

**For discussion  
9 July 2007**

## **Legislative Council Panel on Transport**

### **Measures to Rationalise Utilisation of the Three Road Harbour Crossings**

#### **Introduction**

This paper updates Members on steps taken to implement measures to rationalise the utilisation of the three road harbour crossings.

#### **Background**

2. At present, there are three road harbour crossings, namely the Cross-Harbour Tunnel (CHT), the Eastern Harbour Crossing (EHC) and the Western Harbour Crossing (WHC). EHC and WHC are “Build-Operate-Transfer (BOT)” tunnels that are owned and managed by franchisees over a franchise period and are governed by their respective ordinances. CHT used to be a BOT tunnel. Ownership was returned to the Government upon expiry of the franchise in 1999.

3. The current tolls of CHT, EHC and WHC are set out in the table below (in HK\$) : -

	<b>CHT</b>	<b>EHC</b>	<b>WHC<sup>1</sup></b>
<b>Motorcycle</b>	8	13	40 (22)
<b>Private Car</b>	20	25	80 (40)
<b>Taxi</b>	10	25 (15) <sup>2</sup>	80 (35)
<b>Light Bus</b>	10	38	90 (50)
<b>Light Goods Vehicle</b>	15	38	120 (55)
<b>Medium Goods Vehicle</b>	20	50	165 (80)
<b>Heavy Goods Vehicle</b>	30	75	245 (110)
<b>Single-deck Bus</b>	10	50	90 (70)
<b>Double-deck Bus</b>	15	75	130 (100)
<b>Extra Axle</b>	10	25	80 (30)

<sup>1</sup> Tolls in brackets are actual concessionary tolls charged by WHC.

<sup>2</sup> Concessions are for empty taxis using manual toll booths.

4. The average daily traffic volume at the three crossings in the past three years is set out below : -

<b>Year</b>	<b>CHT</b>	<b>EHC</b>	<b>WHC</b>
<b>2006</b>	124,000	61,000	44,000
<b>2005</b>	123,000	64,000	41,000
<b>2004</b>	122,000	73,000	39,000

Traffic at CHT has been maintained at a steady level of around 120,000 vehicles per day in the past three years. Traffic at EHC has decreased by around 12-16% since 2005, largely as a result of the toll increase effected in May 2005. Traffic at WHC has increased by 13% from 2004 to 2006.

#### **Measures to Rationalise Use of Road Harbour Crossings**

5. Due to the differences in their locations and toll levels, the distribution of traffic among the three road harbour crossings has been uneven. The Government has been working on measures to rationalise the utilisation of the three road harbour crossings. In particular, we consider that there is room for considering diverting more traffic away from the congested CHT to WHC. Over the past few years, we have explored with WHC possible measures to help enhance accessibility to WHC. Measures introduced so far include constructing new road links to WHC, smoothing traffic flow at nearby road junctions, and providing road markings and additional directional signs to guide motorists to WHC.

6. In December 2005, we reported to this Panel that having examined all the possible options and listened to views expressed by different parties, we considered that a combination of franchise extension and toll rationalization was worth further consideration. We have been discussing this option with the franchisees of EHC and WHC but so far, no consensus has been reached.

## **Latest Position**

7. We will continue to explore different traffic scenarios of toll reduction at EHC and WHC with the franchisees with a view to reaching an agreement. However, such an agreement has to bring about overall benefit to the public, be fair to taxpayers, and alleviate traffic congestion in the crossings and on the adjacent roads and junctions.

## **Advice Sought**

8. Members are invited to note the content of this paper.

**Transport and Housing Bureau  
July 2007**