

立法會
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Panel on Transport
Meeting on 28 February 2014

Updated background brief on
traffic distribution among the road harbour crossings

Purpose

This paper provides background information on the three road harbour crossings ("RHCs"), namely, Cross Harbour Tunnel ("CHT"), Eastern Harbour Crossing ("EHC") and Western Harbour Crossing ("WHC"), and summarizes major views and concerns expressed by the Panel on Transport ("the Panel") on measures to improve the traffic distribution among the three RHCs.

Background

Mode of development and financing of RHCs

2. The Government has been following two major principles in adopting the Build-Operate-Transfer ("BOT") mode in constructing and operating tunnels¹. The three RHCs were constructed at different times adopting BOT mode and their operations, including the toll adjustment mechanism, are governed by the relevant legislation. Initially awarded and operated as a BOT project, the ownership and control of CHT was transferred to the Government upon the expiry of the 30-year franchise in September 1999. The New Hong Kong Tunnel Company Limited was granted a 30-year franchise to operate EHC until August 2016. Whereas,

¹ The following are the two major principles of the Government in adopting the BOT mode in constructing and operating tunnels:

- (a) The Government should encourage private participation and optimize the use of public resources, and, where feasible, adopt appropriate modes of public-private-partnership ("PPP") which include the BOT mode usually adopted in the past.
- (b) As the investor of a PPP project is required to make substantial upfront capital investment, they should be given the opportunity to make a reasonable return on their investment while bearing the commercial risk.

the Western Harbour Tunnel Company Limited was granted a 30-year franchise to operate WHC until August 2023.

Design daily capacity and average number of vehicles

3. The design daily capacity and average number of vehicles of the three RHCs are indicated in the following table. The current toll for private vehicles charged by the three RHCs is also highlighted for reference.

	EHC	CHT	WHC
<i>Design daily capacity</i>	<i>78 500</i>	<i>78 000</i>	<i>118 000</i>
Average daily vehicles in 2010	67 530	120 908	53 580
Average daily vehicles in 2011	69 520	120 545	56 950
Average daily vehicles in 2012	70 720	118 213	60 452
Average daily vehicles in 2013 (from January to November only) ²	72 011	116 758	61 629
Current toll for private vehicles	\$25	\$20	\$55

Uneven distribution of the three RHCs

4. The Government recognizes that the uneven traffic distribution among the three RHCs is undesirable and there is room for improvement to achieve traffic diversion and ease congestion at both ends of CHT. CHT has a clear natural advantage over the other two crossings given its central location and connectivity, which means shorter journeys, convenience and lower fuel costs for its users. This advantage is reinforced by the significantly lower toll that applies to CHT over the years. As a result, CHT is the most heavily utilized among all three RHCs, with an all-day throughput of about 120 000 vehicles that far exceeds the tunnel's design

² Source: Transport Department's website (http://www.td.gov.hk/en/transport_in_hong_kong/transport_figures/monthly_traffic_and_transport_dig est/2013/201311/index.html)

capacity. The Government has been exploring ways to optimize the utilization of RHCs.

Toll adjustment mechanisms

5. The toll adjustment mechanism in respect of WHC is stipulated in the WHC Ordinance (Cap. 436), under which the franchisee may effect toll increases on six specified dates (i.e., 1 January on 2001, 2005, 2009, 2013, 2017 and 2021) ("anticipated toll increases"), on the condition that the actual net revenue of the company in respect of a year ending immediately before a specified date is less than the upper estimated net revenue for that year as stipulated in Schedule 5 to the WHC Ordinance. In addition, if in any year the actual net revenue of the company is less than the minimum estimated net revenue for that year as stipulated in Schedule 5 to the WHC Ordinance, the franchisee may advance an anticipated toll increase, and may implement an additional toll increase ("additional toll increase") if all the anticipated toll increases have been effected. Regardless of whether it is an anticipated toll increase or additional toll increase, the magnitude of each toll increase must not exceed that stipulated in Schedule 2 or Schedule 3 to the WHC Ordinance for various categories of vehicles. Tolls adjusted according to the mechanism stipulated in the WHC Ordinance are called "statutory tolls", which do not require the Administration's approval.

6. The last statutory toll increase of WHC took effect on 31 July 2012. The franchisee has been offering concessions to all categories of vehicles so that actual tolls (or "concessionary tolls") are lower than the statutory toll levels. The revised concessionary tolls of the tunnel took effect on 1 January 2013.

7. The toll adjustment for EHC is somewhat different. The EHC Ordinance (Cap. 215) provides that the tolls specified in the Schedule to the EHC Ordinance may be varied by agreement between the Chief Executive in Council and the tunnel company. If an agreement cannot be reached, either party may submit the question of the variation of tolls to arbitration. The EHC Ordinance has not set out the criteria for determining toll adjustments. It only stipulates that if the matter is submitted for arbitration, the arbitrators shall be guided by the need to ensure that the carrying out by the tunnel company of its obligations, or the exercise of its rights, under the EHC Ordinance is reasonably but not excessively remunerative to the tunnel company, having regard to, inter alia, any

material change in the economic conditions of Hong Kong since the enactment of the EHC Ordinance or since tolls were last determined. The EHC franchisee had pursued arbitrations in 1996, 2003 and 2011 after the Government had rejected its applications for toll increase. The tolls of EHC were last raised in 2005.

8. The governing legislation of CHT is the Road Tunnels (Government) Ordinance (Cap. 368). The tolls for CHT are specified in Schedule 2 to the Road Tunnels (Government) Regulations (Chapter 368A). The last toll adjustment of CHT was made in 1999.

Consultancy studies conducted in the past

Mainland experience

9. The Administration completed in 2003 a consultancy study on the Mainland and overseas experience in the provision and operation of tunnels. The study showed that the arrangement adopted in four Mainland cities covered in the study (i.e. Shanghai, Guangzhou, Wuhan and Chongqing) was similar to an earlier suggestion made by Members of the Legislative Council ("LegCo") that a Tunnels and Bridges Authority ("TBA") be established in Hong Kong. The TBA was expected to own and operate all tunnels and bridges. To achieve this, the Government would have to buy back the ownership of all BOT tunnels. The Administration's view in 2003 was that such a move would involve enormous capital spending. Given the budget constraint and the need to contain government expenditure, the option was not further pursued by the Administration.

Consultancy study on rationalizing the utilization of RHCs ("the Consultancy Study")

10. The Administration informed the Panel in November 2008 that the Government had commissioned the Consultancy Study with an objective of identifying the optimum level of traffic for the three RHCs, taking into account their geographic locations and the capacity of connecting road networks, and recommending feasible options that covered the necessary financial, organizational and legal mechanisms to achieve the optimum traffic result. The Panel discussed the findings of the Consultancy Study on 9 November 2010, and conducted a further meeting on 11 January 2011 to receive public views. The executive summary of the final report of the Consultancy Study is in the Appendix of the Administration's paper [LC

Paper No. CB(1)298/10-11(01)] and the measures recommended by consultants are summarized in **Appendix I**.

11. The Administration advised that it maintained an open mind on all the consultants' various recommendations for achieving better distribution of cross-harbour traffic, and would carefully consider views from the public and relevant stakeholders including LegCo Members, the Transport Advisory Committee ("TAC"), the transport trade, road users, and members of the public on the contents and recommendations of the Consultancy Report. For this purpose, the Administration consulted TAC, and conducted a three-month public consultation exercise starting from 9 November 2010 onwards.

12. The Chief Executive announced in his Policy Address on 16 January 2013 that following public consultation and consultancy studies, the Government has worked out feasible proposals to alleviate congestion at the harbour crossings. The broad direction is to increase the toll fees for CHT and reduce those for EHC through government subsidy, so as to divert traffic and ease congestion.

Discussions by the Panel in the Fourth and Fifth LegCos

13. There have been plenty of discussions by members on measures to improve the traffic distribution among the three RHCs since 2000.

14. At the meeting on 28 November 2008, some members considered that the failure to subject the toll adjustments of WHC and EHC to the approval of LegCo was the main cause of uneven traffic distribution among the three RHCs. They called upon the Administration to refrain from adopting the BOT mode to deliver roads and tunnels in future. Some other members, however, considered that the Administration should make reference to overseas experience of successful implementation of the BOT mode. Some members suggested that the Administration should examine the feasibility of establishing a TBA to own and manage all tunnels and bridges, including the BOT tunnels.

15. Members expressed comments on individual recommendations of the Consultancy Study mentioned in paragraph 10 at the meetings held on 9 November 2010 and 11 January 2011. They are summarized below:

- (a) Adjusting the tolls of CHT and EHC
- Toll scenario of increasing the CHT toll and requesting the EHC franchisee to provide a corresponding reduction in EHC toll ("the CHT/EHC proposal") was undesirable because it would mean penalizing users of CHT. The increase in fuel cost arising from the need to travel longer distance to benefit from the reduced EHC toll would also affect the operating cost of commercial vehicles and hence the prices of goods and services.
 - The CHT/EHC proposal might not be effective because there was congestion in the connecting road(s) of each of the RHCs. Drivers might, instead of switching to EHC, continue to use CHT and congestion of Gloucester Road would be aggravated.
 - Any move to increase CHT tolls might lead to increase in public transport fares and hence would meet with strong opposition unless fully justified.
 - People should be encouraged to use EHC by reducing EHC tolls only and not increasing CHT tolls at the same time.
 - The tolls for private cars at EHC and CHT should be aligned, while EHC's and WHC's tolls for commercial vehicles should remain unchanged.
- (b) The rebate option³ (increasing CHT tolls and providing rebate to EHC and/or WHC users)
- If the rebate option was only pursued with EHC, the likely result might be that EHC was the only party to

³ Under the rebate option, the Government may consider increasing the CHT toll and provide a corresponding rebate in the EHC/WHC toll to EHC/WHC users, and implementing the rebate through the EHC/WHC franchisee. The rebate will be provided to EHC/WHC users direct, and the Government will reimburse the EHC/WHC franchisee the rebate provided to EHC/WHC users on basis of actual traffic flow. Agreement of the EHC/WHC franchisee on not to adjust its tolls during the rebate period will be required.

benefit because CHT's congestion would unlikely improve considering the difficulty in diverting its traffic eastwards given the congestion in the eastern part of both Kowloon and Hong Kong during peak hours.

- With the commissioning of Route 8, vehicles using WHC to go to New Territories East and West had increased significantly. As such, the rebate option should also apply to WHC.
- (c) The adoption of a resource management based principle⁴ (larger vehicles are subject to higher tolls)
- Instead of requiring commercial vehicles to bear higher costs for crossing the harbour as proposed in the Consultancy Report, it might be fairer and more effective to increase the tolls for private cars and decrease the tolls for other vehicle types. This was because while toll increase for private cars was acceptable for the purpose of encouraging use of public transport, toll increase for commercial vehicles might give rise to operational difficulties.
 - All proposals put forward in the Consultancy Report involved toll increase for heavy vehicles. The Administration should properly consult the logistics trade. Even if the toll for heavy vehicles at EHC was reduced, out of fuel cost consideration, heavy vehicles might still not be willing to travel longer distance to use EHC.

⁴ According to resource management principle, larger vehicles should pay more than smaller vehicles as they occupy more road space and cause more wear and tear on road surface. Under the current toll structure of CHT, tolls payable by larger vehicles in using CHT is only marginally higher than that by smaller vehicles. Tolls of EHC and WHC are set with more regard to the resource management principle. Adjusting the toll structure of CHT closer to the resource management principle would mean larger toll increase for larger vehicles than smaller vehicles.

(d) Members' alternative proposals and other views

- Conduct a trial scheme to ascertain the cost-effectiveness of the measures
- Buyback of EHC and WHC
- Provide government subsidy to WHC to enable toll concessions
- Construct the fourth RHC or a cross-harbour bridge
- Reduce the number of vehicles using the three RHCs during peak hours (e.g. provision of park and ride spaces or reviving ferry service)

16. On 8 February 2013, the Administration launched a public consultation exercise to invite views on the proposed measures to improve traffic distribution among RHCs up to 7 May 2013. According to the Administration, it would commence discussion with the EHC franchisee on the implementation of the most preferred toll adjustment option depending on the outcome of the public consultation. The Administration expected to conduct a 12-month trial in the second half of 2014 at the earliest and would review the outcome of the trial before deciding whether the toll adjustments should continue.

17. The Administration consulted the Panel on the above matter at the meeting held on 22 February 2013. In February 2013, the Administration briefed members on the three options⁵ (in **Appendix II**) to shorten the traffic queues at CHT, mainly by reducing tolls at EHC and increase tolls at CHT. The Administration explained that the idea was to rationalize the traffic distribution among the three RHCs by means of toll adjustment.

18. Some members expressed support to the Administration's proposal to reduce the tolls at EHC and increase the tolls at CHT to divert traffic from CHT to EHC. They, however, showed concern about the sustained effect of the proposed measures.

⁵ Three options are: (1) Option A – resource management option; (2) Option B – EHC reduction CHT increase option; and (3) Option C – status quo for public transport option.

19. The Administration explained that the proposed measures would effectively reduce traffic congestion at CHT before 2017 and hoped that with the impact of the measures, the non cross-harbour traffic congestion at CHT and EHC would be eased too. Further, upon the completion of the Central-Wanchai Bypass in 2017, traffic conditions at RHCs would be further improved.

20. Other members had doubts over the effect of the three options and suggested that the Administration should conduct cost and benefit analysis for the proposed measures to alleviate traffic congestion at RHCs. The Panel passed a motion, urging the Government to examine the feasibility of constructing the fourth road harbour crossing or a cross-harbour bridge.

Relevant motion/questions moved/raised at Council meetings

21. In the Fourth LegCo, a motion was passed at the Council meeting on 19 November 2008 on "Concern about the cross harbour tunnels failing to divert traffic flows effectively and their high tolls". The wording of the motion is in **Appendix III**.

22. In the Fourth and Fifth LegCos, Members raised 6 questions relating to measures to improve the traffic distribution among the three RHCs at the Council meetings of 12 November 2008, 3 March 2010, 6 April 2011, 4 May 2011, 29 June 2011 and 20 March 2013. The hyperlinks to relevant papers and questions are given in **Appendix IV**.

Latest developments

23. At the meeting to be held on 28 February 2014, the Administration will brief the Panel members on the outcome of the public consultation on the three toll adjustment proposals put forward in 2013 and their latest work plan to improve the traffic distribution among RHCs.

**Measures recommended in the executive summary of
the final report of the consultancy study on rationalizing the utilization of
road harbour crossings released in November 2010**

(i) Short to Intermediate Term (2010 – 2013)

- Discuss with the franchisees the implementation option to increase Cross Harbour Tunnel ("CHT") tolls and provide toll rebate to Eastern Harbour Crossing ("EHC") and/or Western Harbour Crossing ("WHC") users, i.e. the rebate option.
- Conduct a trial run on the rebate option to test the travel behaviour of road harbour crossing users adopting any of the better toll scenarios.

(ii) Intermediate Term (2013 – 2017)

- Continue with Short to Medium Term solution, i.e. the rebate option adopting the better toll scenario that has been tested and produces desirable traffic impact.
- Towards the end of EHC franchise in August 2016, negotiate with Western Harbour Tunnel Company Limited ("WHTCL") regarding the implementation of the concession option. At that time, the Government will have a stronger hand in the negotiations with WHTCL. Additionally, the Central-Wanchai Bypass will open to traffic in 2017 whereupon more traffic can be diverted from the CHT to WHC without causing unacceptable traffic problems on the connecting road network, especially along the Connaught Road Central corridor.

(iii) Long Term (2018 – 2023)

- Implement the package of concession or rebate options and implement desirable toll scenario if successfully negotiated with WHTCL.
- Failing that, consider the implementation options of extension of franchise or buy-back.

(iv) Long Term – after 2023

- Implement any of the better toll scenarios, as control of all three road harbour crossings will have been reverted to the Government by that time.

**Key features of the
three toll adjustment options**

	Option A (Resource Management Option)	Option B (EHC Reduction CHT Increase Option)	Option C (Status Quo for Public Transport Option)
Toll adjustment features	<ul style="list-style-type: none"> • reduce EHC private car (“PC”) toll by \$5 and those of other types of vehicles correspondingly, such that the tolls would be closer to the CHT tolls after adjustment as stated below • increase CHT PC toll by \$5 and increase tolls of other vehicle types in accordance with the resource management principle, so as to reflect the road space occupied as well as the wear and tear caused on the road by these vehicles as appropriate • see <u>Table</u> for detailed tolls 	<ul style="list-style-type: none"> • reduce EHC PC toll by \$5 • increase CHT PC toll by \$5 • adjust the tolls of other vehicle types at both EHC and CHT proportionally in accordance with their original toll structure respectively (with no change in toll structure) • see <u>Table</u> for detailed tolls 	<ul style="list-style-type: none"> • reduce EHC PC toll by \$5 • the reduction in tolls of goods vehicles at EHC is larger than the increase in tolls of goods vehicles at CHT, the differential of which is the largest among the three options, and has the least impact on the goods vehicles trade • increase CHT PC toll by \$10 • tolls of public transport vehicles will be frozen • see <u>Table</u> for detailed tolls
Traffic assessment			
Queue reduction at CHT	<ul style="list-style-type: none"> • 40% 	<ul style="list-style-type: none"> • 30% 	<ul style="list-style-type: none"> • 38%

	Option A (Resource Management Option)	Option B (EHC Reduction CHT Increase Option)	Option C (Status Quo for Public Transport Option)
Economic assessment			
Overall economic benefits	<ul style="list-style-type: none"> operators of buses/public light buses will pay lower tolls at EHC and higher tolls at CHT but overall will benefit from savings in operating costs and travel time; passengers will benefit from shorter journey time estimated overall economic benefits up to \$560 million per year 	<ul style="list-style-type: none"> operators of buses/public light buses will pay lower tolls at EHC and higher tolls at CHT but overall will benefit from savings in operating costs and travel time; passengers will benefit from shorter journey time estimated overall economic benefits up to \$530 million per year 	<ul style="list-style-type: none"> tolls for buses/public light buses will remain unchanged and operators will benefit from savings in operating costs and travel time; passengers will benefit from shorter journey time estimated overall economic benefits up to \$520 million per year
Cost Savings ^{Note}			
(i) Savings in costs in respect of private vehicles	<ul style="list-style-type: none"> estimated annual savings up to \$270 million 	<ul style="list-style-type: none"> estimated annual savings up to \$180 million 	<ul style="list-style-type: none"> estimated annual savings up to \$150 million
(ii) Savings in costs in respect of taxis	<ul style="list-style-type: none"> estimated annual savings up to \$40 million 	<ul style="list-style-type: none"> estimated annual savings up to \$100 million 	<ul style="list-style-type: none"> estimated annual savings up to \$100 million
(iii) Savings in costs in respect of goods vehicles	<ul style="list-style-type: none"> estimated annual savings up to \$20 million 	<ul style="list-style-type: none"> estimated annual savings up to \$60 million 	<ul style="list-style-type: none"> estimated annual savings up to \$140 million


	Option A (Resource Management Option)	Option B (EHC Reduction CHT Increase Option)	Option C (Status Quo for Public Transport Option)
(iv) Savings in costs in respect of public transport	<ul style="list-style-type: none"> estimated annual savings up to \$40 million 	<ul style="list-style-type: none"> estimated annual savings up to \$170 million 	<ul style="list-style-type: none"> estimated annual savings up to \$160 million
Financial implications to Government (annual)	Reimbursement for EHC tunnel users (R to EHC) : -269M CHT Additional Toll Revenue (TR) : 433M Net : 164M	R to EHC : -163M CHT Additional TR : 152M Net : -11M	R to EHC : -216M CHT Additional TR : 169M Net : -47M


Note : The costs include tunnel tolls, operating costs (such as fuel costs and maintenance fees) and travel time costs.


Table

Tolls under the three toll adjustment options

	Option A (Resource Management Option)			Option B (EHC Reduction CHT Increase Option)			Option C (Status Quo for Public Transport Option)		
	CHT	EHC	WHC	CHT	EHC	WHC	CHT	EHC	WHC
Private cars	25 (+5)	20 (-5)	55	25 (+5)	20 (-5)	55	30 (+10)	20 (-5)	55
Motorcycles	12 (+4)	9 (-4)	25	10 (+2)	10 (-3)	25	12 (+4)	9 (-4)	25
Taxis	19 (+9)	15 (-10)	50	13 (+3)	20 (-5)	50	10	15 (-10)	50
Empty taxis	14 (+4)	11 (-4)	50	13 (+3)	12 (-3)	50	10	15	50
Light goods vehicles	28 (+13)	23 (-15)	65	19 (+4)	30 (-8)	65	19 (+4)	23 (-15)	65
Medium goods vehicles	38 (+18)	30 (-20)	90	25 (+5)	40 (-10)	90	25 (+5)	30 (-20)	90
Heavy goods vehicles	56 (+26)	45 (-30)	120	38 (+8)	60 (-15)	120	38 (+8)	45 (-30)	120
Additional axle for goods vehicles	19 (+9)	15 (-10)	30	13 (+3)	20 (-5)	30	13 (+3)	15 (-10)	30
Public light buses	25 (+15)	20 (-18)	65	13 (+3)	30 (-8)	65	10	38	65
Single-decked buses	31(+21)	25 (-25)	100	13 (+3)	40 (-10)	100	10	50	100
Double-decked buses	47 (+32)	38 (-37)	140	19 (+4)	60 (-15)	140	15	75	140

 Toll remains unchanged

 Increase in Toll

 Reduction in Toll

(Translation)

**Motion on
“Concern about the cross harbour tunnels failing
to divert traffic flows effectively and their high tolls”
moved by Hon CHAN Hak-kan
at the Legislative Council meeting
of Wednesday, 19 November 2008**

Motion as amended by Hon Andrew CHENG Kar-foo

That, as presently the Eastern Harbour Crossing (‘EHC’) and Western Harbour Crossing (‘WHC’) have failed to achieve the function of diverting cross-harbour traffic flows effectively, and their tolls are on the high side, imposing a heavy burden on vehicle owners and the general public, this Council urges the Government to:

- (a) discuss with the management of EHC and WHC for the provision of more toll concessions, such as offering lower tolls during non-peak hours and half tolls for commercial vehicles which do not carry passengers or goods;
- (b) actively discuss with the two tunnel companies and various bus companies to make more room for reduction in cross-harbour bus fares through the offer of toll concessions by the two tunnel companies to the bus companies, thereby bringing down cross-harbour bus fares;
- (c) lower the tolls of EHC and WHC to reasonable levels by way of buying out, ‘offering shares in exchange for the tunnel ownership’ or extending the franchises of these two tunnels; and
- (d) improve the connecting road networks for EHC and WHC, including expeditiously constructing the Central-Wan Chai Bypass,

so as to attract more vehicle owners and members of the public to use EHC and WHC, and improve the current traffic congestion at the Cross Harbour Tunnel in Hung Hom, with a view to achieving the objectives of reasonable distribution of traffic among the three tunnels, improving air pollution and alleviating the burden of travelling expenses on vehicle owners and the general public.

Traffic distribution among road harbour crossings

List of relevant papers

Date of meeting	Minutes/Paper	LC Paper No.
15.12.2000	Administration's paper on "Traffic Implications of Tunnel Toll Increases"	CB(1)307/00-01(04) http://www.legco.gov.hk/yr00-01/english/panels/tp/papers/a307e04.pdf
	Minutes of meeting	CB(1)458/00-01 http://www.legco.gov.hk/yr00-01/english/panels/tp/minutes/tp151200.pdf
22.2.2002	Administration's paper on "Government Policy and Provision and Operation of Tunnels"	CB(1)1085/01-02(04) http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0222cb1-1085-4e.pdf
	Administration's supplementary information on "Government Policy on the Provision and Operation of Tunnels"	CB(1)1596/01-02(01) http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0222cb1-1596-1e.pdf
	Minutes of meeting	CB(1)1557/01-02 http://www.legco.gov.hk/yr01-02/english/panels/tp/minutes/tp020222.pdf
13.2.2003	Administration's information paper on "Western Harbour Crossing Tolls"	CB(1)888/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0213cb1-888-1e.pdf
	Minutes of meeting	CB(1)1455/02-03 http://www.legco.gov.hk/yr02-03/english/panels/tp/minutes/tp030213.pdf
25.4.2003	Administration's paper on "The Provision and Operation of Tunnels and Tollways – Mainland and Overseas Experience"	CB(1)1457/02-03(03) http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0425cb1-1457-3e.pdf

Date of meeting	Minutes/Paper	LC Paper No.
	Minutes of meeting	CB(1)1677/02-03 http://www.legco.gov.hk/yr02-03/english/panels/tp/minutes/tp030425.pdf
28.5.2004	Administration's information paper on "Improvement to Traffic Conditions of Tuen Mun Road and Provision and Operation of Tunnels and Tollways"	CB(1)1912/03-04(26) http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tp0528cb1-1912-26e.pdf
	Minutes of meeting	CB(1)2408/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/minutes/tp040528.pdf
18.3.2005	Legislative Council Brief on "Arbitration on the Toll Increase of the Eastern Harbour Crossing"	ETWB(T)CR1/3/4651/92 http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp_etwb_t_cr13465192.pdf
	Minutes of meeting	CB(1)1563/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050318.pdf
22.4.2005	Background brief on "Distribution of traffic amongst the three road harbour crossings" prepared by the Legislative Council Secretariat	CB(1)1293/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1293-e.pdf
	Administration's information paper on "Enhancing the Distribution of Traffic at the Three Road Harbour Crossings"	CB(1)1298/04-05(03) http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1298-3e.pdf
	Minutes of meeting	CB(1)1833/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050422.pdf
19.12.2005	Administration's information paper on "Progress Update on Possible Measures to Rationalize Utilization of BOT Tunnels"	CB(1)526/05-06(02) http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tp1219cb1-526-2e.pdf

Date of meeting	Minutes/Paper	LC Paper No.
	Minutes of meeting	CB(1)822/05-06 http://www.legco.gov.hk/yr05-06/english/panels/tp/minutes/tp051219.pdf
24.2.2006	Research Report on "Operation of Toll Roads, Bridges and Tunnels in Selected Places"	RP03/05-06 http://www.legco.gov.hk/yr05-06/english/sec/library/0506rp03e.pdf
	Information Note on The Adoption of the Build-Operate-Transfer Model and Its Variants in Developing Transport Infrastructures in Selected Places prepared by Research and Library Services Division	IN13/05-06 http://www.legco.gov.hk/yr05-06/english/sec/library/0506in13e.pdf
	Information Note on Toll Increase of the Eastern Harbour Crossing prepared by Research and Library Services Division	IN14/05-06 http://www.legco.gov.hk/yr05-06/english/sec/library/0506in14e.pdf
24.10.2006	Administration's information paper on "Western Harbour Crossing Tolls"	CB(1)1963/05-06(01) http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tpcb1-1963-1e.pdf
9.7.2007	Administration's information paper on "Measures to Rationalize Utilization of the Three Road Harbour Crossings"	CB(1)2023/06-07(04) http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0709cb1-2023-4-e.pdf
	Minutes of meeting	CB(1)2408/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070709.pdf
30.10.2007	Administration's information paper on "Western Harbour Crossing Tolls"	CB(1)2205/06-07(01) http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tpcb1-2205-1-e.pdf
28.1.2008	Administration's paper on "Western Harbour Crossing Tolls"	CB(1)533/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/paper

Date of meeting	Minutes/Paper	LC Paper No.
		s/tpcb1-533-1-e.pdf
	Background brief on "Western Harbour Crossing" prepared by the Legislative Council Secretariat	CB(1)588/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-588-e.pdf
12.11.2008	Hon Raymond HO Chung-tai raised a question on buying the shares of the Eastern Harbour Crossing and the Western Harbour Crossing	http://www.info.gov.hk/gia/general/200811/12/P200811120130.htm
19.11.2008	Motion on "Concern about the cross harbour tunnels failing to divert traffic flows effectively and their high tolls"	http://www.legco.gov.hk/yr08-09/english/legco_rpt/legco_motion11202-e.pdf
28.11.2008	Administration's paper on measures to rationalize utilization of Build-Operate-Transfer tunnels	CB(1)253/08-09(06) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-253-6-e.pdf
	Background brief on measures to rationalize utilization of Build-Operate-Transfer tunnels prepared by the Legislative Council Secretariat	CB(1)255/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-255-e.pdf
	Minutes of meeting	CB(1)632/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20081128.pdf
-	Administration's paper on Western Harbour Crossing and Route 3 (Country Park Section) Tolls	CB(1)2415/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tpcb1-2415-1-e.pdf
3.3.2010	Hon LAM Tai-fai raised a question on traffic congestion on the three road harbour crossings	http://www.info.gov.hk/gia/general/201003/03/P201003030140.htm
-	Administration's paper on Western Harbour Crossing Tolls	CB(1)2681/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/paper

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		s/tpcb1-2681-1-e.pdf
9.11.2010 and 11.1.2011	Administration's paper on consultancy study on rationalizing the utilization of road harbour crossings	CB(1)298/10-11(01) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1109cb1-298-1-e.pdf
	Background brief on measures to rationalize utilization of Build-Operate-Transfer tunnels prepared by the Legislative Council Secretariat	CB(1)304/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1109cb1-304-e.pdf
	Minutes of meeting	CB(1)942/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20101109.pdf
	Administration's supplementary paper on a breakdown of the vehicular flows at the Western Harbour Crossing at different times of the day (follow-up paper)	CB(1)304/11-12(01) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0111cb1-304-1-e.pdf
	Minutes of meeting	CB(1)1920/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110111.pdf
6.4.2011	Hon CHIM Pui-chung raised a question on tolls of the three road harbour crossings	http://www.info.gov.hk/gia/general/201104/06/P201104060131.htm
4.5.2011	Hon CHIM Pui-chung raised a question on cross-harbour transport infrastructure	http://www.info.gov.hk/gia/general/201105/04/P201105040179.htm
29.6.2011	Hon CHAN Kam-lam raised a question on automatic toll collection system of tolled tunnels and roads	http://www.info.gov.hk/gia/general/201106/29/P201106290253.htm
-	Legislative Council Brief on Eastern Harbour Crossing Toll	http://library.legco.gov.hk:1080/search/g?SEARCH=THB%28T%29CR+1%2F3%2F

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	increase arbitration	4651%2F92&searchscope=10
18.1.2013	Administration's paper on transport-related policy initiatives of the Transport and Housing Bureau under the 2013 Policy Address	CB(1)409/12-13(03) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0118cb1-409-3-e.pdf
-	Press release on public consultation on ways to rationalise utilisation of road harbour crossings	http://www.info.gov.hk/gia/general/201011/09/P201011090214.htm
22.2.2013	Administration's paper on proposed measures to improve the traffic distribution among the road harbour crossings	CB(1)544/12-13(03) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0222cb1-544-3-e.pdf
	Paper on measures to improve the traffic distribution among the road harbour crossings prepared by the Legislative Council Secretariat (Background brief)	CB(1)544/12-13(04) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0222cb1-544-4-e.pdf
	Minutes	CB(1)1307/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130222.pdf
20.3.2013	Hon POON Siu-ping raised a question on traffic flow of road harbor crossings	http://www.info.gov.hk/gia/general/201303/20/P201303190546.htm
-	Press release on public consultation on proposed measures to improve traffic distribution among road harbour crossings ends on May 7	http://www.info.gov.hk/gia/general/201304/29/P201304290540.htm

Date of meeting	Minutes/Paper	LC Paper No.
22.4.2013	Minutes	CB(1)386/13-14 http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130422.pdf

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