

**For discussion on
30 March 2007**

**Bills Committee on the
Shenzhen Bay Port Hong Kong Port Area Bill**

**Traffic and Transport Arrangements for the
Commissioning of Shenzhen Bay Port**

PURPOSE

This paper sets out the public transport services at the new boundary crossing of Shenzhen Bay Port (SBP), the quota arrangements for cross-boundary vehicles using SBP, and the traffic impact on Northwest New Territories (NT) brought about by the commissioning of SBP.

BACKGROUND

2. The construction works for the Hong Kong section of Shenzhen Bay Bridge (SBB) were completed in end 2005. We will continue to work closely with the Shenzhen Government for timely completion of the remaining works and prepare for the commissioning of the new crossing with a view to opening it around mid-2007.

PUBLIC TRANSPORT SERVICES

3. Cross-boundary passengers can cross the boundary through SBP by taking cross-boundary coaches and public transport services. A public transport interchange (PTI) of about 8 000 square metres will be provided at the Hong Kong port area. Its layout is at the **Annex**.

4. Cross-boundary coaches provide point-to-point cross-boundary transport services, while passengers from Hong Kong taking other public transport services to the Hong Kong Port Area will need to

change for connecting public transport on Shenzhen side after going through immigration and customs clearance. In this regard, we have agreed with the Mainland authorities to provide complementary public transport services at each side of the control point. The modes, number of routes, service hours and frequencies as well as carrying capacities of the public transport services to be provided by each side will be comparable to one another. Specifically, we have planned one franchised bus route to/from Yuen Long East, one franchised bus route to/from Tuen Mun, and one green minibus route to/from Tin Shui Wai. Shenzhen will provide three bus routes to their side of the control point. The frequency of service will be at a headway of around 15 minutes. Both sides will also allow the provision of taxi service at SBP.

QUOTA ARRANGEMENTS FOR SBP

5. To ensure smooth cross-boundary traffic, all cross-boundary vehicles other than goods vehicles and the LMC – Huanggang Shuttle Buses are subject to quota restriction. The quota system is jointly administered by the Hong Kong and Guangdong authorities, with the number of quotas set at a level commensurate with the processing capacities of the control points.

6. The commissioning of SBP provides room for the relaxation of the existing quota arrangements. We have reached agreement with the relevant Guangdong authorities on the number of quotas to be issued for cross-boundary private cars and coaches. For private cars, we would initially issue 1 500 new SBP quotas. In addition, to ease congestion at the existing control points, we would encourage existing holders of quotas at other crossings to switch to SBP. In this regard, we would allow a 3-month trial period after the commissioning of SBP, during which existing quota-holders can try to use SBP. They may then apply for a SBP quota by surrendering their quota for other existing crossing. As regards cross-boundary coaches, we plan to issue 300 quotas before the commissioning of SBP.

7. We will closely monitor the traffic situation and operation of the new crossing, and review the number of quotas in conjunction with the Mainland authorities.

TRAFFIC IMPACT ON NORTHWEST NT UPON THE COMMISSIONING OF SBP

8. The Northwest NT Traffic and Infrastructure Review concluded that with the existing and committed road networks, together with necessary improvement measures, including the widening of Castle Peak Road and Yuen Long Highway, we would be able to cope with the traffic (including those to be generated from SBB and the Hong Kong–Zhuhai–Macao Bridge) up to at least 2016. No new major highway infrastructure project will be required. However, to ensure that the new transport infrastructure beyond 2016 will be provided in a timely manner, we have been conducting further investigation and engineering feasibility studies on the proposed road projects, including the Tuen Mun Eastern Bypass, the Tuen Mun Western Bypass and Tuen Mun – Chek Lap Kok Link, the Link Options between Tuen Mun and Lantau, and the Tsing Yi- Lantau Link. The objective is to get the necessary advance work done as much as possible at the present stage so that when the implementation programme for the various planned developments in the region becomes clearer, construction can start as soon as possible.

9. Plans are in hand to improve the overall operation of Tuen Mun Road (TMR). The short-term measures, completed last year, include -

- (a) lengthening of the southbound bus bay on TMR near Tseng Choi Street;
- (b) lengthening and improving road markings of the merging lane from Tuen Hi Road into TMR Town Centre Section (TCS); and
- (c) modification of direction signs to guide traffic from TMR TCS to access TMR expressway section via Wong Chu Road.

10. Besides, the widened Yuen Long Highway and the soon-to-be-completed widening of Castle Peak Road will also help improve the traffic between Northwest NT and the urban areas.

11. In the medium term, we have three proposed projects to improve the overall operation of TMR, which include –

- (a) widening of the section at Tsing Tin Interchange from a dual 2-lane to dual 3-lane carriageway;
- (b) widening of the TCS from a dual 2-lane to dual 3-lane carriageway; and
- (c) reconstructing and improving of the expressway section to meet the prevailing expressway standard, including the provision of full-width hard shoulder, as far as practicable.

12. The proposed projects were supported by the Transport Panel. Subject to the satisfactory passage of the necessary statutory procedures, we plan to commence the widening works at Tsing Tin Interchange in 2007 for completion by 2009, commence the widening works at the TCS in 2008 for completion by 2010, and commence the improvement works at the expressway section in 2008 for staged completion by 2012.

13. In addition to TMR, we have planned to carry out improvement works to Ping Ha Road and Tin Ha Road in Yuen Long to enhance the connectivity of Northwest NT with the SBB. The Transport Department will continue to closely monitor traffic upon commissioning of the SBB and formulate long term plans to further enhance the connectivity between Northwest NT and the SBB in the long run.

14. Separately, we have been discussing with the franchisee of Route 3 the feasibility of rationalising the utilisation of Route 3 and the non-tolled TMR, including franchise extension in exchange for toll reduction. We have also been encouraging the franchisee to offer more concessions to more vehicle types. We keep an open mind on all possible options and will continue our discussion with the franchisee in this regard.

ADVICE SOUGHT

15. Members are invited to note the traffic and transport arrangements.

**Environment, Transport and Works Bureau
March 2007**

