is required to notify TD ETCC by direct telephone line (or by fax) within 8 minutes of any service disruption incident that has occurred for 8 minutes or is expected to last for 8 minutes or more.2. In case of a rail incident which have caused or will cause significant adverse impact on regular railway services on the AEL or TCL, MTR Communication Co-ordination Centre (“CCC”) will issue alert messages to Police, TD, FSD, EMSD, ISD, POOA, MOM Contractor of the Hong Kong Port of HZMB, TMCA, TSCA and TM-CLKT operators, AAHK, AWE, HKITP, via multi-fax / phone.

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| <p>3. Upon notification by Police or other parties as the case may be, TD ETCC¹ will update traffic and transport conditions as well as liaison with the operators of public transport services concerned, the Tsing Ma Control Area (“TMCA”), the Tsing Sha Control Area (“TSCA”) and the TM-CLKT operators.</p> | <p>3. In case of a rail incident which have caused or will cause significant adverse impact on regular railway services on the AEL or TCL, MTR Communication Co-ordination Centre (“CCC”) will issue alert messages to the following parties via multi-fax / phone:</p> <ul style="list-style-type: none">(a) Police – for assistance in traffic and crowd control in public places;(b) Fire Services Department – for fire-fighting and rescue operations;(c) TD – for monitoring effectiveness of the relief transport services, and co-ordinating enhancement of other public transport services, publicity on emergency transport arrangements and latest traffic and public transport situation; alert AAHK, AWEML, HKITP, NP360L, HKHA, TIA and TIC; and for liaison with other public transport operators for assistance in the provision of relief transport services;(d) Electrical and Mechanical Services Department (“EMSD”) Railways Branch – for safety related incidents;(e) Information Services Department (“ISD”) – for government internal communication and dissemination of alert messages;(f) Media (including radio and TV stations) – for information dissemination;(g) Public Omnibus Operators Association (“POOA”) and KMB – for operating MTRCL’s emergency |
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¹ Please refer to Part B of Section 3 for TD’s internal alert mechanism.

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	<p>bus services;</p> <p>(h) Other public transport operators (through TD) for assistance in the provision of relief transport services;</p> <p>(i) MOM Contractor of the Hong Kong Port of HZMB – for information dissemination</p> <p>(j) TMCA, TSCA and TM-CLKT operators – for monitoring possible sudden increase of road traffic within TMCA, TSCA and TM-CLKT;</p> <p>(k) Airport Authority Hong Kong (“AAHK”) Integrated Airport Centre (“IAC”) – for arranging public announcements to the airport community (including airline, travel industry, air passengers), and assisting in traffic and crowd control within the Airport Area;</p> <p>(l) Asia World-Expo (“AWE”) Security Control Room – for alerting all visitors of the contingency measures to be implemented by MTRCL and assisting in crowd management; and</p> <p>(m) Hong Kong International Theme Parks Ltd (“HKITP”) Security Control – for informing the visitors in the Hong Kong Disneyland Resort on rail incidents.</p>
4. Upon notification by Police or other parties as the case may be, relevant Government departments deploy officers of appropriate ranks to the scene to verify the type, nature and extent of the incident.	4. Whenever there is a need to issue an alert (whether an amber or red alert), MTRCL will contact TD ETCC and the Police via direct telephone lines first and then immediately issue alert message to all relevant agencies (including TD ETCC and the Police) by multi-fax. MTR CCC will give the following information in the Amber / Red Alert messages:

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	<ul style="list-style-type: none">(a) whether the message is an Amber / Red Alert message;(b) nature, cause and location of the incident;(c) services delayed or suspended;(d) services maintained;(e) expected duration of the service delay or suspension;(f) estimated number of passengers affected (on the train(s) or at the station(s));(g) whether emergency bus services will be provided and, if so, the route numbers and starting and ending points of the route(s);(h) whether relief transport services from other bus operators are needed;(i) if practicable, the expect time when train service will resume; and(j) publicity that will be / have been made.
5. Relevant Government departments will notify TD ETCC immediately if there are traffic and transport impacts and advise TD ETCC of their assessment of the time required for resumption of normal conditions. Based on the initial assessment of the severity of the incidents made by the Police, the responsible Government departments or the public transport operators, TD will decide on the appropriate tier of response to be adopted by TD ETCC in dealing with the incidents. TD will liaise with the Police for joining ETCC operation if Tier Three Response is considered necessary.	
6. Responsible Government departments will also alert relevant utility companies if their equipment or services are required or affected.	

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7. Relevant Government departments will clear obstructions on the road or repair of the damaged carriageway, provide professional and technical advice for alleviation of imminent dangers (e.g. unsafe scaffolding, building, slope, trees, etc.) as appropriate.	
8. In case of incidents that happen in TMCA, TSCA and TM-CLKT, or the lane / road closure is arranged by the respective operators (e.g. minor traffic accidents without reporting to the Police, high wind traffic management etc.), the Alert Procedures for TMCA, TSCA and TM-CLKT operators and TD's Internal Alert System stipulated in paragraph 3.8 should be followed.	
9. In case public transport services are adversely affected by the traffic incidents, the responsible public transport operator is required to issue "Amber Alert" or "Red Alert" for public transport emergency as appropriate. The definition of alert situations is provided at <u>Annex 2</u> . The public transport operator is required to notify TD ETCC through direct telephone lines, if available, or at 2410 0066 / 2410 0193 before issuing the alert messages.	
10. Following the closure of a road, the Police officers at the scene will report to RCCC, which in turn will notify i. Police Public Relations Branch ("PPRB") for dissemination of relevant information to the press, radio and television station; and ii. TD ETCC.	

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<p>11. TD ETCC and PPRB will disseminate the relevant information of the incident to the media and members of the public in the following manner:</p> <p>(i) Under Tier One Response of ETCC Operation</p> <p>➤ PPRB will issue notices to the media via ‘traffic bulletins’ covering the incident location and number of traffic lanes or sections of roads affected. PPRB and TD ETCC will keep each other informed of their own notices issued to avoid dissemination of conflicting messages.</p> <p>➤ TD ETCC will issue notices to the media with a copy to the “1823” on bus diversions, bus stop arrangements or changes of major public transport services.</p> <p>(ii) Under the Tier Two Response or Tier Three Response of ETCC Operation</p> <p>➤ ETCC will co-ordinate information dissemination to the media and members of the public and issue notices accordingly whenever necessary.</p> <p>➤ Operators of public transport services concerned, TMCA, TSCA and TM-CLKT are responsible for:</p> <ul style="list-style-type: none">• informing and updating TD ETCC of any changes of their transport services or traffic arrangements in their tunnels / control areas;• advising passengers at railway stations / stops of the AEL & TCL on any service adjustments, route diversion, service suspension and resumption and access arrangements as appropriate, through their public announcement systems, notices, VMSs and electronic display panels at bus termini / railway stations; and	
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<ul style="list-style-type: none">advising motorists in the tunnels and control areas through radio break-in system / VMSs on traffic incidents / diversion arrangements.	
12. Upon the notification by ETCC, the Airport Duty Manager of AAHK (“AA-ADM”) will decide whether Airport Emergency Centre (“AA-AEC”) should be activated.	
13. In addition to the standard mechanism on handling emergency traffic and transport incidents in accordance with this Action Checklist, should AA-AEC be established, ETCC will maintain coordination with AA-AEC; in parallel, AA-ADM will alert PAS(TL)8.	
14. PAS(TL)8 will alert DS(TL)4 and seek the steer from Permanent Secretary for Transport and Logistics (“PSTL”) as to whether the High Level Command Centre (“HLCC”) for No Land Link to Airport should be established. Please refer to Annex 4 for HLCC Core Membership and Terms of Reference.	
15. In the event PSTL decides the HLCC should be established, PAS(TL)8 will inform members of the HLCC via email, mobile phone or text messages, or other appropriate means.	

3.3 All responsible Government departments shall log the details of incidents that have been reported to ETCC.

B. TD’s internal alert system

- 3.4 All traffic and transport related incidents on the NLH, LL and TM-CLKTR should be reported to TD ETCC immediately. Upon receipt of the alert messages from the source department or operator:
- (a) TD ETCC should pass the message to TIMS Duty Officer (including TCSS / TIMS as appropriate);
 - (b) TIMS Duty Officer should make an initial assessment and, depending on the incident nature, relay the message to NTRO and TTMS for follow up actions during office hours or take up the matter outside office hours in consultation with the subject officer of the Boundary Team (for NLH, LL and TM-CLKTR) and Northwest Team (for TM-CLKTR only) of NTRO;
 - (c) TIMS Duty Officer should report the incident to CIM1 / CIM2, CCC, ETCC Controller (or Deputy Controller) and TLB Duty Officers as appropriate;
 - (d) For serious incidents, NTRO, TTMS or TIMS Duty Officer should report the incident to ETCC Controller (or DepCon A/B), AC/MP or PM, AC/NT, DC/TSM or C for T as appropriate, and provide updates

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to them and TLB Duty Officers throughout the incident period. In the event that the NLH/LL/TM-CLKTR has been / is to be closed, CIM1 / CIM2 will consult ETCC Controller (or DepCon A/B) during non-office hours, AC/MP or PM (for incidents within TMCA and TM-CLKTR) during office hours, AC/NT (for incidents outside TMCA and TM-CLKTR) during office hours on the need of activating ETCC Fixed Mode Operation for co-ordinated effort to deal with the expected large scale congestion in Tung Chung / Airport Island and nearby areas;

- (e) If ETCC Controller (or DepCon A/B), AC/MP or PM, AC/NT as appropriate after liaising with the Joint Operation Centre (“JOC”), consider that a TD representative is required at the HKP to enhance communications, he/she will assign the HKPCO who is a member of the NTRO to join the JOC of the HKP. Before HKPCO arrives at TD ETCC or JOC, as the case may be, he / she will be kept updated of the situation by CIM1 / CIM2 by means of mobile phone;
- (f) Before ETCC Fixed Mode operation is activated, TIMS will take up the co-ordination duties. TIMS Duty Officer will also disseminate messages about traffic arrangements to the public via the established channels; and
- (g) CCC and PIO should be alerted of incidents that are politically or media sensitive.

- 3.5 The communication plans among parties under the NLL to / from Lantau Island and Chek Lap Kok are provided in **Annex 5**.

C. Notification to Visitors and Hotel Guests at Disneyland Resort, Visitors and Exhibitors at AsiaWorld-Expo, at Ngong Ping 360, Hotels, Travel Agencies, Tour Companies, Airlines and AAHK Staff, and Drivers and Passengers on Hong Kong-Zhuhai-Macao Bridge (“HZMB”)

- 3.6 Under the NLL scenarios, TD will coordinate the information on road and rail incidents received from the stakeholders and issue press releases about special traffic arrangements and public passenger transport services to the public with a copy to the Hong Kong Hotels Association (“HKHA”) headquarters. HKHA then disseminates the information to its members through group fax during office hours or by hand to its member representatives at the Airport during non-office hours. TD will also send the

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same set of press releases to the Travel Industry Authority (“TIA”) and Travel Industry Council of Hong Kong (“TIC”) by fax during office hours and to the email accounts of Ms Annie Fonda of TIA (anniefonda@tia.org.hk) and Ms Fanny Yeung of TIC (office@tichk.org) respectively after alerting them by phone outside office hours. TIA and TIC will relay the information to their licensees and members respectively in accordance with their preferred channel either by email and/or by fax.

- 3.7 Upon receiving the notification from TD (ETCC), the following parties will issue notifications to their customers, guests and staff accordingly.

Parties	Customers, guests and staff to be notified
HKITP	inform the visitors and its staff members
AWEML	inform the visitors and exhibitors at AWE, and its staff members
NP360L	inform the visitors in cable car and Ngong Ping Village, and its staff members.
HKHA	inform members through group fax during office hours or by hand to its member representatives at the Airport during non-office hours.
TIA and TIC	inform its members by email or fax in accordance with their preference
AAHK	notify airlines and its staff members
MOM Contractor of Hong Kong Port (“HKP”)	inform visitors at the PTIs on HKP
Tunnel operator at Scenic Hill Tunnel (“SHT”)	arrange radio break-in for visitors of HZMB

D. High Level Command Centre

- 3.8 In the event that the road access to and from the Hong Kong International Airport is blocked, upon the notification by ETCC, the Airport Duty Manager (“AA-ADM”) of the Airport Authority Hong Kong (“AA”) will decide whether Airport Emergency Centre (“AA-AEC”) should be activated. In addition to the standard mechanism on handling emergency traffic and transport incidents in accordance with this Action Checklist, should AA-

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AEC be established, ETCC will maintain coordination with AA-AEC; in parallel, AA-ADM will alert PAS(TL)8. PAS(TL)8 will alert DS(TL)4 and seek the steer from Permanent Secretary for Transport and Logistics (“PSTL”) as to whether the HLCC for No Land Link to Airport should be established. The Core Membership and Terms of Reference on the HLCC are provided in **Annex 4**.

- 3.9 In the event PSTL decides the HLCC should be established, PAS(TL)8 will inform members of the HLCC via email, mobile phone or text messages, or other appropriate means. The HLCC will be set up at the Transport Department High Command Room on 16/F, South Tower, West Kowloon Government Offices, 11 Hoi Ting Road, Yau Ma Tei (i.e. one floor above and with direct access to the ETCC).
- 3.10 Subject to its deliberation, the HLCC will determine as to whether activation of the HKIA’s No Land Link Plan is required. In gist, if the HKIA’s No Land Link Plan is activated, on the passenger front, emergency ferry services will be provided between the SkyPier on the Airport Island and Central Piers and Tuen Mun Ferry Pier (mobilised by the AAHK and with the assistance of TD where appropriate). In addition to the emergency local ferry service between Tung Chung/ Disneyland Resort and Tsuen Wan, TD would also require the operators to enhance the local ferry services between Tung Chung, Mui Wo and Discovery Bay to downtown piers (mobilised by TD), as well as the bus feeders at the both ends to cater for the demand of the displaced passengers.
- 3.11 The timeline for the HLCC on the activation of HKIA’s No Land Link Contingency Plan is in **Annex 6**.
- 3.12 The elaboration on the reporting mechanism by ETCC/TD to TLB is in **Annex 7**. The procedures for notification to TLB and Security Bureau for serious incidents are provided in **Annex 8**. This should be read in conjunction with the Transport Branch Internal Circular.

E. Emergency contact

- 3.13 A list of emergency contact telephone / fax numbers of the stakeholders who are involved in dealing the NLL incidents to / from Lantau Island / Chek Lap Kok is enclosed in **Annex 9**.

4. EMERGENCY PUBLIC PASSENGER TRANSPORT SERVICES

OVERVIEW

- 4.1 When there are strong winds, driving on LL will be restricted. LL will be completely closed when the 10-minute mean wind speed is in excess of 190 kph. If NLH, LL, TM-CLKTR and LAR have to be completely closed for reasons other than inclement weather, such as road collapse or the activation of ship impact detection alarm for the Kap Shui Mun Bridge, TD would decide full closure after liaising with Highways Department (“HyD”) and the operators of Tsing Ma Control Area (“TMCA”) and TM-CLKT. For any incidents involving public order, the Police would make the decision in the light of its operational experience and close the land links under the Police Force Ordinance.
- 4.2 In the event that both rail services and road links to / from Lantau Island and Chek Lap Kok are suspended and broken simultaneously, **ferry service** is the only alternative to carry passengers to / from Chek Lap Kok and Lantau Island and other parts of the territory. The contingency actions are:
- A. to enhance the existing ferry services as soon as practicable;
 - B. to activate emergency ferry services Tsuen Wan Public Landing Steps Pier – Disneyland Resort Pier / Tung Chung Development Pier;
 - C. to activate additional emergency ferry services between SkyPier and Central / Tuen Mun; and
 - D. to strengthen or operate the rail and existing / special bus services for feeding the ferry passengers to/from their origins and destinations.
- 4.3 The additional emergency ferry services plying between SkyPier and Central/ Tuen Mun are primarily for air passengers (i.e. arriving/ departing air passengers) and air crew members while the enhanced regular and emergency ferry services between other piers in Lantau Island and the territories are provided to airport staff and all members of the public.
- 4.4 Upon activation of the additional emergency ferry services of the HKIA No Land Link Plan as decided by the HLCC chaired by PSTL, AAHK will convert the cross-boundary operations of SkyPier to local ferry operation for providing additional local emergency ferry services between SkyPier and Central Ferry Piers/ Tuen Mun Ferry Pier (“TMFP”) after the approval by SB and the completion of necessary formalities by the government departments concerned.

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A. Enhancement of existing ferry services

- 4.5 Both existing and emergency passenger ferry services will have to be enhanced / arranged to carry passengers to / from Lantau Island and Chek Lap Kok.
- 4.6 The following existing ferry services will be enhanced as soon as the operators can arrange:

	Route	Operator
i.	Central – Mui Wo	Sun Ferry
ii.	Central – Discovery Bay	DBTPL
iii.	Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	Fortune Ferry
iv.	Central – Ma Wan*	Park Island Transport Co. Ltd (“PITCL”)
v.	Tsuen Wan – Ma Wan*	PITCL

* Only applicable to Scenario 1 (Section 1.2 refers) when vehicular traffic via the Lantau Link is completely closed, irrespective of AEL/TCL services are suspended.

B. Activation of emergency ferry services

- 4.7 TD has prior arrangement with Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. (“MBTA”) on activation of emergency ferry services in times of NLL. Nevertheless, owing to resource constraints of MBTA and under short notice, **only one** of the emergency ferry services mentioned under (i) and (ii) below (i.e. either to Disneyland Resort Pier or Tung Chung Development Pier) will be provided.
- (i) **Tsuen Wan Public Landing Steps Pier and Disneyland Resort Pier**
- 4.8 Emergency ferry service between Tsuen Wan Public Landing Steps Pier (near Tsuen Wan West Station, but not the Tsuen Wan Ferry Pier currently used by PITCL) and Disneyland Resort Pier will be operated by MBTA subject to availability of resources.
- 4.9 TD will seek endorsement of DC for T or C for T on the activation of emergency ferry services between Tsuen Wan Public Landing Steps Pier and Disneyland Resort Pier. At least 2 hours will be needed by MBTA to mobilize the vessels after activation.
- 4.10 In connection with the concerned emergency ferry service, CTB and LWB will jointly provide temporary bus service (route S8) between Disneyland

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Resort Pier and Airport (via Tung Chung), if situation warrants.

- (ii) **Tsuen Wan Public Landing Steps Pier and Tung Chung Development Pier**
- 4.11 Emergency ferry service between Tsuen Wan Public Landing Steps Pier (near Tsuen Wan West Station, but not the Tsuen Wan Ferry Pier currently used by PITCL) and Tung Chung Development Pier will be operated by MBTA subject to availability of resources.
- 4.12 TD will seek endorsement of DC for T or C for T on the activation of emergency ferry services between Tsuen Wan Public Landing Steps Pier and Tung Chung Development Pier. At least 2 hours will be needed by MBTA to mobilize the vessels after the activation.
- 4.13 TD will enhance existing bus services connecting Tung Chung Development Pier with Tung Chung new town or Chek Lap Kok.
- 4.14 Detailed arrangements of the Tsuen Wan Public Landing Steps Pier, Disneyland Resort Pier and Tung Chung Development Pier are set out below
 -

(a) **Tsuen Wan**

Only landing steps are available. Ferry operator may need to use pontoon to facilitate boarding and alighting during emergencies. PITCL has agreed to release part of the landing pontoon and landing facilities for emergency ferry service provided that at least one hour advance notice to its control room and no interruption will be caused to its regular ferry service.

The above arrangement will only be applicable under Scenarios 2 and 3 when road transport via the Lantau Link is allowed and the residents' services to/from Ma Wan can be maintained. Under Scenario 1, additional trips of Ma Wan – Tsuen Wan ferry service will have to be operated and there will be practical difficulties in sharing of the pontoon with the emergency ferry service.

MBTA will operate the emergency ferry service from Tsuen Wan Public Landing Steps Pier and will provide assistance to the berthing operation and the crowd management as well as to erect signage and to set up queuing arrangement in the pier. Police will maintain law and order. **Diagram 1** shows the queuing arrangement outside the Tsuen Wan Public Landing Steps Pier as well as the locations of signage.

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(b) Hong Kong Disneyland Resort

Two sets of landing steps are available at the western berth of the Disneyland Resort Pier. MBTA will provide assistance to the berthing operation and the crowd management as well as to erect signage and to set up queuing arrangement. Police will maintain law and order. **Diagram 2** refers.

(c) Tung Chung

The western berth of Tung Chung Development Pier will be used. MBTA will provide assistance to the berthing operation and the crowd management as well as to erect signage and to set up queuing arrangement. Police will maintain law and order. **Diagram 3** shows the queuing arrangement outside the Pier.

C. Activation of “additional” emergency ferry services by HLCC

- 4.15 Subject to its deliberation, the HLCC will determine as to whether activation of additional emergency ferry services, i.e. activation of the HKIA No Land Link (“NLL”) Plan, is required. Upon activation by the HLCC, **eight** cross-boundary vessels and **two** local vessels will be arranged by AAHK and TD respectively to provide emergency ferry services between SkyPier at HKIA and Central Ferry Piers / Tuen Mun Ferry Pier (“TMFP”). Constrained by the turnaround time, six and four vessels will be deployed for the SkyPier-Central and SkyPier-TMFP respectively².
- 4.16 AAHK will liaise with the existing SkyPier ferry operators (i.e. Shun Tak-China Travel Ship Management Ltd. (“TurboJET”) and Chu Kong Passenger Transport Co. Ltd. (“CKS”)) on the provision of eight cross-boundary vessels for running the additional emergency local ferry services between Central Ferry Piers / TMFP. **At least three hours** will be needed by the cross-boundary ferry operators to mobilize the vessels. Subject to provision of all required documents³, i.e. i) travel documents of the crew; (ii) a list specify the particulars and posts of crew; and (iii) a company letter that guarantee to ensure the crew on board will leave Hong Kong upon or before the departure

² SkyPier Ferry Deployment Plan – Assumption and Rationale:

- (a) Turnaround time for SkyPier to/from Central, (20mins embark + 30mins sailing + 20mins disembark)
x 2 = 140mins
- (b) Turnaround time for SkyPier to/from Tuen Mun, (20mins embark + 15mins sailing + 20mins disembark)
x 2 = 110mins

³ AAHK should notify Dep Sec Commander (Airport) Field Operation the activation of Contingency Plan and requested ferry operator to prepare required documents for submission to the Duty Officer at Duty Office at Immigration Hall at Terminal 1 HKIA. Documents required include, but not limited to, (i) travel documents of the crew; (ii) a list specify the particulars and posts of crew; and (iii) a company letter from ferry operator in which guarantee to ensure the crew on board will leave Hong Kong upon or before the departure of the ferry / vessel in which they arrived in Hong Kong. Additional information / document may be required if deemed necessary.

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of the ferry / vessel, by the cross-boundry ferry operators, Immigration Department (“ImmD”) will process the necessary formalities to facilitate the crew’s performance of duty in Hong Kong. A company letter template from ferry operator that guarantee to ensure the crew on board will leave Hong Kong upon or before the departure of the ferry / vessel is attached and to be included in the Annex 10.

- 4.17 TD will liaise with MBTA on the provision of two local vessels under its contract with the latter for running the additional emergency local ferry services from SkyPier. The arrangements as set out in paragraph 4.15 to 4.16 are tabulated below for easy reference. The vessels list for operating emergency ferry services between SkyPier and Central/ Tuen Mun is provided in Annex 11.

Number of Vessels	Provider(s)	Responsible Party	Route(s)
8	TurboJET, CKS	AAHK	4 vessels for SkyPier to/from Central Ferry Pier 4 vessels for SkyPier to/from TMFP
2	MBTA	TD	2 vessels for SkyPier to/from Central

- 4.18 Berthing facilities and operation staff in SkyPier, Central Ferry Piers and TMFP will be arranged by AAHK and TD respectively within the three hours after activation by HLCC. For the avoidance of doubt, TD will liaise with the Central Ferry Piers operators to prepare berth as detailed in Section 4.20(b) for emergency ferry services between Central Pier and SkyPier. TD will liaise with Fortune Ferry Company Limited for allowing the TMFP to be shared use⁴ for the provision of emergency local ferry operation to and from SkyPier as well as its original local ferry to and from Tung Chung/ Sha Lo Wan/ Tai O. The arrangements are tabulated below for easy reference.

Pier	Number of Berths	Responsible Party
SkyPier	4 (Berths No. 3 to 6)	AAHK
Central Ferry Piers	3 (Pier No. 2 and 3. Pier No. 7 will be the last resort)	TD
Tuen Mun Ferry Pier	1 (Berth D)	TD

- 4.19 TD will also liaise with the bus operators for enhancing the supporting land

⁴ Provided that the share use will not affect the original licensed ferry services operated by Fortune Ferry Company Limited.

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transportation with the details shown in paragraph 4.29 and Annex 1(a) II.

- 4.20 Detailed arrangements of the SkyPier, Central Ferry Piers and TMFP are set out below -

(a) SkyPier

Four berths of SkyPier, currently used for cross-boundary operations, will be suspended and converted to local piers. Berths No. 3&4 will be assigned for Tuen Mun, and Berths No. 5&6 will be assigned for Central. AAHK will liaise with the cross-boundary ferry operators and the airport security company for the berthing operation and the crowd management in the SkyPier respectively. Airport Police will maintain law and order. **Diagrams 4(a) & (b)** shows the queuing arrangement at SkyPier.

(b) Central

The eastern berth of Central Pier No. 2 off Man Kwong Street is currently occupied by HKKF for parking of ferry vessels and logistic arrangements, and would be available for the operation of the additional emergency ferry service from SkyPier. In addition, the western berth of Central No. 2 is currently occupied by PITCL operating ferry service between Ma Wan and Central. When the additional emergency ferry service from SkyPier is operated, HKKF would render assistance to deploy additional staff to piers to monitor passenger demand and to regulate passenger queue and to provide assistance to berthing operation, including berthing arrangement and crowd management at Central Pier No. 2 when the emergency service between SkyPier and Central is operated. Upon the receipt of 2 to 3 hours advance notification from TD ETCC, HKKF will assist in the operation of the lift and ramp system and will carry out berthing operation and regulate passenger queuing order in the eastern berth of Central Pier No. 2 for the emergency ferry service to/ from the SkyPier.

Central Pier No. 3 off Man Kwong Street is also available. The eastern berth is currently occupied by DBTPL operating ferry service between Discovery Bay and Central. The western berth of the pier is available for the operation of the additional emergency ferry service. Under Scenario 3, DBTPL may require to use both berths in Central Pier No. 3 for further enhancement of ferry service to accommodate the additional demand brought by suspension of external bus services in Discovery Bay. Upon the receipt of 2 to 3 hours advance notification from TD ETCC, DBTPL would deploy additional staff to piers (including the western berth of Central Pier No.3) to monitor passenger demand and to regulate passenger queue; and provide

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assistance to berthing operation, including berthing arrangement and crowd management at Central Pier No.3 when the emergency service between SkyPier and Central is operated.

MBTA will erect signage outside the Central Pier No 2 and 3. Police will maintain law and order in the area. **Diagram 5** shows the queuing arrangement outside the Central Piers as well as the locations of signage. Waterfront promenade between Piers are for the queuing zones for the passengers to Pier No. 2 and Pier No. 3. Waterfront promenade between Pier No. 4 and 5 is the backup zone of passenger queuing.

Central Pier No. 7 near Man Kwong Street is also available but it will only be considered as the last resort. It is currently occupied by The ‘Star’ Ferry Company Ltd operating ferry service between Tsim Sha Tsui and Central. When the emergency ferry service from SkyPier is operated, the ‘Star’ Ferry Company Ltd will provide assistance to the berthing operation and the crowd management in the pier. AAHK anticipates the frequency of the emergency ferry service of Central–SkyPier will be 30-40 min in **Annex 1(b)** (i.e. 2 departures per direction per an hour). Assuming the loading and unloading of passengers with luggage at one end is 30 min or less, Central Pier No. 2 eastern berth & No. 3 western berth can handle 4 departures per hours (i.e. 60 min / 30 min x 2 berths) which is much higher than the anticipated frequency. Thus, the two piers are able to cater for the emergency ferry service to and from the SkyPier.

(c) **Tuen Mun**

Upon activation by HLCC, the only Berth D of Tuen Mun Ferry Pier (“TMFP”) (east of the TMFT) will be shared for use by the additional emergency ferry service to and from SkyPier, in addition to its original ferry service “Tuen Mun – Tung Chung – Sha Lo Wan – Tai O”. Fortune Ferry Company Limited (“FFCL”), the operator of ferry service “Tuen Mun – Tung Chung – Sha Lo Wan – Tai O” will provide assistance to the berthing operation and the crowd management within the TMFP area.

MBTA/FFCL will erect signage and will set up queuing arrangement in front of the entrance of TMFP. Police will maintain law and order. **Diagram 6(a)** shows the queuing arrangement outside the Pier as well as the locations of signage. Temporary drop-off points for private vehicles along Wu Chui Road are shown in **Diagram 6(b)**.

- 4.21 Details of the queueing and signage arrangements at piers in Tuen Mun, Tung Chung, Tsuen Wan and Central are in **Diagrams 7(a) – (e)**.

D. Supporting rail and bus services to the ferry services under NLL

Rail services

- 4.22 The impact on MTR services to/from the Airport/Tung Chung is follows:

Rail line	Service adjustments
AEL	<ul style="list-style-type: none">• truncate to run between Airport Station and AsiaWorld-Expo Station
TCL	<ul style="list-style-type: none">• under Scenario 1, truncate TCL to run between Hong Kong Station and Tsing Yi Station and between Tung Chung Station and Sunny Bay Station; and• under Scenarios 2 and 3, truncate TCL to run between Hong Kong Station and Sunny Bay Station.
DRL	<ul style="list-style-type: none">• maintain service between Disneyland Resort Station and Sunny Bay Station.

- 4.23 MTRCL will advise the passengers on TCL heading for the Airport/Tung Chung can change to TML service at Nam Cheong Station to Tsuen Wan West Station, and then interchange for emergency ferry service at Tsuen Wan Public Landing Steps Pier to Tung Chung Development Pier / Disneyland Resort Pier. The reverse direction of the above services is also feasible.

- 4.24 The stranded passengers at AEL Kowloon Station and Tsing Yi Station will be carried to Hong Kong Station by rail. MTR staff will provide them with latest information and direction to Central Ferry Piers to interchange for ferry services to Airport.

- 4.25 Upon receipt of the information from TD that emergency ferry service is provided at Tsuen Wan Public Landing Steps Pier, MTRCL will arrange shuttle bus service TE17 plying between Tsing Yi Station and Tsuen Wan West Station as an alternative choice for rail passengers to use the ferry service to Lantau Island.

Bus services

- 4.26 The existing bus services between ferry piers at Mui Wo / Discovery Bay and the Airport/Tung Chung will be strengthened as far as resources permit. However, the capacity problem of Tung Chung Road and roads in South Lantau should not be overlooked.

- 4.27 The existing “A” and “E” bus routes operated by LWB and CTB will be diverted to terminate at the nearest ferry pier at Central, Tsuen Wan and Tuen

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Mun for buses in urban areas, and to terminate at Tung Chung Development Pier for buses on Lantau Island and Chek Lap Kok for interchanging to/from existing or emergency ferry services. The diversion to Tsuen Wan is implemented only when the emergency ferry service between Tsuen Wan and Disneyland Resort Pier or Tung Chung Development Pier comes into operation.

- 4.28 The existing “R” bus routes, if not already departed, will cease operation. For the existing “R” bus routes operated by LWB and already departed from the bus termini will be diverted to terminate at the nearest ferry piers at Tuen Mun and Tsuen Wan for buses in urban areas, and to operate between Asia-World Expo and Tung Chung Development Pier for buses on Lantau Island for interchanging to/from existing or emergency ferry services. The diversion to Tsuen Wan is implemented only when the emergency ferry service between Tsuen Wan and Disneyland Resort Pier or Tung Chung Development Pier comes into operation.
- 4.29 The existing, enhanced and emergency bus services, as well as the existing and enhanced ferry services are shown in Annex 1(a). Emergency ferry services are listed out in Annex 1(b). Schematic diagrams of emergency bus and ferry services are shown in Annex 1(c).
- 4.30 The existing bus routes terminating at ferry piers and connecting Hong Kong Island / Kowloon / NT with Lantau Island or Chek Lap Kok are shown in Annex 12. The proposed emergency bus services terminating at ferry piers in Central, Tsuen Wan and Tuen Mun of NLL situation are highlighted in the Annex 1(a) (II). The bus diversion to Tsuen Wan and MTRCL’s TE17 are implemented only when the emergency ferry service from Tsuen Wan to Disneyland Resort Pier or Tung Chung Development Pier is activated. The temporary terminal arrangement is shown in Annex 13(a). Details of the shuttle bus service TE17 plying between Tsing Yi Station and Tsuen Wan West Station provided by MTRCL are shown in Annex 13(b).
- 4.31 For those LWB and CTB buses that are trapped on Lantau Island and Chek Lap Kok, they will be redeployed to operate feeder services to the SkyPier, Tung Chung Development Pier, Airport Passenger Terminal Building, Asia World Expo, Tung Chung town centre, Disneyland Resort Pier and Discovery Bay if appropriate. If the closure of LL is prolonged, the bus fuel supply and replacement drivers would become problems.
- 4.32 If necessary and with TD’s approval, the existing bus services operating between the Airport and Tung Chung will be diverted via Tung Chung Development Pier as an en-route stop for interchanging to/from existing or emergency ferry services at Tung Chung Development Pier. The authorization letters and Schedule of Service of the affected bus routes

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(operated by LWB and CTB) are shown in **Annex 14**.

- 4.33 In addition to the bus service arrangements mentioned above, CTB, LWB and NLB should also give attention to the working schedule arrangement of the bus drivers under NLL situation. The guideline of the work schedule for Bus Drivers issued by TD should be compiled.

Management of Bus and Ferry Connection Points

- 4.34 To facilitate the operation of the additional emergency ferry and bus services, the operators concerned are responsible for managing the bus termini (or en-route bus stops) and ferry piers under NLL situation. Details of the responsible parties and their tasks are shown in **Section 6**.

E. Limitations

- 4.35 Since the external transport links of Lantau Island and the airport have mainly been two land-based mass transit carriers, namely the railway and franchised buses, the role of waterborne transport as an alternative in case of full closure of land links is rather limited given the constraints of capacity and speed of ferries. Notwithstanding that, the Government will continue to co-operate closely with all relevant emergency units with a view to minimising the inconvenience caused to passengers and other members of the public. As constrained by the availability of vessels provided by ferry service operators (i.e. a total of 10 vessels) and the berths available at SkyPier (a total of 4 berths at SkyPier), the supply of ferry capacity may not be able to meet the demand according to AAHK's estimated airport travel demand. It is estimated that the number of original destination passengers is 63,810 daily (see table 1 below). Despite the estimated air passengers' demand as quoted below, the vessels capacity of the additional emergency ferry services routes available can only serve around 1,370 passengers per hour. (see table 2 below).

Table 1

Origin Destination (OD) Passengers	Daily:63,810 (one-way)
Airport staff	Normal day: 52,240 (one-way)

Table 2

<u>Additional Emergency Ferry Services Routes</u>	<u>Capacity (passengers/hr)</u>
Tuen Mun Ferry Pier–SkyPier	325
Central Pier No. 2– SkyPier	360
Central Pier No. 3– SkyPier	360
	Total: 1,045

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An illustration of the above is provided in **Annex 15**.

- 4.36 Apart from the transport capacity that can be provided directly to and from SkyPier, there are also indirect transportation by enhancing the existing ferry services to Mui Wo, Discovery Bay and Tung Chung with the need of the second feeder leg to the airport. But the throughput of these enhanced ferry services is limited and the lower transport throughput is mainly due to the following bottlenecks:
- (a) little spare capacity of franchised buses en-route Tung Chung Road linking Mui Wo with Tung Chung new town – even though there are large capacity vessels available on the Mui Wo – Central route;
 - (b) private road in Discovery Bay — prohibits the use of franchised buses to carry passengers through this residential development for access to/from the ferry pier (also with large capacity vessels serving the Discovery Bay – Central route); and
 - (c) vessels deployed to serve Tung Chung (Fortune Ferry regular service) and serve Disneyland Resort Pier or Tung Chung (MBTA emergency service) are generally of low capacity type.
- 4.37 For a prolonged closure of land link, the HLCC, together with relevant government departments including TD, MD and AAHK and MTRCL will continuously assess the developing situation in order to best match flight operations to the sealift capabilities of the emergency ferry services.

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5. INCIDENT SCENARIOS AND CONTINGENCY PLANS

- 5.1 This section provides a quick reference of actions and procedures to be taken by the relevant parties including Government Bureaus, Departments and public transport operators for NLL situation.
- 5.2 The contingency plans for the three different scenarios of closures of land links to Airport / Tung Chung are as follows:

Scenario	Road Section	Rail	Direction
1	Full Closure of LL and TM-CLKTR	Suspension of AEL&TCL	both bounds
2	Full Closure of NLH and TM-CLKTR		
3	Full Closure of NLH, Cheung Tung Road and TM-CLKTR		

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Scenario 1: Full Closure of Lantau Link and Tuen Mun – Chek Lap Kok Tunnel Road (both bounds) and Service Suspension of AEL&TCL

Contingency Strategies

- A. Strengthen existing ferry service as soon as possible;
- B. Arrange additional emergency ferry services if the road closure is expected to last for more than two hours; and
- C. Truncate the “A” and “E” routes to the nearest ferry piers and strengthen / operate special feeder bus routes and RS routes to carry the passengers to / from their origins and destinations.

Actions to be taken

- A. TD ETCC and TTMS to closely liaise with the Police / TMCA operator / TM-CLKT operator / MTRCL, ferry, bus and RS operators and other relevant parties regarding the traffic situation;
- B. TD ETCC to release the latest traffic news to give appropriate advice to the public through the media and mobile applications, so as to enable passengers to plan their journeys accordingly and minimise the impact on passengers;
- C. TD ETCC to maintain close communication with public transport operators to strengthen the following transport services:

(1) Existing ferry services

- (a) DBTPL to strengthen the licensed ferry service between Central and Discovery Bay and carry out crowd management in the piers;
- (b) Sun Ferry to strengthen the licensed ferry service between Central and Mui Wo and carry out crowd management in the piers;
- (c) Fortune Ferry to strengthen the licensed ferry service of “Tuen Mun - Tung Chung – Sha Lo Wan – Tai O” and carry out crowd management in the piers;
- (d) PITCL to strengthen the licensed ferry services between Central and Ma Wan; and to operate additional trips between Tsuen Wan and Ma Wan; and
- (e) PITCL and HKKF to carry out crowd management in their pier.

(2) If the closure is expected to last for over 2 hours

(I) Emergency ferry services

- (a) MBTA to operate emergency ferry service between Tsuen Wan Public Landing Steps Pier and Disneyland Resort Pier upon TD’s request; or
- (b) MBTA to operate emergency ferry service between Tsuen Wan Public Landing Steps Pier and Tung Chung Development Pier

- upon TD's request; and
- (c) MBTA to erect signage and will set up queuing arrangement in the relevant piers in paragraph 4.7.

(II) Additional emergency ferry services (upon activation by HLCC)

- (a) AAHK to mobilize eight vessels and TD to mobilize two vessels for operating additional emergency ferry services between SkyPier and Central/ Tuen Mun;
- (b) AAHK to arrange with ImmD crew's eligibility to perform duty;
- (c) AAHK to arrange for berthing operation, signage erection and crowd management in the SkyPier;
- (d) TD to arrange for berthing operation, signage erection and crowd management in the Central Ferry Piers and TMFP;
- (e) At least 3 hours will be required to complete the conversion of SkyPier to local ferry operation, preparation at Central Ferry Piers and TMFP, as well as mobilization of the 10 vessels; and
- (f) TD to arrange supporting land transportation.
- (g) The "Star" Ferry Company Limited to spare one berth at Central Pier No. 7 for the operation of the emergency ferry services if necessary, provide assistance in crowd management, and erect/display proper signs at Central Pier No. 7 for the "Central – Tsim Sha Tsui" ferry service. (The last resort)

(III) Franchised bus services

- (a) CTB to strengthen Rts. S1 and S56 (Tung Chung Station – Airport); divert Rts. S1, S52, S52A and S52P via Tung Chung Development Pier; and suspend B5 (Sunny Bay Station – HZMB (Hong Kong Port));
- (b) LWB to strengthen Rts. S1, S64C and S64P (Tung Chung Station – Ying Tung Estate) and S65; and divert Rts. S1, S64 and N64 via Tung Chung Development Pier;
- (c) NLB to strengthen Rts. A35 (Mui Wo – HZMB (Hong Kong Port)), N35 (Mui Wo – HZMB (Hong Kong Port)) and 3M (Mui Wo – Tung Chung Station Bus Terminus); 37 (Yat Tung Estate – Caribbean Coast) between Tung Chung Development Pier and Tung Chung Station), B4 (Airport) – HZMB (Hong Kong Port)) and B6 (Tung Chung (Mun Tung Estate) – HZMB (Hong Kong Port));
- (d) AAHK to provide coach services between SkyPier and the Airport GTC;
- (e) CTB to truncate the A & E routes serving Hong Kong Island to

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Central Piers as well as CTB/ NWFB to strengthen the bus services to and from the Piers;

- (f) CTB & LWB to truncate the A & E routes from Kowloon and NT East (except North)/ Kwai Tsing/ Tsuen Wan respectively to Tsuen Wan Public Landing Steps Pier; and
- (g) LWB to truncate the A & E routes from Tuen Mun/ Yuen Long/ North to Tuen Mun Ferry Terminal.

(3) If the emergency ferry service between Tsuen Wan and (i) Disneyland Resort Pier; or (ii) Tung Chung Development Pier comes into operation

- (a) MTRCL to maintain AEL service between Sunny Bay Station and AsiaWorld-Expo Station, TCL service between Hong Kong Station and Tsing Yi Station and between Tung Chung Station and Sunny Bay Station; and DRL service between Disneyland Resort Station and Sunny Bay Station; to arrange shuttle bus service TE17 plying between Tsing Yi Station and Tsuen Wan West Station as an alternative choice for rail passengers to use the ferry service to Lantau Island as shown in **Annex 13(b)**;
- (b) CTB to suspend Rts. A10, A11, A12, A17, E11/A/S, E21/A/C/X, E22/A/C/P/S/X, E23/A, NA21 and R8; operate special Rt. A12S (Siu Sai Wan - Central Ferry Piers); and special Rt. S8 Disneyland Resort Pier and Airport (via Tung Chung), truncate Rt. N11, NA11 and NA12 to Central Ferry Piers and Rts. A20, A21, A22, A23, A25, A26/P, A29/P, N21/A, N23, N26 N29, NA20 and NA29 to Tsuen Wan West Station PTI;
- (c) LWB to truncate Rts. A32, A41/P, A47X, E31, E32/A, E41, E42/P/C, N31, N42/A to Tsuen Wan West Station PTI, truncate Rts. A33/X, A34, A36, A37, A43/P, E33/P, E36/A/P/S, E37/C, E43 and N30 to Wu Chui Road westbound outside Tuen Mun Pier Head Bus Terminus, and suspend Rts. A31, A38, NA31, NA32, NA33, NA36, NA37, NA40, NA41, NA43, NA47, R8, R33 and R42;
- (d) GMB operator concerned to strengthen GMB 901(Tung Chung North—Hong Kong Port); and
- (e) DBTSL to strengthen Residents' Service Rts. DB01R (Discovery Bay – Tung Chung), DB02R (Discovery Bay – Airport) and DB03R (Discovery Bay – Sunny Bay).

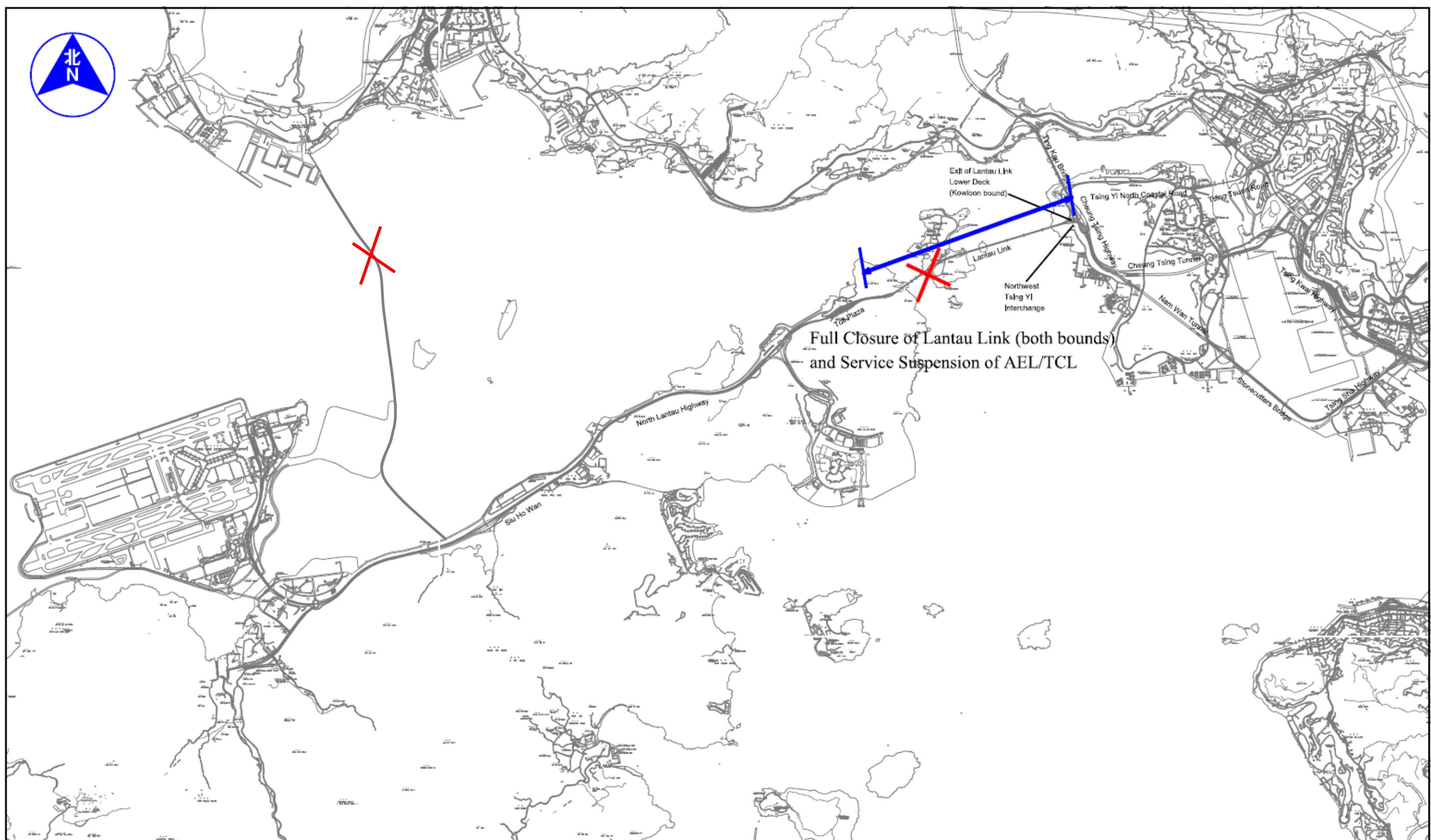
(4) If the emergency ferry service between Tsuen Wan and Disneyland Resort Pier comes into operation

- (a) LWB/CTB to jointly operate a special route no. S8 between Disneyland Resort Pier and Airport (via Tung Chung).

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- D. MTRCL, bus and ferry operators concerned to manage the rail stations, Public Transport Interchanges (“PTIs”) and ferry piers concerned (details are provided in paragraph 4.33), and disseminate information to the passengers;
- E. TD to monitor the traffic and transport situation (“T&T”) with relevant stakeholders, conduct T&T assessment for HLCC, disseminate latest T&T information to the public, convey emergency messages and updated T&T information to relevant stakeholders, and work out with TLB and AAHK on media arrangements other than public announcements;
- F. Police to handle the incident on site, monitor traffic condition, carry out crowd control at piers, major rail stations and PTIs;
- G. FSD to take up the fire-fighting and rescue operations;
- H. MD to regulate marine traffic;
- I. C&ED to maintain normal customs clearance service for arrival passengers and their baggage at Customs checkpoints of Hong Kong International Airport;
- J. ImmD to maintain normal immigration clearance and process necessary formalities to facilitate the crew to perform emergency ferry duty in Hong Kong;
- K. EMSD to keep close liaison with the utility companies and MTRCL and ensure that if electricity and piped gas suppliers are interrupted during an emergency, these companies will, as quickly as practicable, carry out repair works to resume supplies;
- L. CAS to manage order of passengers of emergency ferry services between SkyPier and Central at the concerned Central Ferry Pier(s), Tuen Mun Ferry Pier and PTIs;
- M. TMCA, TM-CLKT and relevant tunnel and control area operators (SHT and TLT operators, MOM contractor of HZMB HKP) to disseminate emergency messages and information via radio break-in and VMS;
- N. HyD to clear and repair the blocked / damaged public roads, make assessment and recommend contingency arrangement if highway including highway structures / street furniture are damaged;
- O. WSD to deal with main burst incidents affecting traffic on major routes;
- P. DSD to clear and repair blocked or damaged public sewers and storm-drains;
- Q. CEDD to deal with landslides, advise on potential dangers due to landslides and measures to deal with them immediately;
- R. DO/Islands to inform local personalities in Lantau Island of the incident and contingency public passenger transport services;
- S. DO/Tsuen Wan to inform local personalities in Ma Wan of the incident and contingency public passenger transport services;
- T. AAHK, HKITP, AWEML, NP360L, HKHA, TIA and TIC to inform visitors of the incidents and assist in crowd management.

Scenario 1 of No Land Link



Scenario 2: Full Closure of North Lantau Highway and Tuen Mun – Chek Lap Kok Tunnel Road (both bounds) and Service Suspension of AEL&TCL

Contingency Strategies

- A. Strengthen existing ferry service as soon as possible;
- B. Arrange additional emergency ferry services if the road closure is expected to last for more than two hours; and
- C. Truncate the “A” and “E” routes to the nearest ferry piers and strengthen / operate special feeder bus routes and RS routes to carry the passengers to / from their origins and destinations.

Actions to be taken

- A. TD ETCC and TTMS to closely liaise with the Police / TMCA operator / TM-CLKT operator / MTRCL, ferry, bus and RS operators and other relevant parties regarding the traffic situation;
- B. TD ETCC to release the latest traffic news to give appropriate advice to the public through the media and mobile applications, so as to enable passengers to plan their journeys accordingly and minimise the impact on passengers;
- C. TD ETCC to maintain close communication with public transport operators to strengthen the following transport services:

(1) Existing ferry services

- (a) DBTPL to strengthen the licensed ferry service between Central and Discovery Bay and carry out crowd management in the piers;
- (b) Sun Ferry to strengthen the licensed ferry service between Central and Mui Wo and carry out crowd management in the piers;
- (c) Fortune Ferry to strengthen the licensed ferry service of “Tuen Mun - Tung Chung – Sha Lo Wan – Tai O” and carry out crowd management in the piers; and
- (d) PITCL and HKKF to carry out crowd management in their piers.

(2) If the closure is expected to last for over 2 hours

(I) Emergency ferry services

- (a) MBTA to operate emergency ferry service between Tsuen Wan Public Landing Steps Pier and Disneyland Resort Pier upon TD’s request; or
- (b) MBTA to operate emergency ferry service between Tsuen Wan Public Landing Steps Pier and Tung Chung Development Pier upon TD’s request.
- (c) MBTA to erect signage and will set up queuing arrangement in the relevant piers in paragraph 4.7.

(II) Additional emergency ferry services (upon activation by HLCC)

- (a) AAHK to mobilize eight vessels and TD to mobilize two vessels for operating additional emergency ferry services between SkyPier and Central/ Tuen Mun;
- (b) AAHK to arrange with ImmD crew's eligibility to perform duty;
- (c) AAHK to arrange for berthing operation, signage erection and crowd management in the SkyPier;
- (d) TD to arrange for berthing operation, signage erection and crowd management in the Central Ferry Piers and TMFP;
- (e) At least 3 hours will be required to complete the conversion of SkyPier to local ferry operation, preparation at Central Ferry Piers and TMFP, as well as mobilization of the 10 vessels; and
- (f) TD to arrange supporting land transportation.
- (g) The "Star" Ferry Company Limited to spare one berth at Central Pier No. 7 for the operation of the emergency ferry services if necessary, provide assistance in crowd management, and erect/display proper signs at Central Pier No. 7 for the "Central – Tsim Sha Tsui" ferry service. (The last resort.)

(III) Franchised bus services

- (a) CTB to strengthen Rts. S1, S56 (Tung Chung Station – Airport) and B5 (Sunny Bay Station – HZMB (Hong Kong Port)); divert Rts. S1, S52, S52A and S52P via Tung Chung Development Pier;
- (b) LWB to strengthen Rts. S1, S64C and S64P (Tung Chung Station – Ying Tung Estate; and divert Rts. S1, S64 and N64 via Tung Chung Development Pier;
- (c) NLB to strengthen Rts. A35 (Mui Wo – HZMB (Hong Kong Port)), N35 (Mui Wo – HZMB (Hong Kong Port)) and 3M (Mui Wo – Tung Chung Station Bus Terminus); 37 (Yat Tung Estate – Caribbean Coast) between Tung Chung Development Pier and Tung Chung Station), B4 (Airport) – HZMB (Hong Kong Port)) and B6 (Tung Chung (Mun Tung Estate) – HZMB (Hong Kong Port));
- (d) AAHK to provide coach services between SkyPier and the Airport GTC;
- (e) CTB to truncate the A & E routes serving Hong Kong Island to Central Piers as well as CTB/ NWFB to strengthen the bus services to and from the Piers;
- (f) CTB & LWB to truncate the A & E routes from Kowloon and NT East (except North)/ Kwai Tsing/ Tsuen Wan respectively to

Tsuen Wan Public Landing Steps Pier; and

- (g) LWB to truncate the A & E routes from Tuen Mun/ Yuen Long/ North to Tuen Mun Ferry Terminal.

(3) If the emergency ferry service between Tsuen Wan and (i) Disneyland Resort Pier; or (ii) Tung Chung Development Pier comes into operation

- (a) MTRCL to maintain AEL service between Airport Station and AsiaWorld-Expo Station, TCL service between Hong Kong Station and Tsing Yi Station and between Tung Chung Station and Sunny Bay Station; and DRL service between Disneyland Resort Station and Sunny Bay Station; to arrange shuttle bus service TE17 plying between Tsing Yi Station and Tsuen Wan West Station as an alternative choice for rail passengers to use the ferry service to Lantau Island as shown in Annex 13(b);
- (b) CTB to suspend Rts. A10, A11, A12, A17, E11/A/S, E21/A/C/X, E22/A/C/P/S/X, E23, E23A, NA21 and R8; operate special Rt. A12S (Siu Sai Wan - Central Ferry Piers); and special Rt. S8 Disneyland Resort Pier and Airport (via Tung Chung), truncate Rt. N11, NA11 and NA12 to Central Ferry Piers and Rts. A20, A21, A22, A23, A25, A26/P, A29/P, N21/A, N23, N26 N29, NA20 and NA29 to Tsuen Wan West Station PTI;
- (c) LWB to truncate Rts. A32, A41/P, A47X, E31, E32/A, E41, E42/P/C, N31, N42/A to Tsuen Wan West Station PTI, truncate Rts. A33/X, A34, A36, A37, A43/P, E33/P, E36/A/P/S, E37/C, E43 and N30 to Wu Chui Road westbound outside Tuen Mun Pier Head Bus Terminus, and suspend Rts. A31, A38, NA31, NA32, NA33, NA36, NA37, NA40, NA41, NA43, NA47, R8, R33 and R42;
- (d) GMB operator concerned to strengthen GMB 901(Tung Chung North – Hong Kong Port); and
- (e) DBTSL to strengthen Residents' Service Rts. DB01R (Discovery Bay – Tung Chung), DB02R (Discovery Bay – Airport) and DB03R (Discovery Bay – Sunny Bay).

(4) If the emergency ferry service between Tsuen Wan and Disneyland Resort Pier comes into operation

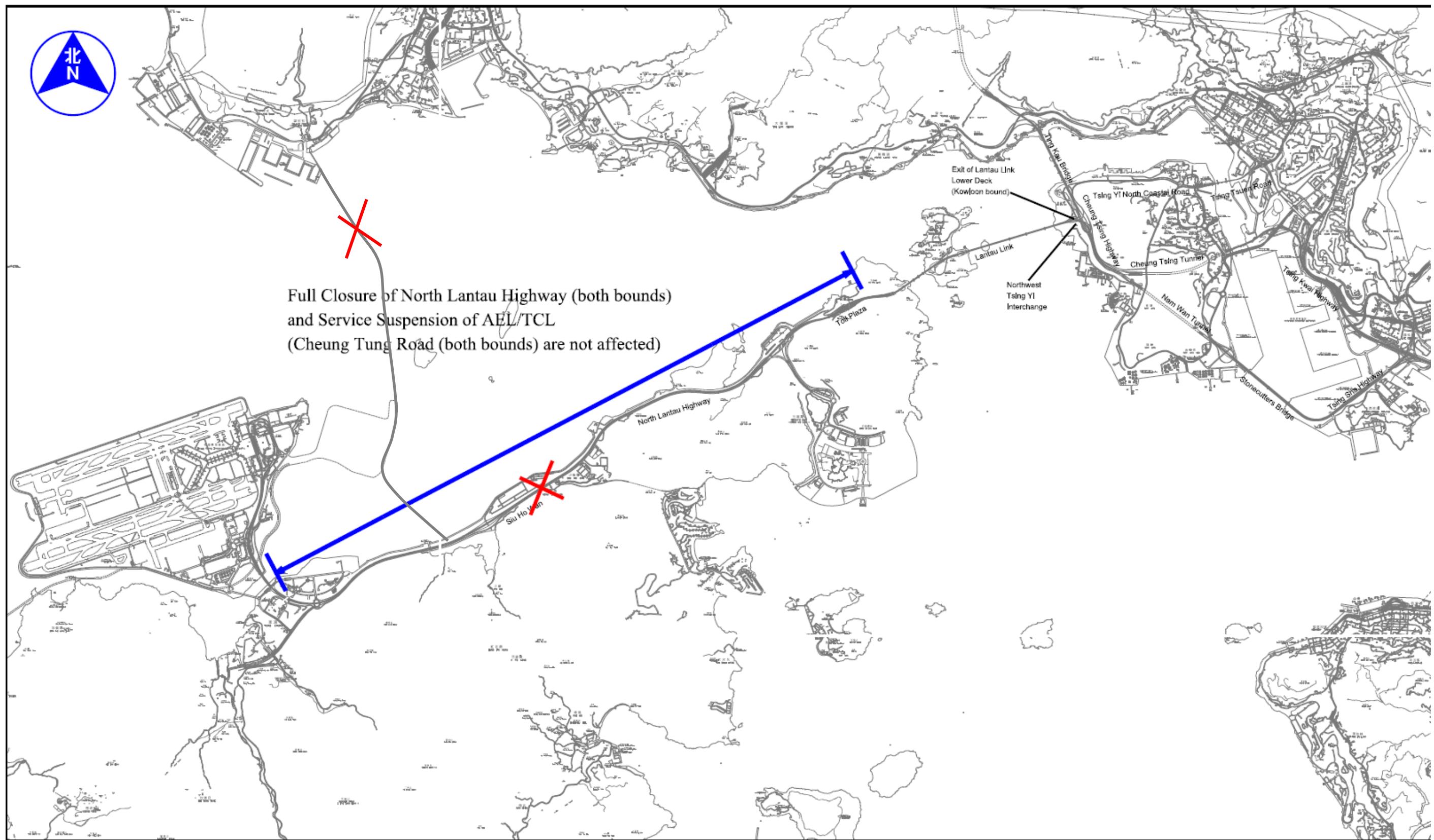
- (a) LWB/CTB to jointly operate a special route no. S8 between Disneyland Resort Pier and Airport (via Tung Chung).

- D. MTRCL, bus and ferry operators concerned to manage the rail stations, Public Transport Interchanges (“PTIs”) and ferry piers concerned (details are provided in paragraph 4.33), and disseminate information to the passengers;

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- E. TD to monitor the traffic and transport situation (“T&T”) with relevant stakeholders, conduct T&T assessment for HLCC, disseminate latest T&T information to the public, convey emergency messages and updated T&T information to relevant stakeholders, and work out with TLB and AAHK on media arrangements other than public announcements;
- F. Police to handle the incident on site, monitor traffic condition, carry out crowd control at piers, major rail stations and PTIs;
- G. FSD to take up the fire-fighting and rescue operations;
- H. MD to regulate marine traffic;
- I. C&ED to maintain normal customs clearance service for arrival passengers and their baggage at Customs checkpoints of Hong Kong International Airport;
- J. ImmD to maintain normal immigration clearance and process necessary formalities to facilitate the crew to perform emergency ferry duty in Hong Kong;
- K. EMSD to keep close liaison with the utility companies and MTRCL and ensure that if electricity and piped gas suppliers are interrupted during an emergency, these companies will, as quickly as practicable, carry out repair works to resume supplies;
- L. CAS to manage order of passengers of emergency ferry services between SkyPier and Central at the concerned Central Ferry Pier(s), Tuen Mun Ferry Pier and PTIs;
- M. TMCA, TM-CLKT and relevant tunnel and control area operators (SHT and TLT operators, MOM contractor of HZMB HKP) to disseminate emergency messages and information via radio break-in and VMS;
- N. HyD to clear and repair the blocked / damaged public roads, make assessment and recommend contingency arrangement if highway including highway structures / street furniture are damaged;
- O. WSD to deal with main burst incidents affecting traffic on major routes;
- P. DSD to clear and repair blocked or damaged public sewers and storm-drains;
- Q. CEDD to deal with landslides, advise on potential dangers due to landslides and measures to deal with them immediately;
- R. DO/Islands to inform local personalities in Lantau Island of the incident and contingency public passenger transport services;
- S. DO/Tsuen Wan to inform local personalities in Ma Wan of the incident and contingency public passenger transport services;
- T. AAHK, HKITP, AWEML, NP360L, HKHA, TIA and TIC to inform visitors of the incidents and assist in crowd management.

Scenario 2 of No Land Link



Scenario 3: Full Closure of North Lantau Highway, Cheung Tung Road and Tuen Mun – Chek Lap Kok Tunnel Road (both bounds) and Service Suspension of AEL&TCL

Contingency Strategies

- A. Strengthen existing ferry service as soon as possible;
- B. Arrange additional emergency ferry services if the road closure is expected to last for more than two hours; and
- C. Truncate the “A” and “E” routes to the nearest ferry piers and strengthen / operate special feeder bus routes and RS routes to carry the passengers to / from their origins and destinations.

Actions to be taken

- A. TD ETCC and TTMS to closely liaise with the Police / TMCA operator / TM-CLKT operator / MTRCL, ferry, bus and RS operators and other relevant parties regarding the traffic situation;
- B. TD ETCC to release the latest traffic news to give appropriate advice to the public through the media and mobile applications, so as to enable passengers to plan their journeys accordingly and minimise the impact on passengers;
- C. TD ETCC to maintain close communication with public transport operators to strengthen the following transport services:

(1) Existing ferry services

- (a) DBTPL to strengthen the licensed ferry service between Central and Discovery Bay and carry out crowd management in the piers;
- (b) Sun Ferry to strengthen the licensed ferry service between Central and Mui Wo and carry out crowd management in the piers;
- (c) Fortune Ferry to strengthen the licensed ferry service of “Tuen Mun - Tung Chung – Sha Lo Wan – Tai O” and carry out crowd management in the piers; and
- (d) PITCL and HKKF to carry out crowd management in their piers.

(2) If the closure is expected to last for over 2 hours

(I) Emergency ferry services

- (a) MBTA to operate emergency ferry service between Tsuen Wan Public Landing Steps Pier and Disneyland Resort Pier upon TD’s request; or
- (b) MBTA to operate emergency ferry service between Tsuen Wan Public Landing Steps Pier and Tung Chung Development Pier upon TD’s request; and
- (c) MBTA to erect signage and will set up queuing arrangement in the relevant piers in paragraph 4.7.

(II) Additional emergency ferry services (upon activation by HLCC)

- (a) AAHK to mobilize eight vessels and TD to mobilize two vessels for operating additional emergency ferry services between SkyPier and Central/ Tuen Mun;
- (b) AAHK to arrange with ImmD crew's eligibility to perform duty;
- (c) AAHK to arrange for berthing operation, signage erection and crowd management in the SkyPier;
- (d) TD to arrange for berthing operation, signage erection and crowd management in the Central Ferry Piers and TMFP;
- (e) At least 3 hours will be required to complete the conversion of SkyPier to local ferry operation, preparation at Central Ferry Piers TMFP, as well as mobilization of the 10 vessels; and
- (f) TD to arrange supporting land transportation.
- (g) The "Star" Ferry Company Limited to spare one berth at Central Pier No. 7 for the operation of the emergency ferry services if necessary, provide assistance in crowd management, and erect/display proper signs at Central Pier No. 7 for the "Central – Tsim Sha Tsui" ferry service. (The last resort.)

(III) Franchised bus services

- (a) CTB to strengthen Rts.S1 and S56 (Tung Chung Station – Airport); divert Rts. S1, S52, S52A and S52P via Tung Chung Development Pier; and suspend B5 (Sunny Bay Station – HZMB (Hong Kong Port));
- (b) LWB to strengthen Rts. S1, S64C and S64P (Tung Chung Station – Ying Tung Estate) and S65; and divert Rts. S1, S64 and N64 via Tung Chung Development Pier;
- (c) NLB to strengthen Rts. A35 (Mui Wo – HZMB (Hong Kong Port)), N35 (Mui Wo – HZMB (Hong Kong Port)) and 3M (Mui Wo – Tung Chung Station Bus Terminus); 37 (Yat Tung Estate – Caribbean Coast) between Tung Chung Development Pier and Tung Chung Station), B4 (Airport)–HZMB (Hong Kong Port) and B6 (Tung Chung (Mun Tung Estate) – HZMB (Hong Kong Port));
- (d) AAHK to provide coach services between SkyPier and the Airport GTC;
- (e) CTB to truncate the A & E routes serving Hong Kong Island to Central Piers as well as CTB/ NWFB to strengthen the bus services to and from the Piers;
- (f) CTB & LWB to truncate the A & E routes from Kowloon and NT East (except North)/ Kwai Tsing/ Tsuen Wan respectively to Tsuen Wan Public Landing Steps Pier; and
- (g) LWB to truncate the A & E routes from Tuen Mun/ Yuen Long/

North to Tuen Mun Ferry Terminal.

(3) If the emergency ferry service between (i)Tsuen Wan and Disneyland Resort Pier; or (ii) Tung Chung Development Pier comes into operation

- (a) MTRCL to maintain AEL service between Airport Station and AsiaWorld-Expo Station, TCL service between Hong Kong Station and Tsing Yi Station and between Tung Chung Station and Sunny Bay Station; and DRL service between Disneyland Resort Station and Sunny Bay Station; to arrange shuttle bus service TE17 plying between Tsing Yi Station and Tsuen Wan West Station as an alternative choice for rail passengers to use the ferry service to Lantau Island as shown in Annex 13(b);
- (b) CTB to suspend Rts. A10, A11, A12, A17, E11/A/S, E21/A/C/X, E22/A/C/P/S/X, E23/A, NA21 and R8; operate special Rt. A12S (Siu Sai Wan - Central Ferry Piers); and special Rt. S8 Disneyland Resort Pier and Airport (via Tung Chung), truncate Rt. N11, NA11 and NA12 to Central Ferry Piers and Rts. A20, A21, A22, A23, A25, A26/P, A29/P, N21/A, N23, N26, N29, NA20 and NA29 to Tsuen Wan West Station PTI;
- (c) LWB to truncate Rts. A32, A41/P, A47X, E31, E32/A, E41, E42/P/C, N31, N42/A to Tsuen Wan West Station PTI, truncate Rts. A33/X, A34, A36, A37, A43/P, E33/P, E36/A/P/S, E37/C, E43 and N30 to Wu Chui Road westbound outside Tuen Mun Pier Head Bus Terminus, and suspend Rts. A31, A38, NA31, NA32, NA33, NA36, NA37, NA40, NA41, NA43, NA47, R8, R33 and R42; and
- (d) GMB operator concerned to strengthen GMB 901(Tung Chung North – Hong Kong Port).

(4) If the emergency ferry service between Tsuen Wan and Disneyland Resort Pier comes into operation

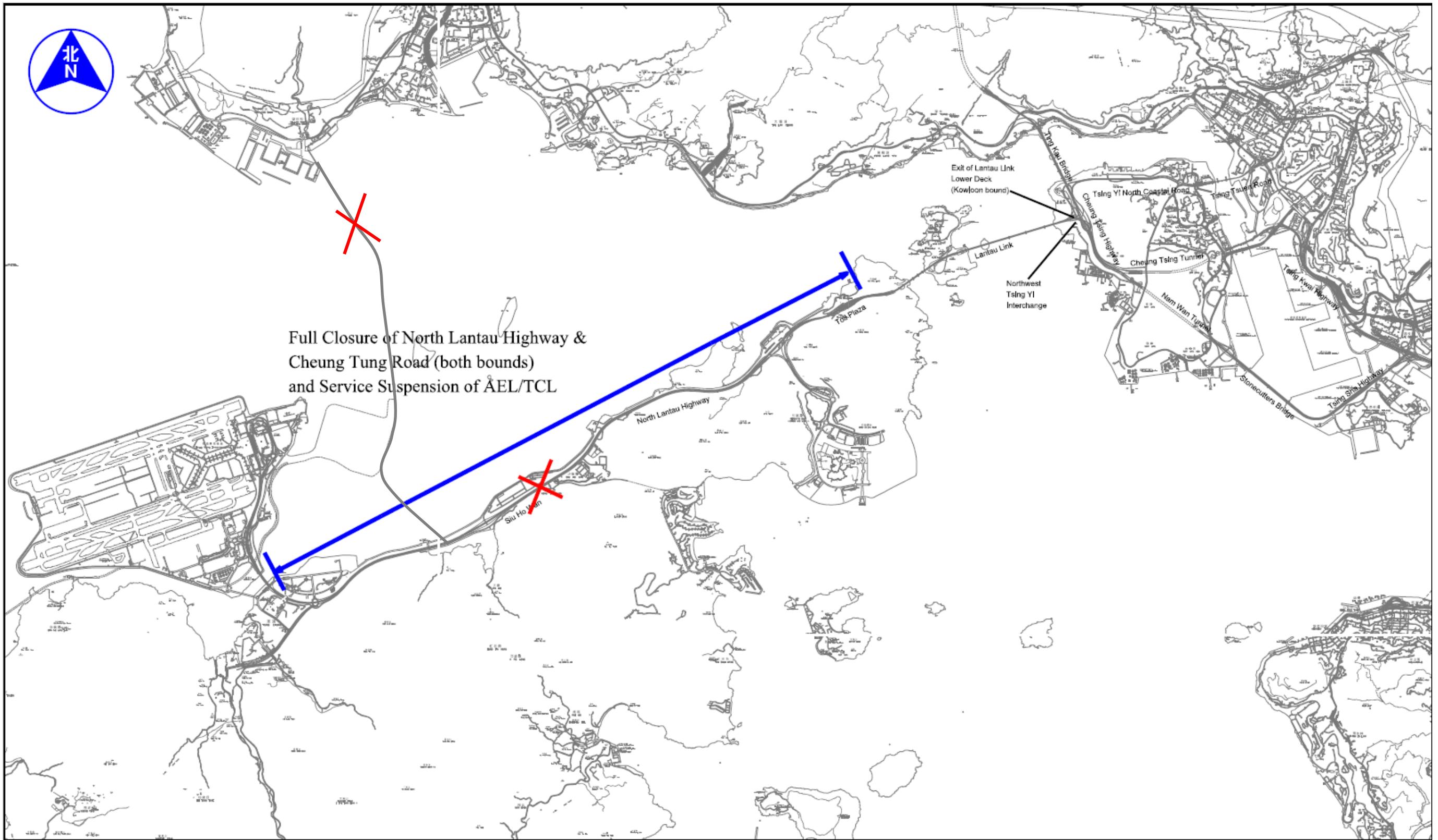
- (a) LWB/CTB to jointly operate a special route no. S8 between Disneyland Resort Pier and Airport (via Tung Chung).

- D. MTRCL, bus and ferry operators concerned to manage the rail stations, Public Transport Interchanges (“PTIs”) and ferry piers concerned (details are provided in paragraph 4.33), and disseminate information to the passengers;
- E. TD to monitor the traffic and transport situation (“T&T”) with relevant stakeholders, conduct T&T assessment for HLCC, disseminate latest T&T information to the public, convey emergency messages and updated T&T information to relevant stakeholders, and work out with TLB and AAHK on media arrangements other than public announcements;
- F. Police to handle the incident on site, monitor traffic condition, carry out crowd control at piers, major rail stations and PTIs;

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- G. FSD to take up the fire-fighting and rescue operations;
- H. MD to regulate marine traffic;
- I. C&ED to maintain normal customs clearance service for arrival passengers and their baggage at Customs checkpoints of Hong Kong International Airport;
- J. ImmD to maintain normal immigration clearance and process necessary formalities to facilitate the crew to perform emergency ferry duty in Hong Kong;
- K. EMSD to keep close liaison with the utility companies and MTRCL and ensure that if electricity and piped gas suppliers are interrupted during an emergency, these companies will, as quickly as practicable, carry out repair works to resume supplies;
- L. CAS to manage order of passengers of emergency ferry services between SkyPier and Central at the concerned Central Ferry Pier(s), Tuen Mun Ferry Pier and PTIs;
- M. TMCA, TM-CLKT and relevant tunnel and control area operators (SHT and TLT operators, MOM contractor of HZMB HKP) to disseminate emergency messages and information via radio break-in and VMS;
- N. HyD to clear and repair the blocked / damaged public roads, make assessment and recommend contingency arrangement if highway including highway structures / street furniture are damaged;
- O. WSD to deal with main burst incidents affecting traffic on major routes;
- P. DSD to clear and repair blocked or damaged public sewers and storm-drains;
- Q. CEDD to deal with landslides, advise on potential dangers due to landslides and measures to deal with them immediately;
- R. DO/Islands to inform local personalities in Lantau Island of the incident and contingency public passenger transport services;
- S. DO/Tsuen Wan to inform local personalities in Ma Wan of the incident and contingency public passenger transport services;
- T. AAHK, HKITP, AWEML, NP360L, HKHA, TIA and TIC to inform visitors of the incidents and assist in crowd management.

Scenario 3 of No Land Link



Section 6

DIVISION OF RESPONSIBILITIES AMONG GOVERNMENT DEPARTMENTS, TRANSPORT OPERATORS and OTHER AGENCIES

Major Division of Responsibilities

- 6.1 In case of emergencies as identified in Section 5 above, the division of responsibilities among parties is as follows:

Responsible Agency	Responsibilities
Transport and Logistics Bureau – PAS(TL)8	<p><u>Transport and Logistics Bureau – HLCC</u></p> <ul style="list-style-type: none">Upon notification by Airport Duty Manager of AA on the activation of Airport Emergency Centre, to alert DS(TL)4 and seek steer from PSL as to whether the HLCC should be established; andGive policy steer as and when required. <p><u>Transport and Logistics Bureau – SPO(TL)</u></p> <ul style="list-style-type: none">Work out with TD and AAHK on media arrangements other than public announcements.
Transport Department (“TD”)	<ul style="list-style-type: none">Escalate TD’s ETCC operation to Tier 3 response (Joint Steering Mode) to handle the incident, if necessary;Coordinate with parties concerned to implement contingency public passenger transport plan;Coordinate with SB/EMSC as appropriate;Monitor information disseminated to the public through ISD and Police Public Relations Branch on the road closures / traffic diversion measures;Conduct traffic and transport impact assessment for HLCC to consider activation of the HKIA NLL Plan;Disseminate emergency messages and updated information to AAHK, HKITP, AWEML, NP360L, major bus/ferry companies, bridge and tunnel operators, HKHA, TIA and TIC;Monitor traffic and transport situation on Lantau Island, Chek Lap Kok, Penny’s Bay, Discovery Bay bus termini/ferry pier, Ma Wan bus termini/ferry pier, Tsuen Wan Public Landing Steps Pier, Tuen Mun Ferry Pier, Tung Chung Development Pier, Central Ferry Piers and nearby roads;Deploy Central Ferry Piers and Tuen Mun Ferry Pier for emergency ferry operations upon activation of the HKIA NLL Plan by HLCC;Arrange ancillary transportation for the emergency ferry operations;Update the HLCC on public passenger transport services,

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Responsible Agency	Responsibilities
	<ul style="list-style-type: none">• emergency ferry services, road traffic and transport situation;• Request Civil Aid Service (“CAS”) for managing order of passengers of emergency ferry services between SkyPier and Central at the concerned Central Ferry Pier(s) and PTIs; and• Request MBTA on the provision of 2 vessels to operate the emergency ferry service between SkyPier and Central piers.
Police	<ul style="list-style-type: none">• Act as the primary responsible department to handle emergency on roads on NLH and access roads to the Airport;• Monitor traffic conditions and assist in implementing the necessary contingency strategies listed in Section 5;• Assess the time needed to clear the scene and resume normal traffic; and• Carry out crowd control at relevant LAR stations, piers and major public transport interchanges particularly those at LAR stations.
Fire Services Department (“FSD”)	<ul style="list-style-type: none">• Coordinate all rescue parties involved in extinguishing fires, protecting life and property in case of fire or other calamity, and emergency rescue work, which includes rendering assistance to people who appear to be in need of immediate medical attention.
DO/Islands	<ul style="list-style-type: none">• Inform local personalities in Lantau Island of the incident and contingency public passenger transport services.
DO/Tsuen Wan	<ul style="list-style-type: none">• Inform local personalities in Ma Wan of the incident and contingency public passenger transport services.
Marine Department (“MD”)	<ul style="list-style-type: none">• Regulate marine traffic if situation requires;• Grant exemption (by the authority of DM via fax/email in emergency) to relax crew rest time restrictions for the High-speed Craft mobilized as emergency ferries; and• To call Hong Kong Police Force (“HKPF”) and Civil Aid Service (“CAS”) for managing order of passengers of emergency ferry services between SkyPier and the concerned TMFP.

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Responsible Agency	Responsibilities
Customs & Excise Department (“C&ED”)	<ul style="list-style-type: none"> • Maintain normal customs clearance service for arrival passengers and their baggage at Customs checkpoints of Hong Kong International Airport.
Highways Department (“HyD”)	<ul style="list-style-type: none"> • Clear and repair blocked or damaged public roads, remove dangerous, fallen boulders and dealing with landslips on unallocated Government Land affecting public roads (except for roads maintained by others, e.g. AFCD, DSD, HAD and WSD and military roads). HyD may request GEO to provide geotechnical advice on action to take to deal with these incidents. If necessary, GEO will make an inspection with HyD. GEO provides geotechnical advice upon request and if needed inspects the reported landslide incidents. Priority for landslide inspection will be based on known landslide consequence. Serious landslide incidents, which are major emergency incidents (Category 1 or 2) as defined in ETWB TC(W) No. 20/2005, are given the highest priority, followed by significant landslide incidents (defined as those resulting in damage to property, building evacuation, disruption to traffic or media attention); • Inform and update the progress of road repair and clearing works at regular intervals; • Suspend road works which affect traffic and immediately allow smooth traffic on alternative / relief routes; and • Coordinate repairs to utilities along public roads during emergencies.
Electrical and Mechanical Services Department (“EMSD”)	<ul style="list-style-type: none"> • Keep close liaison with the utility companies and MTRCL and ensure that if electricity and piped gas suppliers are interrupted during an emergency, these companies will, as quickly as practicable, carry out repair works to resume supplies.
Immigration Department (“IMMD”)	<ul style="list-style-type: none"> • Maintain normal immigration clearance for arriving and departing passengers at the Hong Kong International Airport; and • Process necessary formalities to facilitate the crew of emergency ferry service to perform duty in Hong Kong.
Civil Aid Service (“CAS”)	<ul style="list-style-type: none"> • Manage order of passengers of emergency ferry services between SkyPier and Central at the concerned Central Ferry Pier(s), Tuen Mun Ferry Pier and PTIs.

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Responsible Agency	Responsibilities
Water Services Department (“WSD”)	<ul style="list-style-type: none"> • Work with TD and all other relevant parties to deal with main burst incidents affecting traffic on major routes.
Drainage Services Department (“DSD”)	<ul style="list-style-type: none"> • Clear and repair blocked or damaged public sewers and storm-drains, including engineered sections of open channels, and major stream course, and for ensuring the satisfactory operation of sewage treatment and flood prevention works.
Civil Engineering and Development Department (“CEDD”)	<ul style="list-style-type: none"> • Advise government departments on potential dangers due to landslides and on measures to deal with them immediately.
Mass Transit Railway Company Limited (“MTRCL”)	<ul style="list-style-type: none"> • Handle the incident and issue alert message to other parties if the incident occurs at Lantau Airport Railway; • Disseminate information concerning level of services provide by Lantau Airport Railway; • Arrange shuttle bus service (TE17) between Tsing Yi Station and Tsuen Wan West Station as an alternative choice for rail passengers to use the ferry service to Lantau Island; • Advise affected Airport Express Line passengers at Kowloon Station to travel to Hong Kong Station via Tung Chung Line and proceed to Central Ferry Pier; and • Deploy additional staff to affected stations for crowd control.
Citybus Limited (F2) (“CTB2”) and Long Win Bus Company Limited (“LWB”)	<ul style="list-style-type: none"> • Arrange truncation and then cease operation of “A”, “E” and “R” series bus routes; • Operate special bus services to the ferry piers concerned in urban areas; • Adjust (increase or decrease the headway) existing feeder services to the ferry piers concerned on Lantau Island to suit the prevailing existing and emergency ferry services; • Disseminate bus service information to passengers at bus termini, en-route stops, website and mobile apps as appropriate; and • Deploy additional staff to bus termini concerned (including those next to ferry piers concerned), to monitor passenger demand and to regulate passenger queue.

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Responsible Agency	Responsibilities
Kowloon Motor Bus Co. Ltd. (“KMB”), New World First Bus Services Limited (“NWFB”), Citybus Limited (F1) (“CTB1”) and New Lantao Bus Co. Ltd. (“NLB”)	<ul style="list-style-type: none"> • Adjust (increase or decrease the headway) existing feeder services to the ferry piers concerned; • Disseminate bus service information to passengers at bus termini, en-route stops, website and mobile apps as appropriate; and • Deploy additional staff to bus termini concerned (including those next to ferry piers concerned), to monitor passenger demand and to regulate passenger queue.
Discovery Bay Transit Services Limited (“DBTSL”)	<ul style="list-style-type: none"> • Strengthen existing residents’ service between Discovery Bay and Sunny Bay/Tung Chung/ Airport; • Disseminate bus service information to passengers at bus termini, website and mobile apps as appropriate; and • Deploy additional staff to bus termini to monitor passenger demand and to regulate passenger queue.
Discovery Bay Transportation Services Limited (“DBTPL”)	<ul style="list-style-type: none"> • Strengthen existing ferry service between Central and Discovery Bay subject to availability of resources; and • Provide assistance to the berthing operation and the crowd management for the emergency ferry service to/from SkyPier in the Central Pier No.3.
Sun Ferry Services Company Limited (“Sun Ferry”)	<ul style="list-style-type: none"> • Strengthen existing ferry service between Central and Mui Wo subject to availability of resources; • Disseminate ferry service information to passengers at piers, website and mobile apps as appropriate; and • Deploy additional staff to piers to regulate passenger queue.

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Responsible Agency	Responsibilities
Park Island Transport Co. Ltd. ("PITCL")	<ul style="list-style-type: none">• Strengthen existing ferry services between Central and Ma Wan, and between Tsuen Wan and Ma Wan;• Disseminate ferry service information to passengers at piers, website and mobile apps as appropriate;• Deploy additional staff to piers to regulate passenger queue; and• Provide assistance to the berthing operation and the crowd management for the emergency ferry service to/from SkyPier in the Central Pier No.2.
Hong Kong & Kowloon Ferry Limited ("HKKF")	<ul style="list-style-type: none">• Strengthen existing ferry service between Central and Peng Chau (when the emergency service between Disneyland and Peng Chau is operated);• Provide assistance to the berthing operation and the crowd management for the emergency ferry service to/from SkyPier in the Central Pier No.2;• Disseminate ferry service information to passengers at piers, website and mobile apps as appropriate; and• Deploy staff to piers to regulate passenger queue.
The Star Ferry Company Limited	<ul style="list-style-type: none">• Spare one berth at Central Pier No.7 for the operation of additional emergency ferry service;• Provide assistance to the berthing operation and the crowd management for the emergency ferry service to/from SkyPier in the Central Pier No.7; and• Erect /Display proper signs at Central Pier No. 7 for the Central / Tsim Sha Tsui ferry service.
Fortune Ferry Co. Ltd.	<ul style="list-style-type: none">• Strengthen existing ferry service between Tuen Mun – Tung Chung – Sha Lo Wan – Tai O and allow CKS and TurboJET to carry out emergency local ferry operation to and from SkyPier at the Tuen Mun Ferry Pier if necessary; and• Provide assistance to the berthing operation and the crowd management for the emergency ferry service to/from SkyPier in the TMFP.

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Responsible Agency	Responsibilities
Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. ("MBTA")	<ul style="list-style-type: none">• Operate emergency ferry service between Tsuen Wan and Disneyland Resort Pier or Tung Chung Development Pier;• Disseminate ferry service information to passengers at piers, website and mobile apps as appropriate;• Deploy staff to piers in Central, Tuen Mun, Tsuen Wan, Tung Chung and Disneyland to regulate passenger queue;• Provide 2 vessels to operate the emergency ferry service between SkyPier and Central piers; and• To erect signage to piers in Central, Tuen Mun, Tsuen Wan, Tung Chung and Disneyland.

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Responsible Agency	Responsibilities
Airport Authority Hong Kong (“AAHK”)	<ul style="list-style-type: none">• Consider activating Airport Emergency Centre (AEC). AEC to liaise with TLB and TD on potential contingency arrangement;• Advise on estimated airport passenger and staff travel demand;• Liaise with TurboJET and Chu Kong Passenger Transport Co. Ltd. (CKS) to mobilise emergency vessels;• Provide the list of TurboJET and CKS ferries mobilized for emergency use to MD for granting exemption in crew rest time restrictions;• Set up emergency pick-up and drop-off points in PTB, GTC and SkyPier;• Assist in traffic control on Airport Island;• Coordinate with airport service providers/contractors (e.g. AVSECO / trolley contractor);• Disseminate information to airport community (e.g. airlines, and Airport-related Organisations, AAHK staff members, passengers etc);• Assist crowd control in PTB, GTC and SkyPier;• Carry out traffic management at Departure Kerb;• Provide porter services at emergency pick-up and drop-off points at GTC; and• Upon receiving TD’s notification and/or updates on Emergency Public Passenger Transport Services, AAHK will disseminate information on the special traffic arrangements for the airport at appropriate times through various channels. AAHK will also disseminate information on contingency public passenger transport services by its LED display board at the Arrival Hall, by public announcement in the Ground Transportation Centre / Arrival Hall at regular intervals, by airport staff at the central ramp making verbal announcements to all the passengers, and by written notice boards.

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Responsible Agency	Responsibilities
Tsing Ma Control Area Operator (“TMCA Operator”)	<ul style="list-style-type: none"> • Implement contingency traffic management measures within TMCA according to the contingency strategies and the operating guidelines of variable message signs; • Clear the scene and resume normal traffic in TMCA, including Lantau Link and the section of NLH between Sunny Bay Station and Lantau Toll Plaza; • Update the traffic situation in TMCA to TD; and • Issue alert messages to parties concerned if the incident occurs within TMCA.
Tuen Mun – Chek Lap Kok Tunnel (“TM-CLKT Operator”)	<ul style="list-style-type: none"> • Implement contingency traffic management measures within TM-CLKT according to the contingency strategies and the operating guidelines of variable message signs; • Clear the scene and resume normal traffic in TM-CLKT between Tuen Mun and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (“HKP”); • Update the traffic situation in TM-CLKT to TD; and • Issue alert messages to parties concerned if the incident occurs within TM-CLKT.
Hong Kong Hotels Association (“HKHA”)	<ul style="list-style-type: none"> • Disseminate TD’s emergency messages to alert its members of the latest traffic and transport situation.
Travel Industry Authority (“TIA”) and Travel Industry Council (“TIC”)	<ul style="list-style-type: none"> • Disseminate TD’s emergency messages to alert their licensees and members of the latest traffic and transport situation.
Hong Kong International Theme Parks Ltd. (“HKITP”)	<ul style="list-style-type: none"> • Disseminate information on emergency traffic and transport arrangements to visitors and hotel guests; • Consider introducing measures to take pressure off the public transport system, e.g. delaying opening or closing time of the Park; and • Implement crowd and traffic control at the Disneyland PTI and Pier.

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Responsible Agency	Responsibilities
Asia World-Expo Management Limited (“AWEML”)	<ul style="list-style-type: none"> • Disseminate information on emergency traffic and transport arrangements to visitors and exhibitors; • Consider introducing measures to take pressure off the public transport system, e.g. delaying opening or closing time of the Exhibition / Convention / Concert / Entertainment Event; and • Implement crowd and traffic control at the AWE.
Ngong Ping 360 Limited (“NP360L”)	<ul style="list-style-type: none"> • Disseminate information on emergency traffic and transport arrangements to visitors; • Consider introducing measures to take pressure off the public transport system, e.g. delaying opening or closing time of the cable car; and • Implement crowd and traffic control at Tung Chung terminal.
Hong Kong Port (“HKP”) MOM Contractor	<ul style="list-style-type: none"> • Assist in handling incidents on HKP; • Implement crowd control at the PTIs, the Passenger Clearnace Building and the Vehicle Clearanace Plaza at HKP; • Handle stacking passengers at the northern PTI at the HKP; • Disseminate information on emergency traffic and transport arrangements to visitors at the PTIs on HKP; and • Alert and keep the Police informed of the utilization of the taxi queuing area.
HKP Domestic Car Park Operator	<ul style="list-style-type: none"> • Take corresponding actions when there is overflow of private car / light goods vehicle at domestic car park; and • Inform the ETCC of TD by phone within 3 minutes when parking spaces has reached 85% of the total number of the parking spaces at domestic car park.
Scenic Hill Tunnel (“SHT”) Operator	<ul style="list-style-type: none"> • Monitor the traffic conditions at SHT; and • Respond to and report incidents within SHT according to established operating procedures in this action checklist; and • Arrange radio break-in and / or VMS messages for the respective tunnel users to alert the motorists of the latest traffic and transport situation.

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Responsible Agency	Responsibilities
Tai Lam Tunnel (“TLT”), other relevant tunnel and control area Operators	<ul style="list-style-type: none">• Arrange radio break-in and / or VMS messages for the respective tunnel users to alert the motorists of the latest traffic and transport situation.

Transport Department
August 2023

Existing and Enhanced Ferry, Bus and Residents' Services to Lantau Island or Chek Lap Kok

(I) Ferry Services

White	Existing service
Green	Enhanced service

Route	Operating hours	Frequency	No. of Vessel (Vessel capacity)	Operator
Central – Mui Wo	24 hours	10 – 50 mins (peak) 40 – 60 mins (off peak) 2 hrs 15 mins – 4 hr 10 mins (overnight)	Regular vessels: 3 vessels (556-563 passengers) 3 vessels (423-435 passengers) 1 vessel (231 passengers)	Sun Ferry
Central – Mui Wo	To enhance the service by adding 1 vessel (1252 passengers) by deploying triple deck ferry subject to availability of resources			Sun Ferry
Central – Peng Chau	24 hours	15 – 50 mins (peak) 30 – 55 mins (off peak) 1 hr 50 mins – 4 hr 10 mins (overnight)	Regular vessels: 1 vessel (399 passengers) 1 vessel (397 passengers) 1 vessel (381 passengers) 1 vessel (374 passengers)	HKKF
Central – Peng Chau	To be enhanced subject to availability of resources			HKKF
Central – Discovery Bay	Mon – Fri (except public holidays): 6.00 a.m. – 12.30 a.m. Sat, Sun & public holidays: 6.00 a.m. – 1.00 a.m.	15 – 20 mins (peak) 30 mins. (off peak)	2 vessels (300 passengers) 6 vessels (500 passengers)	DBTPL
Central – Discovery Bay	Subject to availability of resources, the headway may be strengthened from 30 mins to 15/20 mins			DBTPL
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	7.00 a.m. – 7.30 p.m.	<u>Mon to Fri:</u> <u>8 regular sailings + 6 short-working trips between Tuen Mun (TM) & Tung Chung (TC)</u> <u>Sat*:</u> <u>9 regular sailing + 6 short-working trips between TM & TC</u> <u>Sun & PH*:</u> <u>11 regular sailing + 4 short-working trips between TM & TC</u> <u>* Remarks: Not more than 8 (on Sat) & (on Sun / PHs) additional sailings would be provided subject to passenger demand</u>	Regular vessel 1 vessel (94 passengers)	Fortune Ferry
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	To enhance the section between Tuen Mun and Tung Chung by adding 1 vessel (90 passengers) subject to availability of resources			Fortune Ferry
Central – Ma Wan	6.30 a.m. – 11.30 pm	15 – 30 mins (peak) 60 mins (off peak)	Regular vessels: 2 vessels (402 passengers) 2 vessels (223 passengers)	Park Island Transport
Tsuen Wan – Ma Wan	10.15 a.m. – 4.35 p.m.	From Ma Wan: 10.15 am, 1.15 pm & 4.15 pm From Tsuen Wan: 10.35 am, 1.35 pm & 4.35pm		

(II) Bus Services

White	Service unchanged under NLL
Green	Service enhanced under NLL
Blue	Service truncated at ferry piers under NLL
Grey	Service suspended under NLL

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
Hong Kong Island								
			✓	A10 (Ap Lei Chau (Lee Lok Street) – Airport (Ground Transportation Centre)) <i>Suspended</i>	05:30 a.m. to 10:30 p.m. (From Ap Lei Chau (Lee Lok Street)) 06:50 a.m. to 12:20 a.m. (From Airport)	30 mins	8 DD buses of capacity not exceeding 114	CTB
			✓	A11 (North Point Ferry Pier – Airport (Ground Transportation Centre)) <i>Suspended, Replaced by A12S</i>	05:10 a.m. to 08:50 p.m. (From North Point Ferry Pier PTI) 08:10 a.m. to 00:15 a.m. (From Airport)	15 – 30 mins	13 DD buses of capacity not exceeding 120 (a.m.) 15 DD buses of capacity not exceeding 120 (p.m.)	CTB
			✓	A12 (Siu Sai Wan (Island Resort) – Airport (Ground Transportation Centre)) <i>Suspended, Replaced by A12S</i>	5.30 a.m. – 10:30 p.m. (From Siu Sai Wan) 06:00 a.m. to 12:10 a.m. (From Airport)	20 – 45 mins	11 DD buses of capacity not exceeding 120	CTB
		✓		A12S (Siu Sai Wan – Central Ferry Piers) <i>Merging A11, A12 & E11</i>	5.15 a.m. – 12.00 midnight	30 mins	9 DD buses of capacity not exceeding 109 9 DD buses of capacity not exceeding 114	CTB
			✓	A17 (Shum Wan Public Transport Terminus – Airport (Ground Transportation Centre)) [Route temporarily suspended] <i>Suspended</i>	05:30 a.m. to 8:30 p.m. (From Shum Wan Public Transport Terminus) 11:30 a.m. to 11:30 p.m. (From Airport)	60 mins	3 DD buses of capacity not exceeding 120 (a.m.) 4 DD buses of capacity not exceeding 120 (p.m.)	CTB
			✓	E11 (Causeway Bay (Tin Hau) – AsiaWorld-Expo) <i>Suspended, Replaced by A12S</i>	Mon – Fri 5.20 a.m. – 12.40 pm (From Tin Hau) 5:20 a.m. – 7:20 a.m., and 4:30pm – 00:00 midnight (From AWE) Sat, Sun & PHs 5.20 a.m. – 12.40 pm (From Tin Hau) 4:30 pm – 00:00 midnight (From AWE)	20 – 40 mins	8 DD buses of capacity not exceeding 132 (a.m.) 4 DD buses of capacity not exceeding 132 (p.m.)	CTB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
			✓	E11A (Causeway Bay (Tin Hau) – AsiaWorld-Expo) <i>Suspended, Replaced by A12S</i>	Mon – Fri 1.00 p.m. – 12.00 midnight (From Tin Hau) Sat, Sun & PHs 1.20 p.m. – 12.00 midnight (From Tin Hau) 5:20 a.m. – 4:00 p.m. (From AWE)	35 – 40 mins	1 DD buses of capacity not exceeding 132 (a.m.) 3 DD buses of capacity not exceeding 132 (p.m.)	CTB
			✓	E11S (Mun Tung Estate (Mun Wo House) – Causeway Bay (Tin Hau)) <i>Suspended, Replaced by A12S</i>	Mon - Fri 9 departures to Tin Hau from 6.20 a.m. to 7.45 a.m.	9 departures	8 air-conditioned double decker of capacity not exceeding 132 for Route E11S (a.m.)	CTB
		✓		N11 (Central (Macau Ferry Pier) – Airport (Ground Transportation Centre)) <i>Truncated at Central Ferry Pier</i>	1.20 a.m. – 4.20 a.m. (from Macau Ferry) 1.50 a.m. – 4.50 a.m. (from Airport)	60 mins	3 DD buses of capacity not exceeding 114 Air-conditioned double deckers of capacity not exceeding 141 may be deployed for substitution to operate this route.	CTB
		✓		NA11 (North Point Ferry Pier Public Transport Interchange – Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge PTI) <i>Truncated at Central Ferry Pier</i>	4.50 a.m. (from North Point) 1.00 a.m. (from HZMB) 1.10 a.m. (from Airport)	3 departures	2 DD bus of capacity not exceeding 141	CTB
		✓		NA12 (Siu Sai Wan (Island Resort) – Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge PTI) <i>Truncated at Central Ferry Pier</i>	4:50 a.m.	1 departure	1 DD bus of capacity not exceeding 141	CTB
Kowloon								
		✓		A20 (Hung Hom – Airport (Ground Transportation Centre)) [Route temporarily suspended] <i>Truncated at Tsuen Wan West Station PTI</i>	6.30 a.m. – 9.30 p.m. (from Hung Hom) 11.00 a.m. – 12.00 midnight (from Airport (Ground Transportation Centre))	60 mins	2 DD buses of capacity not exceeding 120 (a.m.) 4 DD buses of capacity not exceeding 120 (p.m.)	CTB
		✓		A21 (Hung Hom – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	5.15 a.m. – 12.00 Midnight (from Hung Hom) 7.00 a.m. – 12.00 Midnight (from Airport (Ground Transportation Centre))	12-30 mins	25 DD buses of capacity not exceeding 120 (a.m.) 27 DD buses of capacity not exceeding 120 (p.m.)	CTB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
		✓		A22 (Lam Tin – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	5.30 a.m. – 8.00 p.m. (from Lam Tin) 9.45 a.m. – 23.45 p.m. (from Airport (Ground Transportation Centre))	20-30 mins	14 DD buses of capacity not exceeding 141 (a.m.) 15 DD buses of capacity not exceeding 141 (p.m.)	CTB
		✓		A23 (Tsz Wan Shan (North) – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	8.10 a.m. – 8.10 p.m. (from Tsz Wan Shan) 11.10 a.m. – 00.10 a.m. (from Airport (Ground Transportation Centre))	30 mins	6 DD buses of capacity not exceeding 120 (a.m.) 8 DD buses of capacity not exceeding 120 (p.m.)	CTB
		✓		A25 (Kai Tak – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	8.10 a.m. – 8.10 p.m. (from Kai Tak) 10.00 a.m.–12.00 Midnight (from Airport (Ground Transportation Centre))	30 mins	5 DD buses of capacity not exceeding 120 (a.m.) 7 DD buses of capacity not exceeding 120 (p.m.)	CTB
		✓		A26 (Yau Tong – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	6.30 a.m. – 8.30 p.m. (from Yau Tong) 11.45 a.m. – 11.45 p.m. (from Airport (Ground Transportation Centre))	60 mins	3 DD buses of capacity not exceeding 140	CTB
				A26P (Yau Tong to Airport (via Cathay City)) <i>Truncated at Tsuen Wan West Station PTI</i>	6.00 a.m. 7.00 a.m. (A26P)	2 departures (A26P)	2 DD buses of capacity not exceeding 140	
			✓	E21 (Tai Kok Tsui (Island Harbourview)) - AsiaWorld-Expo <i>Suspended</i>	5.30 a.m. – 3.50 p.m. (from Tai Kok Tsui) 2.10 p.m. to 12.00 midnight (from AWE)	12 – 30 mins	13 DD buses of capacity not exceeding 132 during morning peak 13 DD buses of capacity not exceeding 132 during evening peak DD buses of capacity not exceeding 141 will be deployed for substitution	CTB
			✓	E21D (Tai Kok Tsui (Island Harbourview)) - AsiaWorld-Expo <i>Suspended</i>	4.10 p.m. – 12.00 midnight (from Tai Kok Tsui) 5.30 a.m. – 1.50 p.m. (from AWE)	15 – 30 mins		
			✓	E21A (Ho Man Tin (Oi Man Estate) –Tung Chung (Yat Tung Estate) Bus Terminus)* <i>Suspended</i>	7.30 a.m. – 3.50 p.m. (from Ho Man Tin) 2.10 a.m. – 10.00 p.m. (from Tung Chung)	20 – 30 mins	9 DD buses of capacity not exceeding 132 during morning peak 9 DD buses of capacity not exceeding 132 during evening peak (1 DD bus is re-deployed from Route E22 during morning peak)	CTB
			✓	E21B (Ho Man Tin (Oi Man Estate) – Tung Chung (Yat Tung Estate) Bus Terminus) <i>Suspended</i>	4.10 p.m. – 11.50 p.m. (from Ho Man Tin) 5.40 a.m. – 1.50 p.m. (from Tung Chung)	20 – 30 mins	DD buses of capacity not exceeding 141 will be deployed for substitution	

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
			✓	E21C (Tai Kok Tsui (Island Harbourview)) – Airport (Aircraft Maintenance Area)) <i>Suspended</i>	6.30 a.m. (from Tai Kok Tsui) 6.05 p.m. (from Airport)	-	1 DD bus of capacity not exceeding 132 during morning peak 1 DD bus of capacity not exceeding 132 during evening peak DD buses of capacity not exceeding 141 will be deployed for substitution	CTB
			✓	E21X (Tung Chung (Mun Tung Estate) to Hung Hom Station) <i>Suspended</i>	Mon - Sat 7.48 a.m.	-	1 DD bus of capacity not exceeding 132 (1 DD bus is re-deployed from route A21 in morning peak) (1 DD bus is re-deployed from route A22 in morning peak) DD buses of capacity not exceeding 141 will be deployed for substitution.	CTB
			✓	E22 (Lam Tin (North) – AsiaWorld-Expo) <i>Suspended</i>	5.30 a.m. –12.00 midnight	10 – 30 mins	14 DD buses of capacity not exceeding 141 (a.m.) 15 DD buses of capacity not exceeding 141 (p.m.)	CTB
			✓	E22P (Yau Tong PTI – AsiaWorld-Expo) <i>Suspended</i>	6:50 a.m. to 7:20 a.m. (from Yau Tong) 5:35 p.m. to 6:05 p.m. (from AsiaWorld-Expo)	15 – 30 mins	3 DD buses of capacity not exceeding 141 (a.m.) 2 DD buses of capacity not exceeding 141 (p.m.)	CTB
			✓	E22X(Yau Tong PTI – AsiaWorld-Expo) <i>Suspended</i>	6:54 a.m. to 7:24 a.m. (from Yau Tong) 5:42 p.m. to 6:12 p.m. (from AsiaWorld-Expo)	15 – 30 mins	3 DD buses of capacity not exceeding 141 (a.m.) 2 DD buses of capacity not exceeding 141 (p.m.)	CTB
			✓	E23 (Tsz Wan Shan (South) - Airport (Ground Transportation Centre)) E23A (Tsz Wan Shan (South) - Airport (Ground Transportation Centre) (via Tung Chung North)) <i>Suspended</i>	5.25 a.m. –12.52 a.m. (from Tsz Wan Shan (South)) 1.10 p.m. –12.00 midnight (from Airport) 1.07 p.m. – 12.00 a.m. (from Tsz Wan Shan (South)) 5.30 a.m. – 12.45 p.m. (from Airport)	10 – 20 mins 15 – 20 mins	17 DD buses of capacity not exceeding 132	CTB
			✓	N21 (Star Ferry – Airport (Ground Transportation Centre)) Truncated at Tsuen Wan West Station PTI	1.30 a.m. – 5.10 a.m. (from Star Ferry) 12.20 a.m. – 4.40 a.m. (from Airport)	30-60 mins	9 DD buses of capacity not exceeding 132	CTB
			✓	N21A (Tsim Sha Tsui (Star Ferry) - Airport (Ground Transportation Centre)) Truncated at Tsuen Wan West Station PTI	12.10 a.m. – 1.10 a.m. (from Star Ferry) 5.00 a.m. (from Airport)	2 departures (from Star Ferry) 1 departure (from Airport)	9 DD buses of capacity not exceeding 132	CTB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
		✓		N23 (Tsz Wan Shan (North) – Tung Chung Station Bus Terminus) <i>Truncated at Tsuen Wan West Station PTI</i>	3.35 a.m., 4.35 a.m., 5.05 a.m. (from Tsz Wan Shan) 12.15 a.m., 1.10 a.m. (from Tung Chung)	5 departures	3 DD buses of capacity not exceeding 141	CTB
		✓		N26 (Yau Tong PTI –Tung Chung Station Bus Terminus) <i>Truncated at Tsuen Wan West Station PTI</i>	4.30 a.m., 5.00 a.m., 5.25 a.m. (from Yau Tong) 12.20 a.m. (from Tung Chung)	4 departures	3 DD buses of capacity not exceeding 141	CTB
		✓		NA20 (Whampoa Garden –Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange [Route temporarily suspended] <i>Truncated at Tsuen Wan West Station PTI</i>	4.30 a.m. (from Whampoa Garden) 12.25 a.m. (from HZMB(HKP))	2 departures	1 low floor DD bus of capacity not exceeding 120	CTB
			✓	NA21 (Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge PTI to Tai Kok Tsui (Hoi Fai Road)) <i>Suspended</i>	12:40 a.m. 1:15 a.m.	2 departures	2 low floor DD bus of capacity not exceeding 125 Vehicles fitted with luggage racks and with provision for wheelchair bound passengers DD buses of capacity not exceeding 141 will be deployed for substitutions	CTB

NT East								
		✓		A29 (Tsueng Kwan O (Po Lam PTI) – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	5.15 a.m. – 9.15 p.m. (from Tseung Kwan O) 8.40 a.m. – 12.10 a.m. (from Airport (Ground Transportation Centre))	30 mins	6 DD buses of capacity not exceeding 141	CTB
		✓		A29P (Tseung Kwan O Station PTI – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	5.40 a.m., 7.10 a.m., 9.50 a.m. – 8.50 p.m. (from Tseung Kwan O) 11.15 a.m. – 12.15 a.m. (from Airport (Ground Transportation Centre))	60 mins	1 DD bus of capacity not exceeding 141	CTB
		✓		A41 (Sha Tin (Yu Chui Court) –Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	5.30 a.m. – 11.30 p.m. (from Sha Tin) 5.30 a.m. – 12.00 midnight (from Airport)	15 – 60 mins	12 DD buses of capacity not exceeding 134	LWB
		✓		A41P (Wu Kai Sha Railway Station –Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	5.20 a.m. – 10.45 p.m. (from Wu Kai Sha) 7.05 a.m. – 12.00 midnight (from Airport (Ground Transportation Centre))	15 – 60 mins	9 DD buses of capacity not exceeding 134	LWB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
		✓		A47X (Tai Po (Fu Heng) – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	5.00 a.m. – 8.30 p.m. (from Tai Po (Fu Heng)) 4.05 a.m. – 8.05 p.m. (from Airport)	30 mins	6 DD buses of capacity not exceeding 131	LWB
		✓		E22A (Tseung Kwan O (Hong Sing Garden) – AsiaWorld-Expo) <i>Suspended</i>	5.20 a.m. – 9.20 p.m. (from Tseung Kwan O) 7.00 a.m. – 11.50 p.m. (from Tsuen Wan West)	25 – 30 mins	8 DD buses of capacity not exceeding 132	CTB
		✓		E22C (Tseung Kwan O (Tiu King Leng Station PTI) – Airport) <i>Suspended</i>	6.20 a.m. (from Tseung Kwan O) 6.05 p.m. (from Airport)	---	1 DD buses of capacity not exceeding 132	CTB
		✓		E22S (Tung Chung (Yat Tung PTI) – Tsueng Kwan O (Po Lam PTI)) <i>Suspended</i>	7:13 a.m. 7:28 a.m. (from Yat Tung Estate)	---	1 DD buses of capacity not exceeding 132	CTB
		✓		E41 (Tai Po Tau – AsiaWorld-Expo) <i>Truncated at Tsuen Wan West Station PTI</i>	5.15 a.m. – 12.00 midnight (from Tai Po Tau) 5.30 a.m. – 12.00 midnight (from AsiaWorld-Expo)	9 – 25 mins 12 – 25 mins	14 DD buses of capacity not exceeding 134	LWB
		✓		E42 (Sha Tin (Pok Hong) – Airport (Ground Transportation Centre)) <i>Truncated at Tsuen Wan West Station PTI</i>	5.30 a.m. – 12.00 midnight	8 – 20 mins	19 air-conditioned double deckers of capacity not exceeding 134	LWB
		✓		E42C (Sha Tin (Pok Hong) - Aircraft Maintenance Area)	Mondays to Fridays (Except Public Holidays) 06:05 a.m. 06:08 p.m. 06:25 a.m. 08:08 p.m.	4 departures		LWB
		✓		E42P (Tung Chung (Yat Tung Estate Public Transport Terminus) to Sha Tin (Pok Hong))	Mondays to Fridays (except Public Holidays) 06:45 a.m. 07:05 a.m. 07:30 a.m. 07:50 a.m. Saturdays (except Public Holidays) 06:45 a.m. 07:30 a.m. 07:50 a.m.	7 depature		LWB
		✓		N29 (Tseung Kwan O (Hong Sing Garden) - Tung Chung Station Bus Terminus) <i>Truncated at Tsuen Wan West Station PTI</i>	3.50 a.m., 4.50 a.m. (from Tseung Kwan O) 12.15 a.m., 1.00 a.m. (from Tung Chung)	4 departures	3 DD buses of capacity not exceeding 141	CTB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
		✓		N42 (Ma On Shan (Yiu On) - Tung Chung Station Bus Terminus) Truncated at Tsuen Wan West Station PTI	4.50 a.m. (from Ma On Shan) 12.20 a.m. (from Tung Chung)	2 departures	1 air-conditioned double decker of capacity not exceeding 134 1 air-conditioned double decker of capacity not exceeding 134 redeployed from route E42	LWB
		✓		NA29 (Tseung Kwan O (Po Lam PTI) –Airport) Truncated at Tsuen Wan West Station PTI	4.15 a.m. 5.05 a.m. (from Po Lam) 12.30 a.m. 1.00 a.m. (from Airport)	4 departures	2 low floor DD bus of capacity not exceeding 141	CTB
		✓		NA40 (Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange – Wu Kai Sha Station) Suspended	03.40 a.m. 04.10 a.m. 04.40 a.m. (from Wu Kai Sha Station) 00.35 a.m. 01.15 a.m. 01.35 a.m. (from HZMB(HKP))	6 departures	3 DD buses of capacity not exceeding 131	LWB
		✓		NA41 (Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange – Sha Tin (Shui Chuen O)) Suspended	04:10 a.m. (from Sha Tin (Shui Chuen O)) 01:15 a.m. (from HZMB(HKP))	2 departures	1 DD buses of capacity not exceeding 131	LWB
		✓		NA47 (Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange – Tai Po (Fu Heng)) Suspended	12:25 a.m. (from HZMB(HKP)) 04:25 a.m. (from Tai Po (Fu Heng))	2 departures	1 DD buses of capacity not exceeding 134	LWB
NT West – Tsuen Wan and Kwai Tsing								
		✓		A31 (Tsuen Wan (Nina Tower) – Airport (Ground Transportation Centre)) Suspended	5.20 a.m.–12.00 midnight (from Tsuen Wan) 5.30 a.m.–12.00 midnight (from Airport)	15-30 mins	12 DD buses of capacity not exceeding 134	LWB
		✓		A32 (Kwai Chung Estate PTI — Airport (Ground Transportation Centre)) [Route temporarily suspended] Truncated at Tsuen Wan West Station PTI	5.30 a.m.–10.00 p.m. (from Kwai Chung Estate) 6.00 a.m.–12.00 midnight (from Airport)	30-60 mins	7 DD buses of capacity not exceeding 134	LWB
		✓		A38 (Tsuen Wan (Allway Gardens) – Airport (Ground Transportation Centre)) [Route temporarily suspended] Suspended	5.35 a.m., 6.35 p.m., 7.35 p.m. (from Tsuen Wan (Allway Gardens))	50-120 mins	3 DD buses of capacity not exceeding 134	LWB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
					9.05 a.m. – 11.55 p.m. (from Airport)			
		✓		E31 (Tsuen Wan (Discovery Park Bus Terminus) –Tung Chung (Yat Tung Estate Public Transport Terminus)) Truncated at Tsuen Wan West Station PTI	5:35 a.m. – 12.00 midnight (from Tsuen Wan (Discovery Park Bus Terminus)) 5.30 a.m. –12.00 midnight (from Tung Chung)	12 – 25 mins	10 DD buses of capacity not exceeding 134	LWB
		✓		E32 (Kwai Chung (Container Port Road) Public Transport Interchange – AsiaWorld-Expo) Truncated at Tsuen Wan West Station PTI E32 (Special Departure Via Tsing Yi Central and Tsing Yi South) E32 (Special Departure Via Sky City Road East)	5.15 a.m. – 12.00 midnight (from Kwai Chung) 5.30 a.m. – 12.00 a.m. (from AsiaWorld-Expo) 10.00 a.m. – 03.40 p.m. (from Kwai Chung) 9.50 a.m. – 03.30 p.m. (from AsiaWorld-Expo) Mondays to Fridays (except Public Holidays) 05:23 p.m. - 06:30 p.m. Saturdays (except Public Holidays) 05:30 p.m. - 06:30 p.m. (from AsiaWorld-Expo)	10 – 20 mins 11 – 30 mins 20 mins 20 mins 11-15 mins 15 mins	12 DD buses of capacity not exceeding 134	LWB
		✓		E32A (Kwai Chung (Container Port Road) Public Transport Interchange to Tung Chung Development Pier Truncated at Tsuen Wan West Station PTI	5.40 a.m. – 12.00 midnight. (from Kwai Chung)	15 - 30 mins	9 DD buses of capacity not exceeding 134	LWB
		✓		N31 (Tsuen Wan (Discovery Park Bus Terminus) –Airport (Ground Transportation Centre)) Truncated at Tsuen Wan West Station PTI	12.25 a.m. – 4.55 a.m. (from Discovery Park) 12.30 a.m. – 5.00 a.m. (from Airport)	45 mins	5 air-conditioned double deckers of capacity not exceeding 141	LWB
			✓	NA31 (Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange – Tsuen Wan (Nina Tower)) Suspended	4:00 a.m., 4:30 a.m., 4:55 a.m. (from Tsuen Wan) 12:25 a.m., 1:05 a.m. (from Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange)	5 departures	3 DD buses of capacity not exceeding 134	LWB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
		✓		NA32 (Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange – Kwai Chung Estate PTI) <i>Suspended</i>	4:15 a.m., 4:55 a.m. (from Kwai Chung) 12:35 a.m., 1:10 a.m. (from Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange)	4 departures	3 DD buses of capacity not exceeding 134	LWB
NT West – Tuen Mun, Yuen Long, Tin Shui Wai and North District								
		✓		A33 Tuen Mun Road Bus-Bus Interchange (Kowloon bound) – Airport (Ground Transportation Centre) <i>Truncated at Tuen Mun Pier Head Bus Terminus</i>	5.15 a.m. – 10.15 p.m. (from Tuen Mun Road Bus-Bus Interchange (Kowloon bound)) 7.50 a.m. – 12.00 midnight (from Airport)	20-60 mins	6 DD buses of capacity not exceeding 134	LWB
		✓		A33X (Tuen Mun (Fu Tai) – Airport (Ground Transportation Centre)) <i>Truncated at Tuen Mun Pier Head Bus Terminus</i>	5.00 a.m. – 11.45 p.m. (from Tuen Mun (Fu Tai)) 5.45 a.m. – 12.00 midnight (from Airport)	20-60 mins	6 DD buses of capacity not exceeding 134	LWB
		✓		A34 Hung Shui Kiu (Hung Yuen Road) - Airport (Ground Transportation Centre) <i>Truncated at Tuen Mun Pier Head Bus Terminus</i>	5.20 a.m. – 10.30 p.m. (from Hung Shui Kiu (Hung Yuen Road)) 9.00 a.m. – 12.00 midnight (from Airport)	20-60 mins	7 DD buses of capacity not exceeding 134	LWB
		✓		A36 (Yuen Long (Long Ping Station (North) Public Transport Interchange) – Airport (Ground Transportation Centre)) <i>Truncated at Tuen Mun Pier Head Bus Terminus</i>	5.10 a.m. – 11.30 p.m. (from Yuen Long (Long Ping Station (North) Public Transport Interchange)) 5.15 a.m. – 12.00 midnight (from Airport)	20-60 mins	9 DD buses of capacity not exceeding 134	LWB
		✓		A37 (Hung Shui Kiu (Hung Yuen Road) - Airport (Ground Transportation Centre)) <i>Truncated at Tuen Mun Pier Head Bus Terminus</i>	5.00 a.m. – 10.30 p.m. (Hung Shui Kiu (Hung Yuen Road)) 9.00 a.m. – 12.00 midnight (from Airport)	20-30 mins	7 DD buses of capacity not exceeding 134	LWB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
		✓		A43 (Fanling (Luen Wo Hui) – Airport (Ground Transportation Centre)) Truncated at Tuen Mun Pier Head Bus Terminus	5.10 p.m. – 1.40 p.m. (from Fanling) 6.30a.m., 12.00 midnight (from Airport)	15-60 mins	18 air-conditioned double deckers of capacity not exceeding 134	LWB
		✓		A43P (Fanling (Luen Wo Hui) – Airport (Ground Transportation Centre)) (via Lok Ma Chau) Truncated at Tuen Mun Pier Head Bus Terminus	5.30 p.m. – 10.40 p.m. (from Fanling) 4.30 p.m. – 12.00 midnight (from Airport)	25-30 mins		LWB
		✓		E33 (Tuen Mun Central Bus Terminus – Airport (Ground Transportation Centre)) Truncated at Tuen Mun Pier Head Bus Terminus	5.20 a.m. to 12.00 midnight (from Tuen Mun) 5.30 a.m. to 12.00 midnight (from Airport)	6-20 mins	11 air-conditioned double deckers of capacity not exceeding 134	LWB
		✓		E33P (Siu Hong Station (South) – Airport (Ground Transportation Centre)) Truncated at Tuen Mun Pier Head Bus Terminus	5.15 a.m. to 7.00 p.m. (from Siu Hong) 2.30 p.m. to 12.00 midnight (from Airport)	12-30 mins 20-35 mins	7 air-conditioned double deckers of capacity not exceeding 134	LWB
		✓		E36 (Yuen Long (Pat Heung Road) - Airport (GTC)) Truncated at Tuen Mun Pier Head Bus Terminus	0505-2400 hrs	20-30 mins	14 air-conditioned double deckers of capacity not exceeding 141	LWB
		✓		E36P (Yuen Long (Sheung Tsuen) - Airport (Ground Transportation Centre)) Truncated at Tuen Mun Pier Head Bus Terminus	Mondays to Fridays (except Public Holidays) 5:10 a.m. 5:40 p.m. 6:10 a.m. 6:10 p.m.	4 departures		LWB
		✓		E36S (Yuen Long ((Ma Wang Road) - Airport (Ground Transportation Centre)) Truncated at Tuen Mun Pier Head Bus Terminus	0530-1900 hrs	15-30 mins		LWB
		✓		E36A (Yuen Long (Tak Yip Street) – Tung Chung (Yat Chung Estate Public Transport Terminus)) Truncated at Tuen Mun Pier Head Bus Terminus	0540-2310 hrs	25-30 mins	6 air-conditioned double deck bus of capacity not exceeding 141	LWB
		✓		E37 (Tin Shui Wai Town Centre - Airport (GTC)) Truncated at Tuen Mun Pier Head Bus Terminus	0510-2400 hrs	12-25 mins	20 air-conditioned double deckers of capacity not exceeding 141	LWB
		✓		E37C (Tin Shui Wai Town Centre - Aircraft Maintenance Area) Truncated at Tuen Mun Pier Head Bus Terminus	Mondays to Fridays (except Public Holidays) 06:00 a.m. 06:20 a.m. 05:07 p.m.	5 departures		LWB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
					06:07 p.m. 08:07 p.m.			
		✓		E43 (Fanling (WahMing) - Tung Chung Development Pier) <i>Truncated at Tuen Mun Pier Head Bus Terminus</i>	Mondays to Fridays (except Public Holidays) 6.00 a.m and 7.00 a.m. (from Fanling) 17.30 p.m. and 18.30 p.m. (from Airport)	4 departures	2 air-conditioned double deckers of capacity not exceeding 141	LWB
		✓		N30 (Yuen Long Station – Airport (Cheong Tat Road)) <i>Truncated at Tuen Mun Pier Head Bus Terminus</i>	3.25 a.m and 4.00 a.m. (from Yuen Long Station) 12.20 a.m. and 1.10 a.m. (from Airport)	4 departures	2 air-conditioned double deckers of capacity not exceeding 141	LWB
		✓		N42A (Fanling Luen Wo Hui –Tung Chung Station Bus Terminus) <i>Truncated at Tuen Mun Pier Head Bus Terminus</i>	12.20 a.m. (from Tung Chung) 4.00 a.m. (from Fanling)	2 departures	1 DD bus of capacity not exceeding 134	LWB
			✓	NA33 (Airport (Cathay Pacific City) – Tuen Mun (Fu Tai)) <i>Suspended</i>	1232 a.m., 0107 a.m., 0132 a.m. and 0215 a.m. (from Airport (Cathay Pacific City)) 0345 a.m., 0405 a.m. and 0430 a.m. (from Tuen Mun (Fu Tai))	7 departures	6 DD buses of capacity not exceeding 134	LWB
			✓	NA36 (Yuen Long (Kam Sheung Road Station) – Airport (Cathay Pacific City)) <i>Suspended</i>	3:45 a.m. 4:15 a.m. 4:35 a.m. 4:55 a.m. (from Kam Sheung Road Station) 0:10 a.m. 0:40 a.m. 1:10 a.m. 1:40 a.m. 2:10 a.m. 2:30 a.m. (from Cathay Pacific City)	10 departures	6 DD buses of capacity not exceeding 141	LWB
			✓	NA37 (Tin Shui Wai Town Centre - Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange) <i>Suspended</i>	Departures at 3.25 a.m., 3.55 a.m., 4. 20 a.m.and 4.40 a.m. from Tin Shui Wai Town Centre Depatures at 12.35 a.m., 1.10 a.m., 1.45 a.m., and 2.25 a.m.	8 departures	1 DD buses of capacity not exceeding 134	LWB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
			✓	NA43 (Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange – Fanling (Luen Wo Hui)) <i>Suspended</i>	4:05 a.m. 4:45 a.m. (from Fanling (Luen Wo Hui)) 1:10 a.m. (from HZMB(HKP))	3 departures	3 DD buses of capacity not exceeding 134	LWB
Within Lantau Island								
✓				S52 (Tung Chung (Yat Tung Estate PTT) – Airport (Aircraft Maintenance Area))	5.28 a.m. – 11.28 p.m. (From Tung Chung) 5.52 a.m. – 11.52 p.m. (From Airport (Aircraft Maintenance	18 – 20 mins	4 air-conditioned double deckers of capacity not exceeding 132.	CTB
✓				S52A (Tung Chung North (Wai Tung Road) – Airport (Asia Airfreight Terminal))	6.20 a.m. and 7.15 a.m. (from Tung Chung North) 5.05 p.m. (from Airport)	3 departures	1 air-conditioned double decker of capacity not exceeding 132 re-deployed from Route S52 during peak hours.	CTB
✓				S52P (Tung Chung (Yat Tung Estate PTI to Airport (Asia Airfreight Terminal) (Circular))	Mon-Sat 7.18 a.m., 7.38 a.m., 7.58 a.m., 8.18 a.m., 8.38 a.m., & 8.58 a.m.	6 departures	1 air-conditioned double decker of capacity not exceeding 132.	CTB
✓	✓			S56 (Tung Chung Station Bus Terminus – Airport (Passenger Terminal Building)) (Circular)	5.50 a.m. – 12.00 midnight	20 – 45 mins	2 air-conditioned double deckers of capacity not exceeding 132. (a.m.)	CTB
						Enhancement: 30 mins	Enhancement: 2 DD buses of capacity not exceeding 132	
✓				S64 (Tung Chung (Yat Tung Estate PTT) – Airport (Passenger Terminal Building)) (via Tung Chung Station Bus Terminus) (Circular))	Mon – Sat 9.08 a.m. – 12.00 midnight Sun & PHs 8.15 a.m. – 12.00midnight	10 – 15 mins 12-15 mins	8 air-conditioned double deck buses of capacity not exceeding 134.	LW
✓				S64X (Tung Chung (Yat Tung Estate PTT) – Airport (Passenger Terminal Building)) (Circular))	Mon – Sat 5.10 a.m. – 9.00 a.m. Sun & PHs 5.10 a.m. – 8.00 a.m.	10 – 20 mins		LW
✓				S64C (Tung Chung (Yat Tung Estate PTI) – Airport (Cargo and Catering Area)) (Circular)) S64C (Chun Wan Road to Yat Tung Estate PTT)	Mon – Sat 5.20 a.m. – 8.56 a.m. Sun & PHs 5.20 a.m. – 8.00 a.m. Mon – Sat 3.08 p.m. – 6.49 p.m.	12 – 15 mins 20 mins 13 mins		LW

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
	✓			S64P (Tung Chung (Ying Tung Estate) – Airport (Cargo and Catering Area))	Mon – Fri 7.20 a.m., 8.20 a.m., 3:45 p.m. and 6:45 p.m. Sat 7.20 a.m., 8.20 a.m., 6.45 p.m. Sun & PHs 7.20 a.m. 6.45 p.m.	N.A.		LW
						Enhancement: Subject to passenger demand and availability of buses	Enhancement: 3 DD buses of capacity not exceeding 128 (peak)	
	✓			S65 (Tung Chung (Mun Tung Estate) - Airport (Passenger Terminal Building) (Circular)) Special departures of route S65 omitting Chung Yan Road	Mon to Sat (except PHs) 5.20 a.m. – 8.40 a.m. Sun and PHs 5.20 a.m. to 8.00 a.m.	20-30 mins 20-30 mins	2 DD buses of capacity not exceeding 134	LW
✓				N64 (Airport (Ground Transportation Centre) – Tung Chung (Yat Tung Estate) (via Tung Chung Station Bus Terminus))	12.50 a.m. – 1.20 a.m.	30 mins	2 DD buses of capacity not exceeding 134	LW
	✓			S1 (Tung Chung Station Bus Terminus – AsiaWorld-Expo (via Passenger Terminal Building)) (Circular)	5.30 a.m. – 12.00 midnight	Mon to Sat (except PH) 5 – 10 mins Sun and PHs 7-10 mins	3 DD buses of capacity not exceeding 114 (CTB) 3 DD buses of capacity not exceeding 134 (LW)	CTB/LW
				R8 (Disneyland Resort PTI – Lantau Link Toll Plaza (Circular))		Enhancement: 6 mins (peak) 7 – 8 mins (off peak)	Enhancement: 3 DD buses of capacity not exceeding 114 (CTB) 3 DD buses of capacity not exceeding 131 (LW)	
✓				A35 (Mui Wo – HZMB (Hong Kong Port))	06:00 a.m. to 12:05 a.m.	15 – 30 mins	2 DD buses of capacity not exceeding 141	CTB/LW
	✓				5.30 a.m. –12.15 a.m. (from Mui Wo) 6.15 a.m. – 11.30 p.m. (from HZMB (Hong Kong Port))	From Mui Wo 5.30 a.m. 7.25 a.m. 5.00 p.m. 10.00 p.m. 12.15 a.m. From HZMB (Hong Kong Port) 6.15 a.m. 6.40 a.m. 8.30 a.m. 6.15 p.m. 11.30 p.m.	2 SD buses of capacity not exceeding 67	NLB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
						Enhancement: Subject to passenger demand and availability of buses	Enhancement: Buses to be redeployed from other routes Peak capacity: 240 passengers/hour/direction Off peak capacity: 360 passengers/hour/direction	
	✓			N35 (Mui Wo – HZMB (Hong Kong Port))	3.15 a.m. – 4.20 a.m. (from Mui Wo) 1.30 a.m. – 4.30 a.m. (from HZMB (Hong Kong Port))	From Mui Wo 3.15 a.m. 4.20 a.m. From HZMB (Hong Kong Port) 1.30 a.m. 4.30 a.m.	2 SD buses of capacity not exceeding 67	NLB
✓				3M (Mui Wo – Tung Chung Station Bus Terminus)	Mon – Sat 6.00 a.m. – 11.45 p.m. (from Mui Wo) 6.00 a.m. – 12.50 a.m. (from Tung Chung) Sun & PHs 6.20 a.m. – 11.45 p.m. (from Mui Wo) 6.00 a.m. – 12.50 a.m. (from Tung Chung)	5 – 50 mins	10 DD buses of capacity not exceeding 88	NLB
✓				11 (Tai O – Tung Chung Temporary Bus Terminus)	5.15 a.m. – 12.15 a.m. (from Tai O) 6.20 a.m. – 1.20 a.m. (from Tung Chung)	5 mins – 45 mins	Mon – Sat 12 SD buses of capacity not exceeding 67 Sun & PHs 14 SD buses of capacity not exceeding 67	NLB
✓				11A Tung Chung Temporary Bus Terminus	Sat, Sun & PHs 9.40 a.m. – 5.15 p.m. (from Tung Chung) 10.30 a.m. – 6.35 p.m. (from Shek Pik)	---	3 SD buses of capacity not exceeding 67	NLB
✓				11S (Tung Chung Temporary Bus Terminus To Tai O)	9:00 a.m. 2:30 p.m.	---	1 SD buses of capacity not exceeding 71	NLB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
✓				13S (Mui Wo To Tung Chung Temporary Bus Terminus)	10:05 a.m. 03:05 p.m.	---	1 SD buses of capacity not exceeding 71	NLB
✓				23 (Tung Chung Temporary Bus Terminus To Ngong Ping)	8.10 a.m. – 7.10 p.m. (from Tung Chung) 7.15 a.m. – 6.10 p.m. (from Ngong Ping)	---	Mon – Sat 8 SD buses of capacity not exceeding 67 Sun & PHs 11 SD buses of capacity not exceeding 67	NLB
✓				23S(Tung Chung Temporary Bus Terminus To Ngong Ping)	09:30 a.m. 02:30 p.m.	---	1 SD buses of capacity not exceeding 71	NLB
✓				34 (Tung Chung Temporary Bus Terminus To Shek Mun Kap)	7.30 a.m. – 9.45 p.m. (from Tung Chung) 7.55 a.m. – 10.15 p.m. (from Shek Mun Kap)	---	2 SD buses of capacity not exceeding 29	NLB
✓				36 (Tung Chung Tat Tung Road Bus Terminus to Siu Ho Wan Vehicles Detention Pound)	<u>Mon to Sat (except PH)</u> 7.45 a.m., 10.00 a.m., 5.15 p.m. and 7.30 p.m. (from Tung Chung) 7.58 a.m., 10.13 a.m., 5.30 p.m. and 7.43 p.m. (from Siu Ho Wan) <u>Sun and PH</u> 7.45 a.m., 10.00 a.m., 2.30 p.m., 5.15 p.m. and 7.30 p.m. (from Tung Chung) 7.58 a.m., 10.13 a.m., 2.43 p.m. 5.30 p.m. and 7.43 p.m. (from Siu Ho Wan)	<u>Mon to Sat</u> (except PH) 8 departures <u>Sun and PH</u> 10 departures	1 SD buses of capacity not exceeding 69	NLB
	✓			37 (Tung Chung (Yat Tung Estate PTT) - Tung Chung North (Ying Tung Estate)) <u>Special Departures Route No. 37</u> Tung Chung (Yat Tung Estate Public Transport Terminus) To Tung Chung North (Ying Tung Estate) via Chung Mun Road And Chung Yat Street	Mon – Fri (except PH and School Holidays) 6.40 a.m. – 12.15 a.m. (from Tung Chung (Yat Tung)) 9.34 a.m. – 12.15 a.m. (from Tung Chung North) Sat, Sun & PHs 6.40 a.m. – 12.20 a.m. (from Tung Chung (Yat Tung)) 9.10 a.m. – 12.20 a.m. (from Tung Chung North)	5 – 30 mins 10-30 mins 20-30 mins 20-30 mins	Mon – Fri 7 SD buses of capacity not exceeding 69 Sat, Sun & PHs 4 SD buses of capacity not exceeding 69	NLB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator	
					<u>Special Departures</u> <u>Mon – Fri (except PH and School Holidays)</u> 11.35 a.m.; 3.35 p.m. – 4.15 p.m. (from Tung Chung (Yat Tung)) 6.55 a.m. – 12.05 p.m. (from Tung Chung North) <u>Sat, Sun & PHs</u> 7.10 a.m. – 8.50 a.m. (from Tung Chung North)	10-15 mins 20 mins			
						Enhancement: About 12 additional trips in an hour in one direction	Enhancement: 5-6 additional buses (capacity not exceeding 70) to be added Peak capacity: 500 passengers/hour/direction Off peak capacity: 700 passengers/hour/direction Night capacity: 400 passengers/hour/direction		
✓				37H (Tung Chung (North Lantau Hospital) – Tung Chung North (Ying Tung Estate))	7.00 a.m. – 12.00 midnight (from North Lantau Hospital) 6.30 a.m. – 11.30p.m. (from Tung Chung North)	20 – 30 mins	3 SD buses of capacity not exceeding 75	NLB	
✓				37M (Tung Chung Station – Tung Chung North (Ying Tung Estate)) (Circular)	<u>Mon - Fri</u> 5.40 a.m. – 12.50 a.m. <u>Sat, Sun, PHs</u> 6.10 a.m. – 12.48 a.m.	5 – 12 mins 10-12mins	5 air-conditioned double decker of capacity not exceeding 130	NLB	
✓				37P (Tung Chung Yat Tung Estate (Yu Tung Road) – Tung Chung North (Caribbean Coast)* Morning Special Service (one-way))	<u>Mon - Fri</u> 7.35 a.m. – 8.15 a.m. From Tung Chung (Yat Tung) (No service on Sat, Sun, School Holidays & PHs)	3 – 5 mins	1 air-conditioned double deck bus of capacity not exceeding 127 and 6 air-conditioned single deck buses (4 buses are re-deployed from Routes 11 and Route 23) of capacity not exceeding 63.	NLB	
✓				37S (Tung Chung Development Pier to Tung Chung Station Bus Terminus)	<u>Sat, Sun and PH</u> 11.50 a.m., 1.50 p.m., 3.50 p.m. and 4.30 p.m.	4 departures	1 DD bus of capacity not exceeding 69	NLB	
✓				38 (Tung Chung (Yat Tung Estate PTT) to Tung Chung Station Bus Terminus (Circular))	<u>Mon - Fri</u> (except PH) 5.30 a.m. – 12.27 a.m. <u>Sat, Sun and PH</u> 5.30 a.m. – 12.27 a.m.	2-7 mins 4-7 mins	10 air-conditioned double deck buses of capacity not exceeding 130 and 1 air-conditioned single deck electric bus of capacity not exceeding 71 during peak hours on Mondays to Fridays except	NLB	

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
✓				38X (Tung Chung Yat Tung Estate (Yu Tung Road) to Fu Tung (Tat Tung Road)	Mon - Fri 7.00 a.m. – 8.32 a.m.	6-8 mins	school holidays.	NLB
✓				39M (Tung Chung Station Bus Terminus to Mun Tung Estate Bus Terminus (Circular)) Special short working trips will be operated from Mun Tung Estate Bus Terminus to Tung Chung Town Centre Bus Terminus at 5:40 a.m., 5:55 a.m. and 6:10 a.m. on daily basis and 6:26 a.m., 6:41 a.m. and 6:55 a.m. from Mondays to Fridays except Public Holidays.	Mon - Fri 6.10 a.m. – 12.20 a.m. Sat, Sun and PH 6.10 a.m. – 12.20 a.m.	7-15 mins 10-15 mins	4 air-conditioned double deck buses of capacity not exceeding 130	NLB
✓				N37 Tung Chung North (Ying Tung Estate) - Tung Chung Station Bus Terminus (Circular)	1.00 a.m. – 2.00 a.m.	15 mins	1 air-conditioned double deck bus of capacity not exceeding 130.	NLB
✓				N38 Tung Chung North (Yat Tung Estate PTT) - Tung Chung Station Bus Terminus	12.30 a.m. – 5.00 a.m. (from Yat Tung Estate) 12.40 a.m. – 5:10 a.m. (from Tung Chung Station Bus Terminus)	15 -30mins	1 SD bus of capacity not exceeding 70	NLB
✓				1 (Mui Wo – Tai O)	Mon – Sat 6.00 a.m. – 1.10 a.m. (from Mui Wo) 5.00 a.m. – 12.20 a.m. (from Tai O) Sun & PHs 6.30 a.m. – 1.10 a.m. (from Mui Wo) 5.30 a.m. – 12.10 a.m. (from Tai O)	20 – 60 mins	Mon – Sat 8 SD buses of a capacity not exceeding 67 Sun & PHs 10 SD buses of a capacity not exceeding 67	NLB
✓				N1 (Mui Wo – Tai O)	3.45 a.m.	N.A.	1 SD bus of capacity not exceeding 70	NLB
✓				2 (Mui Wo – Ngong Ping)	Mon – Fri 11.00 a.m. – 4.50 p.m. (from Mui Wo) 11.35 p.m. – 6.35 p.m. (from Ngong Ping) Sat 10.30 a.m. – 4.30 p.m. (from Mui Wo) 12.10 p.m. – 6.20 p.m. (from Ngong Ping) Sun & PHs 8.00 a.m. – 5.55 p.m. (from Mui Wo) 7.05 a.m. – 6.45 p.m. (from Ngong Ping)	20 – 150 mins	Mon – Sat 6 SD buses of a capacity not exceeding 67 Sun & PHs 9 SD buses of a capacity not exceeding 67	NLB

Unchanged	Enhanced	Truncated	Suspended	Route	Operating hours	Frequency	Capacity	Operator
✓				21 (Tai O – Ngong Ping)	Mon – Sat 7.45 a.m. – 5.45 p.m. (from Tai O) 7.30 a.m. – 6.15 p.m. (from Ngong Ping) Sun & PHs 7.45 a.m. – 5.45 p.m. (from Tai O) 7.30 a.m. – 6.30 p.m. (from Ngong Ping)	30 – 185 mins	2 SD buses of capacity not exceeding 66	NLB

(III) Residents' Services

Route	Operating hours	Frequency	Capacity	Operator
Existing service				
DB01R (Discovery Bay – Tung Chung)	5.30 a.m. – 1.00 a.m. (from Discovery Bay) 6.00 a.m. – 1.30 a.m. (from Tung Chung)	10 – 30 mins	5 DD buses of capacity not exceeding 127 2 SD buses of capacity not exceeding 81 (Additional departures operated by double-deck buses of capacity not exceeding 127 may be deployed subject to demand)	DBTSL
DB02R (Discovery Bay – Airport) (Circular)	24 hours	30 – 60 mins	2 SD buses of capacity not exceeding 49	DBTSL
DB03R (Discovery Bay – Sunny Bay)	6.15 a.m. – 12.20 a.m. (from Discovery Bay) 6.40 a.m. – 1.12 a.m. (from Sunny Bay)	5 – 20 mins	5 DD buses of capacity not exceeding 120 2 SD buses of capacity not exceeding 78 (Additional departures operated by double-deck buses of capacity not exceeding 120 may be deployed subject to demand)	DBTSL
Service enhancement				
DB01R (Discovery Bay – Tung Chung) DB02R (Discovery Bay – Airport) (Circular) DB03R (Discovery Bay – Sunny Bay)	DBTSL can deploy existing available resources to support emergency land transport services provided that its normal residents' service should not be jeopardized. The emergency bus services will serve all residents in North Lantau and no priority will be given to airport passengers and workers. After receiving TD's notification, DBTSL may deploy additional 5 buses within 1 hour and another 3-5 buses within 2 hours.			DBTSL

(IV) Daytime Bus and GMB observing Hong Kong Port

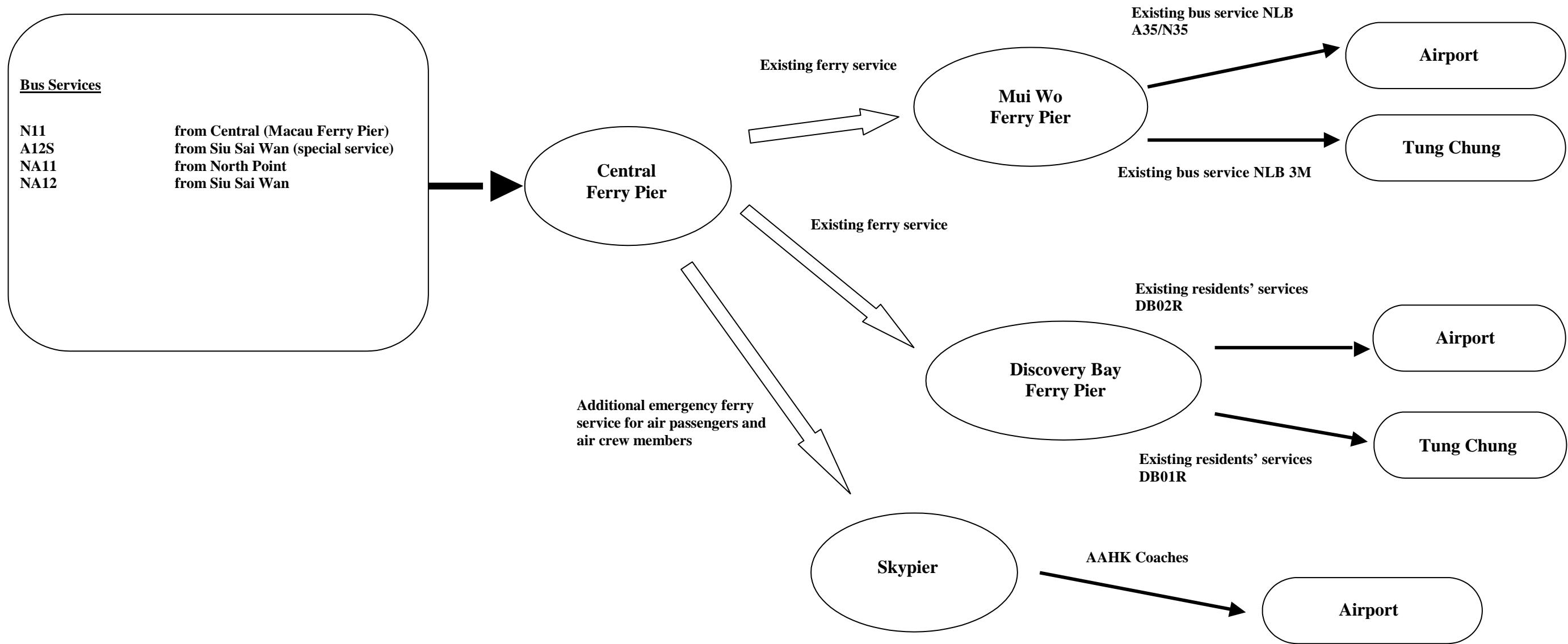
Terminal Point	PT Service	Operating Hours	Basic Frequency (min.)	Single Journey fare (\$)
Airport GTC / North Point Ferry Pier PTI	Citybus Route A11	0510-2415	15-30	40
Airport GTC / Shum Wan Road PTI	Citybus Route A17 [Temporarily Suspended]	0530-2330	60	45
Airport GTC / Hung Hom Station	Citybus Route A21	0515-2400	12-30	33
Airport GTC / Lam Tin Station	Citybus Route A22	0530-2345	20-30	39
Airport GTC / Tsz Wan Shan (N)	Citybus Route A23	0810-2410	30	39
Airport GTC / Kai Tak	Citybus Route A25	0810-2410	30	39
Airport GTC / Po Lam Station	Citybus Route A29	0515-2410	15-60	42
Airport GTC / Tsuen Wan (Nina Tower)	Long Win Route A31	0520-2400	15-30	18.9
Airport GTC / Tuen Mun (Fu Tai Estate)	Long Win Route A33X	0540-2400	20-60	15
HZMB (Hong Kong Port PTI) / Mui Wo Ferry Pier	New Lantao Bus Route A35	0530-0830 (am) 1700-2415 (pm)	5 trips (am) 6 trips (pm)	12.3 / 20.2
Airport GTC / Kam Sheung Station	Long Win Route A36	0510-2400	15-60	18.9
Airport GTC / Sha Tin (Yu Chui Court)	Long Win Route A41	0530-2400	15-60	22.3
HKP PTI / Airport (Circular)	New Lantao Bus Route B4	24 hours	15-30	8.3
HKP PTI/Sunny Bay PTI	Citybus Route B5	0540-0115	15-75	5.8
HKP PTI/ Tung Chung (Mun Tung Estate)	New Lantao Bus Route B6	24 hours	15-30	8.3
HKP PTI/Tung Chung North (Circular)	GMB Route 901	0630-1930	30	8.4

Note: Operating hours and frequency may be adjusted to meet actual passenger demand as and when necessary

Emergency Ferry Services to Lantau Island or Chek Lap Kok

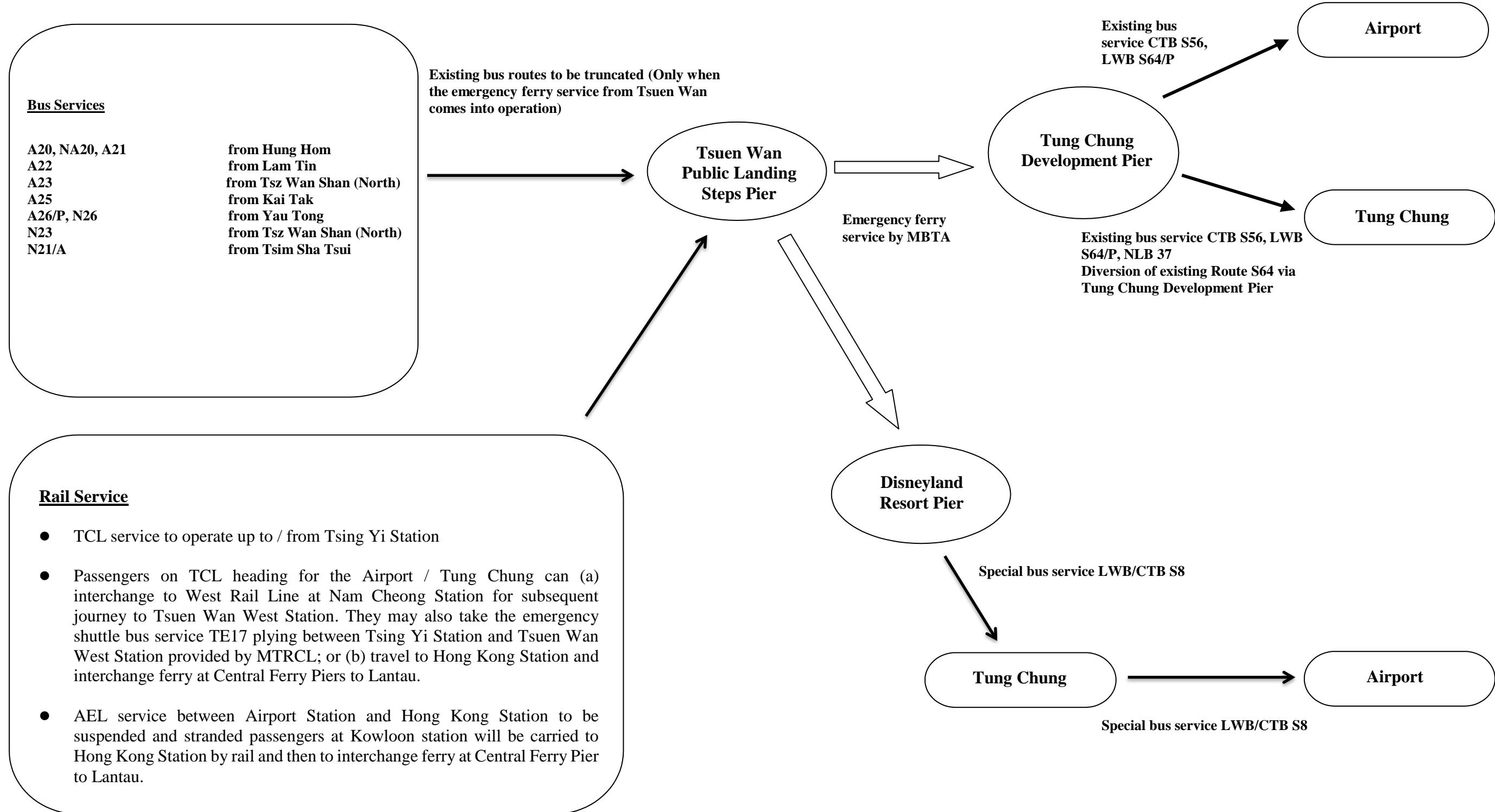
(I) Ferry Services

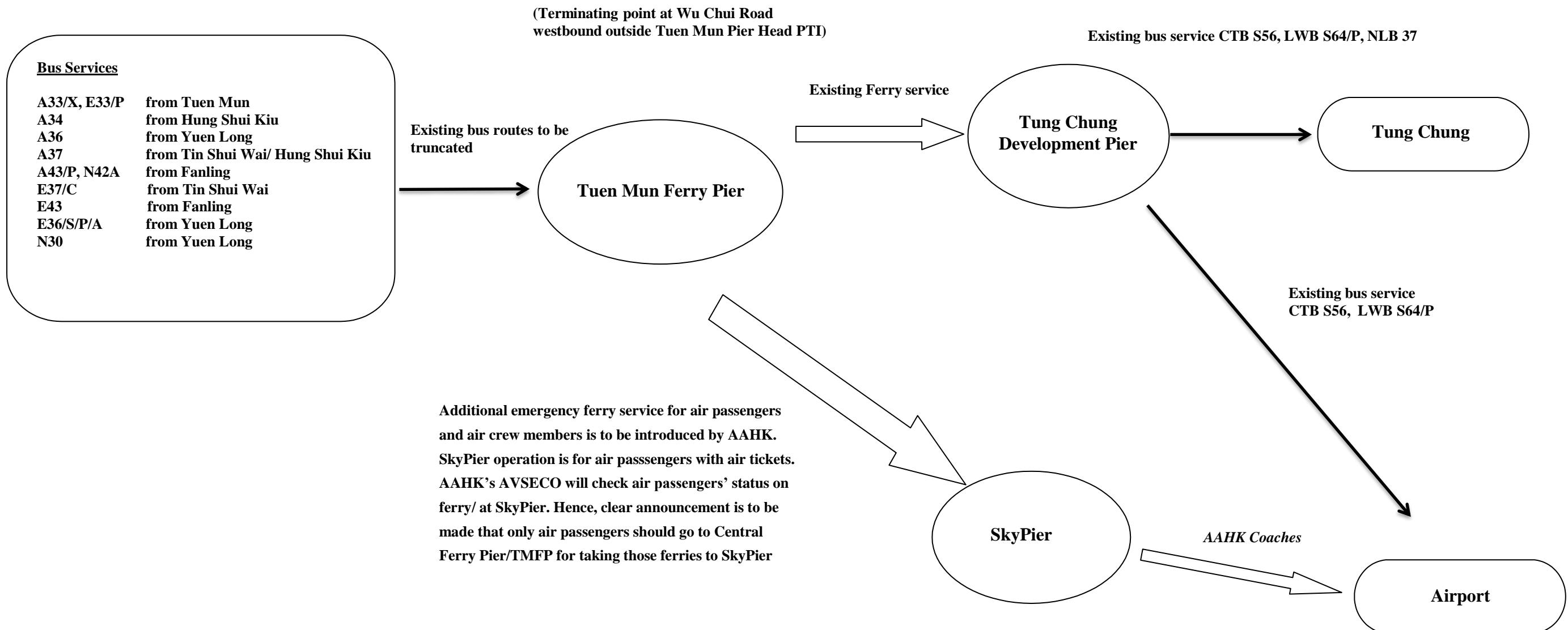
Route	Operating hours	Frequency	No. of Vessel (Vessel capacity)	Operator
Tsuen Wan – Disneyland Resort Pier	The first vessel to arrive at the specified pier within two hours after receiving TD's notification	Subject to availability of sufficient vessels for such purpose	Subject to availability of vessels at incident time	MBTA
	(Journey time of ordinary and fast ferry is about 35 mins & 25 mins respectively)			
Tsuen Wan – Tung Chung Development Pier	The first vessel to arrive at the specified pier within two hours after receiving TD's notification	Subject to availability of sufficient vessels for such purpose		MBTA
	(Journey time of ordinary and fast ferry is about 60 mins & 50 mins respectively)			
Central – SkyPier	The first vessel to arrive at the specified pier within 3 hours after receiving AAHK and TD's notification subject to availability of spare vessels, berthing facilities in Central Ferry Pier, operation staff, and subject to provision of all required documents to ImmD for processing necessary formalities to facilitate the cross boundary ferry crew's performance of duty in Hong Kong	30-40 mins (Subject to availability of sufficient vessels for such purpose)	Max. no. of vessels available: 6 Capacity: About 260 seats/ vessel (4 vessels from cross-boundary ferry operators and 2 vessels from MBTA)	Cross-boundary Ferry Operators (TurboJET / CKS) under AAHK's mobilization MBTA under the contract of TD
Tuen Mun Ferry Pier – SkyPier	The first vessel to arrive at the specified pier within 3 hours after receiving AAHK's notification subject to availability of spare vessels, and subject to provision of all required documents to ImmD for processing necessary formalities to facilitate the cross boundary ferry crew's performance of duty in Hong Kong	25-40 mins (Subject to availability of sufficient vessels for such purpose)	Max. no. of vessels available:4 Capacity: About 260 seats/ vessel	Cross-boundary Ferry Operators (TurboJET / CKS) under AAHK's mobilization

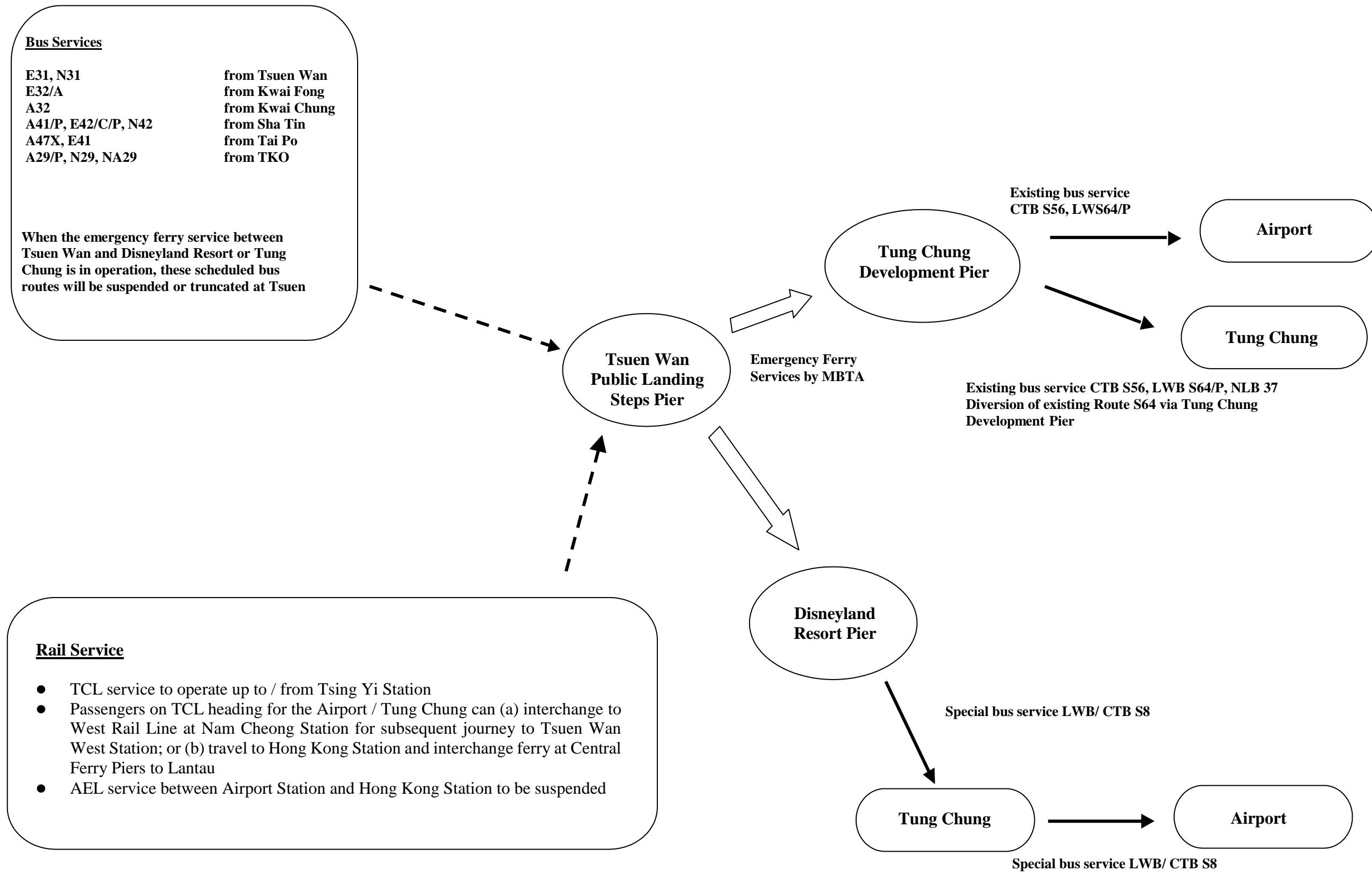
Schematic Diagrams of Emergency Bus and Ferry Services for NLL Situation(I) Passengers from Hong Kong IslandRail service

- AEL service between Hong Kong Station and Airport Station to be suspended. Service between Airport Station and AsiaWorld-Expo Station is still available. The stranded passengers at Hong Kong Station will be guided to Central Ferry Piers.
- TCL service truncated to operate between Hong Kong Station and Tsing Yi Station/ Sunny Bay Station (if situation warrants).

(II) Passengers from Kowloon



(III) Passengers from Tuen Mun / Yuen Long / Fanling

(IV) Passengers from NT East / Kwai Tsing / Tsuen Wan

Public Transport Emergency
Definition of “Amber Alert” and “Red Alert”

Amber Alert

is defined as:

An early warning from public transport operators to relevant parties in respect of an incident which could lead to a serious disruption of service. The recipient of an “Amber Alert” should alert its emergency unit, prepare for possible emergency action at short notice and keep in touch with the operators relating to the incident.

Red Alert

is defined as:

A signal from public transport operators to indicate that a serious disruption of service has continued or is expected to continue for over 20 minutes, and emergency transport support services from other operators are required. Upon being alerted, the recipient should urgently mobilize their resources to provide appropriate supporting services as soonest as possible.

Alerting System for Incidents of Railway Services

8-Minute Notification Mechanism

MTRCL is required to notify the affected passengers (on board the trains and within the stations / stops), and Transport Department Emergency Transport Coordination Centre (“TD ETCC”) within 8 minutes on any service disruption incident that has occurred for 8 minutes or is expected to last for 8 minutes or more, irrespective of its nature whether the disruption incident will lead to a stoppage of service at a railway station or a stop (in respect of Light Rail) or on a section of a railway line or a serious incident that would affect one or more railway lines or an extension of end-to-end journey time on a railway line by 8 minutes or more.

The notification mechanism is not applicable to train service delay or stoppage arising from service adjustments made during a planned public event and a festival (including Lunar New Year fireworks display, Christmas Eve celebration activities, etc).

The triggering of the notification mechanism does not preclude the issue of Amber or Red Alert. MTRCL should update TD ETCC on any situation change when necessary.

The contents of the notification under this mechanism are:

- (a) nature, cause and location of the incident;
- (b) services delayed or suspended;
- (c) services maintained;
- (d) expected duration of the incident;
- (e) if practicable the expected time when train service will resume; and
- (f) media informed or not.

Core Membership and Terms of Reference on the High Level Command Centre (“HLCC”)

Membership

PSTL (Chairman)

Core Members

Commissioner for Transport or his representative

Director of Marine or his representative

Chief Executive Officer/AA or his representative

Chief Executive Officer/MTRCL or his representative

Deputy Secretary for Transport and Logistics 4

Principal Assistant Secretary for Transport and Logistics 8

Principal Assistant Secretary for Transport and Logistics 10

Principal Information Officer (Transport & Logistics)

Terms of Reference

- (a) To supervise and coordinate the transport contingency arrangements for an incident of NLL to the airport;
- (b) To give command as necessary in order to mobilise resources;
- (c) To report progress to Secretary for Transport and Logistics (“STL”) and other senior Government officials as necessary.

**Responsible Parties for Handling NLL to/from Lantau Island and
Chek Lap Kok**

Responsible Party	Actions
TD (TIMS)	<p><u>Publicity</u></p> <ul style="list-style-type: none"> • Issue press release, disseminate information on road closure & PT arrangement via “GovHK Notifications” mobile application, TD’s website and KMB’s LED display panels at major bus termini. • Arrange with PIO to issue media announcements: <ol style="list-style-type: none"> i. the public may take the regular licensed ferry “Tuen Mun - Tung Chung – Sha Lo Wan – Tai O); ii. the public may take the regular licensed ferry plying between Central and Discovery Bay; iii. the public may take the regular licensed ferry plying between Central and Mui Wo; and iv. the public may take the emergency ferry plying between Tsuen Wan and Disneyland Pier or Tung Chung Development Pier (if so arranged). • Update PIO and CCC on the latest public transport arrangements for coordinated dissemination of information to public; and • Inform all taxi associations of the incident. • To regularly update the concerned parties the latest development of the incident. <p><u>Monitoring</u></p> <ul style="list-style-type: none"> • Escalate TD’s ETCC operation to tier 2 or 3 to handle the incident, if necessary; • Arrange site observers from NTRO or ETCC fixed mode duty officers/ MCCTVs to monitor and record the demand for the emergency ferry services, regular ferry services and franchised bus services; and to record the vessels and pier staff deployed by MBTA; • Deploy MCCTVs to monitor traffic situation when necessary; • FPD to follow up the issues related to regular ferry service; • NTRO to follow up the issues related to franchised bus services; and • TIMS to follow up the issues related to MBTA and TMCA operators.

Responsible Party	Actions
TD (TIMS)	<p><u>Transport and Logistics Bureau (“TLB”)</u></p> <ul style="list-style-type: none"> • Alert Transport and Logistics Bureau Duty Officer (non-rail) and Transport and Logistics Bureau Duty Officer (rail) of the incident and update them about the latest situation; and • Update the HLCC on public passenger transport services, emergency ferry services, road traffic and transport situation.
TD (TIMS)	<p><u>Police</u></p> <ul style="list-style-type: none"> • Confirm with Police on the location of the affected section and extend of road closure; • Liaise with Police on traffic situation; and • Request Police’s assistance in crowd control at concerned bus termini, ferry piers and MTR AEL/TCL stations.
TD (TIMS)	<p><u>Geotechnical Engineering Office, Civil Engineering & Development Department (“GEO, CEDD”)</u> (in case the closure is caused by landslide)</p> <ul style="list-style-type: none"> • To request the relevant maintenance department in accordance with DevB TC(W) No. 6/2011 to carry out the urgent repair works on the landslide and clear the landslide debris on the affected road as soon as possible; and • To advise the expected re-opening time of the affected road in consultation with the concerned maintenance department.
TD (TIMS)	<p><u>Highways Department (“HyD”)</u> (in case the closure is caused by bridge structure)</p> <ul style="list-style-type: none"> • Check the expected re-opening time of the affected section; and • To request them to clear the road as soon as possible.

Responsible Party	Actions
TD (TIMS / TTMS)	<p><u>Tsing Ma Control Area (“TMCA”)</u> Operator (in case closure of Lantau Link and roads within TMCA)</p> <ul style="list-style-type: none"> • Confirm with TMCA Operator on the location of the affected section and extend of road closure; • Request TMCA Operator to arrange Variable Message Signs and radio break-in to alert motorists of road closures; • Request TMCA Operator to implement contingency traffic management measures; • Clear the scene and resume normal traffic in TMCA and on NLH if the incident occurs within TMCA; • Request TMCA Operator to update the traffic situation in TMCA; and • Request TMCA Operator to issue alert messages to all parties concerned.
TD (TIMS / TTMS)	<p><u>Tuen Mun – Chek Lap Kok Tunnel (“TM-CLKT”)</u> Operator</p> <ul style="list-style-type: none"> • Confirm with TM-CLKT Operator on the location of the affected section and extend of road closure; • Request TM-CLKT Operator to arrange Variable Message Signs and radio break-in to alert motorists of road closures; • Request TM-CLKT Operator to implement contingency traffic management measures; • Clear the scene and resume normal traffic in TM-CLKT if the incident occurs within TM-CLKT; • Request TM-CLKT Operator to update the traffic situation in TM-CLKT; and • Request TM-CLKT Operator to issue alert messages to all parties concerned.
TD (TIMS)	<p><u>MTRCL</u></p> <ul style="list-style-type: none"> • Handle the incident and issue alert message to other parties if the incident occurs at Lantau Airport Railway; • Disseminate information concerning level of services provided by Lantau Airport Railway; • Arrange shuttle bus services between Hong Kong Station and Central Ferry Piers for the stranded AEL passengers in MTR system at the outbreak of the incident; and • Deploy additional staff to affected stations for crowd control.

Responsible Party	Actions
TD (TIMS / TTMS / NTRO)	<p><u>CTB(F2)</u></p> <ul style="list-style-type: none"> • Request CTB to adjust the bus services as follows: <ul style="list-style-type: none"> - Strengthen the service of Rt. S1 and S56; - Divert Rts. S1 and S52/A/P via Tung Chung Development Pier; - Suspend Rts. A10, A11, A12, A17, E11/A/S, E21/A/C/X, E22/A/C/P/S/X, E23/A, NA21 and R8; - operate special Rt. A12S (Siu Sai Wan - Central Ferry Piers); - Truncate Rt. N11 to Central Ferry Piers; - Truncate Rts. A20, A21, A22, A23, A25, A26, A29/P, N21/A, N23, N26, N29, NA20 and NA29 to Tsuen Wan West Station PTI; and - Operate a special route (Rt. S8) between Disneyland Resort PTI and Airport (via Tung Chung) (when emergency ferry service between Tsuen Wan and Disneyland Pier is in operation) • Continual liaison with CTB on the service level and keep it updated of the latest situation.

Responsible Party	Actions
TD (TIMS / TTMS / NTRO)	<p><u>LWB</u></p> <ul style="list-style-type: none"> • Request LWB to adjust the bus services as follows: <ul style="list-style-type: none"> - Strengthen the Rts. S1, S64C, S64P and S65; - Divert Rts. S1, S64 and N64 via Tung Chung Development Pier; - Truncate Rts. A32, A41/P, A47X, E31, E32/A, E41, E42/C/P, N31, N42/A to Tsuen Wan West Station PTI; - Truncate Rts. A33/X, A34, A36, A37, A43/P, E33/P, E36/P/S/A, E37/C, E43 and N30 to Wu Chui Road westbound outside Tuen Mun Pier Head Bus Terminus; - Suspend Rts. A31, A38, NA31, NA32, NA33, NA36, NA37, NA40, NA41, NA43, NA47, R8, R33 and R42; and - Operate a special route (Rt. S8) between Disneyland Resort PTI and Airport (via Tung Chung) (when emergency ferry service between Tsuen Wan and Disneyland Pier is in operation). • Continual liaison with LWB on the service level and keep it updated of the latest situation.
TD (TIMS / TTMS / NTRO)	<p><u>NLB</u></p> <ul style="list-style-type: none"> • Request NLB to adjust the bus services as follows: <ul style="list-style-type: none"> - Strengthen the Rts. A35 and N35 between Mui Wo and Airport; and - Strengthen the Rt. 37 between Tung Chung Development Pier and Tung Chung Station. • Continual liaison with NLB on the service level and keep it updated of the latest situation.
TD (TIMS / TTMS / FPD)	<p><u>Discovery Bay Transportation Services Limited (“DBTPL”)</u></p> <ul style="list-style-type: none"> • Request DBTPL to strengthen existing ferry services between Central and Discovery Bay; • Request DBTPL to deploy additional staff to piers to monitor passenger demand and to regulate passenger queue; and • Request DBTPL to provide assistance to berthing operation and crowd management at Central Pier No. 3 (when the emergency service between SkyPier and Central is operated).

Responsible Party	Actions
TD (TIMS / TTMS / NTRO)	<p><u>Discovery Bay Transit Services Limited (“DBTSL”)</u></p> <ul style="list-style-type: none"> • Request DBTSL to strengthen existing residents’ service route nos. DB01R, DB02R and DB03R; • Disseminate bus service information to passengers at bus termini; and • Deploy additional staff to bus termini to monitor passenger demand and to regulate passenger queue.
TD (TIMS / TTMS / FPD)	<p><u>Fortune Ferry</u></p> <ul style="list-style-type: none"> • Alert Fortune Ferry of the road closure; and • Liaise with Fortune Ferry to strengthen “Tuen Mun – Tung Chung – Sha Lo Wan – Tai O” ferry services. • Request Fortune Ferry to provide assistance to berthing operation and crowd management at TMFP (when the emergency ferry service between SkyPier and Tuen Mun is operated)
TD (TIMS / TTMS / FPD)	<p><u>Sun Ferry Services Company Limited (“Sun Ferry”)</u></p> <ul style="list-style-type: none"> • Request Sun Ferry to strengthen existing ferry services between Central and Mui Wo; • Request Sun Ferry to deploy additional staff to piers to monitor passenger demand and to regulate passenger queue; and • Disseminate ferry service information to passengers at piers. • Request Sun Ferry to operate emergency ferry service between Central and SkyPier subject to availability of suitable vessels when agreed.

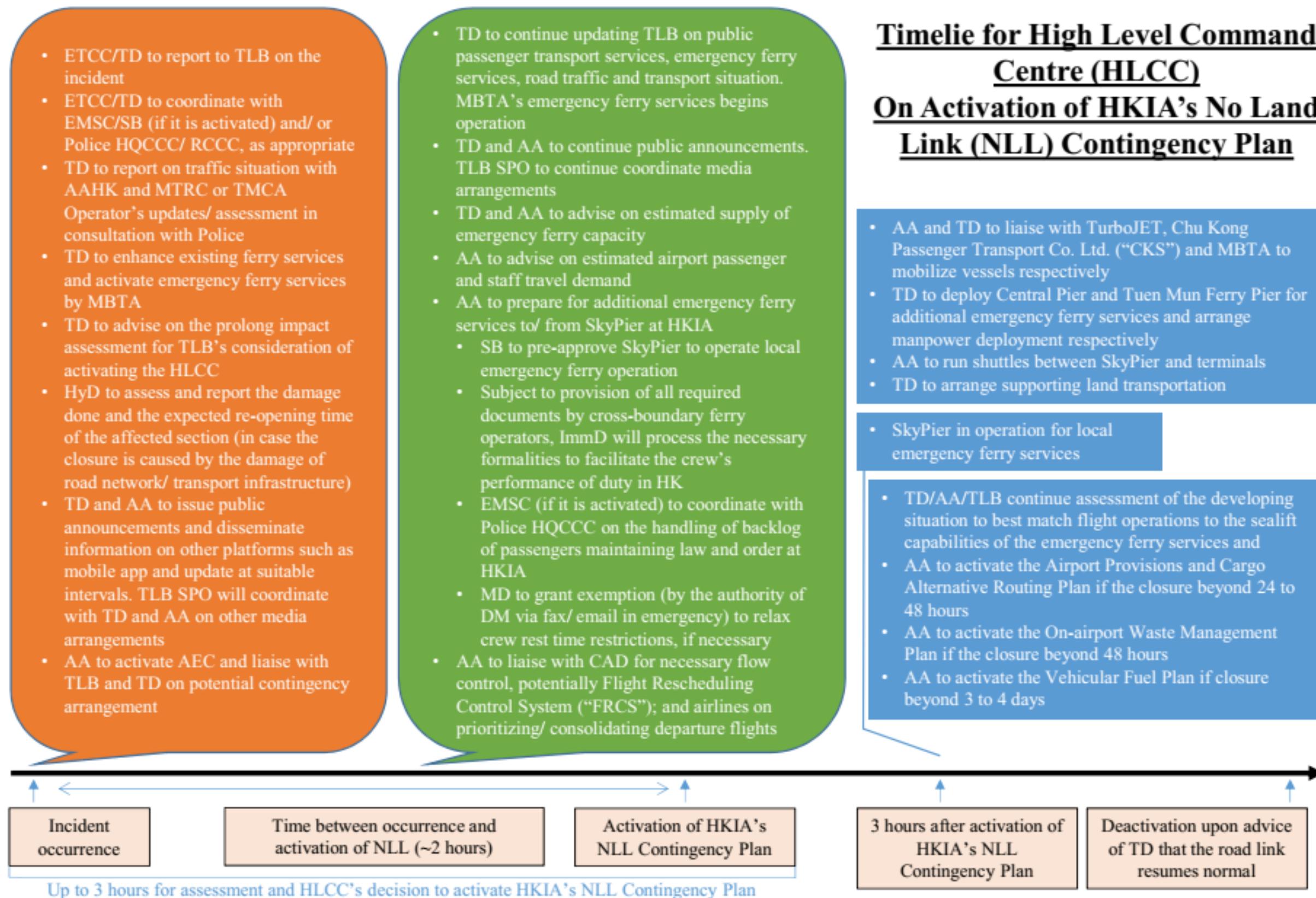
Responsible Party	Actions
TD (TIMS / TTMS / FPD)	<p><u>Park Island Transport Co. Ltd. (“PITCL”)</u></p> <ul style="list-style-type: none"> • Request PITCL to strengthen existing ferry services between Central and Ma Wan, and between Tsuen Wan and Ma Wan; • Request PITCL to deploy additional staff to piers to monitor passenger demand and to regulate passenger queue; • Disseminate ferry service information to passengers at piers; and • Request PITCL to provide assistance to berthing operation and crowd management at Central Pier No. 2 (when the emergency ferry service between SkyPier and Central is operated).
TD (TIMS)	<p><u>MBTA</u></p> <ul style="list-style-type: none"> • Request MBTA to operate the emergency ferry services between Tsuen Wan and Disneyland Resort Pier or Tung Chung Development Pier; • Request MBTA to deploy sufficient staff at piers for crowd management and disseminate emergency ferry service information to passengers at piers; • Request MBTA to set up Control Room to report the details of each sailing and passenger queue; and • Request MBTA on the provision of 2 vessels to operate the emergency ferry service between SkyPier and Central piers.
TD (TIMS)	<p><u>Marine Department (“MD”)</u></p> <ul style="list-style-type: none"> • Request MD to regulate marine traffic if situation requires.

Responsible Party	Actions
TD (TIMS / TTMS / NTRO)	<p><u>Airport Authority Hong Kong (“AAHK”)</u></p> <ul style="list-style-type: none"> • Alert AAHK of the road closure. • Request AAHK to disseminate information to airport community (e.g. airlines, AAHK staff members, passengers etc); • Request AAHK to implement crowd control in PTB, GTC and SkyPier; • Request AAHK to assist in traffic control on Airport Island; and • Request AAHK to operate emergency ferry services between SkyPier and Central and between SkyPier and Tuen Mun.
TD (TIMS)	<p><u>Civil Aid Service (“CAS”)</u></p> <ul style="list-style-type: none"> • Request CAS to deploy staff at the concerned Central Ferry Pier(s) and Tuen Mun Piers for crowd management. (Upon AAHK’s notification of operating emergency ferry service between SkyPier and Central is received by TD)
TD (TIMS / TTMS / FPD)	<p><u>Hong Kong & Kowloon Ferry Limited (“HKKF”)</u></p> <ul style="list-style-type: none"> • Request HKKF to disseminate ferry service information to passengers at piers; • Request HKKF to deploy staff to piers to regulate passenger queue;
TD (TIMS / TTMS / FPD)	<p><u>The ‘Star’ Ferry Company Limited (“SF”)</u></p> <ul style="list-style-type: none"> • Request SF to provide assistance to berthing operation and crowd management at Central Pier No. 7 (when the emergency ferry service between SkyPier and Central is operated).

Responsible Party	Actions
TD (TIMS / TTMS / ROs)	<p><u>NWFB, KMB and Citybus (F1)</u></p> <ul style="list-style-type: none"> • Request the franchised bus operators to adjust (increase or decrease the headway) existing feeder services to the ferry piers concerned; • Request the franchised bus operators to disseminate bus service information to passengers at bus termini and en-route stops; and • Request the franchised bus operators to deploy additional staff to bus termini concerned (including those next to ferry piers concerned), to monitor passenger demand and to regulate passenger queue.
TD (TIMS / TTMS / NTRO)	<p><u>Hong Kong International Theme Park (“HKITP”)</u></p> <ul style="list-style-type: none"> • Request HKITP to disseminate information on emergency traffic and transport arrangements to Disneyland visitors at Theme Park, Inspiration Lake and Recreation Centre, and hotel guests and its staff members; • Request HKITP to consider introducing measures to take pressure off the public transport system, e.g. delaying opening or closing time of the Park; and • Request HKITP to implement crowd and traffic control at the Disneyland PTI and Pier (when the emergency service between Tsuen Wan and Disneyland is operated).
TD (TIMS / TTMS / NTRO)	<p><u>AsiaWorld-Expo Management Limited (“AWEML”)</u></p> <ul style="list-style-type: none"> • Request AWEM to disseminate information on emergency traffic and transport arrangements to AWE visitors and exhibitors; • Request AWEM to consider introducing measures to take pressure off the public transport system, e.g. delaying opening or closing time of the Exhibition/ Convention/ Concert and Entertainment Event; and • Request AWEM to implement crowd and traffic control at the AWE.

Responsible Party	Actions
TD (TIMS / TTMS / NTRO)	<p><u>Ngong Ping 360 Limited (“NP360L”)</u></p> <ul style="list-style-type: none"> • Request NP360L to disseminate information on emergency traffic and transport arrangements to visitors in cable car and Ngong Ping Village; • Request NP360L to consider introducing measures to take pressure off the public transport system, e.g. delaying opening or closing time of the cable car; and • Request NP360L to implement crowd and traffic control at Tung Chung terminal.
TD (TIMS / NTRO)	<p><u>HKP MOM Contractor</u></p> <ul style="list-style-type: none"> • Request MOM Contractor to disseminate information on emergency traffic and transport arrangements to visitors at the PTIs on HKP.
TD (TIMS / NTRO)	<p><u>SHT, TLT, other relevant tunnel and control area operators</u></p> <ul style="list-style-type: none"> • Request operators to arrange radio break-in to alert the motorist of the traffic situation.
TD (TIMS / TTMS / NTRO)	<p><u>District Office/Islands (“DO/Islands”)</u></p> <ul style="list-style-type: none"> • Alert DO/Islands of the road closure; and • Request DO/Islands to inform local personalities in Lantau of the incident and contingency public passenger transport services.
TD (TIMS / TTMS / NTRO)	<p><u>District Office/Tsuen Wan (“DO/TW”)</u></p> <ul style="list-style-type: none"> • Alert DO/TW of the road closure; and • Request DO/TW to inform local personalities in Ma Wan of the incident and contingency public passenger transport services.
TD (TIMS / TTMS / NTRO)	<p><u>District Office/Tuen Mun (“DO/TM”)</u></p> <ul style="list-style-type: none"> • Alert DO/TM of the road closure and contingency public passenger transport services.
TD (TIMS)	<p><u>Customs & Excise Department (“C&E”)</u></p> <ul style="list-style-type: none"> • Alert C&E of the road closure; and • Request C&E to maintain normal Customs clearance service for arrival passengers and their baggage at Customs checkpoints of Hong Kong International Airport.
TD (TIMS)	<p><u>Immigration Department (“ImmD”)</u></p> <ul style="list-style-type: none"> • Alert ImmD of the road closure; and • Request ImmD to maintain normal immigration clearance for arriving and departing passengers at the Hong Kong International Airport.

Responsible Party	Actions
TD (TIMS)	<u>Hong Kong Hotel Association (“HKHA”)</u> <ul style="list-style-type: none"> • Alert HKHA to relay TD’s emergency messages to its members.
TD (TIMS)	<u>Travel Industry Authority (“TIA”) and Travel Industry Council of Hong Kong (“TIC”)</u> <ul style="list-style-type: none"> • Alert TIA and TIC to relay TD’s emergency messages to their licensees and members respectively; and • Send the press releases to TIA and TIC by fax (during office hours) and to the email accounts of Ms Annie Fonda of TIA (anniefonda@tia.org.hk) and Ms Fanny Yeung of TIC (office@tichk.org) respectively after alerting them by phone (outside office hours).



Timeline for High Level Command Centre (“HLCC”) on Activation of Additional Emergency Ferry Services to/from SkyPier-Central / Tuen Mun

Incident (e.g. 0000 hrs)	Activation (e.g. 0300)	SkyPier in operation for local emergency ferry services (e.g. 0600)	
Immediately after occurrence NLL incident (e.g. 0000 - 0100)	Time between incident occurrence and activation of HKIA’s NLL Contingency Plan (e.g. 0100 - 0300)	3 hours after activation of HKIA’s NLL Contingency Plan⁵ (e.g. 0300 - 0600)	
ETCC/TD	<ul style="list-style-type: none"> ETCC/TD to report to TLB Duty Officer on the incident (see Annex 7 for elaboration on the reporting mechanism) ETCC/TD to coordinate with EMSC/SB (if activated) and/or Police HQCCC/RCCC, as appropriate TD to report on traffic situation with MTRC, TMCA or TM-CLKT Operator’s updates/assessment in consultation with Police TD and AAHK to issue public announcements and disseminate information on platforms such as mobile app and update at suitable intervals. Secretariat Press Office of TLB (“TLB SPO”) to coordinate with TD and AAHK on other media arrangements. 	<ul style="list-style-type: none"> TD to enhance existing ferry services and activate emergency ferry services by Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. (“MBTA”) TD to advise on estimated supply of emergency ferry capacity (provided by MBTA) TD to continue updating TLB on public passenger transport services, emergency ferry services (provided by MBTA), road traffic and transport situation. MBTA’s emergency ferry services begins operation TD to advise on the prolong traffic & transport impact assessment for TLB’s consideration of activating the HLCC TD and AAHK to continue public announcements. TLB SPO to continue coordinate media arrangements 	<ul style="list-style-type: none"> TD to liaise with MBTA to mobilize two vessels for additional emergency ferry services TD to deploy berthing facilities and operation staff in Central Pier for additional emergency local ferry services TD to arrange supporting land transportation TD to update as appropriate in respect of TMFP. TD to update in respect of provision of two vessels by MBTA.
HyD			
HLCC/TLB	<ul style="list-style-type: none"> TLB Duty Officer (TLBDO) to report to DSes, PSTL and Principle Official’s Office (“POO”) on the incident (see Annex 7 for elaboration on the reporting mechanism) TD and AAHK to issue public announcements and disseminate information on platforms such as mobile app and update at suitable intervals. TLB SPO to coordinate with TD and AAHK on other media arrangements. 	<ul style="list-style-type: none"> HLCC to be set up at the Transport Department High Command Room on 16/F, South Tower, West Kowloon Government Offices, 11 Hoi Ting Road, Yau Ma Tei (i.e. one floor above and with direct access to the ETCC). HLCC to consider activating the NLL Contingency Plan based on TD (in consultation with SB/Police) / HyD / AAHK’s assessment. HLCC to give policy steer as and when required. 	<ul style="list-style-type: none"> HLCC to continue assessment of the developing situation to best match flight operations to the sealift capabilities of the emergency ferry services. HLCC to consider deactivation upon advice of TD (in consultation with EMSC/Police) / HyD that the road link resumes normal.

⁵ If the total closure of land link is beyond 24 to 28 hours, AAHK to activate the Airport Provisions and Cargo Alternative Routing Plan; if beyond 48 hours, AAHK to activate the On-airport Waste Management Plan; and if beyond 3 to 4 days, AAHK to activate the Vehicular Fuel Plan.

AAHK	<ul style="list-style-type: none"> • AAHK to consider activating Airport Emergency Centre (“AEC”) • TD and AAHK to issue public announcements and disseminate information on other platforms such as mobile app and update at suitable intervals. TLB SPO to coordinate with TD and AAHK on other media arrangements. 	<ul style="list-style-type: none"> • AEC (if activated), to liaise with TLB and TD on potential contingency arrangement • AAHK to advise on estimated airport passenger and staff travel demand • AAHK to advise on estimated supply of emergency ferry capacity (by SkyPier) • AAHK to prepare for additional emergency ferry services to/from SkyPier at HKIA <ul style="list-style-type: none"> (a) ImmD to issue no-objection letter for Mainland ferry crew to work locally upon received the documents required include, but not limited to: <ul style="list-style-type: none"> (i) travel document of the crew; (ii) a list specify the particulars and posts of crew; (iii) a company letter from ferry operator that guarantee to ensure the crew on board will leave Hong Kong upon or before the departure of the ferry/ vessel in which they arrived in Hong Kong (b) MD to grant exemption (by the authority of DM via fax/email in emergency) to the crew of High-Speed Craft (HSC) to relax crew rest time restrictions • AAHK to liaise with CAD for necessary flow control, potentially Flight Rescheduling Control System (“FRCS”); and airlines on prioritizing/consolidating departure flights • EMSC (if activated) to coordinate with Police HQCCC on the handling of backlog of passengers maintaining law and order at the HKIA. 	<ul style="list-style-type: none"> • AAHK to liaise with TurboJET and Chu Kong Passenger Transport Co. Ltd. (“CKS”) to mobilize eight vessels • AAHK to deploy berthing facilities and operation staff in SkyPier for additional emergency local ferry services • AAHK to run shuttles between SkyPier and terminals
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Elaboration on the Reporting Mechanism by ETCC/TD to TLB

TD	
<p>1. First Contact Point (“FCP”) to alert -</p> <ul style="list-style-type: none"> - Tunnels & Tsing Ma Section (“TMS”) - Transport Incident Management Section (“TIMS”) - District Officer/Islands (“DO/Is”) - Hong Kong Police Force (“Police”) - Airport Authority Hong Kong (“AAHK”) 	
<p>2. TMS and TIMS to alert -</p> <ul style="list-style-type: none"> - Assistant Commissioner /Management & Paratransit (“AC/MP”) or Deputy Controller A/B (“DepCon A/B”) (i.e. Directorate officer in charge during non-office hours) - Assistant Commissioner/NT (“AC/NT”) - PIO/TD 	AAHK (wrt NLL Plan (Rev 19))
<p>3. AC/MP (for TMCA and TM-CLKL)/AC/NT (for NLH) (during office hours) or DepCon A/B (during non-office hours) shall -</p> <ul style="list-style-type: none"> - Decide whether Emergency Transport Co-ordination Centre (“ETCC”) Tier Three Response (i.e. Joint Steering Mode (JSM) ETCC Operation)⁶ should be activated. 	<p>3. AAHK to -</p> <ul style="list-style-type: none"> - Decide whether Airport Emergency Centre (“AEC”) should be activated.

⁶ Paragraph 3 of TLB Internal Circular sets out that Tier One Response (Normal ETCC Operation) is operated round the clock to handle incidents that are minor, localized or can be resolved within a short period of time (i.e. normally “Amber Alert” incidents). The operation of the ETCC will be escalated to Tier Two Response (Fixed Mode ETCC Operation) in case of small-scale planned events; serious road or tunnel incidents; or major, widespread disruption or breakdown of public transport services (i.e. normally “Red Alert” incidents). It will be escalated to Tier Three Response (Joint Steering Mode (JSM) ETCC Operation) in case of large-scale planned events, major incidents and other situations that warrant high level steer and coordination. Senior officers from TD and the Police will provide joint steer on traffic and transport issues to enhance communication and coordination. Where the circumstances warrant it, a representative from Transport Branch at directorate level will be invited to attend the ETCC to enhance coordination with other bureau and the senior echelon of the Government to expedite remedial/recovery actions for the incident.

<p>4. If ETCC JSM is activated, AC/MP/AC/NT (during office hours) or DepCon A/B (during non-office hours) shall -</p> <ul style="list-style-type: none"> - Notify Deputy Commissioner for Transport (“DC for T”) or Commissioner for Transport (“C for T”). If DC for T and C for T cannot be contacted, AC/MP/AC/NT (during office hours) or DepCon A/B (during non-office hours) will take full charge of the ETCC JSM. - Inform Transport and Logistics Bureau Duty Officer (“TLBDO”) (non-rail) (i.e. PASes on a roster basis)⁷ and TLBDO (rail) (i.e. PAS(TL)4).⁸ - Inform Security Bureau (“SB”) Duty Office - Maintain Coordination with AAHK (or Airport Emergency Centre (“AEC”) if activated) 	<p>4. If AEC is activated, AAHK to -</p> <ul style="list-style-type: none"> - Inform PAS(TL)⁹
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⁷ While this document intends to extract parts relating to NLL scenario where HLCC activation is required (NLL scenario implies that the incident(s) concerned are both rail and non-rail related), as set out in the TLB Internal Circular, TLBDO (non-rail) should be alerted for all “Red Alert” incidents (i.e. Tier Two Response (Fixed Mode ETCC Operation)), incidents that have attracted or may attract high level media attention or “Amber Alert” incidents (i.e. Tier One Response (Normal ETCC Operation)) that the ETCC Controller considers worthy of TLBDO (non-rail)’s attention; and TLBDO(rail) should be alerted for all rail incidents.

⁸ Paragraph 18 of TLB Internal Circular specifies that ETCC should not alert POO direct, but via TLBDO.

⁹ If PAS(TL)8 cannot be contacted in the first instance, DS(TL)4 should be contacted instead.

TLB (wrt TLB Internal Circular)

TLBDO¹⁰ is the first contact officer in TLB on emergency transport incidents (not limited to NLL scenarios).

5. TLBDO (non-rail) <ul style="list-style-type: none"> - To alert DS(TL)1¹¹ - To alert AA/STL, PrS/STL and PIO(TL) 	5. TLBDO (rail) (i.e. PAS(TL)4) <ul style="list-style-type: none"> - To alert DS(TL)2¹² - To alert AA/STL, PrS/STL and PIO(TL) 	5. PAS(TL)8 <ul style="list-style-type: none"> - To alert DS(TL)4 - To seek PSTL steer on HLCC
6. DS(TL)1 <ul style="list-style-type: none"> - To alert PSTL - To alert other DSes where necessary 	6. DS(TL)2 <ul style="list-style-type: none"> - To alert PSTL 	6. AA or PrS /STL <ul style="list-style-type: none"> - To alert STL

¹⁰ PAses who are responsible for the land and waterborne transport portfolio in TLB are designated as TLBDO for handling emergency traffic and transport incidents (not limited to NLL scenarios). Please refer to Annex C of TLB Circular for roster. The key roles of the TLBDO are:

- (i) to alert senior officers of TLB and POO, and PIO(TL) to major incidents, and to keep them informed of the progress as appropriate;
- (ii) to alert subject PAses to the incidents;
- (iii) for serious and prolonged incidents, to keep close contact with the ETCC on the progress of recovery actions, the number of injuries and media enquiries;
- (iv) to give policy steer as and when required;
- (v) to work out with ETCC (and PIO(TL) as necessary) the lines-to-take on sensitive issues for response to media enquiries; and
- (vi) to join ETCC as TLB representative when invited by ETCC.

For unplanned events, controller/ETCC should decide whether to invite TLB representative to join the ETCC. TLBDO (non-rail) and TLBDO (rail) will then consult DS(TL)1 and DS(TL)2 respectively and seek direction. Where an incident may affect a large number of travelers, where widespread road closure and/or public transport service disruption over a considerable period is envisaged, where there is high level of media attention, or where a quick solution may benefit from high level decisions, TLB should send a representative to the ETCC to enhance coordination with other bureaux and the senior echelon of the Government to expedite remedial/recovery actions.

¹¹ If TLBDO (non-rail) cannot contact DS(TL)1 in the first instance, he should alert PSTL direct. If he cannot get immediate hold of PSTL, he should alert DS(TL)2 or DS(TL)3 in this order.

¹² If TLBDO (rail) cannot contact DS(TL)2 in the first instance, he should alert PSTL direct. If he cannot get immediate hold of PSTL, he should alert DS(TL)1 or DS(TL)3 in this order.

Procedures for Notification to Transport and Logistics Bureau and Security Bureau

(1) Notifying Transport and Logistics Bureau (“TLB”)

The Transport and Logistics Bureau Duty Officer (“TLBDO”) is the first contact officer in TLB on emergency transport incidents. As the actions required of rail-related and non-rail related incidents are different, the subject PAS looking after railway operation and services, i.e. PAS(TL)4 is designated as the TLBDO(Rail) whom TD should contact in respect of all rail incidents. Other PAses who are responsible for land and waterborne transport in TLB will take turn to be TLBDO(Non-rail) on a roster basis.

In the event of **no land link to/from Lantau Island and Chek Lap Kok**, both TLBDO(Rail) and TLBDO(Non-rail) should be contacted by ETCC. DS(TL)s, PSTL, POO (either AA to STL or Press Secretary to STL) and PIO(TL) would be notified through TLBDO (Rail) or (Non-rail) according to the mechanism set out in TLB Internal Circular being updated by TLB. AA to STL or Press Secretary to STL would consider the need for alerting STL and USTL.

In case TLBDO (Rail) and/or TLBDO(Non-rail) cannot be reached, DS(TL)s would be contacted as follows:

- (i) In case TLBDO (Rail) cannot be reached, DS(TL)2 should be contacted.
- (ii) In case (TLBDO)(Non-rail) cannot be reached, DS(TL)s would be contacted in the following order:
 - (a) DS(TL)3 or DS(TL)2
 - (b) DS(TL)1

DS(TL)s will then consider the need to notify PSTL and POO. A flow chart showing the notification arrangement is at **Annex B** of Transport Branch Internal Circular being updated by TLB.

Separately, ETCC will contact the Airport Duty Manager of AA (“AA-ADM”) who will decide whether Airport Emergency Centre (“AA-AEC”) should be activated. Should AA-AEC be established, ETCC will maintain with coordination with AA-AEC; in parallel, AA-ADM will alert PAS(TL)8. PAS(TL)8 will then alert DS(TL)4 and seek steer from PSTL as to whether the High Level Command Centre (“HLCC”) for Non Land Link to Airport should be established.

In notifying the above officers, use their office telephone numbers or mobile telephone / pagers during office hours and mobile telephone / pagers or residential telephone numbers outside officer hours.

(2) Notifying Security Bureau (“SB”)

The Security Bureau Duty Officer’s telephone number is 2524 4387.

Legend:

PSTL	– Permanent Secretary for Transport and Logistics
DS(TL)1	– Deputy Secretary for Transport and Logistics 1
DS(TL)2	– Deputy Secretary for Transport and Logistics 2
DS(TL)3	– Deputy Secretary for Transport and Logistics 3
POO	– Principle Official’s Office
Press Secy to STL	– Press Secretary to STL
AA to STL	– Administrative Assistant to STL
PAS(TL)	– Principal Assistant Secretary (Transport and Logistics)

Emergency Contact Telephone / Fax Numbers

Agency	Telephone No.	Fax. No.
Transport and Logistics Bureau (a) TLBDO (Non-rail) (b) TLBDO (Rail) (c) PAS(TL)8	6293 1873 6718 9769 3509 8194 9802 5914	-- --
Security Bureau Security Bureau Duty Officer Gov't Security Officer	2524 4387 2810 2816	-- 2501 4755
Electrical and Mechanical Services Department - Duty Officer of Railways Branch	3968 7650 (office hour) 9192 5250 (non office hour)	3579 2016
Transport Department Emergency Transport Coordination Centre ("ETCC")	2410 0066/ 2410 0193	2428 6502
Fire Services Department Fire Services Communications Centre	2733 7772	2311 0066
Hong Kong Police Force		
Regional Command & Control Centre, NT Region Duty Controller	3661 7200	2667 5513
CIP (Ops)(NTS Regional HQ) Ms. WONG Yuet-chi	3661 1145	2200 4651
Sub-Unit Commander (Lantau, Airport & West Rail Line) (Railway Dist.) Mr. CHEUNG Sui Lun	3661 4697/ 3661 2834	2449 9431

Agency	Telephone No.	Fax. No.
Div. Commander (Lantau N) Mr. LAW Hoi Ming	3661 1921	2988 1822
Div. Commander (Lantau S) Mr. CHONG Kam Yan	3661 2781	2984 1538
Dist. Commander (Airport Dist.) Mr. MAK Man Yu	3661 2001	2769 4808
Dist. Commander (Tsuen Wan) Mr. Kerry Paul Lee CAREW	3661 2361	2416 4171
Dist. Commander (Kwai Tsing) Mr. TSE Chun Chung, John	3661 2806	2485 3592
Asst. Dist. Commander (Tuen Mun) Mr. CHENG Wing Cheong	3661 5709	2465 3662
Dist. Commander (Central) Mr. LAM Hung Chuen	3660 1101	2521 9877
CSP (Traffic) Mr. AU Wing Leung, Damon	2860 6222	2200 4314
Div. Commander (Ops)(Marine W) -	3660 9101	2452 5413
OC Gen Regy (Emergency Unit NT S) Mr. NAM Kai Kong	3661 1404	2200 4664
SSP (Traffic)(NTS Regional HQ) Mr. CHOW Ngai Kong	3661 1106	2200 4658
SSP (Traffic HK Island) Mr. YIP Siu Ming, Michael	3660 6888	2804 6858
Immigration Department		
Dep Sec Commander (Airport) Ops Support, Control Branch, Airport Division	2182 1443	2754 7876
Dep Sec Commander (Airport) Field Operation Control Branch, Airport Division	2183 1327	2261 2044
Customs and Excise Department		
Divisional Commander (Airport Apron), Boundary and Ports Branch (BP Branch), Airport Command, Air Passenger & Apron Group, Airport Apron Division Ms. WONG Sze Wan	2182 1023	2261 2900

Agency	Telephone No.	Fax. No.
Marine Department		
Maritime Rescue Co-ordination Centre	2233 7999	2541 7714
Civil Aid Service		
1 st Contact Point: CAS Duty Officer (24 hours)	9489 4836	--
2 nd Contact Point: Principal Operations and Training Officer (2)	9383 6194	2576 3021
Only when CAS Central Command Centre is activated: CAS Operations Commander	2711 9171-74	2624 6405
Tourism Commission		
(Senior AO (Tourism)1)	2810 3728	2801 4458
District Office/Islands		
District Officer (Islands)	2852 4301/ 2544 5661/ 5635 9778	2541 4606 (Confidential)
Assistant District Officer (Islands)1	2852 4203/ 9412 1308	2815 2291 (Normal fax)
Emergency Team/Islands	2852 4585/ 2852 4324/ 5605 7496 6856 4166	
District Office/Tsuen Wan		
(DO/TW)	3515 5600/	2412 0244
(ADO/TW)	9020 9333 3515 5602/ 9193 4502	2412 0341

Agency	Telephone No.	Fax. No.
Airport Authority Hong Kong		
Airport Duty Manager	2183 2939/ 9032 2939	2182 2939
Airport Emergency Centre (“AEC”)	2182 0088	2182 9088
Integrated Airport Centre (“IAC”) – Landside Department (“LD”)	2181 8118	2183 2277
MTR Corporation Ltd.		
Control Room, Airport Station	2261 1322	2261 0521
Control Room, Tsuen Wan West Station	2252 2801	2412 2111
– Communication Co-ordination Centre (“CCC”) Manager-Operations Communication	2212 2600	2435 8673
– Communication Co-ordination Centre (“CCC”) Communication Controller	2212 2115	
KMB		
Control Room	Direct line or 2741 5672 3473 1929	2785 9207
Mr. Leung Wang Cheong (Manager, Operations-Zone 2)	3473 1929	2745 0300
Ms. Cathy Cheng (Assistant Manager, Operations-Zone 2)	3473 1928	
Mr. Stephen Wan (Manager, Operations-Zone 5) Mr. Tim Wong (Assistant Manager, Operations-Zone 5)	3406 7701 3406 7709	2454 1937
Citybus Ltd.		
Control Room	2136 2432 or 2553 6982	2136 2420
Mr. Louis KUNG (Operations Manager (F2))	2136 2030 / 9151 8026	2605 5811
Mr. Brian LAM (Assistant Operations Manager (F2))	2136 2019 / 6823 7882	2553 7472

Agency	Telephone No.	Fax. No.
Long Win Bus Co. Ltd. Mr. Stephen Wan (Manager, Operations)	3406 7701	2745 6779
New Lantao Bus (1973) Co. Ltd. Mr. Peter CHU (Deputy Administrative Manager)	2856 8218 6123 8090	2984 8812
New World First Bus Service Ltd. Mr. Roger MA (Operations Manager)	2136 2016/ 9077 9870	2136 2296
Discovery Bay Transit Services Ltd. (Bus) Mr. Peter TSANG (Senior Manager)	2987 3930 / 9689 0016	2987 5246
Discovery Bay Transportation Services Ltd. (Ferry) Mr. Peter TSANG (Senior Manager)	2987 3930/ 9689 0016	2987 5246
Sun Ferry Services Company Ltd. Mr. Johnny WONG (Operations Manager)	2136 2160/ 6651 7594	2131 8025
Duty Controller (Control Room)	2131 8093/ 2131 8097	
Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. Contact Centre	2384 1435/ 2782 4808	2780 8156
Mr. WEN Tszi Kit (Chairman) Mr. PUI Chi Keung (Secretary)	9883 8898 9230 0349	
Hong Kong & Kowloon Ferry Ltd.	2533 5338/ 9770 7812	
Ms. April LAM (Deputy General Manager)	6778 3583	2815 6263
Ms. Alison CHEONG (Operation Executive)	6602 2340	
Mr. Ken WONG (Safety & Services Quality Executive)		
The 'Star' Ferry Company Limited Control Room (6.30 am to 11.30 pm) Mr. Kevin Lam (Operations Manager)	9869 5828 2118 6223 /	2311 5086 2118 6028 2118 6028

Agency	Telephone No.	Fax. No.
Mr. David CHOW (General Manager)	9181 6487 2118 6236 / 9151 6719	
Park Island Transport Co. Ltd. Control Room	2525 5775	2986 3380
Mr. Jacky Cheung (General Manager)	2946 8800/ 9172 1692	2525 5556
Mr. Donald Cheung (Ferry Operations Manager)	2946 8883/ 9492 4747	
Mr. Henry Yeung (Assistant Bus Operations Manager)	2946 8878/ 9316 3178	
Fortune Ferry Co. Ltd. Mr. Dong Fei (Deputy General Manager)	2116 1782/ 9198 9603	2565 8683
Mr. Zeng G.T. (Integrated Department Manager)	2994 8155/ 9032 6892	
Tsing Ma Control Area Operator (TMCA Operator)	2436 5461	2434 5005
Tsing Sha Control Area Operator (TSCA Operator)	3650 1218	3650 1237
Tuen Mun – Chek Lap Kok Tunnel Operator (TM-CLKT Operator) Mr. KAU Shing (Tunnel Manager)	31923479/ 5918 5077	3192 3478
Control Centre Duty Controller	3192 3401/ 3192 3402	3192 3307 2779 1011 (back-up)
Hong Kong Hotels Association Mr. Patrick Kwok (Executive Director)	2375 3838 9499 5409	2375 7676
Travel Industry Council of Hong Kong Ms Fanny YEUNG	Office hour: 2969 8116 2807 1199	2510 9907 office@tichk.org

Agency	Telephone No.	Fax. No.
Travel Industry Authority Ms Annie FONDA	Non-office hour: 9458 2732 Office hour: 3698 6002 Non-office hour: 9801 0726	3905 6020 anniefonda@tia.or g.hk
Hong Kong International Theme Parks Limited - Security Control	3550 3333	3550 3110
AsiaWorld-Expo Management Limited - Security Control Room	3606 1200	2215 3969
Ngong Ping 360 Limited - Control Room - Duty Manager	3666 0560 3666 0556/ 9220 0871	2109 9179
Shell Hong Kong Limited Airport Passenger Terminal Ms. Brenda CHU (Retail Territory Manager)	2949 0328 2506 7317 / 9217 7046	2949 0920
Hong Kong-Zhuhai-Macao Bridge Hong Kong Port MOM Contractor - Control Room	3195 2389/ 3195 2391/ 2702 5572/ 2702 5238	3195 2440
Hong Kong-Zhuhai-Macao Bridge Hong Kong Port Domestic Car Park Operator - Wilson Parking (Holdings) Limited	6466 2869	2499 6132
Scenic Hill Tunnel Operator - Control Room	6735 1131/ 3583 4675	3756 7158

No Objection Letter for Ferry Crews

Senior Immigration Officer (Airport),
Field Operation,
Immigration Department,

Dear Sir,

Re: No Objection Letter for Ferry Crews

With the activation of the “No Land Link” by the High Level Command Centre, please find the attached list of ferry crews who will be required to operate local ferry sectors from SkyPier to a terminal declared under the Shipping and Port Control (Ferry Terminals) Regulations vv for emergency ferry services to convey passengers from these terminals to the Airport.

These ferry crews will cease operating the local ferry sectors upon the suspension of the “No Land Link” and the ferry operator will ensure the ferry crews will return to the port of origin together with the vessels.

Please do not hesitate to contact the undersigned if further information is required.

(Name of Staff)
(Title)
(Name of Company)

**Vessel list for operating emergency ferry services between SkyPier and Central / Tuen Mun Ferry Pier
(as at December 2022)**

	Vessel Name	Owner/Agent	Type of Vessel	Vessel Model (if known)	Max. Service Speed	Carrying Capacity (Passenger)	Length Overall or Length (m)	Breadth (m)	Max. Loaded Average Draft (m)	Route Assessment	Berthing Trial (required or not)				
											SkyPier on CLK	Tuen Mun Ferry Pier	Central Ferry Pier No 2	Central Ferry Pier No 3	Central Ferry Pier No 7
1	Universal MK 2011*	Shun Tak-China Travel Ship Management Limited-(ST-CTS)	Austal Cat	Austal Cat	43.0	410	47.50	11.80	1.61	completed and approved	Not required	Not required	Required	Required	Required
2	Universal MK 2012		Austal Cat	Austal Cat	43.0	410	47.50	11.80	1.61	completed and approved	Not required	Not required	Required	Required	Required
3	Universal MK 2013*		Austal Cat	Austal Cat	42.0	406	47.50	11.80	1.60	completed and approved	Not required	Not required	Required	Required	Required
4	Universal MK 2015*		Austal Cat	Austal Cat	42.0	423	47.50	11.80	1.60	completed and approved	Not required	Not required	Required	Required	Required
5	Universal MK 2016*		Austal Cat	Austal Cat	44.0	427	47.50	11.80	1.60	completed and approved	Not required	Not required	Required	Required	Required
6	Universal MK 2017*		Austal Cat	Austal Cat	44.0	410	47.50	11.80	1.60	completed and approved	Not required	Not required	Required	Required	Required
7	Universal MK 2001*		Tricat	Tricat	42.9	333	45.00	11.80	1.62	completed and approved	Not required	Not required	Not required	Not required	Not required
8	Universal MK 2002		Tricat	Tricat	42.9	333	45.00	11.80	1.62	completed and approved	Not required	Not required	Not required	Not required	Not required
9	Universal MK 2003*		Tricat	Tricat	42.9	333	45.00	11.80	1.60	completed and approved	Not required	Not required	Not required	Not required	Not required
10	Universal MK 2004		Tricat	Tricat	42.9	331	45.00	11.80	1.62	completed and approved	Not required	Not required	Not required	Not required	Not required
11	Universal MK 2005*		Tricat	Tricat	42.9	333	45.00	11.80	1.62	completed and approved	Not required	Not required	Not required	Not required	Not required
12	Universal MK 2006*		Tricat	Tricat	42.9	331	45.00	11.80	1.62	completed and approved	Not required	Not required	Not required	Not required	Not required
13	Universal MK 2007*		Tricat	Tricat	42.9	333	45.00	11.80	1.62	completed and approved	Not required	Not required	Not required	Not required	Not required
14	Universal MK 2008*		Tricat	Tricat	42.9	331	45.00	11.80	1.60	completed and approved	Not required	Not required	Not required	Not required	Not required
15	Universal MK 2009*		Tricat	Tricat	42.9	328	45.00	11.70	1.69	completed and approved	Not required	Not required	Not required	Not required	Not required
16	Universal MK 2014*		Austal Cat	Austal Cat	42.9	406	47.50	11.80	1.60	completed and approved	Not required	Not required	Required	Required	Required
17	Universal MK I*		Flying Cat	Flying Cat	34.0	303	37.29	10.10	1.70	completed and approved	Not required	Not required	Not required	Not required	Not required

	Vessel Name		Owner/Agent	Type of Vessel	Vessel Model (if known)	Max. Service Speed	Carrying Capacity (Passenger)	Length Overall or Length (m)	Breadth (m)	Max. Loaded Average Draft (m)	Route Assessment	Berthing Trial (required or not)				
												SkyPier on CLK	Tuen Mun Ferry Pier	Central Ferry Pier No 2	Central Ferry Pier No 3	Central Ferry Pier No 7
18	Universal MK III*	宇航 3*	Chu Kong High-Speed Ferry Company Limited- CKHSF	Flying Cat	Flying Cat	34.0	303	37.29	10.10	1.70	completed and approved	Not required	Not required	Not required	Not required	Not required
19	Universal MK V*	宇航 5*		Flying Cat	Flying Cat	32.5	368	36.00	10.10	1.70	completed and approved	Not required	Not required	Not required	Not required	Not required
20	The Grand Canal Shoppes*	大運河購物*		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
21	The Venetian*	威尼斯人*		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
22	The Cotai Strip Expo*	金光會展*		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
23	Shoppes Cotai Central*	金沙廣場*		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
24	Cotai Central*	金光中心*		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
25	Shoppes Four Seasons*	四季名店*		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
26	The Plaza*	百利沙*		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
27	Gourmet Dining	美食家		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
28	Marco Polo*	馬可孛羅*	Chu Kong Passenger Transport Co. Ltd.- CKPT	Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
29	St. Mark*	聖馬可*		Austal Cat	Austal Cat	42.0	413	47.50	11.80	1.61	completed and approved	Not required	Required	Not required	Not required	Not required
30	Jin Zhu Hu	金珠湖		Catamaran	Catamaran	34.0	270	40.80	10.80	1.23	completed and approved	Not required	Not required	Not required	Not required	Not required
31	Shi Zi Yang 7	獅子洋 7		Catamaran	Catamaran	30.5	199	41.90	9.50	1.20	completed and approved	Not required	Not required	Not required	Not required	Not required
32	Mei Zhu Hu	鎂珠湖		Catamaran	Catamaran	34.0	270	40.80	10.80	1.20	completed and approved	Not required	Not required	Not required	Not required	Not required
33	Rui Xing	瑞星		Catamaran	Catamaran	26.0	199	27.68	8.50	1.45	completed and approved	Not required	Not required	Not required	Not required	Not required
34	Heng Xing	恒星		Catamaran	Catamaran	26.0	196	27.60	8.50	1.44	completed and approved	Not required	Not required	Not required	Not required	Not required
35	Pang Xing 11	鵬星 11		Catamaran	Catamaran	26.0	199	33.00	8.81	1.05	completed and approved	Not required	Not required	Not required	Not required	Not required

	Vessel Name		Owner/Agent	Type of Vessel	Vessel Model (if known)	Max. Service Speed	Carrying Capacity (Passenger)	Length Overall or Length (m)	Breadth (m)	Max. Loaded Average Draft (m)	Route Assessment	Berthing Trial (required or not)				
												SkyPier on CLK	Tuen Mun Ferry Pier	Central Ferry Pier No 2	Central Ferry Pier No 3	Central Ferry Pier No 7
36	Pang Xing 12	鵬星 12		Catamaran	Catamaran	26.0	199	33.00	8.81	1.05	completed and approved	Not required	Not required	Not required	Not required	Not required
37	Pang Xing 15	鵬星 15		Catamaran	Catamaran	32.8	199	40.00	9.00	1.25	completed and approved	Not required	Not required	Not required	Not required	Not required
38	Pang Xing 16	鵬星 16		Catamaran	Catamaran	31.8	199	40.00	9.00	1.25	completed and approved	Not required	Not required	Not required	Not required	Not required
39	Pang Xing 18	鵬星 18		Catamaran	Catamaran	31.5	199	40.00	9.00	1.25	completed and approved	Not required	Not required	Not required	Not required	Not required
40	Pang Xing 19	鵬星 19		Catamaran	Catamaran	31.8	199	40.00	9.00	1.25	completed and approved	Not required	Not required	Not required	Not required	Not required
41	Pang Xing 20	鵬星 20		Catamaran	Catamaran	32.2	199	40.00	9.00	1.25	completed and approved	Not required	Not required	Not required	Not required	Not required
42	Pang Xing 21	鵬星 21		Catamaran	Catamaran	31.8	199	40.00	9.00	1.25	completed and approved	Not required	Not required	Not required	Not required	Not required
43	Pang Xing 1	鵬星 1		Catamaran	Catamaran	32.7	300	42.00	10.00	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required
44	Pang Xing 22	鵬星 22		Catamaran	Catamaran	30.0	199	40.00	9.30	1.24	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised
45	Pang Xing 23	鵬星 23		Catamaran	Catamaran	30.0	199	39.20	9.30	1.29	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised
46	Pang Xing 2	鵬星 2		Catamaran	Catamaran	32.0	300	42.30	10.00	1.36	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised
47	Pang Xing 30	鵬星 30		Catamaran	Catamaran	30.0	99	35.60	8.20	1.32	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised
48	Zhong Shan 26	中山 26		Catamaran	Catamaran	37.0	230	42.80	10.80	1.26	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised
49	Xin Shun Shui	新順水		Catamaran	Catamaran	36.0	263	42.80	10.80	1.11	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised
50	Hai Chi	海弛		Catamaran	Catamaran	35.0	332	40.10	11.50	1.20	completed and approved	Not required	Not required	Not required	Not required	Not required
51	Hai Qin	海琴		Catamaran	Catamaran	34.0	283	41.50	10.00	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required
52	Hai Jing	海璟		Catamaran	Catamaran	34.0	288	41.50	10.00	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required
53	Xin Hai Shan	新海山		Catamaran	Catamaran	36.5	288	41.50	10.00	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required

	Vessel Name		Owner/Agent	Type of Vessel	Vessel Model (if known)	Max. Service Speed	Carrying Capacity (Passenger)	Length Overall or Length (m)	Breadth (m)	Max. Loaded Average Draft (m)	Route Assessment	Berthing Trial (required or not)				
												SkyPier on CLK	Tuen Mun Ferry Pier	Central Ferry Pier No 2	Central Ferry Pier No 3	Central Ferry Pier No 7
54	Xin Hai We	新海威	Shenzhen Xunlong Shipping Co., Ltd. -SZXL	Catamaran	Catamaran	36.9	288	42.10	10.90	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required
55	Hai Jun	海鈞		Catamaran	Catamaran	28.0	232	33.00	8.81	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required
56	Hai Yu	海鈺		Catamaran	Catamaran	27.4	232	33.00	8.81	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required
57	Hai Qiao	海喬		Catamaran	Catamaran	26.0	186	26.00	8.50	1.45	completed and approved	Not required	Not required	Not required	Not required	Not required
58	Zhong Shan 6	中山 6		Catamaran	Catamaran	40.0	300	40.90	10.80	1.34	completed and approved	to be advised	Not required	to be advised	to be advised	to be advised
59	Zhong Shan 20	中山 20		Catamaran	Catamaran	36.0	300	40.90	10.80	1.34	completed and approved	to be advised	Not required	to be advised	to be advised	to be advised
60	Yu Zhu Hu	鈺珠湖		Catamaran	Catamaran	34.0	270	40.50	10.80	1.21	completed and approved	to be advised	Not required	to be advised	to be advised	to be advised
61	Jiang Men	江門		Catamaran	Catamaran	30.5	199	40.00	9.50	1.19	completed and approved	to be advised	Not required	to be advised	to be advised	to be advised
62	Shi Zi Yang 8	獅子洋 8		Catamaran	Catamaran	30.5	200	40.00	9.50	1.18	completed and approved	to be advised	Not required	to be advised	to be advised	to be advised
63	Yin Zhu Hu	銀珠湖		Catamaran	Catamaran	34.0	270	40.50	10.80	1.21	completed and approved	to be advised	Not required	to be advised	to be advised	to be advised
64	JI CHANG 19	機場 19		Catamaran	Catamaran	31.5	280	42.39	10.8	1.41	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised
65	MING ZHU HU	銘珠湖		Catamaran	Catamaran	40.0	300	42.80	10.80	1.30	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised
66	Xun Long 2	迅隆貳號	Shenzhen Xunlong Shipping Co., Ltd. -SZXL	Catamaran	Catamaran	31.0	350	38.00	11.20	2.10	completed and approved	Not required	Not required	Not required	Not required	Not required
67	Xun Long 3	迅隆 3		Catamaran	Catamaran	28.0	224	34.40	8.81	1.10	completed and approved	Not required	Not required	Not required	Not required	Not required
68	Xun Long 4	迅隆 4		Catamaran	Catamaran	28.0	224	34.40	8.81	1.10	completed and approved	Not required	Not required	Not required	Not required	Not required
69	Xun Long 5	迅隆 5		Catamaran	Catamaran	28.0	188	35.60	8.50	1.40	completed and approved	Not required	Not required	Not required	Not required	Not required
70	Xun Long 6	迅隆 6		Catamaran	Catamaran	25.0	188	35.60	8.50	1.40	completed and approved	Not required	Not required	Not required	Not required	Not required
71	Xun Long 7	迅隆 7		Catamaran	Catamaran	29.4	296	42.30	10.00	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required

	Vessel Name		Owner/Agent	Type of Vessel	Vessel Model (if known)	Max. Service Speed	Carrying Capacity (Passenger)	Length Overall or Length (m)	Breadth (m)	Max. Loaded Average Draft (m)	Route Assessment	Berthing Trial (required or not)				
												SkyPier on CLK	Tuen Mun Ferry Pier	Central Ferry Pier No 2	Central Ferry Pier No 3	Central Ferry Pier No 7
72	Xun Long 8	迅隆 8		Catamaran	Catamaran	29.4	296	42.30	10.00	1.30	completed and approved	Not required	Not required	Not required	Not required	Not required
73	Xun Long 9	迅隆 9		Catamaran	Catamaran	29.4	290	42.48	10.00	1.33	completed and approved	to be advised	to be advised	to be advised	to be advised	to be advised

* Vessels ineligible to provide eFerry services due to not having valid HSC (high speed craft) Safety Certificate, i.e. pending for renewal.

**Existing Bus Routes Terminating at Ferry Piers and Connecting HKI / KLN / NT with Lantau Island or Chek Lap Kok
(excluding “A” and “E” Routes)**

(a) To / from Central Ferry Pier

Route	Operating hours	Frequency		Capacity	Operator
3A (Felix Villas – Central Ferry Piers (Pier 7))	<u>Mon – Fri</u> 3.15 p.m. – 4.15 p.m. (from Felix Villas) 7.15 a.m. (from Central) <u>School Days only</u> 7.10 a.m. (from Central) (No service on Sat, Sun & PHs)	From Felix Villas 3.15 p.m., 3.50 p.m., 4.15 p.m.	From Central 7.10 a.m. 7.15 a.m. (School Day only)	1 DD bus of capacity not exceeding 89 Subject to demand, air-conditioned single decker of capacity not exceeding 71 may be deployed for substitution. Subject to demand, air-conditioned double deck vehicles of capacity not exceeding 139 may be deployed for substitution.	NWFB

Route	Operating hours	Frequency	Capacity	Operator
7 (Shek Pai Wan Estate PTI – Central (Central Ferry Piers))	<p><u>Mon – Sat</u></p> <p>5.15 am – 5.45 am (from Shek Pai Wan, one way service)</p> <p>6.00 a.m. – 10.50 p.m. (from Shek Pai Wan)</p> <p>11.15 pm – 12.30 am (from Shek Pai Wan, Special departure via Chi Fu)</p> <p>5:45 a.m. – 10.55 p.m. (from Central)</p> <p>11.20 pm – 1.00 am (from Central, Special departure via Chi Fu)</p> <p><u>Sun & PHs</u></p> <p>5.15 am – 5.51 am (from Shek Pai Wan, one way service)</p> <p>6.11 a.m. – 10.50 p.m. (from Shek Pai Wan)</p> <p>11.15 pm – 12.30 am (from Shek Pai Wan, Special departure via Chi Fu)</p> <p>5:45 a.m. – 10.55 p.m. (from Central)</p> <p>11.20 pm – 1.00 am (from Central, Special departure via Chi Fu)</p>	15 – 25 mins	6 DD buses of capacity not exceeding 124	CTB
71P (Sham Wan Road PTT to Central (Central Ferry Piers))	<p><u>Mon – Sat</u></p> <p>7.55 a.m.</p> <p>(No service on PHs)</p>	N.A.	1 DD buses of capacity not exceeding 126	CTB
629 (Central Ferry Piers (Pier 6) – Ocean Park (Water World)) (One Way Service)	9.30 a.m. – 11.30 a.m. (from Central)	30 mins	2 DD buses of capacity not exceeding 137	CTB
11 (Central (Central Ferry Piers) – Jardine's Lookout) (Circular)	6.30 a.m. – 11:50 p.m	8 – 20 mins	5 SD buses of capacity not exceeding 71 (a.m.) 8 SD buses of capacity not exceeding 71 (p.m.)	CTB

Route	Operating hours	Frequency	Capacity	Operator
12 (Central (Central Ferry Piers) – Park Road) (Circular)	Mon – Sat 6.45 a.m. – 11:36 p.m. Sun & PHs 6.45 a.m. – 11.30 p.m.	13 – 25 mins	3 DD buses of capacity not exceeding 126 (a.m.) 4 DD buses of capacity not exceeding 126 (p.m.)	CTB
15 (Central (Central Ferry Piers) – The Peak)* *Operated from and terminated at Central (Exchange Square) before 10.00 a.m.	6.30 a.m. – 1.00 am. (from The Peak) 6.15 a.m. – 12.15 a.m. (from Central)	6 – 30 mins	7 DD buses of capacity not exceeding 105	NWFB
15C (Central Ferry Piers (Pier 8) – Garden Road (Lower Peak Tram Station))	10.00 a.m. – 10.00 p.m. (from Central) 10.10 a.m. – 10.10 p.m. (from Garden Road)	30 mins	1 SD bus of capacity not exceeding 71	NWFB
X15 (Central (Central Ferry Pier No.6) – The Peak)	Sat, Sun & PHs 10.00 am (from Central) 6:00 pm (from The Peak)	From Central 10.00 am From The Peak 6.00 pm	1 DD bus of capacity not exceeding 89	NWFB
25 (Central (Central Ferry Piers) – Braemar Hill) (Circular)	6.30 a.m. – 11.30 p.m	10 – 20 mins	6 DD buses of capacity not exceeding 126	NWFB
511 (Tai Hang Drive – Central (Central Ferry Piers))	Mon – Fri 7.50 a.m – 8.40 a.m. (No service on Sat, Sun & PHs)	7.50 a.m., 8.10 a.m., 8.25 a.m., 8.40 a.m.	2 SD buses of capacity not exceeding 71	CTB
722 (Yiu Tung Estate – Central (Central Ferry Piers)) (Circular)	6.00 a.m. – 11.33 p.m.	8 – 26 mins	8 DD buses of capacity not exceeding 137	NWFB
780 (Chai Wan (East) – Central (Central Ferry Piers))	5.35 a.m. – 11.20 p.m. (from Chai Wan (East)) 6.15 a.m. – 12:30 a.m. (from Central)	8 – 20 mins	7 DD buses of capacity not exceeding 137 (a.m.) 10 DD buses of capacity not exceeding 137 (p.m.)	CTB
780P Chai Wan (Hing Wah Estate to Central Ferry Piers)	7.15 a.m. – 8.35 a.m.	20 mins	4 DD buses of capacity not exceeding 137	CTB

Route	Operating hours	Frequency	Capacity	Operator
91 (Ap Lei Chau Estate – Central (Central Ferry Piers))	Mon – Sat 5.45 a.m. – 11.45 p.m. (from Ap Lei Chau) 6.25 a.m. – 12:40 p.m. (from Central) Sun & PH 6.00 a.m. – 11.45 a.m. (from Ap Lei Chau) 6.45 a.m. – 12:40 p.m. (from Central)	12 – 30 mins	7 DD buses of capacity not exceeding 139	NWFB
307 (Tai Po Central – Central (Central Ferry Piers))* *Terminating at Sheung Wan between 6.00 a.m. and 8.10 a.m.	6.00 a.m. – 10.40 a.m. (from Tai Po Central) 10.00 a.m. – 12.00 midnight (from Central)	5 – 25 mins	9 DD buses of capacity not exceeding 146 (CTB) 9 DD buses of capacity not exceeding 155 (KMB)	CTB/KMB
603 (Ping Tin – Central (Central Ferry Piers))	Mon – Sat 5.20 a.m. – 11.30 p.m. (from Ping Tin) 7.35 a.m. – 12.30 a.m. (from Central) Sun & PH 5.20 a.m. – 11.30 p.m. (from Ping Tin) 7.10 a.m. – 12.30 a.m. (from Central)	5 – 30 mins	21 DD buses of capacity not exceeding 141	KMB
H1/H2(special departures) (Central Ferry Piers (Pier 6) - Tsim Sha Tsui (Hankow Road)	10.00 a.m. – 4.00 p.m. (from Central) 11.30 a.m. – 5.30 p.m. (from Tsim Sha Tsui)	60 mins	3 DD buses of capacity not exceeding 131	NWFB

(b) To / from West Rail Line Tsuen Wan West Station / Tsuen Wan Public Landing Steps Pier

Route	Operating hours	Frequency	Capacity	Operator
234A (Sea Crest Villa – Tsuen Wan West Station PTI)	6.00 a.m. – 12.00 midnight (from Sea Crest Villa) 6.30 a.m. – 12.30 a.m. (from Tsuen Wan West)	8 – 25 mins	5 DD buses of capacity not exceeding 141	KMB
234B (Tsuen Wan West Station PTI – Sea Crest Villa)	5.50 a.m. – 11.20 p.m. (from Sea Crest Villa) 5.50 a.m. – 11:00 p.m. (from Tsuen Wan West)	12 – 30 mins	6 DD buses of capacity not exceeding 125	KMB
31 (Tsuen Wan West Station PTI – Shek Lei) (Circular)	6.00 a.m. – 12.15 a.m.	12 – 20mins	5 DD buses of capacity not exceeding 125	KMB
33 (Tsuen Wan West Station PTI – Yau Tong PTI)	6.55 a.m. – 11.05 p.m. (from Yau Tong) 6.30 a.m. – 11.00 p.m. (from Tsuen Wan West) (No service on Sat, Sun & PHs)	15 – 30mins	9 DD buses of capacity not exceeding 155	KMB
33B (Tsuen Wan West Station PTI – Yau Tong PTI)	6.55 a.m. – 10.05 p.m. (from Yau Tong) 6.30 a.m. – 09.30 p.m. (from Tsuen Wan West) (Service on Sat, Sun & PHs)	20 – 30mins	9 DD buses of capacity not exceeding 155	KMB
34 (Kwai Shing (Central) – Bayview Garden)	5.35 a.m. – 11.30 p.m. (from Kwai Shing) 6.05 a.m. – 12.20 a.m. (from Bayview Garden)	15 – 20 mins	8 DD buses of capacity not exceeding 125	KMB
36 (Tsuen Wan West Station PTI – Lei Muk Shue Estate PTI) (Circular)	5.30 a.m. – 12.25 a.m.	10 – 20 mins	7 DD buses of capacity not exceeding 155	KMB
39A (Tsuen Wan West Station PTI – Allway Gardens) (Circular)	5.50 a.m. – 12.40 a.m.	20 – 25 mins	3 DD buses of capacity not exceeding 155	KMB
43 (Cheung Hong – Tsuen Wan West Station PTI)	5.40 a.m. – 12.00 midnight (from Cheung Hong) 6.00 a.m. – 12.15 a.m. (from Tsuen Wan West)	8 – 20 mins	11 DD buses of capacity not exceeding 141	KMB

Route	Operating hours	Frequency	Capacity	Operator								
43P (Hong Kong Science Park – Tsuen Wan West Station PTI)	<p>Mon – Fri 7.20 a.m. – 8.20 a.m. (from Tsuen Wan West)</p> <p>5.55 p.m. – 6.39 p.m. (from Science Park)</p> <p>Sat 7.30 a.m. – 8.00 a.m. (from Tsuen Wan West)</p> <p>6.10 p.m. – 6.30 p.m. (from Science Park)</p> <p>(No service on Sun & PHs)</p>	<p>Mon – Fri</p> <table border="1"> <tr><td>From Tsuen Wan</td><td>From Science Park</td></tr> <tr><td>7.20 a.m., 7.32 a.m., 7.44 a.m., 7.56 a.m., 8.20 a.m.</td><td>5.55 p.m., 6.05 p.m., 6.15 p.m., 6.27 p.m., 6.39 p.m.</td></tr> </table> <p>Sat</p> <table border="1"> <tr><td>From Tsuen Wan</td><td>From Science Park</td></tr> <tr><td>7.30 a.m., 7.50 a.m., 8.00 a.m.</td><td>6.10 p.m., 6.20 p.m., 6.30 p.m.</td></tr> </table>	From Tsuen Wan	From Science Park	7.20 a.m., 7.32 a.m., 7.44 a.m., 7.56 a.m., 8.20 a.m.	5.55 p.m., 6.05 p.m., 6.15 p.m., 6.27 p.m., 6.39 p.m.	From Tsuen Wan	From Science Park	7.30 a.m., 7.50 a.m., 8.00 a.m.	6.10 p.m., 6.20 p.m., 6.30 p.m.	5 DD buses of capacity not exceeding 141 (redeployed from 43X)	KMB
From Tsuen Wan	From Science Park											
7.20 a.m., 7.32 a.m., 7.44 a.m., 7.56 a.m., 8.20 a.m.	5.55 p.m., 6.05 p.m., 6.15 p.m., 6.27 p.m., 6.39 p.m.											
From Tsuen Wan	From Science Park											
7.30 a.m., 7.50 a.m., 8.00 a.m.	6.10 p.m., 6.20 p.m., 6.30 p.m.											
43B (Cheung Ching – Tsuen Wan West Station PTI)	<p>5.40 a.m. – 11.50 p.m. (from Cheung Ching)</p> <p>6.15 a.m. – 12.00 midnight (from Tsuen Wan West)</p>	10 – 25 mins	10 DD buses of capacity not exceeding 141	KMB								
43X (Yiu On – Tsuen Wan West Station PTI)	<p>5.30 a.m. – 11.55 p.m. (from Yiu On)</p> <p>5.30 a.m. – 12.30 a.m. (from Tsuen Wan West)</p>	6 – 20 mins	23 DD buses of capacity not exceeding 141	KMB								
268M (Park YOHO – Tsuen Wan West Station PTI)	<p>7.00 a.m. – 10.30 p.m. (from Park YOHO)</p> <p>10.20 a.m. – 12.50 a.m. (from Tsuen Wan West)</p>	20 – 30 mins	4 SD buses of capacity not exceeding 90	KMB								
273P (Tai Wo – Tsuen Wan West Station PTI)	<p>Mon – Fri 7.25 a.m. – 8.10 a.m.</p> <p>Sat 7.30 a.m. – 8.10 a.m.</p>	15 – 20 mins	5 DD buses of capacity not exceeding 141	KMB								
273C (Kau Lung Hang – Tsuen Wan West Station PTI)	6.55 a.m.	N.A.	1 DD bus of capacity not exceeding 141	KMB								
290 (Choi Ming PTI – Tsuen Wan West Sftation PTI)	<p>5.10 a.m. – 11.50 p.m. (from Choi Ming)</p> <p>5.30 a.m. – 11.50 p.m. (from Tsuen Wan West)</p>	10 – 20 mins	11 DD buses of capacity not exceeding 141	KMB								

Route	Operating hours	Frequency	Capacity	Operator
290A (Choi Ming PTI – Tsuen Wan West Station PTI)	5.15 a.m. – 12.20 a.m. (from Choi Ming) 5.40 a.m. – 12.20 a.m. (from Tsuen Wan West)	10 – 25 mins	11 DD buses of capacity not exceeding 141	KMB
290B (Tseung Kwan O Industrial Estate – Tsuen Wan West Station PTI)	5.15 p.m. (No service on Sat, Sun & PHs)	N.A.	1 DD buses of capacity not exceeding 155	KMB
290X (Lohas Park Station PTI – Tsuen Wan West Station PTI)	5.30 a.m. – 9.50 p.m. (from Lohas Park) 7.30 a.m. – 11.05 p.m. (from Tsuen Wan West)	20 – 35 mins	10 DD buses of capacity not exceeding 141	KMB
930 (Tsuen Wan West Station PTI – Exhibition Centre Station PTI)	6.00 a.m. – 12.05 a.m. (from Tsuen Wan West) 11.10 a.m. – 12.55 a.m. (from Exhibition Centre Station)	10 – 30 mins	8 DD buses of capacity not exceeding 137 (a.m.) 13 DD buses of capacity not exceeding 137 (p.m.)	CTB
930A (Tsuen Wan West Station PTI – Exhibition Centre Station PTI)	7.50 a.m., 8.00 a.m., 8.10 a.m. (from Tsuen Wan West) 5.45 p.m., 6.05 p.m. (from Exhibition Centre Station) (No service on Sat, Sun & PHs)	N.A.	3 DD buses of capacity not exceeding 137 (a.m.) 2 DD buses of capacity not exceeding 137 (a.m.)	CTB
N290 (Tsuen Wan West Station PTI to Lohas Park Station PTI)	12.50 a.m., 1.20 a.m. (from Tsuen Wan West)	N.A.	2 DD buses of capacity not exceeding 155	KMB
N930 (Causeway Bay (Moreton Terrace) – Tsuen Wan (Discovery Park))	1.35 a.m. (from Causeway Bay (Moreton Terrace)) 5.15 a.m., 5.35 a.m. (from Tsuen Wan (Discovery Park))	N.A.	2 DD buses of capacity not exceeding 137	CTB
K92 (Tsuen Wan West Station PTI – Kam Sheung Road)	Emergency Bus service (TML)	N.A.	At least 1 DD bus of capacity not exceeding 170	KMB
K94 (Tsuen Wan West Station PTI – Yuen Long Station)	Emergency Bus service (TML)	N.A.	At least 1 DD bus of capacity not exceeding 170	KMB

(c) To / from Tuen Mun Ferry Terminal and Tuen Mun Ferry Pier

Route	Operating hours	Frequency	Capacity	Operator
59A (Tuen Mun Pier Head – Kwai Fong (Kwai Tsui Estate))	7.00 a.m. – 4.30 p.m. (from Tuen Mun)	6 – 60 mins	15 DD buses of capacity not exceeding 155	KMB
	10.30 a.m. – 7.30 p.m. (from Kwai Tsui Estate)			
59M (Tuen Mun Pier Head – Tsuen Wan Station)	5.30 a.m. – 12.00 midnight (from Tuen Mun)	3 – 20 mins	23 DD buses of capacity not exceeding 155	KMB
	6.10 a.m. – 12.46 a.m. (from Tsuen Wan)			
59X (Tuen Mun Pier Head – Mong Kok East Station)	5.15 a.m. – 11.30 p.m. (from Tuen Mun)	3 – 14 mins	28 DD buses of capacity not exceeding 155	KMB
	6.20 a.m. – 12.40 a.m. (from Mong Kok)			
259B (Tuen Mun Pier Head to Tsim Sha Tsui)	7.20 a.m., 7.35 a.m, 7.45 a.m.	N.A.	3 DD buses of capacity not exceeding 155	KMB
259D (Yuet Wu Villa – Lei Yue Mun Estate)* *special trips	6.55 a.m. – 7.40 a.m. (AM peak only, no service on Sun & PHs)	15 mins	4 DD buses of capacity not exceeding 141	KMB
962A (Yuet Wu Villa to Admiralty Station (West))	7.00 a.m. – 8.20 a.m. (AM peak only, no service on Sun & PHs)	10 – 15 mins	8 DD buses of capacity not exceeding 137	CTB
B3 (Tuen Mun Pier Head – Shenzhen Bay Port)	6.10 a.m. – 10.40 p.m. (from Tuen Mun)	15 – 30 mins	3 DD bus of capacity not exceeding 118	CTB
	6.55 a.m. – 12.20 a.m. (from Shenzhen Bay Port)			
N260 (Tuen Mun Pier Head – Mei Foo)	12.00 midnight – 5.30 a.m. (from Tuen Mun)	15 – 25 mins	8 DD buses of capacity not exceeding 155	KMB
	12.15 a.m. – 6.00 a.m. (from Mei Foo)			
506 (Tuen Mun Ferry Pier – Siu Lun)	5.30 a.m. – 12.30 a.m. (from Tuen Mun Ferry Pier)	4 – 10 mins	14 DD buses of capacity not exceeding 124	MTRCL
	5.45 a.m. – 12.50 a.m. (from Siu Lun)			

**Temporary Terminal Arrangement for
“A”, “E” and “R” Bus Routes of NLL Situation**

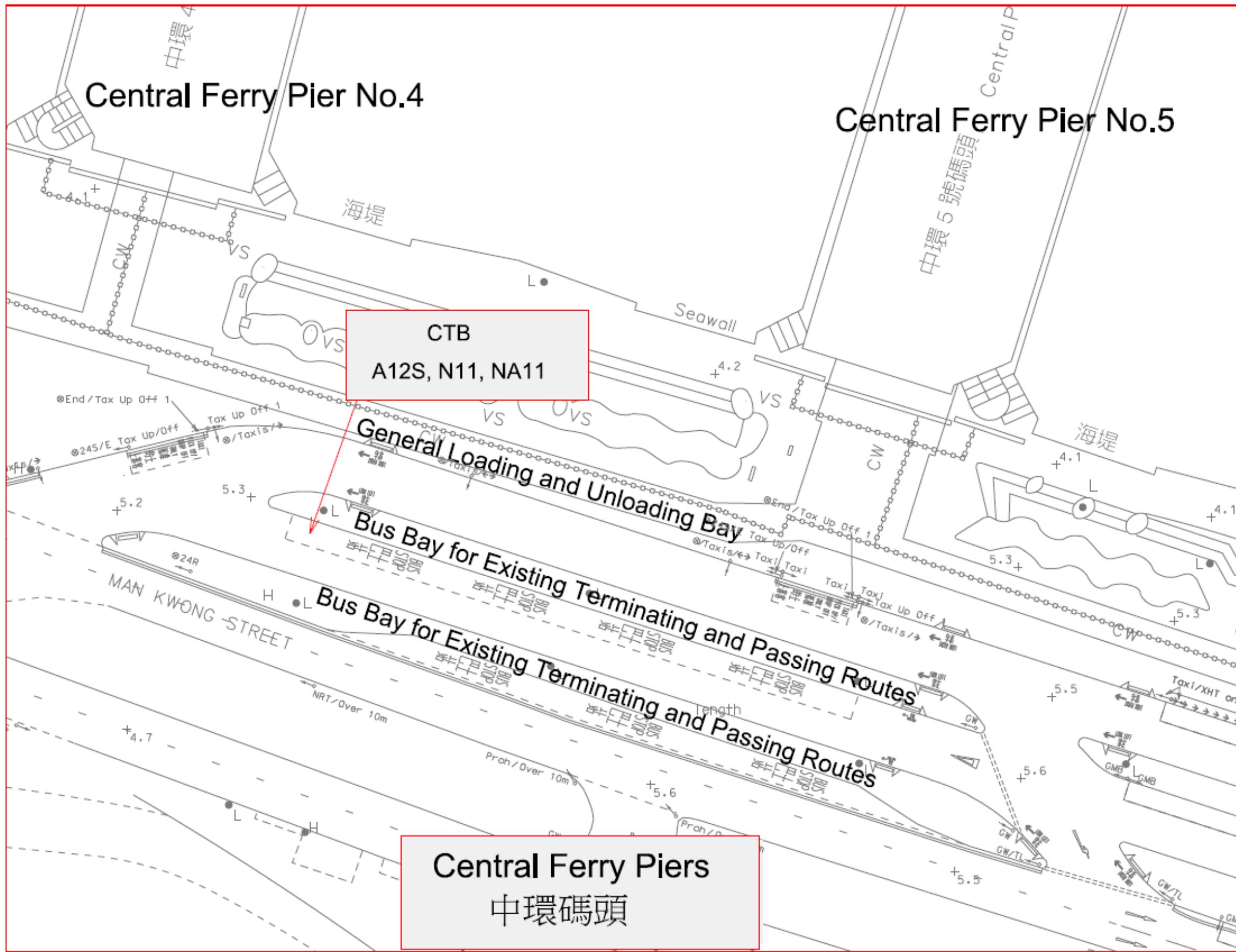
Region	Origin and Destination of “A”, “E” and “R” Routes	Temporary Terminating Point	Remarks
Hong Kong Island	A10 (Ap Lei Chau Estate – Airport (Ground Transportation Centre))	Inner loading and unloading bay outside Pier No. 5, Central Ferry Pier	Please refer to the stopping arrangement shown on Plan I .
	A11 (North Point Ferry Pier – Airport (Ground Transportation Centre))		
	A12 (Siu Sai Wan (Island Resort) – Airport (Ground Transportation Centre))		
	A17 – suspended (Shum Wan Public Transport Interchange – Airport (Ground Transportation Centre))		
	E11 (Causeway Bay (Tin Hau) – AsiaWorld-Expo)		
	E11A (Causeway Bay (Tin Hau) – AsiaWorld-Expo)		
	E11S (Yat Tung Estate Public Transport Terminus To Causeway Bay (Tin Hau))		
	N11 (Central (Macau Ferry Pier) – Airport (Ground Transportation Centre))		
	NA11 (North Point Ferry Pier- Airport (Ground Transportation Centre))		
	NA12 (Siu Sai Wan (Island Resort)- Airport (Ground Transportation Centre))		
Kowloon	A20 (Hung Hom Station – Airport (Ground Transportation Centre))	Tsuen Wan West Station Bus Terminus	Please refer to the stopping arrangement shown on Plan II .
	A21 (Hung Hom Station - Airport (Ground Transportation Centre))		
	A22 (Lam Tin Station - Airport (Ground Transportation Centre))		
	A23 (Tsz Wan Shan (North) – Airport (Ground Transportation Centre))		
	A25 (Kai Tak – Airport (Ground Transportation Centre))		
	A26 (Yau Tong PTI – Airport (Ground Transportation Centre))		
	E21(Tai Kok Tsui (Island Harbourview) – AsiaWorld-Expo)		
	E21A (Ho Man Tin (Oi Man Estate) – Tung Chung (Yat Tung Estate) Bus Terminus)		
	E21B (Ho Man Tin (Oi Man Estate) – Tung Chung (Yat Tung Estate) Bus Terminus)		
	E21C (Tai Kok Tsui (Island Harbourview) - Airport (Aircraft Maintenance Area))		

Region	Origin and Destination of “A”, “E” and “R” Routes	Temporary Terminating Point	Remarks
	E21D (Tai Kok Tsui (Island Harbourview) – AsiaWorld-Expo)		
	E21X Tung Chung (Mun Tung Estate) to Hung Hom Station)		
	E22 (Lam Tin (North) – AsiaWorld-Expo)		
	E22P (Yau Tong PTI – AsiaWorld-Expo)		
	E22X (Yau Tong PTI – AsiaWorld-Expo)		
	E23 (Tsz Wan Shan (South) - Airport (Ground Transportation Centre))		
	N21 (Star Ferry - Airport (Ground Transportation Centre))		
	N21A (Star Ferry - Airport (Ground Transportation Centre))		
	N23 (Tsz Wan Shan (North) – Tung Chung Station Bus Terminus)	Tsuen Wan West Station Bus Terminus	Please refer to the stopping arrangement shown on Plan II .
	N26 (Yau Tong PTI – Tung Chung Station Bus Terminus)		
	NA20 (Whampoa Garden – Airport (Ground Transportation Centre))		
	NA21 Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge PTI to Tai Kok Tsui (Hoi Fai Road)		
NT East	A29 (Tseung Kwan O (Po Lam PTI) – Airport (Ground Transportation Centre))	Tsuen Wan West Station Bus Terminus	Please refer to the stopping arrangement shown on Plan II .
	A29P (Tseung Kwan O Station PTI – Airport (Ground Transportation Centre))		
	A41 (Sha Tin (Yu Chui Court) - Airport (Ground Transportation Centre))		
	A41P (Wu Kai Sha Railway Station - Airport (Ground Transportation Centre))		
	A47X (Tai Po (Fu Hang – Airport (Ground Transportation Centre))		
	E22A (Tseung Kwan O (Hong Sing Garden) – AsiaWorld-Expo)		
	E22C (Tseung Kwan O (Tiu Keng Leng Station PTI) – Airport (Aircraft Maintenance Area))		
	E22S (Tung Chung (Yat Tung PTI) –Tsueng Kwan O (Po Lam PTI))		
	E41 (Tai Po Tau – AsiaWorld-Expo)		
	E42 (Sha Tin (Pok Hong) - Airport (Ground Transportation Centre))		

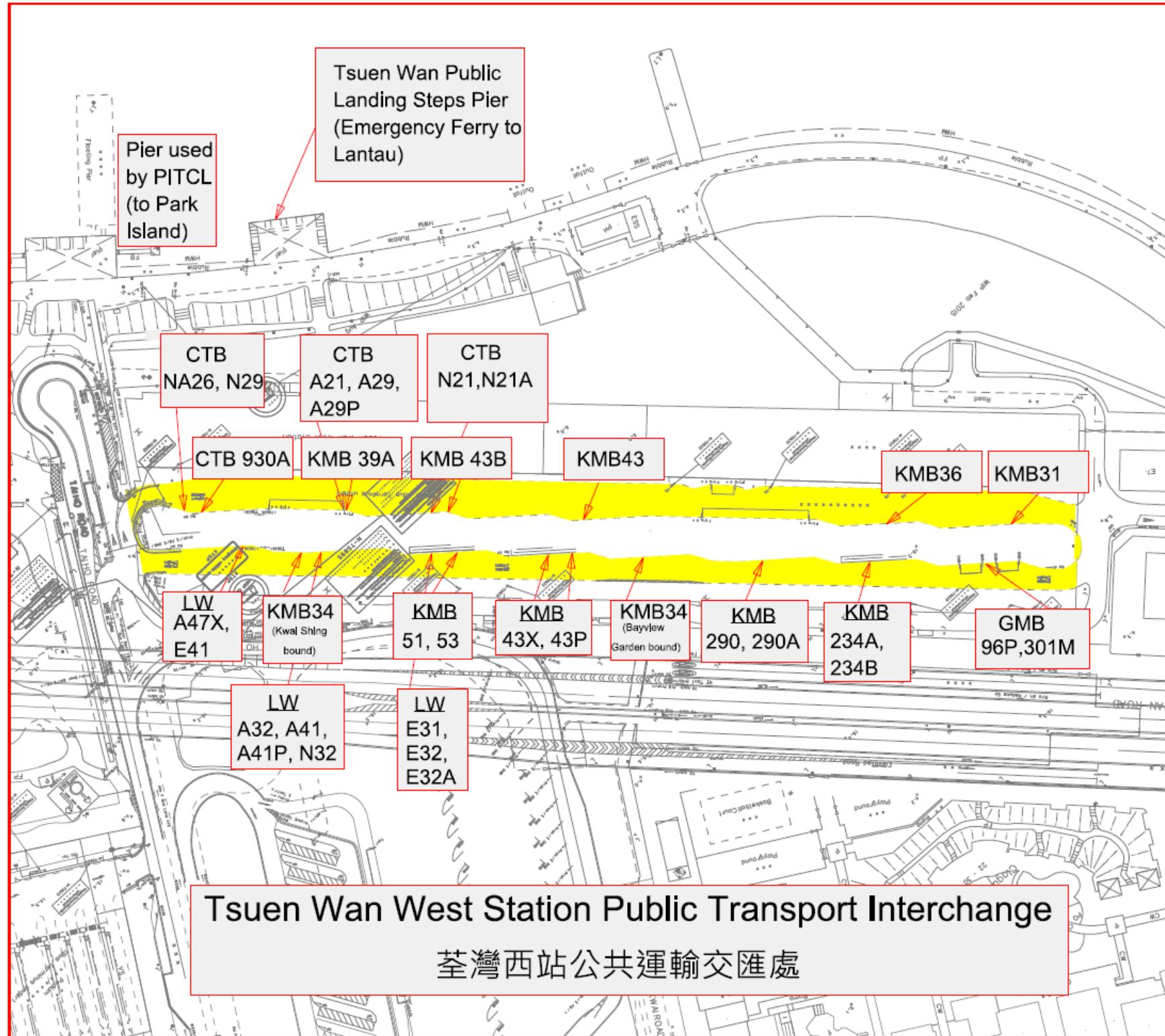
Region	Origin and Destination of "A", "E" and "R" Routes	Temporary Terminating Point	Remarks
	E42C (Sha Tin (Pok Hong) - Aircraft Maintenance Area) E42P (Tung Chung (Yat Tung Estate Public Transport Terminus) to Sha Tin (Pok Hong)) R42 (Tai Wai Station PTI - Disneyland Resort PTI) N29 (Tseung Kwan O (Hong Sing Garden) – Tung Chung Station Bus Terminus) N42 (Ma On Shan (Yiu On) – Airport/Tung Chung Station Bus Terminus) NA29 (Tseung Kwan O (Po Lam PTI) – Airport (Ground Transportation Centre)) NA40 (Airport (Ground Transportation Centre) – Wu Kai Sha Station) NA41 (Airport (Ground Transportation Centre) –Sha Tin (Shui Chuen O)) NA47 (Airport (Ground Transportation Centre) –Tai Po (Fu Heng))		
NT West – Tsuen Wan & Kwai Tsing	A31 (Tsuen Wan (Nina Tower Bus Terminus) – Airport (Ground Transportation Centre)) A32 (Kwai Chung Estate) – Airport (Ground Transportation Centre)) A38 (Tsuen Wan (Allway Gardens) – Airport (Ground Transportation Centre)) E31 (Tsuen Wan (Discovery Park Bus Terminus) - Tung Chung (Yat Tung Estate PTI)) E32 (Kwai Fong Station – AsiaWorld-Expo) E32A (Kwai Fong Station – Tung Chung Development Pier) N31 (Tsuen Wan (Discovery Park Bus Terminus) – Airport (Ground Transportation Centre)) NA31 (Airport (Ground Transportation Centre) –Tsuen Wan (Nina Tower)) NA32 (Airport (Ground Transportation Centre) –Kwai Chung Estate)	Tsuen Wan West Station Bus Terminus	Please refer to the stopping arrangement shown on Plan II .
NT West – Tuen Mun, Yuen Long, Tin Shui Wai and North District	A33 (Tuen Mun Road Bus-Bus Interchange - Airport (Ground Transportation Centre)) A33X (Fu Tai - Airport (Ground Transportation Centre)) A34 (Hung Shui Kiu (Hung Yuen Road) - Airport (Ground Transportation Centre)) A36 (Kam Sheung Road Station – Airport (Ground Transportation Centre))	Wu Chui Road westbound outside Tuen Mun Pier Head Bus Terminus	Please refer to the stopping arrangement shown on Plan III .

Region	Origin and Destination of “A”, “E” and “R” Routes	Temporary Terminating Point	Remarks
	A37 (Long Ping Station – Airport (Ground Transportation Centre))		
	A43 (Fanling (Luen Wo Hui) - Airport (Ground Transportation Centre))		
	A43P (Fanling (Luen Wo Hui) – Airport (Ground Transportation Centre) (via Lok Ma Chau))		
	E33 (Tuen Mun Central - Airport (Ground Transportation Centre))		
	E33P (Siu Hong Station (South) – Airport (Ground Transportation Centre))		
	E36 (Yuen Long (Pat Heung Road) - Airport (Ground Transportation Centre))		
	E36S (Yuen Long ((Ma Wang Road) - Airport (Ground Transportation Centre))		
	E36P (Yuen Long (Sheung Tsuen) - AsiaWorld-Expo)		
	E36A (Yuen Long (Tak Yip Street) – Tung Chung (Yat Chung Estate Public Transport Terminus))		
	E37 (Tin Shui Wai Town Centre - Airport (GTC))		
	E37C (Tin Shui Wai Town Centre – Airport (Aircraft Maintenance Area))		
	E43 (Fanling (WahMing) - Tung Chung Development Pier)		
	R33 (Tuen Mun Station - Disneyland Resort)		
	N30 (Yuen Long Station – Airport (Cheong Tat Road))		
	N42A (Fanling (Luen Wo Hui) – Tung Chung Station Bus Terminus)		
	NA33 (Fu Tai – Airport (Cathay Pacific City))		
	NA36 (Kam Sheung Road Station – Airport (Cathay Pacific City))		
	NA37 (Tin Shui Wai Town Centre - Airport (Cathay Pacific City))		
	NA43 (Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange) –Fanling (Luen Wo Hui))		

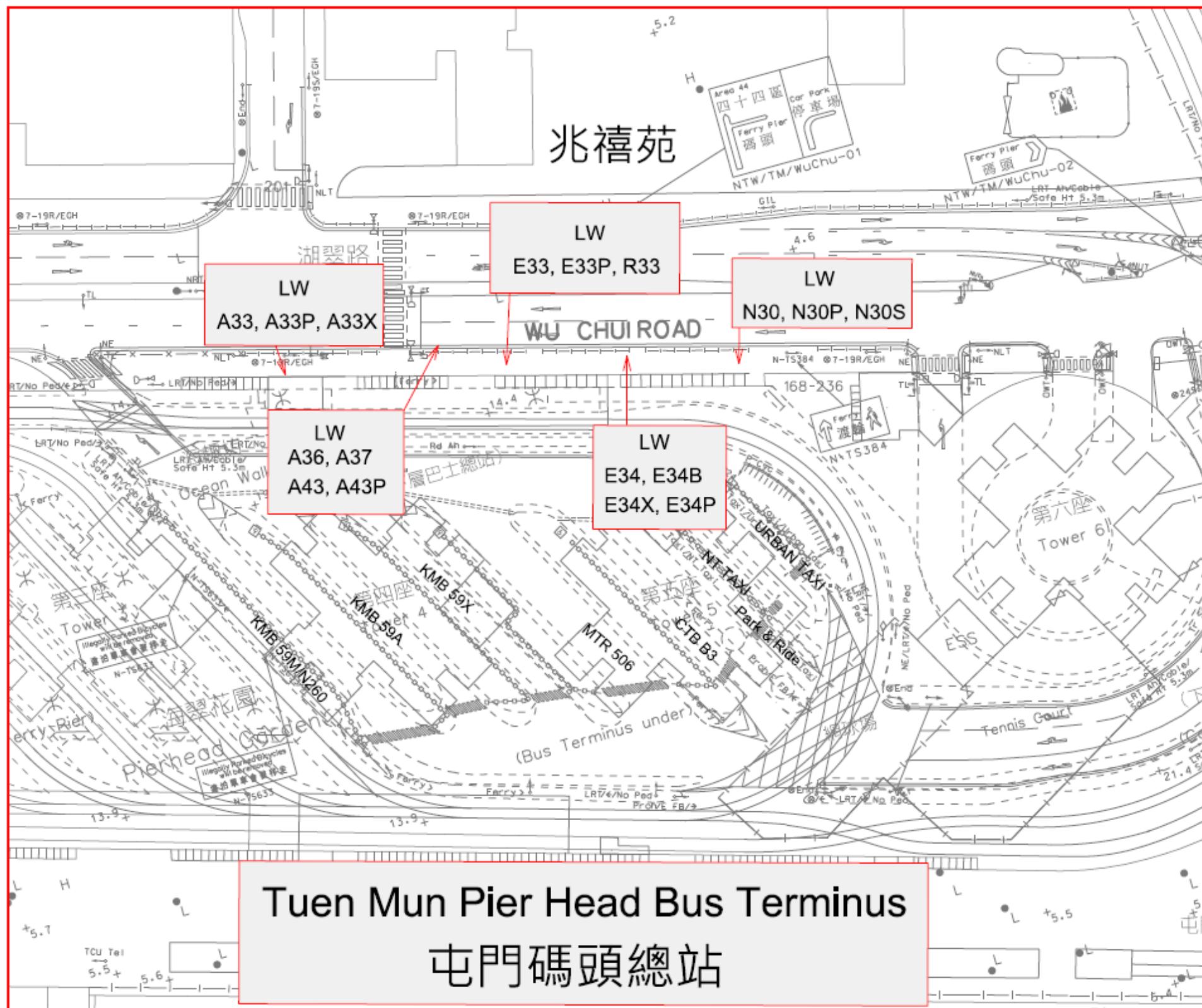
Plan I



Plan II



Plan III



Emergency Bus Route TE17 (Tsuen Wan West – Tsing Yi Station) by MTRCL

Tsuen Wan West Station ➔ Tsing Yi Station

Routing:

Tsuen Wan West PTI, Tai Ho Road, Yeung Uk Road, Texaco Road, Tsuen Tsing Interchange, Tsing Tsuen Road, Tsm Kon Shan Interchange, Tsing King Road, Tsing Yi Station

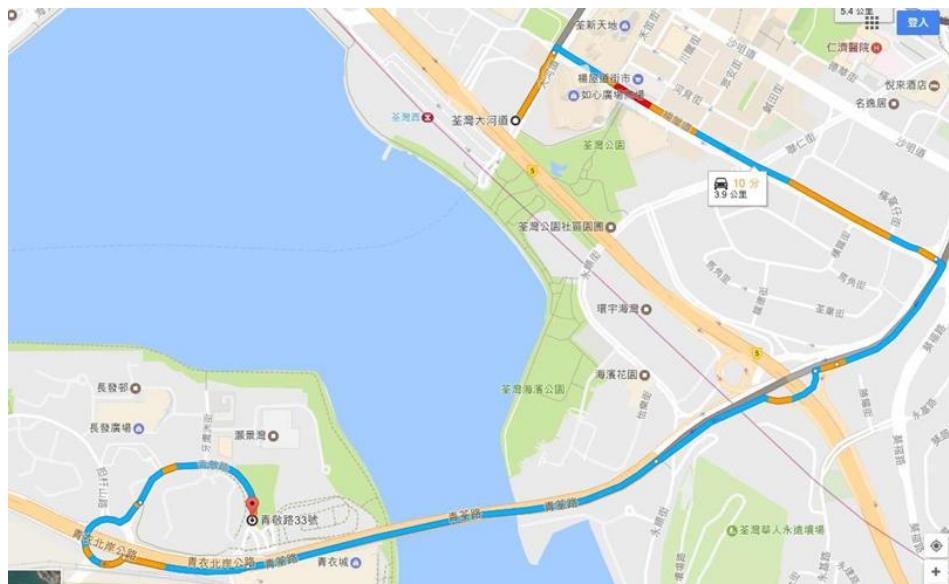
Boarding point: Bus stop of KMB Route 39A in Tsuen Wan West PTI

Alighting point: Tsing Yi Station General-lay-by under Tsing Tsuen Road

Route length: 3.9km

Journey time: 15 minutes

Expected fleet required: 15 Single Deck Buses

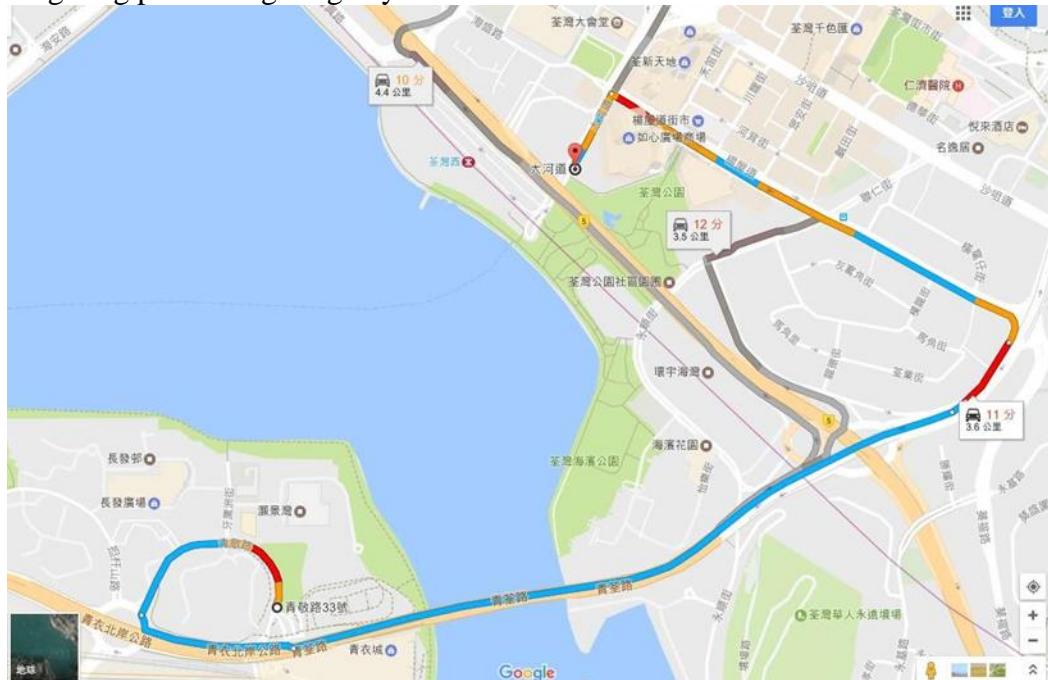


Boarding point: Tsuen Wan West PTI KMB Route 39A bus stop	Alighting point: Tsing Yi Station Tsing King Road

Tsing Yi Station ➔ Tsuen Wan West Station

Routing: Tsing Yi Station, Tsing King Road, Tam Kon Shan Interchange, Tsing Tsuen Road, Tsuen Tsing Interchange, Texaco Road, Yeung Uk Road, Tai Ho Road, Tsuen Wan West PTI

Boarding point: Tsing Yi Station General-lay-by under Tsing Tsuen Road
Alighting point: Alighting bay of KMB routes in Tsuen Wan West PTI



Route length: 3.6km

Journey time: 15 minutes

Expected fleet required: 15 Single Deck Buses

Boarding point: Tsing Yi Station Tsing King Road (under Tsing Tsuen Road)	Alighting point: Tsuen Wan West PTI alighting area
	

Urgent By Fax (2745 6779)

Our Ref : TDNR 140/190-23

Your Ref. :

Tel :

Fax :

Manager, Long Win
Bus Co. Ltd., 9 Po Lun
Street,
Lai Chi Kok, Kowloon
(Attn:)

xx xxx 20xx

Dear Sir,

Public Bus Services Ordinance (Cap. 230)

Schedule of Service - Amendments

Air-Conditioned North Lantau Shuttle Route No. S64

Tung Chung (Yat Tung Estate Public Transport Terminus) –

Airport (Passenger Terminal Building) (Circular)

Air-Conditioned North Lantau External Overnight Route No. N64

Airport (Ground Transportation Centre) –

Tung Chung (Yat Tung Estate Public Transport Terminus)

In accordance with the provisions of section 16A(1)(a), (3) and (4) of the Public Bus Services Ordinance (Cap. 230), I hereby give notice that your Company is required to divert the journeys of routes S64, S64C, S64P, S64X and N64 via Tung Chung Development Pier during the no land link to/from Lantau Island and Chek Lap Kok.

With reference to your letter dated xx xxx 20xx, you proposed and I hereby confirm my agreement to the introduction of the above temporary bus service with immediate effect until 23.59 hrs today. Operation of this bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Please put up notices to inform passengers of the above change.

Yours faithfully,

[CTO (Regional)] for
Commissioner for Transport

c.c.

External

CP(CSP Traffic)
CP(DC LTDIST)
CP(DC APTDIST)
DO/Islands
AAHK (fax: 2183 2276)
MTRCL (fax: 2993 7719)
ES/TCU
CTB
NLB

Internal

PNT2
PM
CB/L
CIM1
CIM2
CN/SW
SB/L1
SN/Is1
SN/Is2
SIM3
TN/Is1
TN/Is2
TB/L1
1823
All related route files

Urgent By Fax (2605 5811)

Our Ref : NR 140/190-23

Your Ref. :

Tel :

Fax :

Operations Manager (Franchised Two)

Citybus Limited,

8 Chong Fu Road,

Chai Wan.

(Attn: Mr. Louis Kung)

xx xxx 20xx

Dear Sir,

Public Bus Services Ordinance (Cap. 230)

Schedule of Service - Amendments

North Lantau Shuttle Route No. S52

**Tung Chung (Yat Tung Estate Public Transport Terminus) –
Airport (Aircraft Maintenance Area)**

In accordance with the provisions of section 16A(1)(a), (3) and (4) of the Public Bus Services Ordinance (Cap. 230), I hereby give notice that your Company is required to divert the journeys of routes S52 and S52P via Tung Chung Development Pier during the no land link to/from Lantau Island and Chek Lap Kok.

With reference to your letter dated xx xxx 20xx, you proposed and I hereby confirm my agreement to the introduction of the above temporary bus service with immediate effect until 23.59 hrs today. Operation of this bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Please put up notices to inform passengers of the above change.

Yours faithfully,

[CTO (Regional)] for
Commissioner for Transport

c.c.

External

CP(CSP Traffic)
CP(DC LTDIST)
CP(DC APTDIST)
DO/Islands
AAHK (fax: 2183 2276)
MTRCL (fax: 2993 7719)
ES/TCU
LWB
NLB

Internal

PNT2
PM
CB/L
CIM1
CIM2
CN/SW
SB/L1
SN/Is1
SN/Is2
SIM3
TN/Is1
TN/Is2
TB/L1
1823
All related route files

LW Route No. S64

Air-Conditioned North Lantau Shuttle Route No. S64

ROUTE

TUNG CHUNG (YAT TUNG ESTATE PUBLIC TRANSPORT TERMINUS) to AIRPORT (PASSENGER TERMINAL BUILDING) (via TUNG CHUNG STATION BUS TERMINUS) (CIRCULAR) : via Yat Tung Street, Chung Yan Road, Yu Tung Road, Shun Tung Road, Tat Tung Road, Mei Tung Street, Tung Chung Station Bus Terminus, Mei Tung Street, Tat Tung Road, Shun Tung Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Chek Lap Kok South Road, Scenic Road, unnamed road, Chun Ming Road, Scenic Road, Chun Wan Road, Chun Wan Road Interchange, Catering Road West, Catering Road East, Chun Wan Road Interchange, Scenic Road, East Coast Road, Airport Road, Cheong Lin Road, Cheong Tat Road, Airport North Interchange, Airport Road, Airport South Interchange, Airport Road, East Coast Road, Scenic Road, unnamed road, Chun Ming Road, Scenic Road, Chun Wan Road, Chun Wan Road Interchange, Catering Road West, Catering Road East, Chun Wan Road Interchange, Scenic Road, Chek Lap Kok South Road, Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Shun Tung Road, Tat Tung Road, Mei Tung Street, Tung Chung Station Bus Terminus, Mei Tung Street, Tat Tung Road, Shun Tung Road, Yu Tung Road, Chung Yan Road and Yat Tung Street.**

Special departures are operated as route "S64X" with the following routeings:

TUNG CHUNG (YAT TUNG ESTATE PUBLIC TRANSPORT TERMINUS) to AIRPORT (PASSENGER TERMINAL BUILDING) (CIRCULAR) : via Yat Tung Street, Chung Yan Road, Yu Tung Road, Shun Tung Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Chek Lap Kok South Road, Scenic Road, unnamed road, Chun Ming Road, Scenic Road, Chun Wan Road Interchange, Catering Road East, Chun Wan Road Interchange, Scenic Road, East Coast Road, Airport Road, Cheong Lin Road, Cheong Tat Road, Airport North Interchange, Airport Road, Airport South Interchange, Airport Road, East Coast Road, Scenic Road, unnamed road, Chun Ming Road, Scenic Road, Chun Wan Road Interchange, Catering Road East, Chun Wan Road Interchange, Scenic Road, Chek Lap Kok South Road, Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Shun Tung Road, Yu Tung Road, Chung Yan Road and Yat Tung Street.**

Special departures are operated as route "S64C" with the following routeings:

TUNG CHUNG (YAT TUNG ESTATE PUBLIC TRANSPORT TERMINUS) to AIRPORT (CARGO AND CATERING AREA) (via TUNG CHUNG STATION BUS TERMINUS) (CIRCULAR) : via Yat Tung Street, Chung Yan Road, Yu Tung Road, Shun Tung Road, Tat Tung Road, Mei Tung Street, Tung Chung Station Bus Terminus, Mei Tung Street, Tat Tung Road, Shun Tung Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Chek Lap Kok South Road, Scenic Road, unnamed road, Chun Ming Road, Scenic Road, *(Chun Wan Road, Chun Wan Road Interchange, Catering Road West, Catering Road East, Chun Wan Road Interchange, Scenic Road, Chek Lap Kok South Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Shun Tung Road, Tat Tung Road, Tung Chung Station Bus Terminus, Tat Tung Road, Shun Tung Road, Yu Tung Road, Chung Yan Road and Yat Tung Street.)****

(* Special short-working trips are operated from Chun Wan Road outside Super Terminal One to Yat Tung Estate Public Transport Terminus at 13 minutes interval between 3:08 p.m. and 6:49 p.m. from Mondays to Saturdays except public holidays.)

Special departures are operated as route "S64P" with the following routeing :

TUNG CHUNG STATION BUS TERMINUS to CATERING ROAD EAST to TUNG CHUNG (YAT TUNG ESTATE PUBLIC TRANSPORT TERMINUS) (VIA TUNG CHUNG NEW DEVELOPMENT FERRY PIER) : via Tat Tung Road, Shun Tung Road, Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Chek Lap Kok South Road, Scenic Road, unnamed road, Chung Ming Road, Scenic Road, Chun Wan Road, Chun Wan Road Interchange, Catering Road West, Catering Road East, Chun Wan Road Interchange, Scenic Road, Chek Lap Kok South Road, Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Shun Tung Road, Tat Tung Road, Mei Tung Street, Tung Chung Station Bus Terminus, Mei Tung Street, Tat Tung Road, Shun Tung Road, Yu Tung Road, Chung Yan Road and Yat Tung Street.

TIMETABLE

Operation under no land link upon Transport Department's notification
Frequency may be adjusted according to demand
Service may be curtailed in short notice.

FARETABLE

Route S64 - Tung Chung (Yat Tung Estate)

Tung Chung (Yat Tung Estate)

\$3.60	Regal Airport Hotel Cheong Tat Road
\$3.60	\$3.60 Scenic Road opp. Cathy City
\$3.60	\$3.60 \$3.10 Tung Chung (Yat Tung Estate)

Route S64X - Tung Chung (Yat Tung Estate)

Tung Chung (Yat Tung Estate)

\$3.60	Regal Airport Hotel Cheong Tat Road
\$3.60	\$3.60 Scenic Road opp. Cathy City
\$3.60	\$3.60 \$3.10 Tung Chung (Yat Tung Estate)

Route S64C - From Tung Chung (Yat Tung Estate)

Tung Chung (Yat Tung Estate)

\$3.60	Scenic Road opp. Cathy City
\$3.60	\$3.10 Tung Chung (Yat Tung Estate)

Route S64P - Tung Chung Station Bus Terminus

Tung Chung Station Bus Terminus

\$3.60	Scenic Road opp. Cathay City
\$3.60	\$3.10 Tung Chung (Yat Tung Estate)

Half fare concession will be given to senior citizen aged 65 or over and child below the age of 12.

Below-scale fare under Section 13(4)(b), Public Bus Service Ordinance.

CONCESSIONARY FARE FOR BUS-BUS INTERCHANGE AT TUNG CHUNG TOWN CENTRE

A discount of \$1.00 (\$0.50 for senior citizen aged 65 or over and child aged below 12) is offered for passengers using Octopus and make the following interchange:

- from Route Nos. S64, S64X, S64C, S64P to LWB Route Nos. E32, E33, E33P, E41 or E42/C/P (New Territories bound); or
- from LWB Route Nos. E32, E33, E33P, E41 or E42/C/P (Chek Lap Kok bound) to Route Nos. S64, S64X, S64C, S64P.

To be eligible for the above fare concession, the two legs of the journey should be paid by the same Octopus card and the second leg must be made within 90 minutes (New Territories bound) or 150 minutes (Tung Chung / Airport bound) from the boarding time of the first leg. The Octopus card should not be used to travel on other bus routes and any other transport modes within the above mentioned journeys.

Only one successive discounted bus-bus interchange is allowed.

JOURNEY DISTANCE

S64: 23.6 km (round trip)

S64X: 17.4 km (round trip)

S64C: 12.7 km (round trip)

S64P: 12.5 km (round trip)

JOURNEY TIME

S64: 56 minutes (round trip) Average speed 25.3 km/h

S64X: 42 minutes (round trip) Average speed 24.8 km/h

S64C: 35 minutes (round trip) Average speed 21.8 km/h

S64P: 32 minutes (round trip) Average speed 23.4 km/h

VEHICLE ALLOCATION/CARRYING CAPACITY

8 air-conditioned double deck buses of capacity not exceeding 131.

2 air-conditioned double deck buses of capacity not exceeding 131 re-deployed from Route Nos. N30 and N31 for operation of S64X, S64C and S64P during morning peak hours on Mondays to Saturdays except public holidays.

1 air-conditioned double deck bus of capacity not exceeding 131 re-deployed from Route No. R8 for operation of S64, S64C ad S64P during morning peak hours on Mondays to Fridays except Public Holidays.

Minimum number of passengers that can be carried during a peak hour in each direction :
786 for S64; 655 for S64X; 786 for S64C; 131 for S64P

xx xxx 20xx

LW Route No. N64

Air-Conditioned North Lantau External Overnight Route
No. N64 (All Night Service)

ROUTE

AIRPORT (GROUND TRANSPORTATION CENTRE) TO TUNG CHUNG (YAT TUNG ESTATE PUBLIC TRANSPORT TERMINUS) (via TUNG CHUNG STATION)

BUS TERMINUS) : via Cheong Lin Road, Cheong Tat Road, Airport North Interchange, Airport Road, Airport South Interchange, Airport Road, East Coast Road, Scenic Road, unnamed road, Chun Ming Road, Scenic Road, Chun Wan Road, Chun Wan Road Interchange, Catering Road West, Catering Road East, Chun Wan Road Interchange, Scenic Road, Chek Lap Kok South Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Shun Tung Road, Tat Tung Road, Mei Tung Street, Tung Chung Station Bus Terminus, Mei Tung Street, Tat Tung Road, Shun Tung Road, Yu Tung Road, Chung Yan Road and Yat Tung Street.**

TIMETABLE

Operation under no land link upon Transport Department's notification Frequency may be adjusted according to demand.
Service may be curtailed in short notice.

FARETABLE

\$5.20 per single trip

Below-scale fare under Section 13(4)(b), Public Bus Services Ordinance.

Half fare concession will be given to senior citizen aged 65 or over and children below the age of 12

JOURNEY DISTANCE

13.6 km

JOURNEY TIME

30 minutes. Average speed 27.2 km/h

VEHICLE ALLOCATION/CARRYING CAPACITY

2 air-conditioned double deck buses of capacity not exceeding 131.

Minimum number of passengers that can be carried during the operating period: 262.

xx xxx 20xx

Citybus Route No. S52

North Lantau Shuttle Route No. S52

ROUTE

TUNG CHUNG (YAT TUNG ESTATE PUBLIC TRANSPORT TERMINUS) to AIRPORT(AIRCRAFT MAINTENANCE AREA) : via Yat Tung Street, Chung Yan Road, Yu Tung Road, Shun Tung Road, Tat Tung Road, Mei Tung Street, (Tung Chung Station Bus Terminus, Mei Tung Street, Tat Tung Road, Shun Tung Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road,** Chek Lap Kok South Road, Scenic Road, unnamed road, Scenic Road, Chun Wan Interchange, Chun Wan Road, Chun Ping Road and South Perimeter Road.)*

* Special departure is operated from Tung Chung Station to AMA at 7.35 a.m. and 7.55 a.m. from Mondays to Fridays (except public holidays).

AIRPORT(AIRCRAFT MAINTENANCE AREA) to TUNG CHUNG (YAT TUNG ESTATE PUBLIC TRANSPORT TERMINUS) : via South Perimeter Road, Chun Ping Road, Chun Wan Road, Chun Wan Interchange, Scenic Road, Chek Lap Kok South Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road,** Shun Tung Road, Tat Tung Road, Mei Tung Street, Tung Chung Station Bus Terminus, Mei Tung Street, Tat Tung Road, Shun Tung Road, Yu Tung Road, Chung Yan Road, Yat Tung Street.

Special departures are operated as route S52P on Mondays to Saturdays (except public holidays) with the following routeing:

TUNG CHUNG (YAT TUNG ESTATE PUBLIC TRANSPORT TERMINUS) to AIRPORT (ASIA AIRFREIGHT TERMINAL) (CIRCULAR): via Yat Tung Street, Chung Yan Road, Yu Tung Road, Shun Tung Road, Tat Tung Road, Mei Tung Street, Tung Chung Station Bus Terminus, Mei Tung Street, Tat Tung Road, Shun Tung Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road,** Chek Lap Kok South Road, Scenic Road, unnamed road, Scenic Road, Chun Wan Road Interchange, Chun Wan Road, Chun Ping Road, Chun Wan Road, Chun Wan Road Interchange, Scenic Road, Chek Lap Kok South Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road,** Shun Tung Road, Yu Tung Road, Chung Yan Road, Yat Tung Street and Yat Tung Estate Public Transport Terminus.

TIMETABLE

Operation under no land link upon Transport Department's notification

Frequency may be adjusted according to demand

Service may be curtailed in short notice.

FARETABLE

Route S52 - From Aircraft Maintenance Area

Aircraft Maintenance Area

#	\$4.00	Chun Ping Road outside Asia Airfreight Terminal
	\$4.00	\$3.00 Tung Chung (Yat Tung Estate)

Passengers paying fare by Octopus and travelling from Aircraft Maintenance Area to Chek Lap Kok Ferry Pier can enjoy a concessionary fare of \$3.00 when interchanging with route E21 at Chun Wan Road (opposite Airport Freight Forwarding Centre) within 45 minutes.

Route S52 - From Tung Chung (Yat Tung Estate)

Tung Chung (Yat Tung Estate)

\$4.00	Chun Wan Road outside Airfreight Forwarding Centre
\$4.00	* \$4.00 Airport (Aircraft Maintenance Area)

*Passengers paying fare by Octopus and travelling from Chun Wan Road (Airport Freight Forwarding Centre) to Aircraft Maintenance Area can enjoy a concessionary fare of \$3.00 when interchanging with route E21 at Chun Wan Road (outside Airfreight Forwarding Centre) within 45 minutes.

Route S52P

Flat Fare \$3.00

Half-fare concession will be given to senior citizen aged 65 or over and child aged below 12.

Below-scale fare under section 13(4)(b), Public Bus Services Ordinance.

CONCESSIONARY FARE FOR BUS-BUS INTERCHANGE (for Octopus Card User only)

Bus-Bus Interchange discount for Octopus Card User making the following Bus-Bus Interchange packages:

Package 1.

1st Trip (Route/Direction) : Routes E11, E21, E22, E22A, E23 (Chek Lap Kok bound)

2nd Trip (Route/Direction): Routes S52, S52P (Yat Tung Estate bound)

Fare Rule on 2nd Trip (Note 1): A discount of \$1 (\$0.5 for children below the age of 12 and senior citizens of age 65 years or above)

Time Validity: Within 150 minutes from the boarding time of the 1st trip

Suggested Interchange Location: Yu Tung Court, Shun Tung Road

Package 2.

1st Trip (Route/Direction): Route E21 (Tai Kwok Tsui bound) (for passengers paying two-way section fare at \$4)

2nd Trip (Route/Direction): Route S52 (Yat Tung Estate bound)

Fare Rule on 2nd Trip (Note 1): Free Interchange is offered

Time Validity: Within 45 minutes from the boarding time of the 1st trip

Suggested Interchange Location: Yu Tung Court, Shun Tung Road

Package 3.

1st Trip (Route/Direction): Route S56 (Airport (Passenger Terminal Building) bound)

2nd Trip (Route/Direction): Route S52 (Aircraft Maintenance Area bound) or Route S52P (Asia Airfreight Terminal bound)

Fare Rule on 2nd Trip (Note 1) Top up fare of \$0.5 (\$0.2 for children below the age of 12 and senior citizens of age 65 years or above)

Time Validity: Within 60 minutes from the boarding time of the 1st trip

Suggested Interchange Location: Aviation Fuel Tank Fame, Scenic Road

Package 4.

1st Trip (Route/Direction): Routes E11, E21, E21A, E22, E22A, E22P, E22X, E23 (Lantau bound)

2nd Trip (Route/Direction): Route S52 (Aircraft Maintenance Area bound)

Fare Rule on 2nd Trip (Note 1): A discount of \$0.5 (\$0.3 for children below the age of 12 and senior citizens of age 65 years or above)

Time Validity: Within 150 minutes from the boarding time of the 1st trip

Suggested Interchange Location: Tung Chung Fire Station, Shun Tung Road (from routes E11, E21, E21A, E22, E22A, E23); Cathay City, Chun Ming Road (from routes E22P, E22X)

Package 5.

1st Trip (Route/Direction): Long Win routes E31, E32, E33, E33P, E41, E42/C/P (Lantau bound)

2nd Trip (Route/Direction): Route S52 (Aircraft Maintenance Area bound)

Fare Rule on 2nd Trip (Note 1): A discount of \$0.5 (\$0.3 for children below the age of 12 and senior citizens of age 65 years or above)

Time Validity: Within 150 minutes from the boarding time of the 1st trip

Suggested Interchange Location: Tung Chung Fire Station, Shun Tung Road

Note:

(1) Both journeys should be paid by the same Octopus Card. The card should not be used to travel on other bus routes or any other transport modes between 1st and 2nd trip.

JOURNEY DISTANCE

11.6 km (one way) for route S52

11.3 km (circular) for route S52P

JOURNEY TIME

22 minutes (one way); Average Speed 36.6 km/h for route S52

35 minutes (circular); Average Speed 19.4 km/h for route S52P

VEHICLE ALLOCATION/CARRYING CAPACITY

5 air-conditioned double deckers of capacity not exceeding 132.

(1 air-conditioned single decker of capacity not exceeding 69 re-deployed from Route A10 during morning peak hours from Mondays to Fridays except public holidays.)

Service may be curtailed in short notice.

Air-conditioned double deckers of capacity not exceeding 141 may be deployed for substitution

Minimum number of passengers carried during a peak hour in each direction:

207 (for both S52 and S52P)

xx xxx 20xx

Citybus Route No. S56

North Lantau Shuttle Route No. S56

ROUTE

TUNG CHUNG STATION BUS TERMINUS to AIRPORT (PASSENGER TERMINAL BUILDING) (CIRCULAR) : via Mei Tung Street, Tat Tung Road, Shun Tung Road, **Tung Chung Waterfront Road, Tung Chung Development Ferry Pier, Tung Chung Waterfront Road, Wai Tung Road, Man Tung Road, Ying Tung Road, Ying Hei Road, Tung Chung Waterfront Road, Chek Lap Kok South Road, Scenic Road, East Coast Road, Airport Road, Cheong Lin Road, Cheong Tat Road, Airport North Interchange, Airport Road, Airport South Interchange, Airport Road, East Coast Road, Scenic Road, Chek Lap Kok South Road, Shun Tung Road, Tat Tung Road and Mei Tung Street.**

TIMETABLE

Operation under no land link upon Transport Department's notification

Frequency may be adjusted according to demand

Service may be curtailed in short notice.

*Departures from Tung Chung Station that operating via Tung Chung New Development Ferry Pier:-

Mondays to Fridays: 7.25 a.m., 8.25 a.m., 9.25 a.m., 10.25 a.m., 11.25 a.m., 2.30 p.m., 4.32 p.m., 5.25 p.m., 6.35 p.m., 7.27 p.m.

Saturdays: 7.25 a.m., 8.25 a.m., 9.25 a.m., 10.25 a.m., 11.25 a.m., 2.30 p.m., 3.22 p.m., 4.32 p.m., 5.25 p.m., 6.35 p.m., and 7.27 p.m.

Sundays and public holidays: 7.25 a.m., 8.55 a.m., 9.55 a.m., 10.55 a.m., 11.55 a.m., 12.55 p.m., 2.30 p.m., 3.22 p.m., 4.32 p.m., 5.25 p.m., 6.35 p.m., and 7.25 p.m.

One additional short-working journey will be operated from Wai Tung Road opposite Seaview Crescent to East Coast Road outside Cathay City at 8.27am from Mondays to Fridays (except public holidays).

#The last departure from Tung Chung Station at 11.25pm terminates at Tung Chung North Man Tung Road only.

FARETABLE

\$3.50 per single journey

Half fare concession will be given to senior citizen aged 65 or over and child aged below 12

Below-scale fare under Section 13(4)(b), Public Bus Services Ordinance

Concessionary Fare for Bus-Bus Interchange at Chek Lap Kok

- a) Free interchange from CTB route no. S52 (Yat Tung Estate bound) to route S56 (Tung Chung Station bound) is offered to passengers using Octopus.
- b) A concessionary fare of \$1.0 (\$.0.5 for senior citizen aged 65 or over and child aged below 12) is offered to passengers using Octopus and interchanging from CTB route no. S52P (Yat Tung Estate bound) to S56 (Tung Chung Station bound).

To be eligible for the above fare concessions, the two legs of the journey should be paid by the same Octopus card and the second leg must be made within 60 minutes from the boarding time of the first leg. The Octopus card should not be used to travel on other bus routes and any other transport modes in between the above-mentioned journeys.

Only one successive discounted bus-bus interchange is allowed

JOURNEY DISTANCE

15.8km

JOURNEY TIME

27 Minutes Average speed 35.1 km/h

VEHICLE ALLOCATION/CARRYING CAPACITY

2 air-conditioned double deckers of capacity not exceeding 132.

During morning peak period, the single decker is swapped with 1 air-conditioned low floor double decker of capacity not exceeding 109 from Route A21.

1 air-conditioned low floor single decker of capacity not exceeding 69 is redeployed from

Route E11 during morning peaks from Mondays to Fridays except public holidays.

Air-conditioned double deckers of capacity not exceeding 141 may be deployed for substitution

Minimum number of passengers carried during a peak hour in a direction: 316 (am), 207 (pm).

xx xxx 20xx

Urgent By Fax (2745 6779)

Our Ref.:

Your Ref.:

Tel.:

Fax:

XX XXXX 20XX

Manager, Operations
Long Win Bus Co. Ltd.
9 Po Lun Street
Lai Chi Kok
Kowloon, Hong Kong
(Attn: Mr. Andy CHEUNG)

Dear Sir,

Public Bus Services Ordinance (Cap. 230)
Schedule of Service – Amendments
Long Win: North Lantau Shuttle Route
S1 (Tung Chung Station – Airport (Ground Transportation Centre))

In accordance with the provisions of section 16A(1)(a), (3) and (4) of the Public Bus Services Ordinance (Cap. 230), I hereby give notice that your Company is required to divert the journeys of route S1 via Tung Chung Development Pier during the no land link to/from Lantau Island and Chek Lap Kok.

With reference to your letter dated xx xxx 20xx, you proposed and I hereby confirm my agreement to the introduction of the above temporary bus service with immediate effect until 23.59 hrs today. Operation of this bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Please put up notices to inform passengers of the above change.

Yours faithfully,

[CTO (Regional)]
for Commissioner for Transport

c.c.

External

CP(CSP Traffic)
CP(DC LTDIST)
CP(DC APTDIST)
DO/Islands
AAHK (fax: 2183 2276)
MTRCL (fax: 2993 7719)
ES/TCU
CTB
NLB

Internal

PNT2
PM
CB/L
CIM1
CIM2
CN/SW
SB/L1
SN/Is1
SN/Is2
SIM3
TN/Is1
TN/Is2
TB/L1
1823
All related route files

Our Ref.: TDNR 140/190-23

Your Ref.:

Tel.:

Fax:

XX XXXX 20XX

Operations Manager (Franchised Two)
Citybus Limited,
8 Chong Fu Road, Chai Wan.
(Attn: Mr. Louis Kung)

Dear Sir,

Public Bus Services Ordinance (Cap. 230)

Schedule of Service – Amendments

CityBus: North Lantau Shuttle Route

S1 (Tung Chung Station – Airport (Ground Transportation Centre))

In accordance with the provisions of section 16A(1)(a), (3) and (4) of the Public Bus Services Ordinance (Cap. 230), I hereby give notice that your Company is required to divert the journeys of route S1 via Tung Chung Development Pier during the no land link to/from Lantau Island and Chek Lap Kok.

With reference to your letter dated XX XXXX 20XX, you proposed and I hereby confirm my agreement to the introduction of the above temporary bus service with immediate effect until 23.59 hrs today. Operation of this bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Please put up notices to inform passengers of the above change.

Yours faithfully,

[CTO (Regional)]
for Commissioner for Transport

c.c.

External

CP(CSP Traffic)
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ES/TCU
LWB
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Internal

PNT2
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CIM1
CIM2
CN/SW
SB/L1
SN/Is1
SN/Is2
SIM3
TN/Is1
TN/Is2
TB/L1
1823
All related route files

Citybus/LW Route No. S1

Air-Conditioned North Lantau Shuttle Route No. S1

ROUTE

TUNG CHUNG STATION BUS TERMINUS to ASIAWORLD-EXPO (VIA PASSENGER TERMINAL BUILDING)(CIRCULAR) : via Mei Tung Street, Tat Tung Road, Shun Tung Road, Chek Lap Kok South Road, Scenic Road, East Coast Road, Unnamed Road, Roundabout, Unnamed Road, East Coast Road, Cheung Lin Road, Airport South Interchange, Cheong Lin Road, Cheong Tat Road, Airport North Interchange, Sky City Road, Airport Expo Boulevard, Sky City Road East, Sky City Interchange, East Coast Road, Unnamed Road, Roundabout, access road to Cathay Dragon/CNAC House, Tung Fai Road, East Coast Road, Scenic Road, Chek Lap Kok South Road, **Tung Chung Waterfront Road, Tung Chung Development Pier, Tung Chung Waterfront Road, Shun Tung Road, Tat Tung Road and Mei Tung Street.**

TIMETABLE

Operation under no land link upon Transport Department's notification Frequency may be adjusted according to demand.

Service may be curtailed in short notice.

FARETABLE

\$3.50 per single journey

Below scale fare authorized under Section 13(4)(b), Public Bus Service Ordinance.

Half-fare concession will be given to senior citizen aged 65 or over and child aged below 12.

JOURNEY DISTANCE

14.6 km (round trip)

JOURNEY TIME

35 minutes

Average Speed 23.3 km/h

VEHICLE ALLOCATION/CARRYING CAPACITY

3 air-conditioned double deckers of capacity not exceeding 114 (Citybus)

Air-conditioned double deckers of capacity not exceeding 141 will be deployed for substitution to operate the above route (Citybus)

3 air-conditioned double deckers of capacity not exceeding 134 (Long Win)
(one of which will be re-deployed to operate one departure of route S64P at 6.45 p.m.
daily)

Departure at 8.10 a.m. will be operated by buses redeployed from route N30 on
Mondays to Saturdays except public holidays (Long Win)

Minimum number of passengers carried during a peak hour in each direction : 456
(Citybus)

Minimum number of passengers carried during a peak hour in each direction : 696
(Long Win)

xx xx 20xx

Urgent By Fax (2745 6779)

Our Ref : TDNR 140/190-23

Your Ref. :

Tel :

Fax :

Manager, Long Win

Bus Co. Ltd., 9 Po Lun

Street,

Lai Chi Kok, Kowloon

(Attn:)

xx xxx 20xx

Dear Sir,

Public Bus Services Ordinance (Cap. 230)
Temporary Bus Service Operated
between Disneyland Resort Pier and Airport Passenger
during No Land Link to/from Lantau Island and Chek Lap Kok
Special Service Route No. S8

In accordance with the provision of sections 13(2)(b), 13(4)(b) and 16A (1)(b), (3) and (4) of the above Ordinance, I hereby give notice that your Company is required to operate a temporary bus route No. S8 between Disneyland Resort Pier and Airport during no land link to/from Lantau Island and Chek Lap Kok.

With reference to your letter dated xx xxx 20xx, you proposed and I hereby confirm my agreement to the introduction of the above temporary bus service with immediate effect until 23:59 hrs today. Operation of this bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Operation of this temporary bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Please arrange adequate publicity to inform passengers of the operation of the above temporary bus service.

Yours faithfully,

(CTO (Regional)) for
Commissioner for Transport

c.c.

External

CP(CSP Traffic)
CP(DC LTDIST)
CP(DC APTDIST)
DO/Islands
AAHK (fax: 2183 2276)
MTRCL (fax: 2993 7719)
ES/TCU
CTB
NLB

Internal

PNT2
PM
CB/L
CIM1
CIM2
CN/SW
SB/L1
SN/Is1
SN/Is2
SIM3
TN/Is1
TN/Is2
TB/L1
1823
All related route files

Urgent By Fax (2605 5811)

Our Ref :
Your Ref. :
Tel :
Fax :

Operations Manager (Franchised Two)
Citybus Limited,
8 Chong Fu Road,
Chai Wan.
(Attn: Mr. Louis Kung)

xx xxx 20xx

Dear Sir,

Public Bus Services Ordinance (Cap. 230)
Temporary Bus Service Operated
between Disneyland Resort Pier and Airport
during no land link to/from Lantau Island and Chek Lap Kok
Special Service Route No. S8

In accordance with the provision of sections 13(2)(b), 13(4)(b) and 16A (1)(b), (3) and (4) of the above Ordinance, I hereby give notice that your Company is required to operate a temporary bus route No. S8 between Disneyland Resort Pier and Airport during no land link to/from Lantau Island and Chek Lap Kok.

With reference to your letter dated xx xxx 20xx, you proposed and I hereby confirm my agreement to the introduction of the above temporary bus service with immediate effect until 23:59 hrs today. Operation of this bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Operation of this temporary bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Please arrange adequate publicity to inform passengers of the operation of the above temporary bus service.

Yours faithfully,

(CTO (Regional)) for
Commissioner for Transport

c.c.

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CP(DC LTDIST)
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AAHK (fax: 2183 2276)
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SB/L1
SN/Is1
SN/Is2
SIM3
TN/Is1
TN/Is2
TB/L1
1823
All related route files

**Special Service Route No. S8
(Temporary Bus Service Operated
between Disneyland Resort Pier and Airport
during no land link to/from Lantau Island and Chek Lap Kok)**

I. **ROUTEING**

DISNEYLAND RESORT PIER to AIRPORT (PASSENGER TERMINAL BUILDING) : via Magic Road, Roundabout, Magic Road, Roundabout, Magic Road, Roundabout, *(Penny's Bay Highway, North Lantau Highway, Tung Chung Eastern Interchange, Yu Tung Road), #(Sunny Bay Road, Cheung Tung Road, Fu Tung Street, Tat Tung Road), Shun Tung Road, Chek Lap Kok South Road, Scenic Road, East Coast Road, Airport Road and Cheong Hong Road.

AIRPORT(GROUND TRANSPORTATION CENTRE) to DISNEYLAND RESORT PIER : via Cheong Lin Road, Airport South Interchange, Airport Road, East Coast Road, Scenic Road, Chek Lap Kok South Road, Shun Tung Road, Tat Tung Road, *(Shun Tung Road, Yu Tung Road, Tung Chung Eastern Interchange, North Lantau Highway, Penny's Bay Highway), #(Fu Tung Street, Cheung Tung Road, Sunny Bay Road), Roundabout, Magic Road, Roundabout and Magic Road.

*Journeys to/from Airport will be diverted via North Lantau Highway if situation warrant

Journeys to/from Airport will be diverted via Cheung Tung Road during closure of North Lantau Highway

II. **BUS STOPS**

Inward Journey

1. Temporary Bus Stop at the layby on Magic Road eastern bound (opposite to HK Disneyland Hotel)
2. Shun Tung Road outside Tung Chung Fire Station
3. Scenic Road outside Aviation Fuel Tank Farm
4. East Coast Road outside Cathay City (East)
5. Departure Kerb, Airport Passenger Terminal 1

Outward Journey

1. Airport (Ground Transportation Centre)
2. Scenic Road opposite to Aviation Fuel Tank Farm
3. Shun Tung Road outside Yu Tung Court
4. Temporary Bus Stop at the layby on Magic Road eastern bound (opposite to HK Disneyland Hotel)

III. TIMETABLE

To be operated on the occasion during no land link to/from Lantau Island and Chek Lap Kok upon authorization from the Transport Department.

Frequency may be adjusted according to demand.

Service may be curtailed in short notice.

IV. FARETABLE

\$20.0 per single journey

V. JOURNEY DISTANCE

18.9 km

VI. JOURNEY TIME

21 minutes

VII. VEHICLE ALLOCATION/HOURLY CAPACITY

10 air-conditioned double deckers of capacity not exceeding 131 (Long Win)

10 air-conditioned double deckers of capacity not exceeding 132 (Citybus)

Air-conditioned double deckers of capacity not exceeding 141 may be deployed for substitution

Urgent By Fax (2605 5811)

Our Ref :
Your Ref. :
Tel :
Fax :

Operations Manager (Franchised Two)
Citybus Limited,
8 Chong Fu Road,
Chai Wan.
(Attn: Mr. Louis Kung)

xx xxx 20xx

Dear Sir,

Public Bus Services Ordinance (Cap. 230)
Temporary Bus Service Operated
between Siu Sai Wan (Island Resort) and Central Ferry Piers
during no land link to/from Lantau Island and Chek Lap Kok
Special Service Route No. A12S

In accordance with the provision of sections 13(2)(b), 13(4)(b) and 16A (1)(b), (3) and (4) of the above Ordinance, I hereby give notice that your Company is required to operate a temporary bus route No. A12S between Island Resort and Central Ferry Piers during no land link to/from Lantau Island and Chek Lap Kok.

With reference to your letter dated xx xxx 20xx, you proposed and I hereby confirm my agreement to the introduction of the above temporary bus service with immediate effect until 23:59 hrs today. Operation of this bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Operation of this temporary bus service shall be in accordance with the official Schedule of Service, a copy of which is attached.

Please arrange adequate publicity to inform passengers of the operation of the above temporary bus service.

Yours faithfully,

(CTO (Regional)) for
Commissioner for Transport

c.c.

External

CP(CSP Traffic)

CP(DC LTDIST)

CP(DC APTDIST)

DO/Islands

AAHK (fax: 2183 2276)

MTRCL (fax: 2993 7719)

ES/TCU

CTB

NLB

Internal

PU

PM

PNT2

CB/L

CB/U

CIM1

CIM2

CN/Is

CH

SB/L1

SH/E

SH/Wch

SH/C

SH/W

SN/Is1

SN/Is2

SIM3

TN/Is1

TN/Is2

TB/L1

1823

All related route files

**Special Service Route No. A12S (Temporary Bus Service Operated
between Siu Sai Wan (Island Resort) and Central Ferry Piers during no land link
to/from Lantau Island and Chek Lap Kok)**

I. ROUTEING

SIU SAI WAN (ISLAND RESORT) to CENTRAL (CENTRAL FERRY PIERS) : via Siu

Sai Wan Road, Chai Wan Road, Wan Tsui Road, Chai Wan Road, Shau Kei Wan Road, King's Road, Kornhill Road, King's Road, Tung Lo Wan Road, Moreton Terrace, Gloucester Road flyover, Gloucester Road, Gloucester Road service road, Gloucester Road, Harcourt Road, Connaught Road Central, Connaught Place, Man Yiu Street and Man Kwong Street.

CENTRAL (CENTRAL FERRY PIERS) to SIU SAI WAN (ISLAND RESORT) : via Man

Kwong Street, roundabout, Man Kwong Street, Man Yiu Street, Connaught Place, Connaught Road Central, Harcourt Road, Gloucester Road, Victoria Park Road, flyover, Gloucester Road, Causeway Road, Hing Fat Street, Gordon Road, Electric Road, Java Road, Man Hong Street, King's Road, Shau Kei Wan Road, Chai Wan Road, Wan Tsui Road, Chai Wan Road and Siu Sai Wan Road.

II. TIMETABLE

To be operated on the occasion during no land link to/from Lantau Island and Chek Lap Kok upon authorization from the Transport Department.

Frequency may be adjusted according to demand.

Service may be curtailed in short notice.

III. FARETABLE

\$26.0 per single journey

IV. JOURNEY DISTANCE

15km

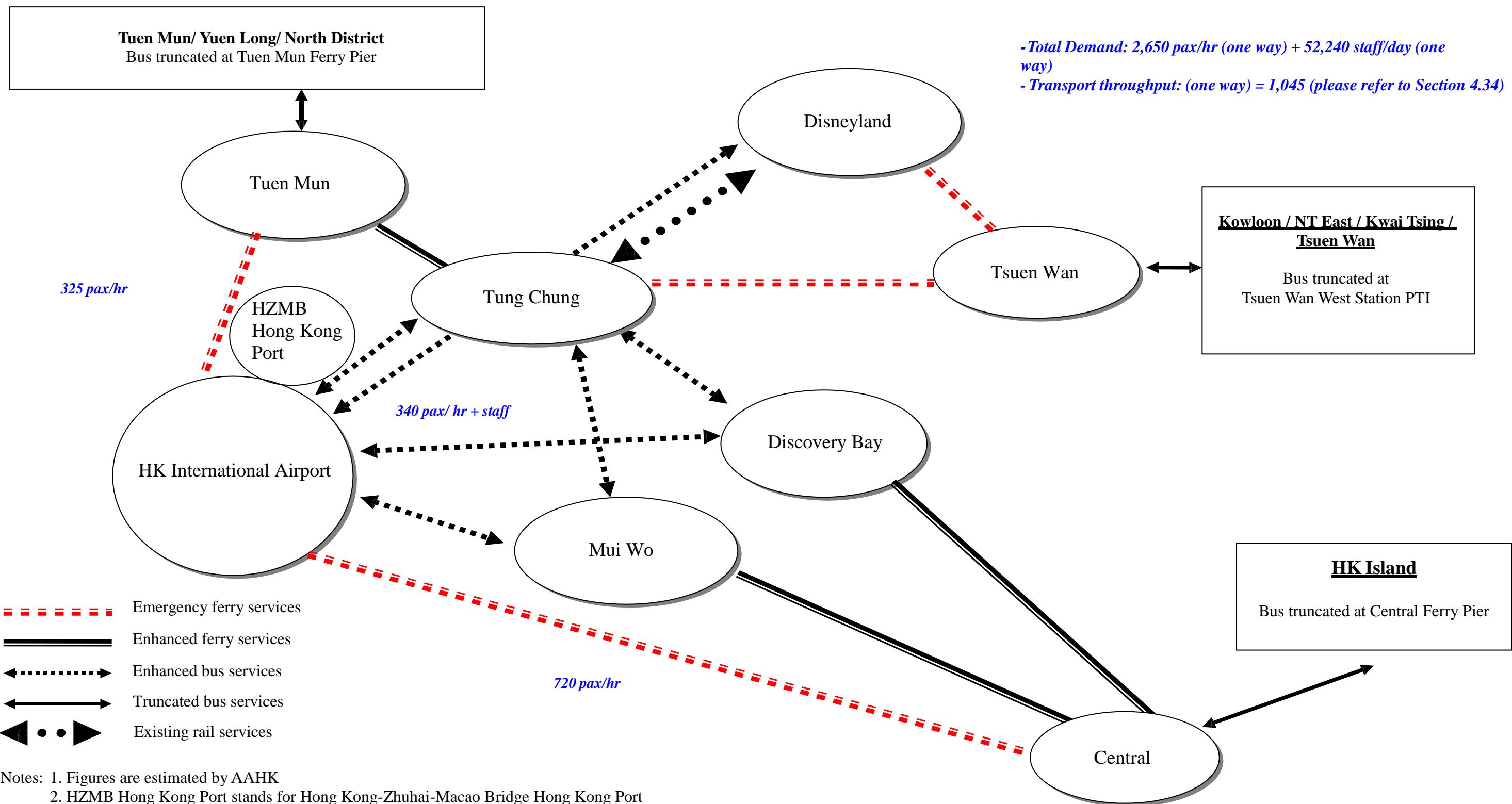
V. JOURNEY TIME

40 minutes

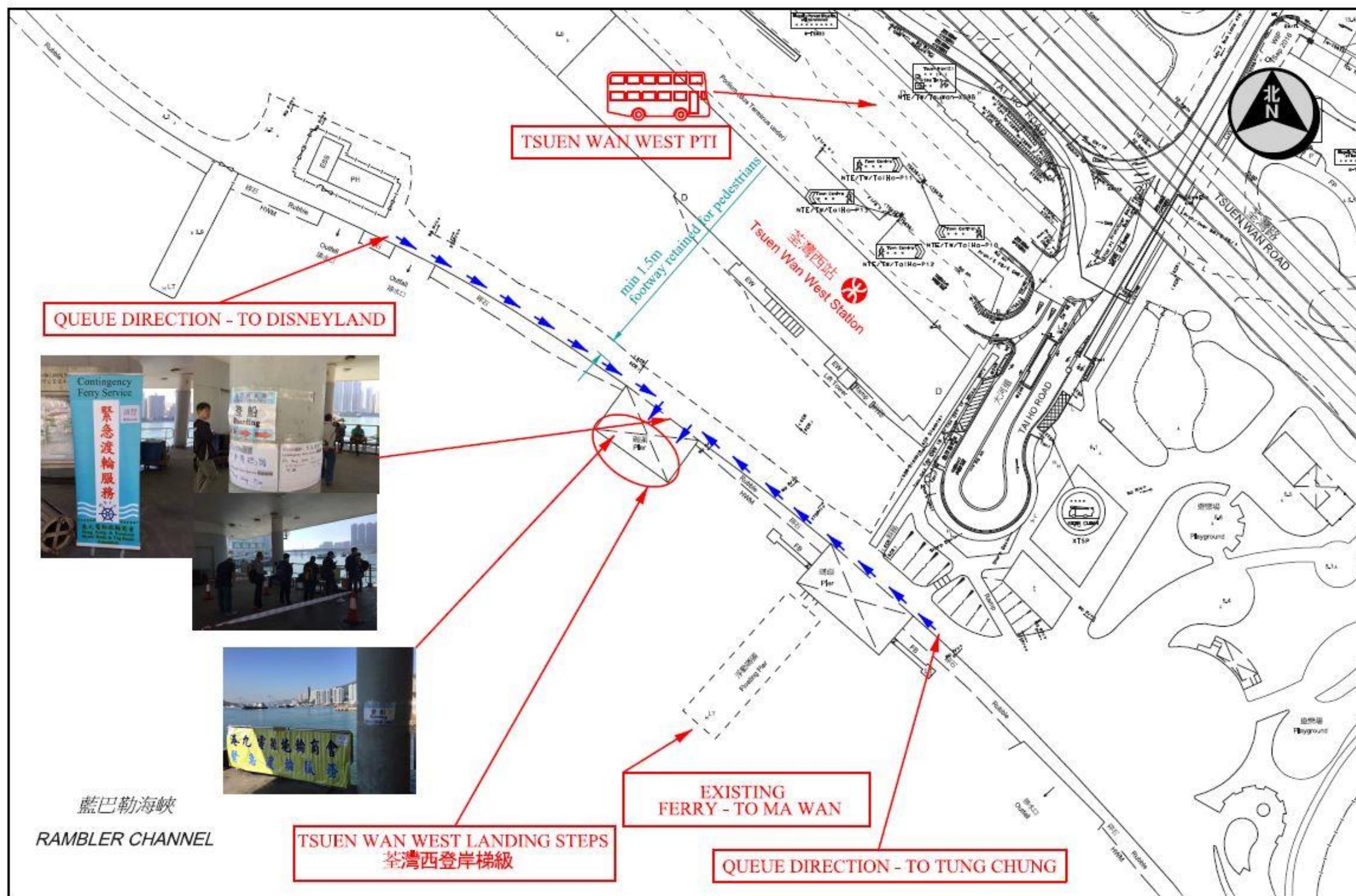
VI. VEHICLE ALLOCATION/HOURLY CAPACITY

Subject to available resources.

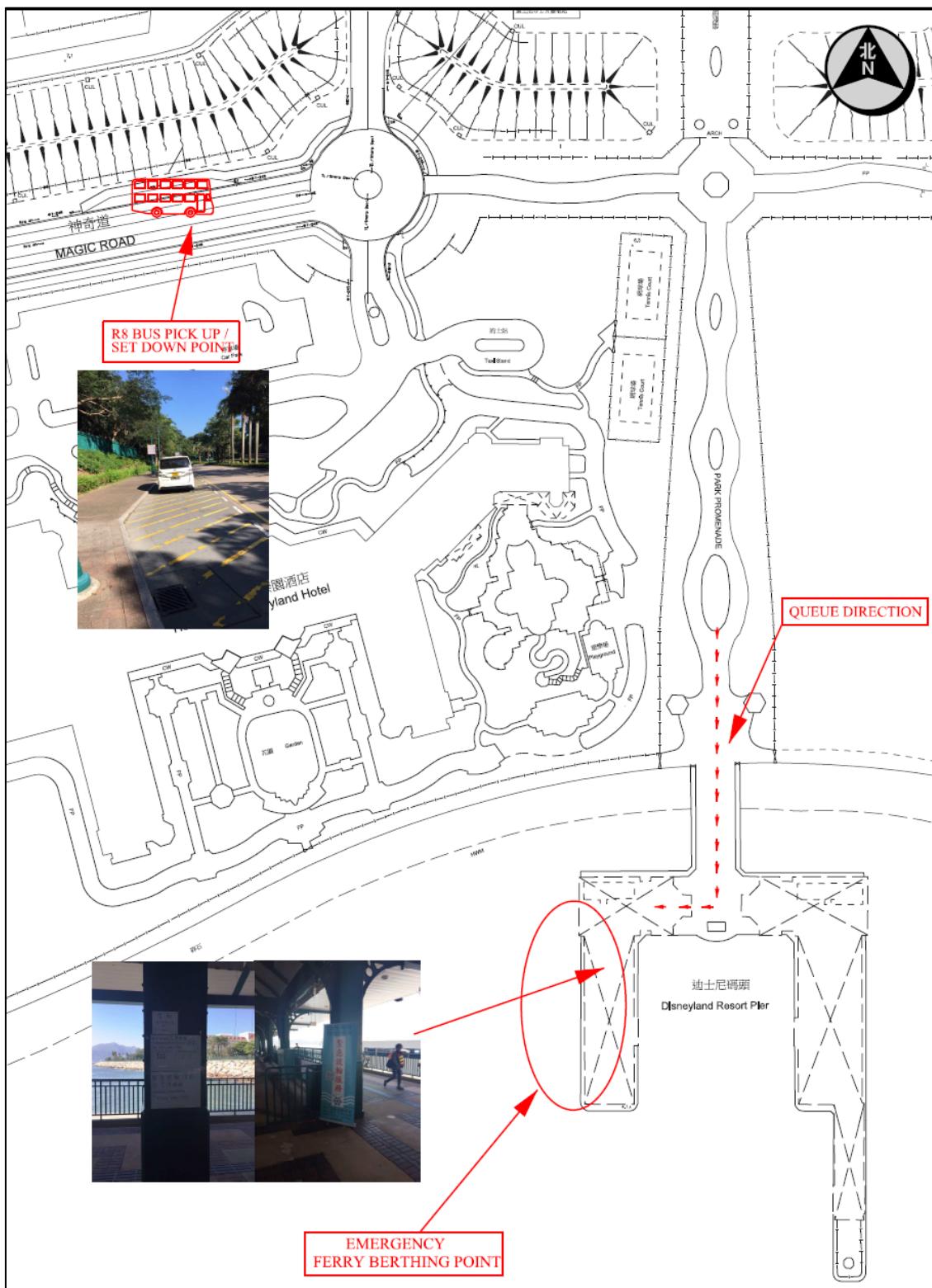
Contingency Measures and Critical Transport Capacities under NLL Situation



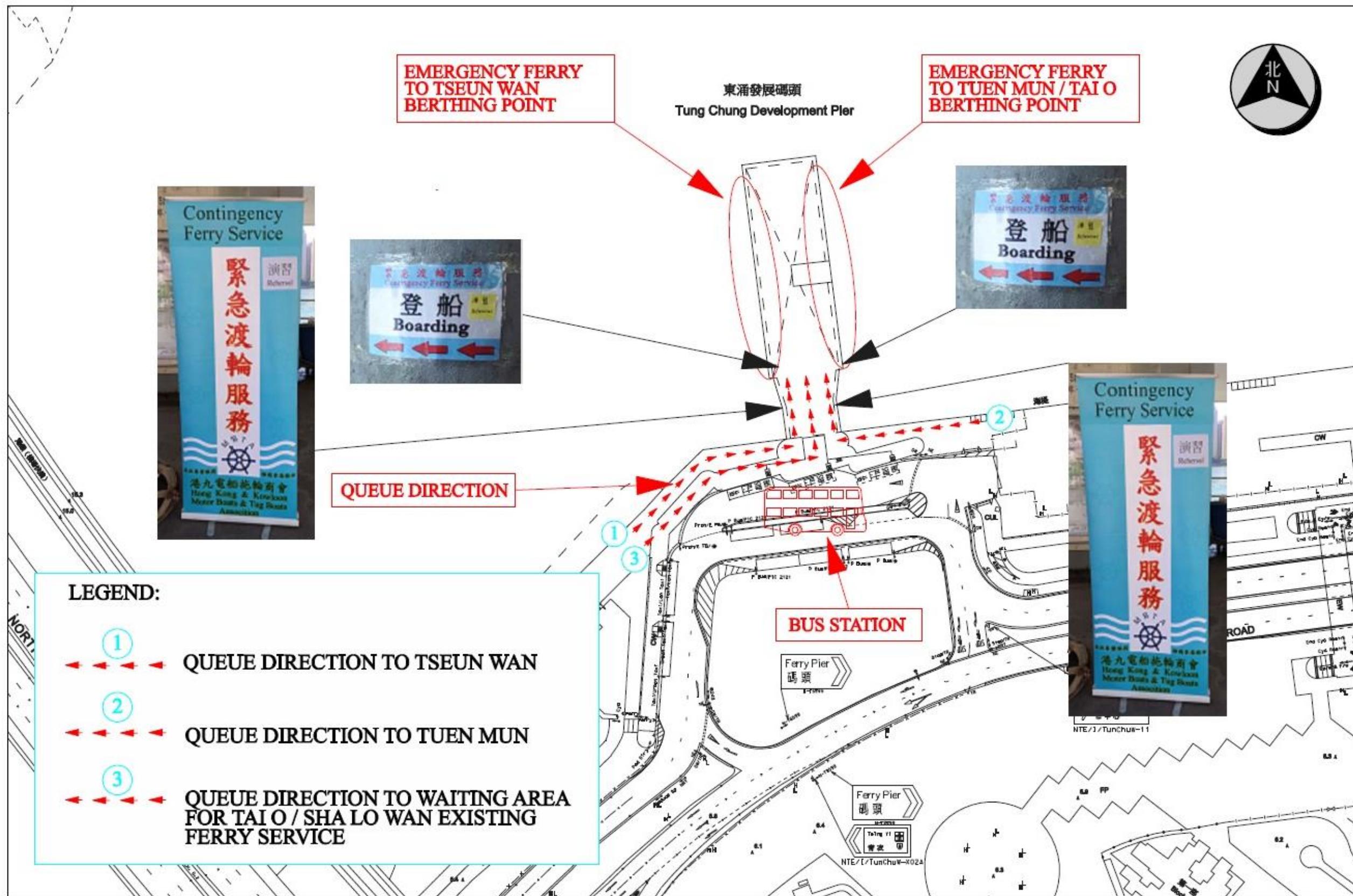
Tsuen Wan Public Landing Steps Pier queuing & signage locations



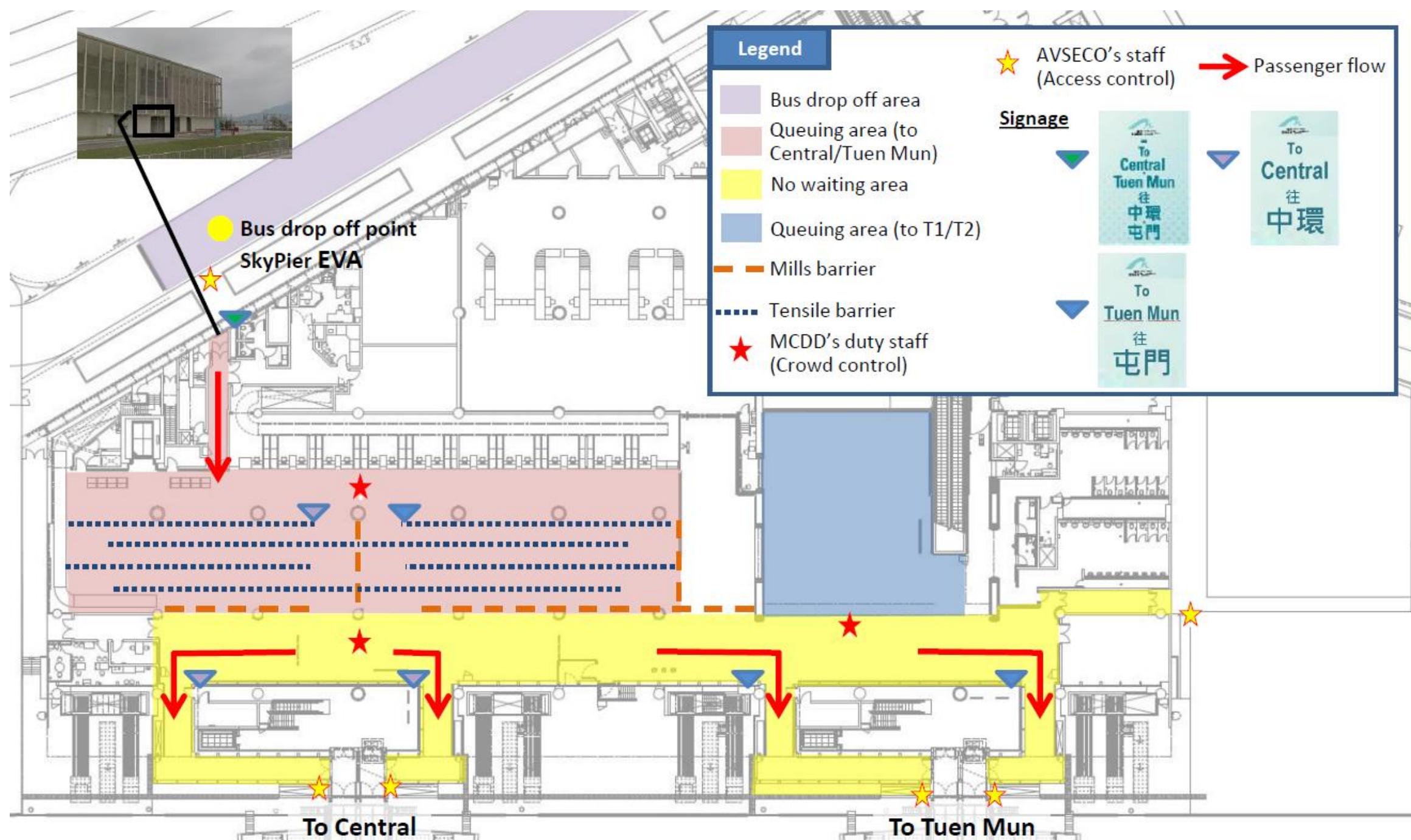
Disneyland Resort Pier queuing & signage locations



Tung Chung Development Pier queuing & signage locations



SkyPier Operation Flow and Signage Plan (To city)



SkyPier Operation Flow and Signage Plan (From city)

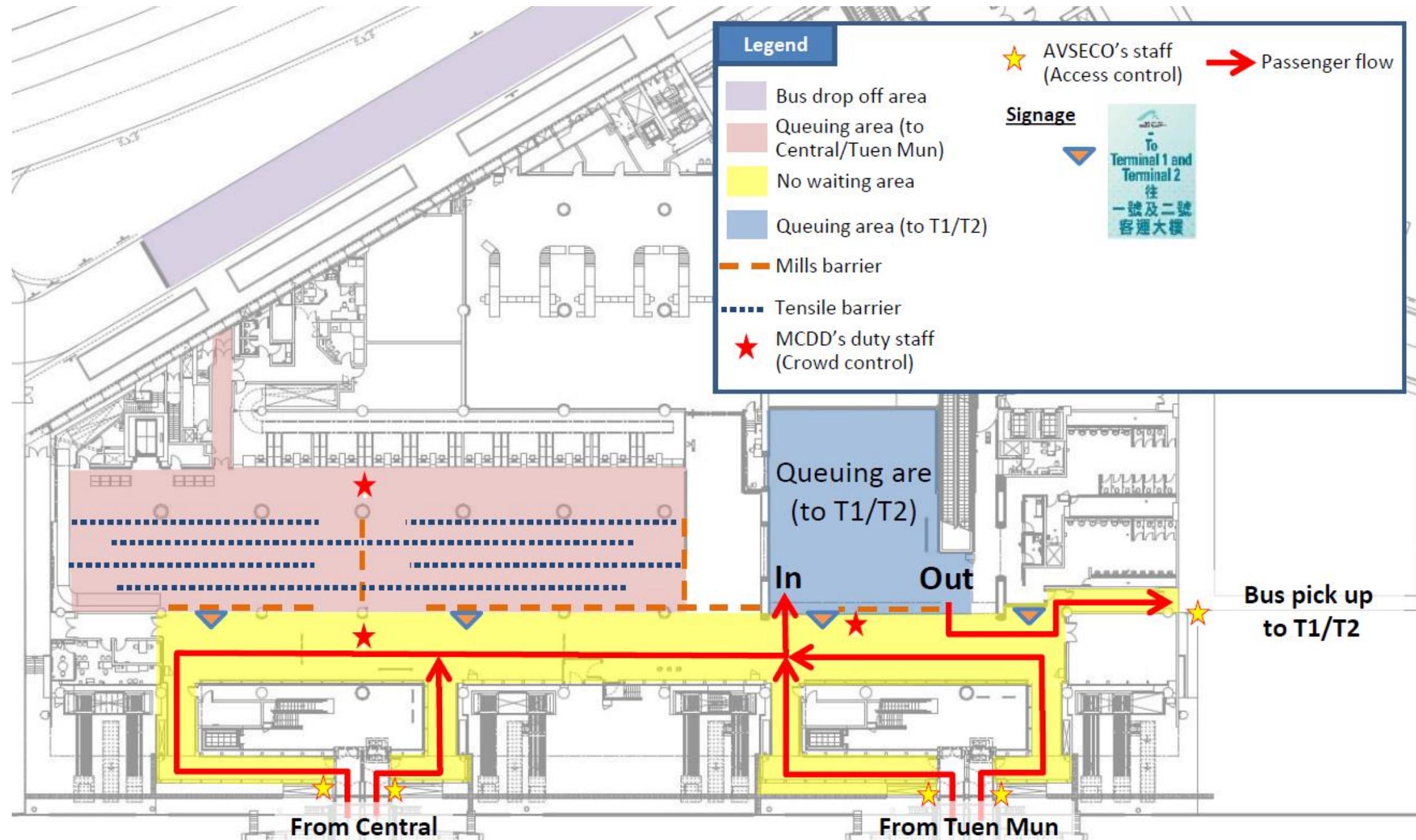
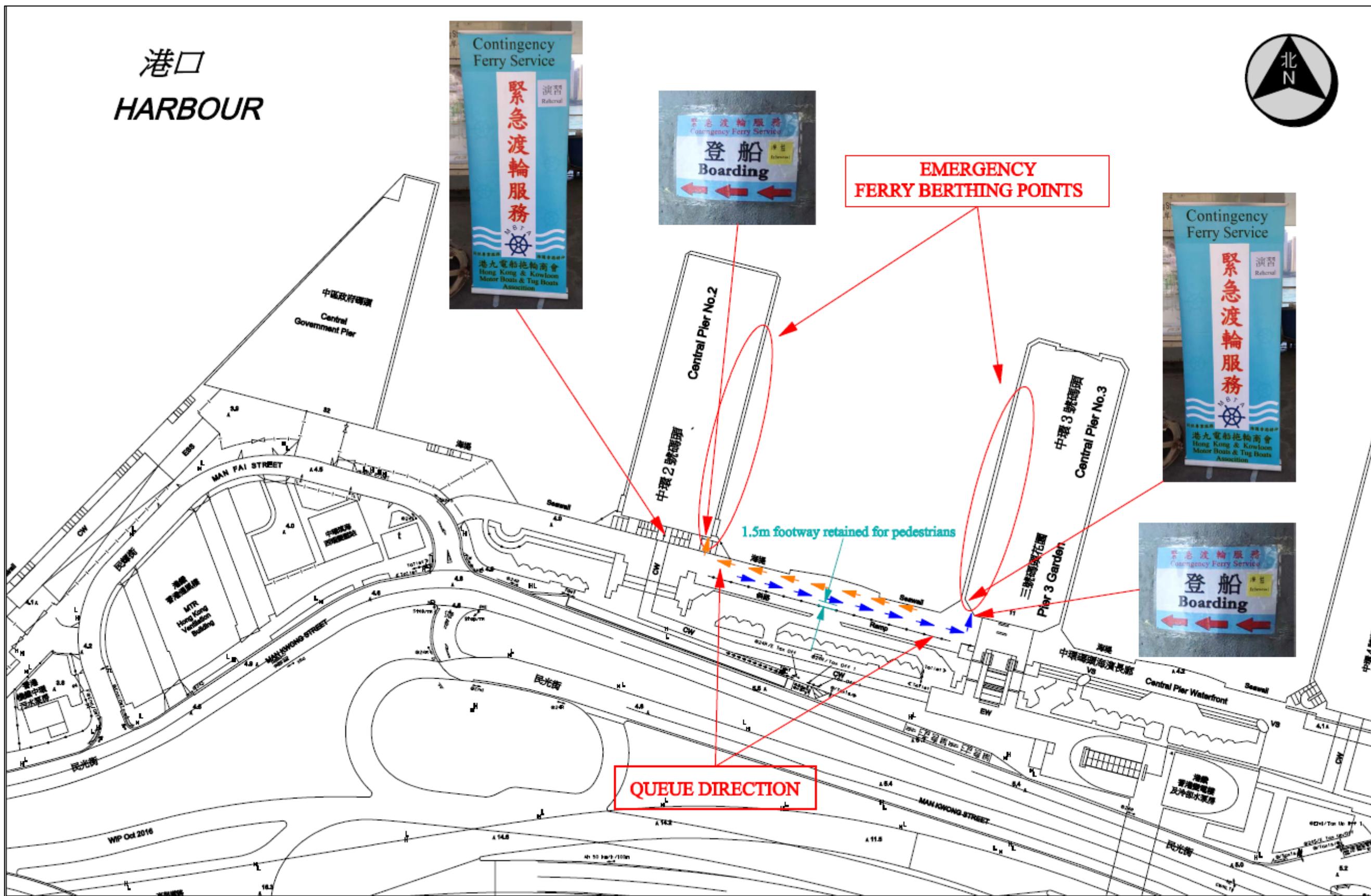


Diagram 5

Central Piers queuing & signage locations



Tuen Mun Ferry Pier queuing & signage locations

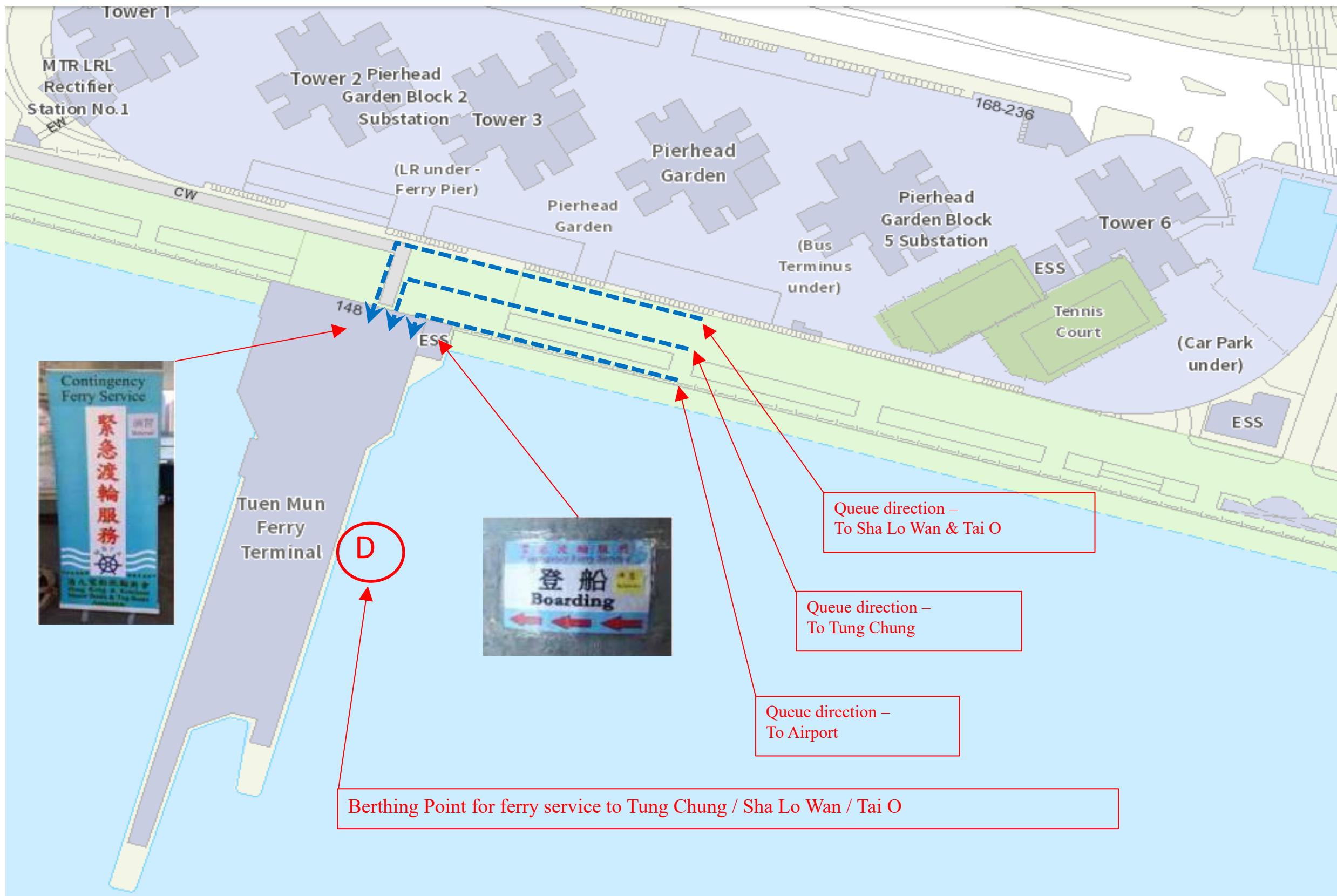
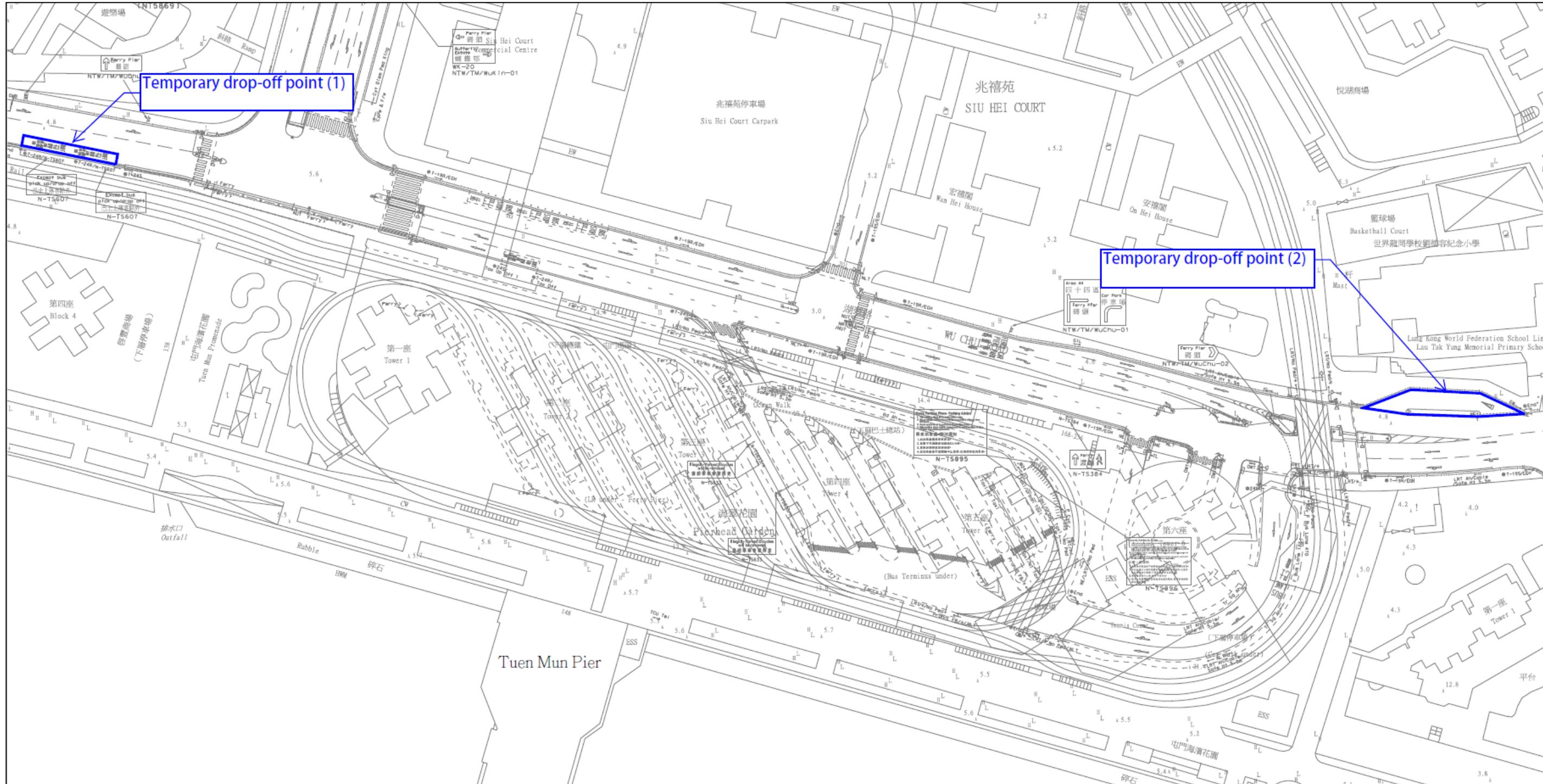


Diagram 6(b)

Temporary drop-off points for private vehicles along Wu Chui Road



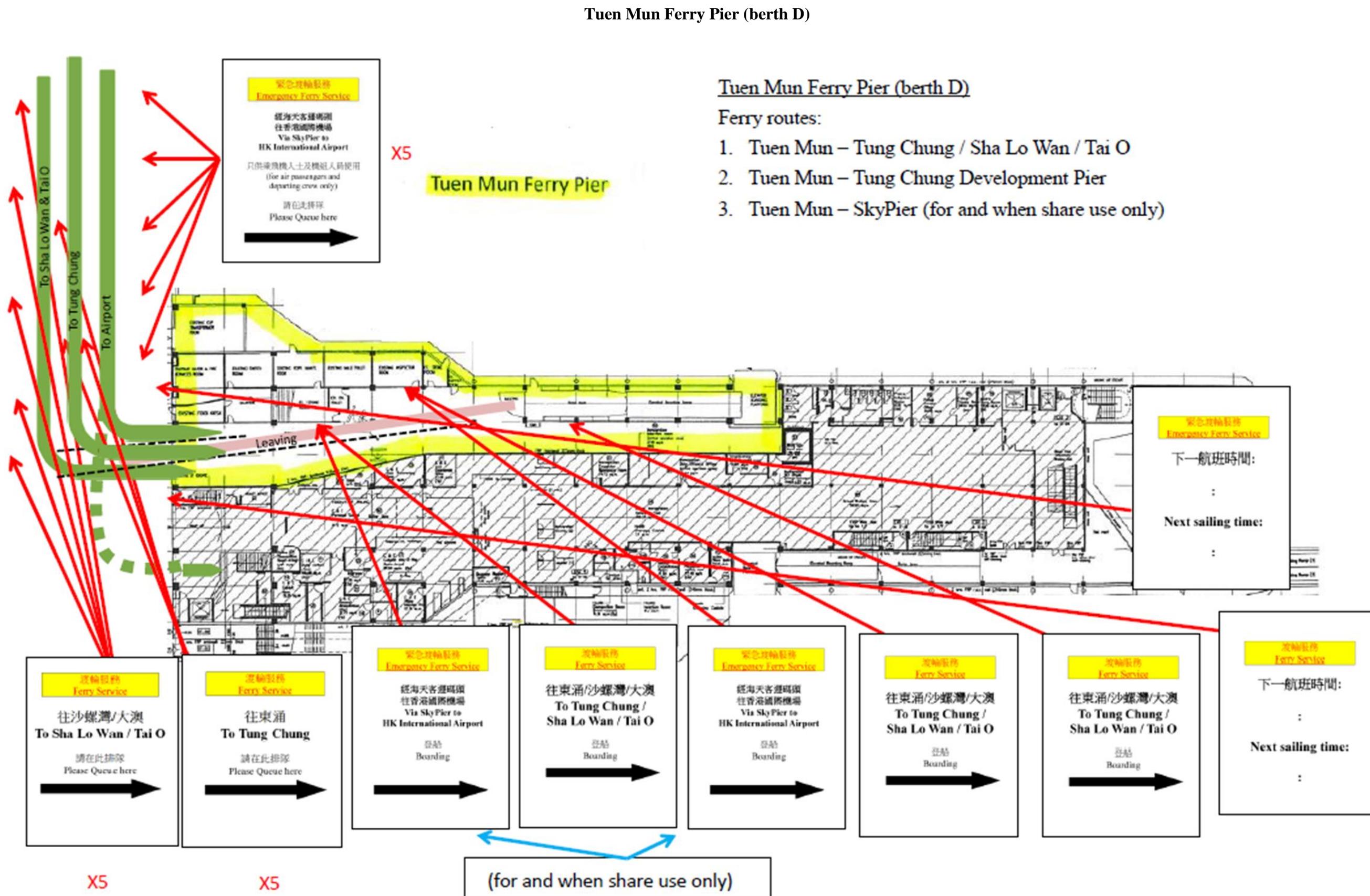
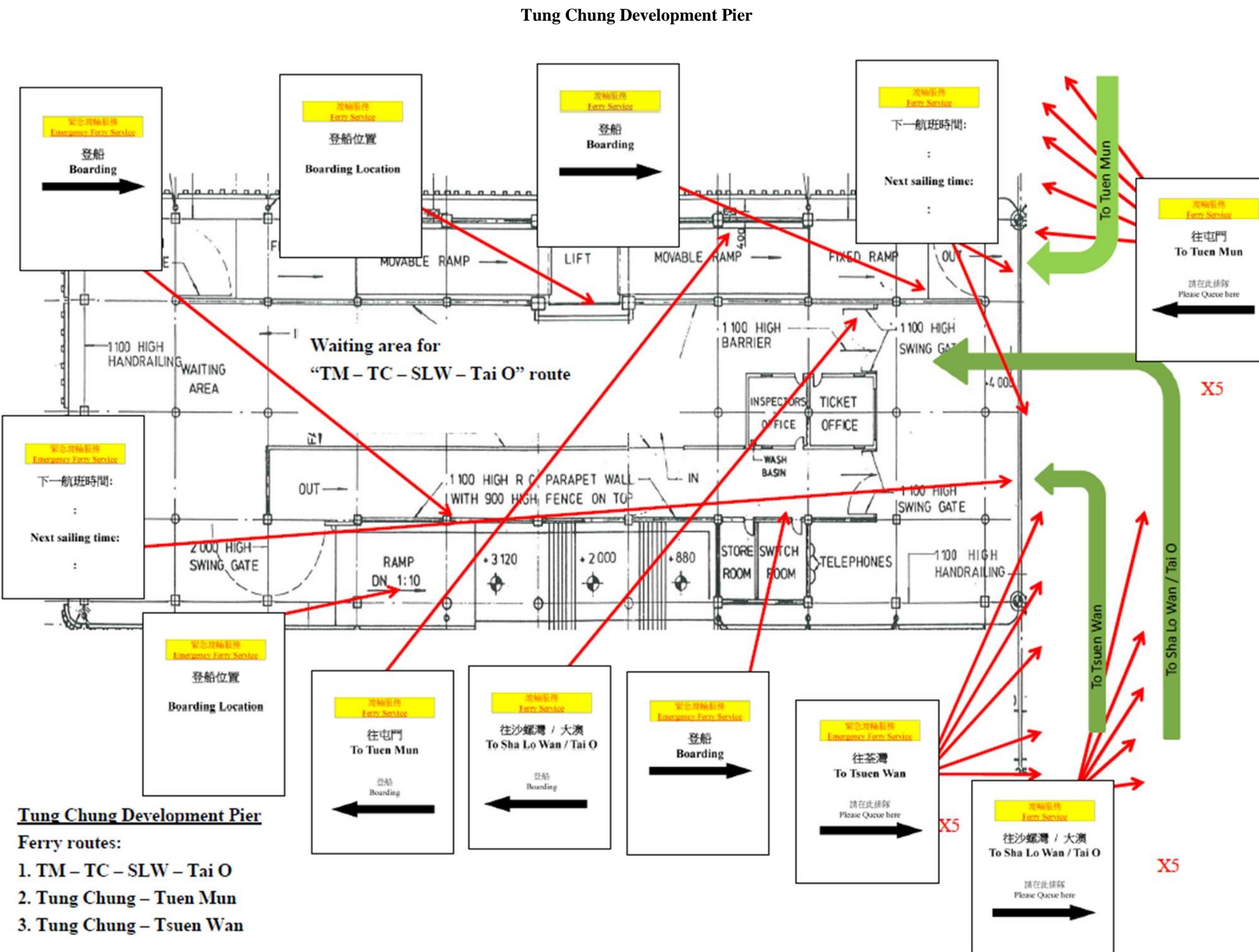
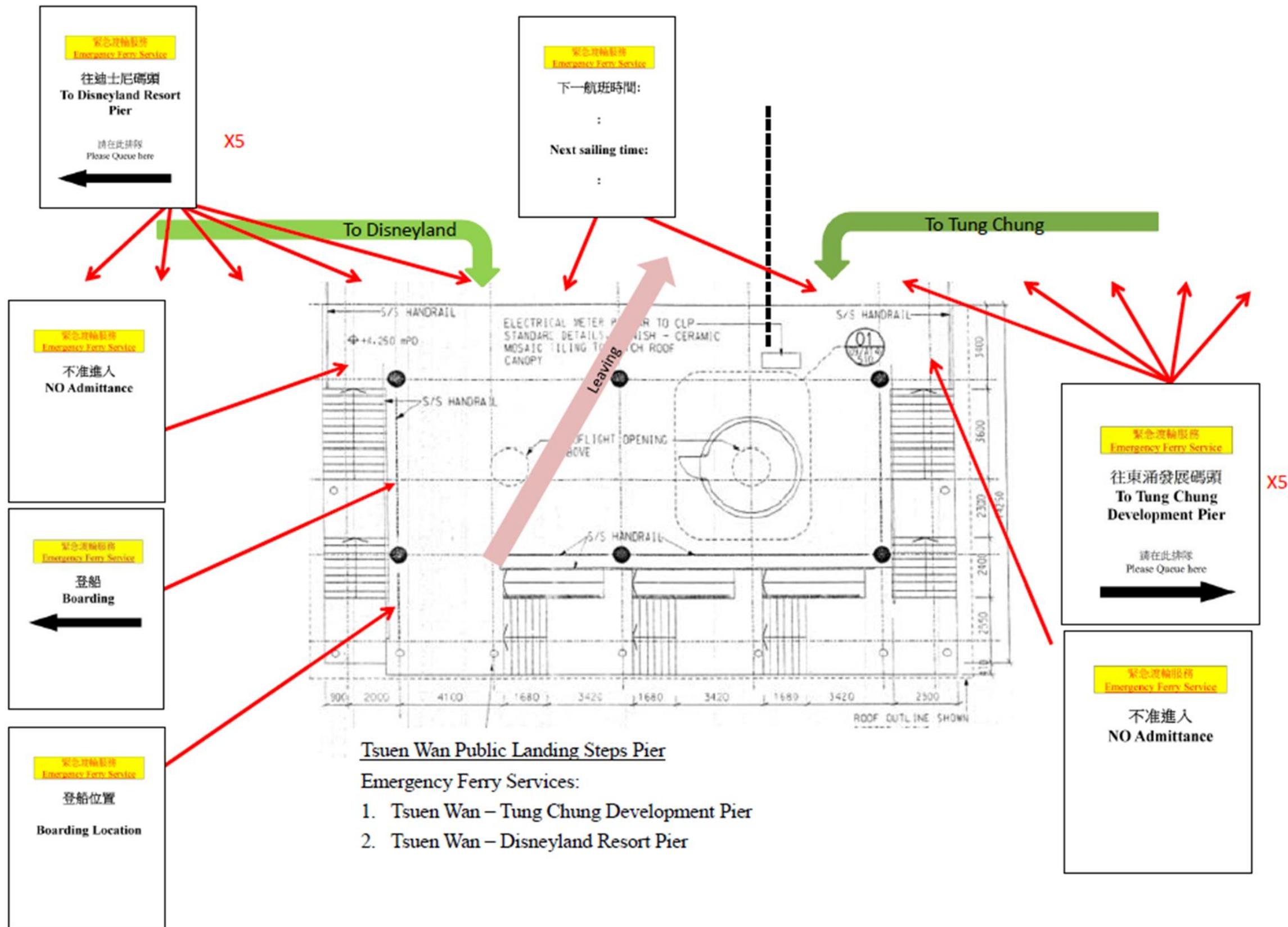
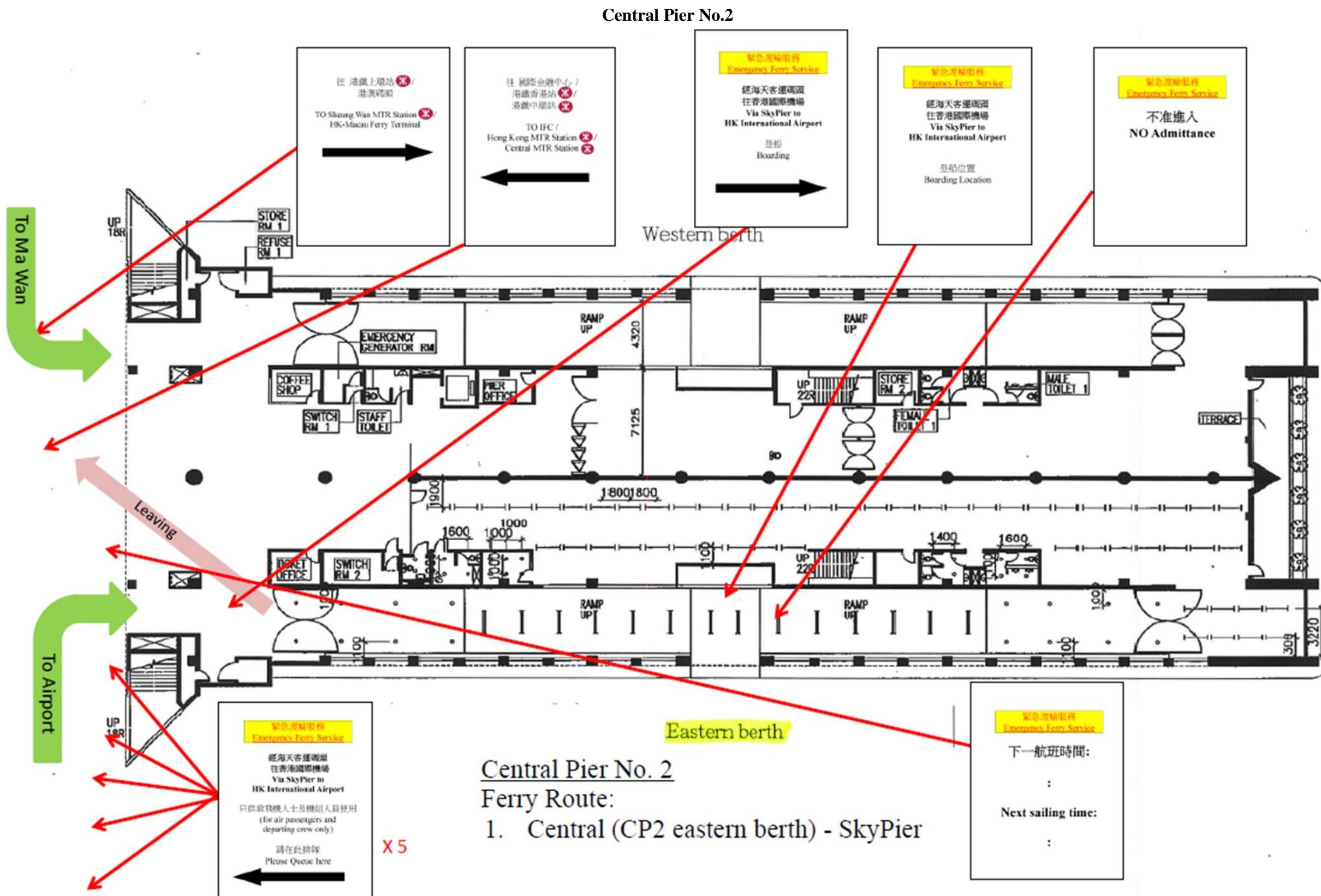
Details of the queuing and signage arrangements

Diagram 7(b)



Tsuen Wan Public Landing Steps Pier





Central Pier No.3

Central Pier No.3

Ferry Routes:

1. Central – Discovery Bay
2. Central (CP3 western berth) - SkyPier

