

**立法會**  
***Legislative Council***

LC Paper No. CB(2)1452/06-07(01)

Ref : CB2/BC/5/06

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

**Background brief prepared by the Legislative Council Secretariat**

**Traffic and transport arrangements upon the commissioning of the  
Hong Kong-Shenzhen Western Corridor and its impact on traffic in  
Northwest New Territories**

**Purpose**

This paper summarises the discussions by Members on the traffic and transport arrangements for the commissioning of the Hong Kong-Shenzhen Western Corridor (HK-SWC) and the impact on traffic in the Northwest New Territories brought about by the commissioning of HK-SWC.

**Background**

2. The Hong Kong Special Administrative Region Government has reached consensus with the Mainland to implement the co-location arrangement for customs and immigration clearance at the Shenzhen Bay Port on the Mainland, which is a new control point to be set up at Shekou in Shenzhen. It will be linked to Ngau Hom Shek in the north-western part of the New Territories of Hong Kong through the Shenzhen Bay Bridge (also known as HK-SWC). A Hong Kong Port Area will be set up in the Shenzhen Bay Port.
3. A public transport interchange of about 8 000 square metres will be provided at the Hong Kong side of the control point. To tie in with the commissioning of HK-SWC, the Administration has agreed with the Mainland authorities to provide complementary public transport services at each side of the control point.

## **Traffic and transport arrangements upon the commissioning of the Hong Kong-Shenzhen Western Corridor**

### Discussions by the Panel on Transport

4. The traffic and transport arrangements upon the commissioning of HK-SWC were discussed at meetings of the Panel on Transport on 26 January 2007 and 2 March 2007.

5. Members generally considered that the control point at HK-SWC should be opened to all types of public transport services. Different transport service operators should be allowed to compete on an equitable basis. The transport arrangements at control points should aim to facilitate members of the public who should be given the choice to use the most efficient and economic means of transportation. Apart from franchised buses, green minibuses and taxis, non-franchised buses should be permitted to access the HK-SWC control point under a quota system. If there was a ceiling for the number of vehicles using the new control point, the quota should be evenly distributed among different transport modes to facilitate the public.

6. The Administration responded that it had fully considered the interests of different transport trades and the need of the public in planning the transport arrangements for the new control point. The original planning of the control point was to cater for goods vehicles, and a small number of private cars and cross-boundary coaches. Given the site constraint at the control point, priority had to be given to public transport services such as franchised buses and minibuses that served the public at large. The Administration had regularly reviewed its policy on the transport arrangements at boundary crossings. The situation at the new control point would be closely monitored and, where appropriate, adjustments to the transport arrangements would be made. The Administration would review the need to issue further quotas six months after the commissioning of HK-SWC.

7. The Administration advised that all cross-boundary vehicles other than goods vehicles and the Lok Ma Chau-Huanggang Shuttle Buses were subject to quota restriction to ensure smooth cross-boundary traffic. The quota system was 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. With the anticipated commissioning of HK-SWC, the Administration has 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, the Administration would initially issue 1 500 new HK-SWC quotas. As regards cross-boundary coaches, the Administration planned to issue 300 quotas before the commissioning of HK-SWC. The Administration and the relevant Mainland authorities had regularly reviewed the system, and the number of quota had been increased as a result of the commissioning of the new control point. Holders of the quotas

for other boundary crossings would be encouraged to switch to use the new control point.

#### Discussions by the Bills Committee on Shenzhen Bay Port Hong Kong Port Area Bill

8. Regarding the public transport services, the Administration informed the Bills Committee that three bus/minibus routes will be operated to each side of the control point, at a headway of around 15 minutes. Taxi services will also be provided. For the Hong Kong side, the Administration had planned one franchised bus route to/from Yuen Long East, one franchised bus route to/from Tuen Mun, one green minibus route to/from Tin Shui Wai and the provision of urban and New Territories taxi services in the public transport interchange.

9. As regards the facilities of the public transport interchange, the Administration advised that there would be 11 pick-up/drop off spaces and 70 stacking spaces for taxis, as well as seven pick-up/drop-off spaces and four stacking spaces for franchised buses/minibuses to provide for the operation of public transport services.

10. Members of the Bills Committee were generally of the view that the size of the public transport interchange was too small and could not cope with rising demand in the future. Members were concerned that the public transport services provided at the Hong Kong side of the control point were far from adequate and would result in higher transport expenses for passengers using the control point. They suggested that coach services similar to the five groups (six routes) of cross-boundary routes plying between various districts of Hong Kong and Huanggang control point should be provided at the new control point.

11. The Administration responded that the original planning of the control point was to cater for goods vehicles, and a small number of private cars and cross-boundary coaches. The transport services to be provided at the control were constrained by the space available at the public transport interchange. Thus, priority had to be given to public transport services such as franchised buses and minibuses. Nevertheless, the Administration would regularly review the provision of transport services at the control point.

#### **Traffic Impact on Northwest New Territories upon the commissioning of the Hong Kong-Shenzhen Western Corridor**

##### Discussion by the Panel on Transport

12. The impact of the commissioning of HK-SWC on traffic in Northwest New Territories was discussed at meetings of the Panel on Transport on 26 October 2001, 20 December 2002, 30 January 2004, 25 June 2004, 22 April

2005, 19 December 2005 and 24 November 2006.

13. When consulted at the meeting on 26 October 2001 on HK-SWC and its connecting road, the Deep Bay Link (DBL), the Panel on Transport raised concerns about the opening of HK-SWC and DBL causing unacceptable traffic congestion at Tuen Mun Town Centre and Tuen Mun Road. On 30 January 2004, the Panel held a meeting with the Administration to review the traffic impact on Tuen Mun Road upon the commissioning of HK-SWC and DBL, as well as the options being considered by the Administration to improve the traffic flow of Tuen Mun Road. The Panel on Transport held another meeting on 25 June 2004 to discuss, amongst other issues, measures to improve the traffic conditions of Tuen Mun Road and efforts to enhance the traffic distribution between Tuen Mun Road and Route 3.

14. In the course of deliberation, the Panel on Transport cast doubt on the basis of the assessment that the existing highway network in the Northwest New Territories had adequate capacity to cope with the traffic demand arising from the commissioning of HK-SWC and DBL. Members urged the Administration to put in place adequate transport infrastructure to cope with the rising traffic demand in a timely manner.

15. When reviewing the long-term needs for transport infrastructure development in Northwest New Territories and North Lantau at the meeting on 22 April 2005, the Panel on Transport passed a motion urging the Administration to expeditiously study the implementation of Tuen Mun Western Bypass and Tuen Mun - Chek Lap Kok Link so as to cope with the increasing traffic demand arising from the commissioning of HK-SWC.

16. To achieve a more balanced traffic distribution between Route 3 and Tuen Mun Road, the Panel on Transport had also reviewed with the Administration and Route 3 (Country Park Section) Company Limited on means to increase the utilisation of Route 3 so as to relieve the traffic congestion on Tuen Mun Road. At the meeting on 19 December 2005, the Panel reminded the Administration to discuss with the franchisee of Route 3 possible measures to rationalise the utilisation of Route 3 and the alternative, non-tolled routes.

17. On 24 November 2006, the Administration consulted the Panel on Transport on the following proposed projects to improve the overall operation of Tuen Mun Road -

- (a) widening the section at Tsing Tin Interchange from a dual 2-lane to dual 3-lane carriageway;
- (b) widening the Town Centre Section from Yan Oi Town Square to Wong Chu Road from a dual 2-lane to dual 3-lane carriageway; and
- (c) reconstructing and improving the expressway section to meet the

prevailing expressway standard, including the provision of full-width hard shoulder, as far as practicable.

18. Members generally considered that there was a need to expedite the improvement project to obviate any serious traffic congestion on Tuen Mun Road when HK-SWC was commissioned. They considered that, in the longer term, the Administration should consider building another trunk road for Northwest New Territories to cater for increasing traffic arising from HK-SWC. They expressed concern about the progress of measures to encourage motorists to use Route 3 in order to enhance traffic distribution between Tuen Mun Road and Route 3, such as by lowering the tolls of Route 3.

19. The Administration responded that it was fully aware of the need to complete the project as soon as possible to cope with, among others, the additional traffic generated by the commissioning of HK-SWC. According to latest traffic projections, the existing and committed road networks together with necessary improvement measures would be able to cope with the traffic demand in the region up to at least 2016, including that to be generated upon the commissioning of HK-SWC. To ensure that the new transport infrastructure beyond 2016 would be provided in a timely manner, the Administration had already been conducting further investigation and engineering feasibility studies on the proposed road projects as recommended in the Northwest New Territories Traffic and Infrastructure Review. The Administration was discussing with the franchisee of Route 3 possible measures to enhance the utilisation of Route 3.

20. The Administration advised that it planned to commence the widening works at Tsing Tin Interchange in 2007 for completion by 2009, commence the widening works at the Town Centre Section in 2008 for completion by 2010, and commence the improvement works at the expressway section in 2008 for staged completion by 2012.

#### Motion debate at Council meeting on 8 March 2006

21. At the Council meeting on 8 March 2006, Hon Mrs Selina CHOW moved a motion on "Expediently improving the traffic arrangements in the western and northwestern parts of the New Territories". Hon WONG Kwok-hing and Hon CHEUNG Hok-ming respectively moved amendments to the motion. The motion as amended by Hon WONG Kwok-hing and further amended by Hon CHEUNG Hok-ming was carried. The wording of the motion carried is in the **Appendix**.

#### **Relevant papers**

22. Members may wish to refer to the following minutes and papers for further details of the discussions -

Minutes

- (a) Minutes of the meeting of the Panel on Transport on 26 October 2001 (LC Paper No. CB(1)357/01-02);
- (b) Minutes of the meeting of the Panel on Transport on 20 December 2002 (LC Paper No. CB(1)772/02-03);
- (c) Minutes of the meeting of the Panel on Transport on 30 January 2004 (LC Paper No. CB(1)1146/03-04);
- (d) Minutes of the meeting of the Panel on Transport on 25 June 2004 (LC Paper No. CB(1)2501/03-04);
- (e) Minutes of the meeting of the Panel on Transport on 22 April 2005 (LC Paper No. CB(1)1833/04-05);
- (f) Minutes of the meeting of the Panel on Transport on 19 December 2005 (LC Paper No. CB(1)822/05-06);
- (g) Minutes of the meeting of the Panel on Transport on 24 November 2006 (LC Paper No. CB(1)527/06-07);
- (h) Minutes of the meeting of the Panel on Transport on 26 January 2007 (LC Paper No. CB(1)1002/06-07);
- (i) Minutes of the meeting of the Panel on Transport on 2 March 2007 (LC Paper No. CB(1)1147/06-07);

Papers

- (j) Administration's paper for the meeting of the Panel on Transport on 26 October 2001 (LC Paper No. CB(1)1946/00-01(01));
- (k) Administration's paper for the meeting of the Panel on Transport on 20 December 2002 (LC Paper No. CB(1)527/02-03(05));
- (l) Administration's paper for the meeting of the Panel on Transport on 30 January 2004 (LC Paper No. CB(1)848/03-04(03));
- (m) Administration's papers for the meeting of the Panel on Transport on 25 June 2004 (LC Paper Nos. CB(1)1912/03-04(26) and CB(1)2180/03-04(03));
- (n) Administration's papers for the meeting of the Panel on Transport on 22 April 2005 (LC Paper Nos. CB(1)1096/04-05(07) and (08));

- (o) Administration's paper for the meeting of the Panel on Transport on 19 December 2005 (LC Paper No. CB(1)526/05-06(02));
- (p) Administration's paper for the meeting of the Panel on Transport on 24 November 2006 (LC Paper No. CB(1)296/06-07(04));
- (q) Administration's paper for the meeting of the Panel on Transport on 2 March 2007 (LC Paper No. CB(1)1004/06-07(05));
- (r) Administration's paper entitled "Maintenance Arrangement of the Shenzhen Bay Bridge and Public Transport Arrangement for the commissioning of the Shenzhen Bay Port" for the Bills Committee on Shenzhen Bay Port Hong Kong Port Area Bill (LC Paper No. CB(2)1268/06-07(01)); and
- (s) Further information provided by the Administration on the public transport services to be provided at the Shenzhen Bay Port for the Bills Committee on Shenzhen Bay Port Hong Kong Port Area Bill (LC Paper No. CB(2)1344/06-07(01)).

23. The above minutes and papers are also available on the website of the Legislative Council (<http://www.legco.gov.hk>).

Council Business Division 2  
Legislative Council Secretariat  
28 March 2007

**Motion on "Expeditiously improving the traffic arrangements in the western and northwestern parts of the New Territories" at the Council meeting on 8 March 2006**

Wording of the motion carried

"That, given the impending commissioning of the Hong Kong-Shenzhen Western Corridor at the end of this year, which will substantially increase the traffic load in the western and northwestern parts of the New Territories, this Council urges the Government to formulate as early as possible corresponding strategies, including:

- (a) buying out the ownership of Route 3 at a reasonable price and opening it up for use by motorists;
- (b) constructing the Easterly Link Road that connects the Deep Bay Link and Route 3, so as to divert the traffic flow from Tuen Mun Road;
- (c) expeditiously completing the extension of Tuen Mun Road;
- (d) implementing the Northern Link project as early as possible and expeditiously completing the Kowloon Southern Link project to perfect the railway network and encourage residents of the Northwest New Territories to make use of the railways for travelling to and from different districts, so as to alleviate the pressure on Tuen Mun Road and Route 3; and
- (e) setting reasonable fares that are acceptable to the public, so as to encourage them to use the railway transport system.

thereby alleviating the deteriorating traffic congestion in that district and avoiding causing great nuisance or inconvenience to local residents; furthermore, the Government may also lower the existing tolls by such means as extending the franchise period of Route 3; and should expeditiously construct the Tuen Mun Western Bypass, the Tuen Mun to Chek Lap Kok Link, as well as the Tuen Mun Eastern Bypass, while the environmental impact of the alignment of the relevant roads must be adequately assessed, with a view to reducing undesirable effects on the local environment; and expedite the various traffic improvements to the Tuen Mun town centre section of Tuen Mun Road."