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**Subcommittee on Technical Legislative Amendments on
Traffic Arrangements for the Hong Kong—Zhuhai—Macao Bridge**

Background brief

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 views and concerns expressed by Legislative Council ("LegCo") Members on the traffic and transport arrangements of HZMB in past discussions.

Background

Hong Kong—Zhuhai—Macao Bridge 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 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 travellers 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. The entire HZMB project consists of two parts:

- (a) the HZMB Main Bridge (i.e. a 22.9 km-long bridge and 6.7 km-long subsea tunnel) situated in Mainland waters which is being taken forward by the HZMB Authority; and
- (b) the link roads and boundary crossing facilities under the responsibility of the three governments.

4. The construction of the Main Bridge commenced in mid-December 2009. The construction cost of the HZMB Main Bridge is financed by the three governments and they would be responsible for the construction, operation and maintenance of their own boundary crossing facilities in their respective territories.¹

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 A layout plan of the HZMB and its related local infrastructure projects is in **Appendix I**.

Revised completion dates

6. The HZMB project was originally set for commissioning in end 2016. However, according to the Administration, the HZMB project is huge and complicated, and there have been many technical challenges during both the design and construction stages. In end 2015, the HZMB Authority and the three governments concluded that it would not be feasible for the HZMB project, including the Main Bridge project, to be completed for commissioning in 2016.

7. Subsequently, the Secretary for Transport and Housing ("STH") advised the Panel on Transport ("the Panel") at the policy briefing held on 15 January 2016 that, 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., the Highways Department ("HyD") assessed that the completion date of the HKBCF and HKLR projects would be deferred to end 2017.

¹ The Mainland Government will contribute RMB 7 billion yuan, and the governments of the Hong Kong Special Administrative Region ("SAR") and Macao SAR 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 (i.e. about 42% of the total project cost), with the remaining cost to be financed by bank loans. On 9 February 2017, the Secretary for Transport and Housing announced that there might be cost overrun for the HZMB Main Bridge project but the actual cost was to be determined.

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

8. At the policy briefing of the Panel held on 20 January 2017, STH further reported that with the consolidated assessment by the Joint Works Committee comprising the three governments, the HZMB Main Bridge was expected to be completed in December 2017, and the three sides strived to complete the entire HZMB project by end 2017 for early simultaneous commissioning subject to factors such as the implementation of cross-boundary transport arrangements. According to the latest assessment on the works progress reported by HyD to the Panel on 24 February 2017, the Hong Kong projects are targeted to achieve readiness for commissioning by end 2017.

9. As regards TM—CLKL, HyD announced in a press release on 31 October 2016 that due to technical difficulties, the TM—CLKL project could not be completed according to the original plan (i.e. the completion date of the Southern Connection to tie in with that of HZMB, and the Northern Connection in end 2018).³ Notwithstanding that, the commissioning of HZMB would not be affected as the traffic between HKBCF and Lantau Island could route through the existing roads on the airport island.

10. Later on 17 March 2017, HyD further announced that based on a preliminary assessment on the latest situation, subject to the technical difficulties being timely overcome and no other unforeseen conditions to arise, all construction works of the Southern Connection were targeted for completion in the first half of 2019 at the earliest and that for the Northern Connection in 2020.⁴

Traffic and transport arrangements

11. At the Panel meeting on 29 February 2016, members were briefed on the cross-boundary and local transport arrangements for HZMB. Members noted that the governments of Guangdong, Hong Kong and Macao have been actively studying and discussing the cross-boundary transport arrangements for HZMB, including the selection of cross-boundary shuttle bus operators and granting of quotas of cross-boundary coaches and hire cars. In addition, the Transport Department ("TD") planned to accept applications for new franchised bus and green minibus routes in 2016.

12. At the Panel meeting on 24 February 2017, members were consulted on the Administration's proposals on technical legislative amendments on

³ https://www.hyd.gov.hk/en/publications_and_publicity/publicity/press_releases/2016/20161031/20161031.html

⁴ https://www.hyd.gov.hk/en/publications_and_publicity/publicity/press_releases/2017/20170317/20170317.html

traffic arrangements for HZMB. The amendments cover the operation of drop gates, management of the two new government tunnels (i.e. the Scenic Hill Tunnel which is part of HKLR, and the Airport Tunnel which links up HKBCF and the Hong Kong International Airport ("HKIA")), "driving on the right" ("right-driving") arrangement, permitted operating areas for New Territories taxis and Lantau Taxis, additional taxi fare under the two-way toll collection of the Lantau Link.⁵

Technical legislative amendments on traffic arrangements for the Hong Kong—Zhuhai—Macao Bridge

13. To provide a legal basis for the traffic arrangements mentioned in paragraph 12 above, the Administration has introduced technical amendments to the relevant transport-related legislation:

- (a) Road Tunnels (Government) (Amendment) (No. 2) Regulation 2017 (L.N. 60);
- (b) Road Traffic (Public Service Vehicles) (Amendment) (No. 2) Regulation 2017 (L.N. 61);
- (c) Road Traffic (Registration and Licensing of Vehicles) (Amendment) Regulation 2017 (L.N. 62);
- (d) Road Traffic (Traffic Control) (Amendment) Regulation 2017 (L.N. 63);
- (e) Road Traffic (Expressway) (Amendment) Regulation 2017 (L.N. 64);
- (f) Road Tunnels (Government) Ordinance (Amendment of Schedule 1) Notice 2017 (L.N. 65); and
- (g) proposed resolution to amend the Schedule to the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240).

Items (a) to (f) above were published in the Gazette on 21 April 2017. STH has given notice to move a motion at the Council meeting of 17 May 2017 to seek LegCo's approval on the proposed resolution in item (g) above.

Major views and concerns expressed by Members

14. The major views and concerns expressed by LegCo Members relating to the traffic and transport arrangements of HZMB in recent years are summarized in the ensuing paragraphs.

⁵ Details are set out in LC Paper No. CB(4)578/16-17(03).

Adoption of right-driving arrangement on Hong Kong Link Road

15. Members were briefed at the Panel meeting on 24 February 2017 that the HZMB Main Bridge, which located in Mainland waters, would adopt the right-driving arrangement. In this connection, the Administration proposed that HKLR (including the Scenic Hill Tunnel) connecting to the Main Bridge would also adopt the right-driving arrangement, which was different from the left-driving arrangement currently being adopted in Hong Kong.

16. Given that HKLR would be in Hong Kong waters, members queried about the rationales for adopting the right-driving arrangement on HKLR. Members expressed concern that this arrangement would cause inconvenience to Hong Kong drivers, who might also inadvertently fall foul of the law under this arrangement. They considered it important to erect appropriate road signs to alert drivers on the switching to ensure road safety.

17. The Administration pointed out that the connection point of the HZMB Main Bridge and HKLR at the boundary was an expressway with a speed limit of 100 km. Hence, it would not be desirable to switch the driving arrangements at the connection point as vehicles would need to change lanes while moving at high speed. Taking into account road safety concern, the Administration would arrange interface of the left-driving and right-driving arrangements at HKBCF so that with suitable road facilities, drivers would be diverted to the correct lanes after passing the customs clearance facilities. Drivers would be notified in advance when they were required to follow the right-driving arrangement.

18. As the left-driving arrangement was being adopted in both Hong Kong and Macao, members had asked why left-driving arrangement was not adopted on the HZMB Main Bridge instead, such that the switching between left-driving and right-driving arrangements could take place at the Zhuhai Boundary Crossing Facilities.

19. The Administration explained that as the Main Bridge was located in the Mainland waters and was within the Mainland jurisdiction, right-driving arrangement would be adopted on the Main Bridge under the territoriality principle.

Law enforcement against traffic offences and rescue arrangement in case of traffic accidents

20. Given that HZMB straddled across the boundaries of three places, members were concerned about how the law of the relevant jurisdictions would be effectively enforced on HZMB. They were concerned about the grey area in exercising jurisdiction. They further asked which police district

would oversee law enforcement within the boundary of Hong Kong on HZMB. Some members were also worried about the rescue arrangement in case of a traffic accident.

21. The Administration advised that the three governments would follow the territoriality principle to handle all issues in accordance with the respective local laws. To prepare for the commissioning of HZMB, the three governments had been actively studying and discussing the cross-boundary transport arrangements, including traffic arrangement, enforcement coordination, and rescue and emergency plan, etc.

Cross-boundary transport arrangements

22. Members noted that since 1982, the governments of the Hong Kong Special Administrative Region ("SAR") 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).⁶ To further facilitate the economic, social and cultural exchanges between Guangdong and Hong Kong, the governments of Hong Kong SAR and Guangdong agreed to introduce a trial scheme, under which ad hoc quotas would be provided to private car owners not eligible for regular quotas so that they could 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 2009, the Trial Scheme, if implemented successfully, would increase utilization of SBP, and pave way for full-scale implementation at HZMB.⁷

23. Members expressed concern that the implementation of the second phase of the Trial Scheme which would allow Guangdong private cars to come to Hong Kong would jeopardize road safety and overload the transport network in Hong Kong. There were also concerns about the possible impact of the Trial Scheme on insurance claims and air quality, etc. in Hong Kong. At the Panel meeting on 29 February 2016, the Administration advised that the two governments had indicated that there was no concrete implementation timetable of the second phase of the Trial Scheme.

⁶ Under this quota system, cross-boundary vehicles must have the Approval Notice issued by the Guangdong Provincial Public Security Department and closed road permit issued by TD, and have completed the formalities required by other Mainland authorities, before they can travel between Hong Kong and Guangdong.

⁷ The first phase of the Trial Scheme 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.

24. The Panel noted that the three governments had agreed that a quota system would be implemented to regulate the number of cross-boundary vehicles on HZMB. Members opined that the arrangements should offer convenience to travellers of HZMB to travel across borders directly to the other boundary control points. At the special meeting on 1 April 2016, the Panel noted that a majority of the members of the transport, logistics and tourism trades expressed strong reservation towards TD's proposal to grant additional quotas for operating HZMB cross-boundary coaches per day and exempt HZMB bus operators from the current requirement of sourcing non-franchised buses from the existing fleet in Hong Kong.

25. The Administration advised that it was mindful of the trades' concern and would continue to liaise with them regarding the proposed exemption arrangement, which aimed at providing more flexibility for the cross-boundary coach operators to provide services on HZMB.

Local public transport arrangements

26. At the Panel meetings on 29 February and 1 April 2016, some members expressed concern that the public transport arrangements put forward by the Administration might not be sufficient to cater for the increase in passenger demand as the opening of HZMB might bring about an increase in passenger flow.

27. Some members were concerned about the Administration's proposal to extend the airport bus "A" route network to HKBCF by arranging the airport-bound buses to be diverted via the Southern Connection of TM—CLKL (in lieu of North Lantau Highway and Airport Road) and observe a new stop at HKBCF before terminating at HKIA, which would likely increase the journey time of the "A" routes. Instead, they suggested introducing new bus routes to serve HKBCF, or arranging the new stop at HKBCF after the airport stop to minimize the inconvenience caused to airport-bound passengers. Also, some members urged the Administration to consider providing bus interchange service at Tsing Ma Bridge for passengers to change there for feeder routes to and from HKBCF.

28. In response, the Administration advised that it was estimated that the journey time for airport-bound trip would only increase by five minutes if one more stop was to be observed at HKBCF before terminating at the airport. For the city-bound trips, the journey time could possibly be slightly shortened due to a change in the route alignment.

29. Noting that only 650 parking spaces would be available at HKBCF, some members expressed concern that the number would be insufficient to cope with future increase in public demand. They suggested that the Administration should consider providing park-and-ride facilities at HKBCF

where cross-boundary passengers could drive there and take other transport means conveniently at the public transport interchange at HKBCF. Taking into account members' views, the Administration responded that it would explore earmarking suitable sites on the HKBCF Island for provision of parking facilities in the course of the topside development.

Traffic volume

30. 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. He further advised that the Hong Kong SAR Government had no plan to set a minimum traffic volume target for HZMB.

Future toll level

31. Panel members had expressed concerns over the toll levels of HZMB and TM—CLKL. The Administration advised in February 2016 that when setting the toll levels for HZMB, the three governments would take into account that HZMB was a public infrastructure; tolls collected should be used for repayment of the principal and interest of the loan, as well as settlement of the operation, maintenance and management fees of the HZMB Main Bridge; the vehicular flow of HZMB and the affordability of vehicle owners; and tolls should be set as low as practicable to boost traffic flow. The Administration advised that the three governments were still studying and discussing the tolls of HZMB which were not yet finalized. Announcement would be made when the relevant discussion were completed.

32. 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. Some members requested the Administration to consider not collecting tolls at TM—CLKL.

33. The Administration advised that it generally adopted a "user-pays principle" and charged toll fees for large-scale bridges and tunnels, taking into account a basket of factors including operating costs (such as depreciation cost and recurrent expenditure), impact on traffic flow and the economy, and public affordability and acceptability. Upon commissioning of the sub-sea tunnel section of TM—CLKL, the Lantau Link would no longer be the only road access to Lantau Island. Vehicles accessing Lantau Island via TM—CLKL or the Lantau Link would be charged a one-way toll at the toll plazas at Tuen Mun and Lantau Island respectively.

Latest development

34. At the meetings of the House Committee ("HC") on 28 April and 5 May 2017, members agreed to form a Subcommittee to study the technical legislative amendments set out in paragraph 13 above. At the request of HC, the Administration has withdrawn the notice to move the proposed resolution under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) (i.e. item (g) in paragraph 13 above).

Relevant papers


35. A list of relevant papers and Council questions raised on the subject is in **Appendix II**.

Council Business Division 4
Legislative Council Secretariat
11 May 2017



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
覆核 checked K W LEE	批准 approved S O CHAN	© 版權所有 COPYRIGHT RESERVED	
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**Subcommittee on Technical Legislative Amendments
on Traffic Arrangements for the Hong Kong-Zhuhai-Macao Bridge**

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 ("HZMB")	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 HZMB 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
		Minutes of meeting	CB(1)1362/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20090123.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
24.4.2009	TP	Administration's paper on HZMB	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 – HZMB – 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 – HZMB Hong Kong Boundary Crossing Facilities	PWSC(2009-10)18 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-18e.pdf
		Minutes of meeting	PWSC97/08-09 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090506.pdf
3.2010	TP	Administration's information paper on the latest progress of HZMB	CB(1)1354/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tpcb1-1354-1-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
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/yr11-12/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/yr11-12/english/panels/tp/papers/tp0216cb1-1051-e.pdf
		Verbatim transcript of meeting	CB(1)1139/11-12 http://www.legco.gov.hk/yr11-12/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/yr11-12/english/panels/tp/papers/tp0229cb1-1132-1-e.pdf
		Minutes of meeting	CB(1)2583/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/minutes/tp20120229.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

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		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
		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 HZMB 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 HZMB 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 HZMB 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 HZMB 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 – HZMB 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
			PWSC41/15-16(01) http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/pwsc20151201pwsc-41-1-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
			<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/minutes/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>

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
			<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/fl5-45e.pdf</p>
29.2.2016	TP	Administration's paper on local public transport arrangements at the Hong Kong Boundary Crossing Facilities of HZMB	<p>CB(4)629/15-16(04)</p> <p>http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-629-4-e.pdf</p>
		Administration's paper on progress update of discussions with governments of Guangdong Province and Macao Special Administrative Region on cross-boundary transport arrangements for HZMB	<p>CB(4)629/15-16(06)</p> <p>http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-629-6-e.pdf</p>

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Administration's follow-up papers	CB(4)1039/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-1039-1-e.pdf CB(4)1325/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-1325-1-e.pdf
		Background brief on transport arrangements of the HZMB prepared by the Legislative Council Secretariat	CB(4)629/15-16(05) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-629-5-e.pdf
		Minutes of meeting	CB(4)1280/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160229.pdf
1.4.2016	TP	Minutes of meeting	CB(4)1311/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160401.pdf
20.1.2017	TP	Administration's paper on transport-related policy initiatives of the Transport and Housing Bureau under the 2017 Policy Address and Policy Agenda	CB(4)413/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170120cb4-413-3-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
24.2.2017	TP	Administration's paper on proposals on technical legislative amendments on traffic arrangements for the HZMB	CB(4)578/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-578-3-e.pdf
		Updated background brief on transport arrangements of the HZMB prepared by the Legislative Council Secretariat	CB(4)578/16-17(04) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-578-4-e.pdf

B. Relevant questions raised at Council meetings

Council meeting	Question	Hyperlink
10.12.2014	Hon Frederick FUNG raised a question on operational arrangements of HZMB	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 HZMB 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
25.5.2016	Hon Alice MAK raised a question on public transport services on Lantau Island	http://www.info.gov.hk/gia/general/201605/25/P201605240802.htm
23.11.2016	Hon Holden CHOW raised a question on transport infrastructure in Lantau	http://www.info.gov.hk/gia/general/201611/23/P2016112300486.htm
	Hon LEUNG Che-cheung raised a question on Tuen Mun-Chek Lap Kok Link and Tuen Mun Western Bypass	http://www.info.gov.hk/gia/general/201611/23/P2016112300495.htm
8.2.2017	Hon LEUNG Che-cheung raised a question on traffic situation in Northwest New Territories	http://www.info.gov.hk/gia/general/201702/08/P2017020800489.htm?fontSize=1