We are deeply grateful to the 13th APTE Review Committee for your comments and suggestions on our work. We have taken five suggestions seriously and made corresponding modifications one by one.

1. Figure 1 should be redrawn for clearer depiction of the three transfer strategies, ensuring better understanding.

We have redrawn Figure 1 that depicts the three types of transfer strategies and added a simple example to clarify the differences between them, thus facilitating readers' understanding.

2.The use of waiting time as an objective raises concerns. Implementing the proposed transfer strategies may significantly increase passengers' overall travel time. If the travel time should be taken into consideration?

In our coordinated optimization of skip-stop strategy and departure timetable, we are particularly concerned with the fairness among passengers. Fairness is primarily measured by the waiting time of each passenger, which is mentioned and utilized in Yang et.al (2021) and many other literatures [1]. In our model, if a passenger chooses a transfer strategy, his travelling time may increase compared to a direct trip. However, the increase is very limited, and most often, passengers can arrive at their destination faster.

3.The paper needs to specify which MRT line from Singapore's network was analyzed, considering that the lines are not numbered in the Singapore MRT system.

This is indeed a fault of our work. The data used in our article was obtained from the East West Line in Singapore MRT system.

4.There is an inconsistency regarding the number of stations on the MRT line; Table 2 mentions 29 stations, whereas Appendix D.2 lists 30.

This issue arises from the legend display. In the original figure, we labeled the 29 stations with 1, 2, 3, ..., 29 and used them as the y-axis of Fig. D.2. However, the y-axis of that figure started at 0 and ended at 30, with a minimum interval of 2. Although 0 and 30 were not used, it could easily lead to misunderstandings. We have revised Fig. Appendix D.2 to make it clearer.

5.The results displayed in Figure 2, show a significant number of instances with waiting times greater than 10 minutes. Specifically, waiting times reaching up to 30 minutes seem impractical for Singapore's MRT systems.

In our original experiment, we set the content of one underground train as 1000. This is not in line with reality. We modify the content of one underground train and conduct the experiment again. The result of all-stop pattern and regular timetable case is much more closer to the actual situation. Although there may exist some extreme cases where the longest waiting time of all passengers is 22 minutes, our results are still credible as most passengers' waiting times are less than 10 minutes.

1. Wu Y, Yang H, Zhao S (2021) Mitigating unfairness in urban rail transit operation: A mixed-integer linear programming approach. Transportation Research Part B: Methodological 149:418–442.