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Panel on Transport
Meeting on 29 February 2016

**Background brief on transport arrangements of
the Hong Kong-Zhuhai-Macao Bridge**

Purpose

This paper provides background information on the Hong Kong-Zhuhai-Macao Bridge ("HZMB") and its related local infrastructure projects. It also summarizes the major concerns expressed by Legislative Council ("LegCo") Members on the transport arrangements of HZMB in past discussions.

Background

HZMB and its related local infrastructure projects

2. HZMB is a dual three-lane carriageway in the form of bridge-cum-tunnel structure sea-crossing, linking Hong Kong, Zhuhai and Macao. The HZMB project is a major cross-boundary transport infrastructure project. According to the Administration, the construction of HZMB will significantly reduce transportation costs and time for travelers and goods on roads. It has very important strategic value in terms of further enhancement of the economic development between Hong Kong, the Mainland and Macao. With the connection by HZMB, the Western Pearl River Delta will fall within a reachable three-hour commuting radius of Hong Kong.

3. Structurally, HZMB and related infrastructure works comprise two parts: (i) the HZMB Main Bridge; and (ii) the respective link roads and boundary crossing facilities of the three areas.

4. In May 2009, the Finance Committee approved the funding support for the detailed design and construction of the HZMB Main Bridge. Following the State Council's formal approval of the Feasibility Study report

of the HZMB project in October 2009, the construction of the Main Bridge commenced in mid-December 2009. The construction cost of the HZMB Main Bridge is financed by the three governments¹ and they would be responsible for the construction, operation and maintenance of their own boundary crossing facilities in their respective territories.

5. The key HZMB related local infrastructure projects include the Hong Kong Boundary Crossing Facilities ("HKBCF"), Hong Kong Link Road ("HKLR") and Tuen Mun-Chek Lap Kok Link ("TM-CLKL")². These projects are scheduled for completion to tie in with the opening of the Main Bridge. A layout plan of the HZMB and its related local infrastructure projects is in **Appendix I**.

Revised completion date

6. According to the Administration, the HZMB Authority, which is responsible for the works of the HZMB Main Bridge, as well as the three governments have been implementing the projects against the target commissioning date of end 2016. However, as the HZMB project is huge and complicated, there have been many technical challenges during both the design and construction stages. In January 2015, the Administration advised LegCo that regardless of whether it was the HZMB Main Bridge or the related projects of the three sides, difficulties of the construction and pressure in meeting the programme schedule were encountered. The Joint Works Committee of the Three Governments and the HZMB Authority would further conduct an in-depth and objective analysis on the programme with a view to coming up with a programme target.

7. At the policy briefing of the Panel on Transport ("the Panel") held on 15 January 2016, the Secretary for Transport and Housing ("STH") advised members that in accordance with the latest situation of the HZMB Main Bridge and the related projects of the three sides, the three governments and the HZMB Authority concluded in end 2015 that it would not be feasible for the HZMB project, including the Main Bridge project, to be completed for commissioning in 2016. A final assessment on the consolidated revised target commissioning date of the entire HZMB project would be conducted

¹ The Mainland will contribute a total of RMB ¥7 billion, whilst the Governments of the HKSAR and Macao Special Administrative Region will contribute RMB 6.75 billion yuan and RMB 1.98 billion yuan respectively. The total contribution of the three sides will be RMB 15.73 billion yuan, which is about 42% of the total project cost of the HZMB Main Bridge. The remaining 58% of the funding required will be financed by bank loans.

² HKBCF is to be built on reclaimed land of about 130 hectares at the north-eastern waters off the Hong Kong International Airport. HKLR connects the Main Bridge of HZMB from the Guangdong-Hong Kong boundary to the HKBCF. TM-CLKL is divided into two sections. Northern section is a road section of approximately 5.5 kilometres (km) long (including approximately 5 km of sub-sea tunnel) linking Tuen Mun Area 40 and HZMB HKBCF. Southern section is a road section of approximately 3.5 km long linking HKBCF and the road network of North Lantau.

for reporting to the Central Government.

8. STH further advised that as for the HZMB local projects in Hong Kong, in the face of construction difficulties and challenges such as the unstable supply of materials, shortage of labour, restriction in airport height, constraints in environmental protection requirement and the slower-than-expected consolidation performance of reclamation works, etc., Highways Department ("HyD") assessed that the completion date of the HKBCF and HKLR projects would be deferred to end 2017.

9. As for TM-CLKL, STH advised that the completion date of the Southern Connection linking HKBCF and the road network of North Lantau would tie in with that of the HZMB Main Bridge whilst the Northern Connection linking Tuen Mun Area 40 and HKBCF was targeted for completion in 2018. STH said that as the project was massive and complicated, and it involved subsea tunnel boring works, it was unavoidable that various challenges and risks would inevitably be encountered. HyD would closely monitor the progress of the project and would endeavor to overcome its technical difficulties.

Major concerns expressed by Members in recent years

10. The major concerns expressed by LegCo Members relating to the transport arrangements of HZMB and local public transport arrangements at HKBCF of HZMB in recent years are summarized in the ensuing paragraphs.

Cross-boundary transport arrangements

11. Members noted that since 1982, the Governments of the Hong Kong Special Administrative Region ("HKSAR") and Guangdong have been jointly implementing and administering a quota system covering all cross-boundary vehicles (excluding goods vehicles and the Lok Ma Chau-Huanggang cross-boundary shuttle buses). These cross boundary vehicles must have the Approval Notice issued by the Guangdong Provincial Public Security Department and closed road permit issued by the Transport Department ("TD"), and have completed the formalities required by other Mainland authorities, before they could travel between Hong Kong and Guangdong.

12. To further facilitate the economic, social and cultural exchanges between Guangdong and Hong Kong, the governments of HKSAR and Guangdong have agreed to introduce a trial scheme, under which ad hoc quotas would be provided to private car owners who are not eligible for regular quotas so that they can travel between Hong Kong and Guangdong via the Shenzhen Bay Port ("SBP") driving their own vehicles ("Trial Scheme") (also commonly known as self-drive tour scheme). According to

the Administration in 2009³, the Trial Scheme, if implemented successfully, will increase utilization of SBP, and pave way for full-scale implementation at HZMB.

13. The first phase of the Trial Scheme was rolled out in March 2012. Successful applicants can drive to the Guangdong Province via SBP during the period specified in the quotas, stay for not more than seven days and has to return to Hong Kong via SBP within the seven-day period. The number of quotas is 50 each day.

14. Members expressed concern that the implementation of the second phase of the Trial Scheme which allowed Guangdong private cars coming to Hong Kong would jeopardize road safety and overload the transport network in Hong Kong. Some Members were also concerned about the possible impact of the Trial Scheme on insurance claims and air quality, etc. in Hong Kong.

15. In response to a question raised at the Council meeting of 9 December 2015, STH advised that as at end October 2015, more than 5 000 eligible Hong Kong private cars with five seats had entered the Guangdong Province via SBP under the Trial Scheme. The Trial Scheme had been running smoothly for three and a half years since the launch. The Government would carefully observe and review the operation and effectiveness of the first phase of the Trial Scheme in different aspects, and maintain close contact with the relevant authorities of Guangdong Province and their designated agencies in Hong Kong (i.e. China Travel Service (Hong Kong) Limited and Hong Kong General Chamber of Commerce) to improve the workflow. In respect of the second phase of the Trial Scheme, the two governments had indicated that there was no concrete implementation timetable.

Traffic volume

16. Members expressed concern over the utilization of HZMB and whether the Government would set a minimum traffic volume target for HZMB. In response to a question raised at the Council meeting of 28 January 2015, STH advised that according to the Feasibility Study of HZMB conducted by a consultant engaged by the governments of the three sides, it was estimated that the traffic flow in 2035 would be 35 700 to 49 200 vehicles per day, and the concerned volume/capacity ratio (peak hour flow) was about 0.51 to 0.86.

17. STH further advised that the HKSAR Government had no plan to set a minimum traffic volume target for HZMB. Regarding the arrangements of

³ LC Paper No. CB(1)614/08-09(03)

granting quotas to cross-boundary vehicles, the three governments were still actively pressing ahead with studies and discussions on the relevant policies and had not yet finalized the arrangements.

Traffic impact on Tuen Mun after commissioning of HZMB and TM-CLKL

18. Some Members were concerned over the traffic impact on Tuen Mun after the commissioning of HZMB and TM-CLKL, and enquired about the implementation schedule of Tuen Mun Western Bypass ("TMWB"), which is a dual two-lane highway approximately 8.5 km long connecting the Kong Sham Western Highway in the north and TM-CLKL in the south.

19. The Administration advised in June 2015 that according to the Government's traffic study, after the commissioning of HZMB and TM-CLKL, the traffic condition of the existing road network in Tuen Mun, including the Wong Chu Road and Tuen Mun Road (Town Centre Section), would remain manageable up to 2026. At the same time, the Government would continue to monitor the traffic demand in the road network of Tuen Mun and would timely provide appropriate road infrastructure to cope with the traffic conditions of Tuen Mun as well as the overall road network of Northwest New Territories.

20. Regarding the progress of implementing TMWB, the Administration advised that some local residents raised strong objection against the project. In the light of their views, HyD presented a revised proposed alignment of TMWB in March 2015. HyD would further review the TMWB project having regard to the latest views of the Tuen Mun District Council.

Future toll level of HZMB and TM-CLKL

21. Panel members had been expressing concerns over the toll levels of HZMB and TM-CLKL. The Administration advised in 2010⁴ that as HZMB was a non-profit-making infrastructure project, the toll revenue would be used for loan and interest repayment, and for meeting operating expenses. It was the consensus of three governments to determine the toll levels of the Main Bridge on the basis of encouraging patronage by setting the tolls as low as possible.

22. In respect of the future toll level of TM-CLKL, some Panel members expressed grave concern that the collection of tolls would greatly affect the livelihood of residents of the Lantau Island as they were already suffering from high transportation fee. Some members requested the Administration to consider not collecting tolls at TM-CLKL.

⁴ LC Paper No. CB(1)1354/09-10(01)

23. The Administration advised that the Government generally adopted a "user-pays principle" and charged toll fees for large scale bridges and tunnels, having taken into account a basket of factors including operating costs (such as depreciation cost and recurrent expenditure), impact on the traffic flow and the economy as well as public affordability and acceptability. The construction of TM-CLKL did not aim at deriving revenue from tolls but connecting the road network of the Northwest New Territories and Lantau, and to release certain capacity of some existing roads. When determining the toll level of TM-CLKL, the Administration would take into account the current toll level of the Lantau Link and Tsing Ma Bridge to avoid double charging.

Shortage and aging problem of cross-boundary container truck drivers

24. Some Members noted that the cross-boundary container freight industry had been facing the problems of driver shortage and succession gap in recent years. They worried that there would be an even greater demand for cross-boundary truck drivers upon the commissioning of HZMB, and that if the shortage of drivers could not be alleviated, the development of Hong Kong's logistics industry would be stifled. Some Members suggested the Administration to explore with the Mainland authorities the direct issuance of mainland driving licences without driving test to container truck drivers in Hong Kong.

25. At the Council meeting of 27 May 2015, the Administration advised that any person who wished to drive a container truck must hold a valid driving licence for articulated vehicles issued by TD. Moreover, according to the requirement of the governments of Guangdong and Hong Kong, only designated drivers might drive cross-boundary trucks (including container trucks) between Guangdong and Hong Kong.

26. As for the demand for cross-boundary container truck drivers, the Administration advised that there were over 44 000 people in Hong Kong holding valid driving licences for articulated vehicles as at the end of 2014, yet only about 4 500 of them were designated drivers for cross-boundary container trucks during the same period. It was believed that the gap was due to the personal choice of drivers and the better working and employment conditions offered by other industries. To encourage more people to join the cross-boundary container freight industry, the Government had liaised with the Mainland authorities and a dedicated counter was set up at the Shenzhen Vehicle Administration Office in September 2011 to handle applications for driving licences by Hong Kong drivers. Guidelines, points-to-note and procedures on the application for driving licence by Hong Kong drivers had also been formulated for the reference of interested persons.

27. Regarding the proposal on requesting the Mainland authorities to directly issue Mainland driving licences without test to Hong Kong container truck drivers, the Administration advised that the proposal must be considered with care. This was because such arrangement was generally carried out on a reciprocal basis. Taking into account the road safety concern that driving commercial vehicles required a higher level of skills and commercial vehicles were driven on roads for longer period of time, as well as the need to secure job opportunities for local drivers, the Administration would have great difficulty in offering any reciprocal arrangements.

Relevant questions raised at Council meetings

28. During the Fifth Legislative Council, a total of four questions relating to the transport arrangements of HZMB and its related local infrastructure projects were raised at the Council meetings of 10 December 2014; 28 January, 27 May and 9 December 2015. Main points are captured in the preceding paragraphs. The hyperlinks to the questions and the Administration's responses, together with other relevant papers, are in **Appendix II**.

Latest development


29. At the policy briefing of the Panel held on 15 January 2016, STH advised members that to prepare for the commissioning of HZMB, the three governments were actively studying and discussing the relevant cross-boundary transport arrangements. The scope of the policy studies covered regulation and quota system of cross-boundary vehicles, toll level for cross-boundary vehicles, traffic management, operation and maintenance, rescue and emergency plan, enforcement coordination, customs clearance facilitation, etc. The Administration would have regard to the functions and characteristics of HZMB to put in place transport arrangements which would complement the local road system and bring HZMB's benefits for the economy and transport into full play. TD was also planning the public transport services between HKBCF and various other districts in Hong Kong.

30. The Administration plans to brief the Panel on the latest progress of discussions with the governments of Guangdong Province and Macao on cross boundary transport arrangements for HZMB; and the proposed local public transport arrangements at HKBCF of HZMB at the Panel meeting to be held on 29 February 2016.



圖則名稱 drawing title

港珠澳大橋
HONG KONG-ZHUHAI-MACAO BRIDGE

設計 designed Y P TSOI 06/08/15	繪圖 drawn K L LEUNG 06/08/15	圖則編號 drawing no. HZM8003QR-PD0015	比例 scale 1:200000
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A. List of relevant papers

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
19.12.2008	Panel on Transport ("TP")	Administration's paper on Hong Kong - Zhuhai - Macao Bridge	CB(1)406/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1219cb1-406-3-e.pdf
		Administration's paper on assessment of economic benefits and cost allocation for Hong Kong - Zhuhai - Macao Bridge main bridge among the three Governments	CB(1)434/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1219cb1-434-1-e.pdf
		Administration's follow-up paper	CB(1)591/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1219cb1-591-1-e.pdf
		Minutes of meeting	CB(1)831/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20081219.pdf
23.1.2009	TP	Administration's paper on regulatory arrangements for cross-boundary vehicles	CB(1)614/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0123cb1-614-3-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)1362/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20090123.pdf
24.4.2009	TP	Administration's paper on Hong Kong - Zhuhai - Macao Bridge	CB(1)1337/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0424cb1-1337-3-e.pdf
		Minutes of meeting	CB(1)2541/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20090424.pdf
6.5.2009	Public Works Subcommittee ("PWSC")	Administration's paper on Head 708 – Capital Subventions and Major Systems and Equipment Subventions – Miscellaneous 3QR – Hong Kong–Zhuhai–Macao Bridge – funding support for Main Bridge	PWSC(2009-10)17 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-17e.pdf
		Administration's paper on Head 706 – Highways Transport – Roads 834TH – Hong Kong–Zhuhai–Macao Bridge Hong Kong Boundary Crossing Facilities	PWSC(2009-10)18 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-18e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	PWSC97/08-09 http://www.legco.gov.hk/y r08-09/english/fc/pwsc/minutes/pwsc20090506.pdf
3.2010	TP	Administration's information paper on the latest progress of Hong Kong-Zhuhai-Macao Bridge Main Bridge	CB(1)1354/09-10(01) http://www.legco.gov.hk/y r09-10/english/panels/tp/papers/tpcb1-1354-1-e.pdf
16.2.2012	TP	Administration's paper entitled "Ad hoc quota trial scheme for cross-boundary private cars"	CB(1)1055/11-12(01) http://www.legco.gov.hk/y r11-12/english/panels/tp/papers/tp0216cb1-1055-1-e.pdf
		Background brief entitled "Ad hoc quota trial scheme for cross-boundary private cars" prepared by the Legislative Council Secretariat	CB(1)1051/11-12 http://www.legco.gov.hk/y r11-12/english/panels/tp/papers/tp0216cb1-1051-e.pdf
		Verbatim transcript of meeting	CB(1)1139/11-12 http://www.legco.gov.hk/y r11-12/chinese/panels/tp/minutes/tp20120216.pdf
29.2.2012	TP	Administration's response to issues raised at the meeting on 16 February 2012	CB(1)1132/11-12(01) http://www.legco.gov.hk/y r11-12/english/panels/tp/papers/tp0229cb1-1132-1-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)2583/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/minutes/tp20120229.pdf
9.3.2012	TP	Secretary for Transport and Housing's letter dated 8 March 2012 to Panel Chairman	CB(1)1258/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp0309cb1-1258-1-e.pdf
		Minutes of meeting	CB(1)2490/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/minutes/tp20120309.pdf
7.12.2012	TP	Administration's information paper on the progress of the implementation of the ad hoc quota trial scheme for cross-boundary private cars	CB(1)284/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1116cb1-284-1-e.pdf
19.4.2013	TP	Administration's paper on Tuen Mun-Chek Lap Kok Link - construction works	CB(1)837/12-13(04) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0419cb1-837-4-e.pdf
		Background brief on Tuen Mun-Chek Lap Kok Link prepared by the Legislative Council Secretariat	CB(1)837/12-13(05) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0419cb1-837-5-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Administration's supplementary information on Tuen Mun-Chek Lap Kok Link - construction works	CB(1)995/12-13(02) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0419cb1-995-2-e.pdf
		Minutes of the meeting	CB(1)1813/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130419.pdf
15.11.2013	TP	Background brief on Hong Kong-Zhuhai-Macao Bridge prepared by the Legislative Council Secretariat	CB(1)268/13-14(02) http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp1115cb1-268-2-e.pdf
		Minutes of the meeting	CB(1)669/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20131115.pdf
16.1.2015	TP	Administration's paper on transport-related policy initiatives of the Transport and Housing Bureau under the 2015 Policy Agenda	CB(4)349/14-15(04) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150116cb4-349-4-e.pdf
		Administration's paper on Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities - Reclamation and Superstructures	CB(4)270/14-15(06) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150116cb4-270-6-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Background brief on Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities prepared by the Legislative Council Secretariat	CB(4)270/14-15(07) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150116cb4-270-7-e.pdf
		Administration's supplementary information on Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities - reclamation and superstructures	CB(4)628/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150116cb4-628-1-e.pdf
		Minutes of the meeting	CB(4)1390/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150116.pdf
3.6.2015 9.6.2015 1.12.2015 9.12.2015 12.12.2015 19.12.2015	PWSC	Administration's paper on head 706 – Highways Transport – Roads 845TH – Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Reclamation and Superstructures	PWSC(2015-16)14 http://www.legco.gov.hk/yr14-15/english/fc/pwsc/papers/p15-14e.pdf
		Administration's supplementary information papers	PWSC231/14-15(01) http://www.legco.gov.hk/yr14-15/english/fc/pwsc/papers/pwsc20150609pwsc-231-1-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
			<p>PWSC41/15-16(01)</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/pwsc20151201pwsc-41-1-e.pdf</p> <p>PWSC51/15-16(01)</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/pwsc20151201pwsc-51-1-e.pdf</p> <p>PWSC63/15-16(01)</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/pwsc20151201pwsc-63-1-e.pdf</p>
		<p>Minutes of the meetings</p>	<p>PWSC226/14-15 (3.6.2015)</p> <p>http://www.legco.gov.hk/yr14-15/english/fc/pwsc/minutes/pwsc20150603.pdf</p> <p>PWSC245/14-15 (9.6.2015)</p> <p>http://www.legco.gov.hk/yr14-15/english/fc/pwsc/minutes/pwsc20150609.pdf</p> <p>PWSC61/15-16 (1.12.2015)</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/mi</p>

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
			<p>nutes/pwsc20151201.pdf</p> <p>PWSC69/15-16 (9.12.2015)</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151209.pdf</p> <p>PWSC73/15-16 (12.12.2015)</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151212.pdf</p> <p>PWSC76/15-16 (19.12.2015)</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151219.pdf</p>
15.1.2016	TP	Administration's paper on transport-related policy initiatives of the Transport and Housing Bureau under the 2016 Policy Agenda	<p>CB(4)457/15-16(07)</p> <p>http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160115cb4-457-7-e.pdf</p>
8.1.2016 15.1.2016 22.1.2016 29.1.2016 30.1.2016	FC	Recommendation of the PWSC on Public Works Programme and Capital Subvention Projects	<p>FCR(2015-16)45</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/fc/papers/f15-45e.pdf</p>

B. Relevant questions raised at Council meetings

Date of Council meeting	Question	Hyperlink
10.12.2014	Hon Frederick FUNG raised a question on operational arrangements of Hong Kong-Zhuhai-Macao Bridge	http://www.info.gov.hk/gia/general/201412/10/P201412100430.htm
28.1.2015	Hon WONG Kwok-hing raised a question on cross-boundary transport arrangements	http://www.info.gov.hk/gia/general/201501/28/P201501280314.htm
27.5.2015	Hon TANG Ka-piu raised a question on Hong Kong-Zhuhai-Macao Bridge project	http://www.info.gov.hk/gia/general/201505/27/P201505270408.htm
	Hon Frankie YICK raised a question on cross-boundary container truck drivers	http://www.info.gov.hk/gia/general/201505/27/P201505270380.htm
9.12.2015	Hon Gary FAN raised a question on direct issue of Hong Kong full driving licences	http://www.info.gov.hk/gia/general/201512/09/P201512090411.htm

Council Business Division 4
Legislative Council Secretariat
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