

**For discussion  
on 24 February 2017**

**Legislative Council Panel on Transport**

**Proposals on Technical Legislative Amendments on Traffic  
Arrangements for the Hong Kong-Zhuhai-Macao Bridge**

**PURPOSE**

To tie in with the traffic arrangements for the Hong Kong-Zhuhai-Macao Bridge (“HZMB”) upon its commissioning, we propose to introduce technical amendments to relevant transport-related legislation. This paper aims to seek Members’ views on the proposed amendments.

**BACKGROUND**

2. The HZMB is the first cross-boundary land link connecting Guangdong, Hong Kong and Macao. The entire HZMB project includes the Main Bridge in Mainland waters, and the respective link roads and boundary crossing facilities in Hong Kong, Zhuhai and Macao. The HZMB Hong Kong Link Road<sup>1</sup> (“HKLR”) starts from the boundary between Hong Kong Special Administrative Region and the Mainland, and runs continuously to the HZMB Hong Kong Boundary Crossing Facilities (“HKBCF”) which is located to the east of the Hong Kong International Airport (“HKIA”), and thereby linking the Main Bridge with the HKBCF. There will also be roads linking HKBCF with the HKIA,

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<sup>1</sup> This is the proposed name submitted to the relevant District Councils for consultation. If the District Councils concerned have no comment, it is expected that it will be published in the gazette in March this year.

North Lantau Highway and Tuen Mun. The locations of the HKBCF and HKLR are shown at **Annex 1**.

## **PROPOSED LEGISLATIVE AMENDMENTS**

3. In order to properly manage vehicles using the HKBCF and on the HKLR, we will adopt appropriate traffic arrangements and propose technical amendments to the relevant transport-related legislation to provide a legal basis for the traffic arrangements. The amendments include:

(a) **Operation of drop gates** – the HKBCF will be fitted with drop gates<sup>2</sup> to facilitate traffic management e.g. the taxi queuing area will be fitted with drop gates to maintain order within the area. The drop gates will be managed by a contractor. Since the existing legislation stipulates that only the Commissioner for Transport (or authorised public officers) may install and operate drop gates and other equipment, we propose that the legislation concerned should be amended to empower the Commissioner for Transport to grant permission to other persons such as a contractor for installing and operating equipment such as drop gates. Details are set out at **Annex 2**.

(b) **Management of two new government tunnels** – The roads connecting the HKBCF will comprise two toll-free government tunnels, namely the Scenic Hill Tunnel (about 1 km) which is part of the HKLR, and the Airport Tunnel (about 0.6 km) which links up the HKBCF and the HKIA. At present, vehicular and pedestrian traffic in a government tunnel is subject to statutory regulation. As such, we propose that the Scenic Hill Tunnel and the Airport Tunnel be placed under statutory regulation to ensure proper management of these two tunnels. Details are set out at **Annex 3**.

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<sup>2</sup> Drop gates are similar to bars installed at the entrance or exit of car parks for allowing or barring vehicles from going through.

- (c) **“Driving on the right” (“right-driving”) arrangement** – The Main Bridge which is located in Mainland waters will adopt the right-driving arrangement which is different from the “driving on the left” (“left-driving”) arrangement in Hong Kong. To reduce the need for vehicles to change lanes when crossing the boundary between the Mainland and Hong Kong and to ensure road safety, the HKLR that connects to the Main Bridge (including the Scenic Hill Tunnel) will adopt the right-driving arrangement. There will be suitable road facilities to the north of the vehicle clearance plaza at the HKBCF to ensure safe interface of the left-driving arrangement and the right-driving arrangement. In view of such arrangement, we propose legislative amendments to introduce driving rules, traffic signals and road markings for right-driving arrangement and related regulations on fixed penalty and ticket form. Details are set out at **Annex 4**.
- (d) **Permitted operating areas for New Territories (“NT”) taxis and Lantau taxis** – There will be a public transport interchange at the HKBCF. Visitors can take taxis to the HKBCF and interchange for shuttle buses to travel through the HZMB to Zhuhai or Macao. According to the existing legislation, urban taxis can operate in any area in Hong Kong except the prohibited zones, while NT taxis and Lantau taxis can only serve designated areas. In order to tie in with the commissioning of the HZMB, we propose to amend the permitted operating areas of NT taxis and Lantau taxis to facilitate the travelling of visitors between the respective operating areas of the two types of taxis and the HKBCF, as well as between the HKBCF and the airport plus the Disneyland. Details are set out at **Annex 5**.
- (e) **Additional taxi fare under the two-way toll collection of the Lantau Link** – At present, the Lantau Link provides the only vehicular access to Lantau (including Chek Lap Kok) and Ma Wan. For the convenience of motorists, one-way toll collection has been implemented since the opening of the Lantau Link in

1997. After the commissioning of the HZMB, vehicles after travelling to Lantau via the Lantau Link can use the HZMB to travel to areas outside Hong Kong and return to Hong Kong through other boundary control points. Hence, the one-way toll collection of the Lantau Link (including Ma Wan) has to be changed to two-way toll collection<sup>3</sup> (if a vehicle makes use of the Lantau Link for entering and leaving Lantau, the total amount of toll paid by the vehicle for using the Lantau Link will remain unchanged). All vehicles (including taxis) travelling through the Lantau Link has to pay tolls at the Lantau Link Main Toll Plaza when entering and leaving Lantau. Such two-way toll collection is also applicable to vehicles entering and leaving Ma Wan. According to Schedule 5 to the existing Road Traffic (Public Service Vehicles) Regulations (Cap 374D), a taxi passenger has to pay an additional fare when hiring a taxi which involves the use of the Lantau Link. Since the existing formulation of the additional fare set out at Schedule 5 only applies to one-way toll collection of the Lantau Link, we need to make technical amendment to Schedule 5 to the Regulations to tie in with the implementation of two-way toll collection of the Lantau Link. The level of the additional fare to be paid by a taxi passenger for hiring a taxi which involves the use of the Lantau Link will remain unchanged. Details are set out at **Annex 6**.

## **NEXT STEP**

4. The effective dates of aforementioned legislative amendments need to cater for the commissioning date of the HZMB. According to the latest works progress, the Highways Department assesses that the Hong Kong projects are targeted to achieve readiness for commissioning

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<sup>3</sup> Pursuant to section 2 of the Tsing Ma Control Area (Tolls, Fees and Charges) Regulation (Cap 498A), the Commissioner for Transport may determine by notice published in the Gazette whether to use the one-way toll collection or two-way toll collection for collecting tolls for the use by vehicles of the Lantau Link. Such notice is not subsidiary legislation. The Transport Department plans to implement the two-way toll collection for the use of the Lantau Link (including entering and leaving Ma Wan) in the third quarter of 2017.

by end 2017. With the further consolidated assessment by the Joint Works Committee comprising the governments of the three sides, the three sides strive 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.

5. In the light of the above timeframe, we plan to proceed with the legislative amendment exercise as follows after consultation with the Legislative Council (“LegCo”) Panel on Transport:

- (i) To table legislative amendments April 2017  
outlined in paragraph 3(a) to (e) (except legislative amendments related to fixed penalty and ticket form) to the LegCo for negative vetting.
- (ii) To give notice to introduce legislative April 2017  
amendments related to fixed penalty outlined in paragraph 3(c) to the LegCo for positive vetting.
- (iii) After the passage of item (ii) at LegCo, July or October 2017  
to table legislative amendments related (subject to the time of  
to fixed penalty ticket form<sup>4</sup> outlined in passage of item (ii) by  
paragraph 3(c) for negative vetting. the LegCo)

## **ADVICE SOUGHT**

6. Members are invited to comment on the proposed technical legislative amendments related to traffic arrangements set out in this paper.

**Transport and Housing Bureau**  
**Transport Department**  
**February 2017**

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<sup>4</sup> Since the fixed penalty ticket and the level of fines are stated in the legislation, the Government needs to propose legislative amendments to the ticket form after the LegCo passes the legislative amendments to the fixed penalty.

## Annex 1



屯門至赤鱗角連接路(北段)  
Tuen Mun-Chek Lap Kok Link  
Northern Connection

港珠澳大橋香港口岸  
Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Port

屯門至赤鱗角連接路(南段)  
Tuen Mun-Chek Lap Kok Link  
Southern Connection

觀景山隧道  
Scenic Hill Tunnel

港珠澳大橋香港連接路  
Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Link Road

香港特別行政區界

HK SAR Boundary

沙螺灣  
Sha Lo Wan

礮石灣  
San Shek Wan

東涌灣  
Tung Chung Wan

大 嶼 山  
LANTAU ISLAND

## **Operation of Drop Gates**

The Government will grant, through open tender, a management, operation and maintenance contract to a contractor for operating and managing some of the facilities of the HKBCF, including the taxi queuing area. The taxi queuing area will be fitted with drop gates to maintain order within the area. Since the existing legislation stipulates that only the Commissioner for Transport (or authorised public officers) may install and operate drop gates and other equipment, we propose that the legislation concerned should be amended to empower the Commissioner for Transport to grant permission to other persons such as a contractor for installing and operating equipment such as drop gates.

2. This part involves amendments to the Road Traffic (Traffic Control) Regulations (Cap. 374G).

3. The commencement date of the amendment regulation is set on 15 December 2017. This is to ensure that the legislative amendment work pertinent to the traffic arrangements can be completed before the commissioning of the HZMB. The commencement date of the amendment regulation is not meant to be the commissioning date of the HZMB.

## **Management of Two New Government Tunnels**

The roads connecting the HKBCF will comprise two toll-free government tunnels, namely the Scenic Hill Tunnel (about 1 km) which is part of the HKLR, and the Airport Tunnel (about 0.6 km) which links up the HKBCF and the HKIA (see **Annex 1**). At present, vehicular and pedestrian traffic in a government tunnel is subject to regulation under the Road Tunnels (Government) Ordinance (Cap. 368). For proper management of these two government tunnels, we propose that the Scenic Hill Tunnel and the Airport Tunnel be added to the Road Tunnels (Government) Ordinance.

2. Besides, pursuant to the Road Tunnels (Government) Regulations (Cap. 368A), the Government may levy a removal fee<sup>5</sup> and a permit fee<sup>6</sup> on vehicles using a government tunnel under specified circumstances. We therefore propose amending the Road Tunnels (Government) Regulations to specify in Schedule 2 (Tolls and Fees) that the removal fee and the permit fee as applicable to the Scenic Hill Tunnel and the Airport Tunnel will be the same as the respective fees charged by other existing government tunnels.

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<sup>5</sup> A vehicle causing an obstruction in a tunnel will be removed and the owner may be required to pay a removal fee the amount of which is subject to the vehicle type. The fee is \$140 for a private car, taxi, motor cycle or motor tricycle; \$175 for a public or private light bus, public or private single-decked bus or goods vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes; and \$215 for a public or private double-decked bus, special purpose vehicle, or goods vehicle of a permitted gross vehicle weight exceeding 5.5 tonnes.

<sup>6</sup> Any vehicle with width, length or weight exceeding the permitted level must obtain a permit before they are allowed to pass through a government tunnel. The vehicle owner has to pay a permit fee in order to obtain a permit. The permit fee is \$82.



3. A new type of lane signal<sup>7</sup> will be used in the Scenic Hill Tunnel and the Airport Tunnel. We propose amending the figure of lane signal stipulated in Schedule 1 to the Road Tunnels (Government) Regulations (Traffic Signs and Road Markings) such that the figure will be applicable to the new lane signal.

4. This part involves amendments to the schedule to the Road Tunnels (Government) Ordinance, and the Road Tunnels (Government) Regulations.

5. The commencement date of the amendment regulations is set on 15 December 2017. This is to ensure that the legislative amendment work pertinent to the traffic arrangements can be completed before the commissioning of the HZMB. The commencement date of the amendment regulations is not meant to be the commissioning date of HZMB.

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<sup>7</sup> A three aspect lane signal is stipulated in Schedule 1 to the Road Tunnels (Government) Regulations (Traffic Signs and Road Markings). Green arrow, steady or intermittent yellow light and red cross are displayed in each aspect of the lane signal respectively for regulating the traffic using the lane concerned. The new type of lane signal which is single aspect will be able to display green arrow, steady or intermittent yellow light and red cross depending on the situation.

## **Right-driving Arrangement**

The Main Bridge, located in Mainland waters, will adopt the Mainland's right-driving arrangement which is different from the left-driving arrangement of Hong Kong (see **Appendix 1 to Annex 4**). The connection point of the Main Bridge and the HKLR (i.e. the boundary of the Mainland and Hong Kong) is an expressway with a speed limit of 100 km per hour. If the left-driving arrangement is changed to right-driving arrangement at the connection point, this would mean that vehicles (mainly medium and heavy vehicles) using the left-most lane (i.e. commonly known as "slow lane") on the HKLR would need to switch to the right-most lane of the Main Bridge, or vehicles using the right-most lane (i.e. commonly known as "fast lane") of the HKLR would need to switch to the left-most lane of the Main Bridge. In other words, vehicles would need to change lanes while moving at high speed and hence posing road safety problem.

2. To reduce the need for changing lanes and to ensure road safety, the HKLR that connects with the Main Bridge (including the Scenic Hill Tunnel) will adopt the right-driving arrangement. There will be suitable road facilities to the north of the vehicle clearance plaza at the HKBCF to ensure safe interface of the left-driving arrangement and the right-driving arrangement (see **Appendix 2 to Annex 4**). In view of the above arrangement, we propose legislative amendments to introduce driving rules, traffic signals and road markings for right-driving arrangement. The specific amendments are:

- (i) Pursuant to existing legislation relating to government tunnels, all buses, vehicles carrying dangerous goods, vehicles required to obtain a permit, as well as medium and heavy vehicles have to use the left-most lane of a government tunnel. We will add and amend existing provisions specifying that such vehicles in a right-driving government tunnel can only use the right-most

lane<sup>8</sup>. We will also add and amend existing traffic signals so that they are applicable to right-driving government tunnels. Moreover, we propose that the current driving offences<sup>9</sup> and exemptions<sup>10</sup> related to the above driving requirements be extended to right-driving government tunnels;

- (ii) Existing legislation related to traffic regulation contains references to “right turn”, “left side of a continuous white line with a broken line” and “left edge of a carriageway” in relation to box junction, double white line and road stud. We will add and amend existing provisions and revise the references to “left” and “right” so as to set out the requirements on box junction, double white line and road stud for right-driving roads. We will also add and amend existing traffic signals and roads markings so that they are applicable to right-driving road. Moreover, we propose that the current driving offences<sup>11</sup> related to the above driving requirements be extended to right-driving roads; and
- (iii) Currently, vehicles on expressways are subject to restrictions on traffic directions, lanes that should be used by vehicles, lanes that can be used for overtaking, and the types of vehicles being prohibited from using the right-most lane. We will add and amend the existing provisions of the Road Traffic (Expressway) Regulations (Cap. 374Q) to revise the references to “left” and “right” so as to set out the requirements on traffic directions, lanes that should be used by vehicles, lanes that can

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<sup>8</sup> Medium and heavy vehicles may use the two lanes to the right (i.e. the right-most lane and the lane next to it).

<sup>9</sup> According to Regulation 18(1) of the Road Tunnels (Government) Regulations, any person who contravenes the provisions of driving on the left-most lane is liable to a fine of \$5,000 and imprisonment for 6 months.

<sup>10</sup> According to Regulation 15(1) of the Road Tunnels (Government) Regulations, a vehicle which carries an authorized officer who is engaged on duty shall be exempt from driving on the left-most lane.

<sup>11</sup> According to Regulation 61 of the Road Traffic (Traffic Control) Regulations, any person who contravenes the driving requirements as mentioned in paragraph 2(ii) of this Annex is liable on first conviction to a fine of \$5,000 and imprisonment for 3 months and on second or subsequent conviction to a fine of \$10,000 and imprisonment for 6 months.

be used for overtaking, and the types of vehicles being prohibited from using the left-most lane for right-driving expressways. We will also amend existing road markings to enable the application of these road markings to right-driving expressways. Moreover, we propose that the existing driving offences<sup>12</sup> and exemptions<sup>13</sup> related to the above driving requirements be extended to right-driving expressways.

3. In tandem with the amendment to the Road Traffic (Expressway) Regulations, we propose corresponding amendments to the ticket form specified in the schedule to the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) and the schedule to the Fixed Penalty (Criminal Proceedings) Regulations (Cap. 240A). They contain references to the relevant provisions in the Road Traffic (Expressway) Regulations and amendments are needed to enable the application of fixed penalty to driving offences on the right-driving expressways. The fixed penalty applicable to driving offences on the right-driving expressways is the same as the penalty applicable to driving offences on existing expressways<sup>14</sup>.

4. This part involves amendments to the Road Traffic (Traffic Control) Regulations (Cap. 374G), Road Tunnels (Government) Regulations (Cap. 368A), Road Traffic (Expressway) Regulations, the schedule to the Fixed Penalty (Criminal Proceedings) Ordinance and the schedule to the Fixed Penalty (Criminal Proceedings) Regulations.

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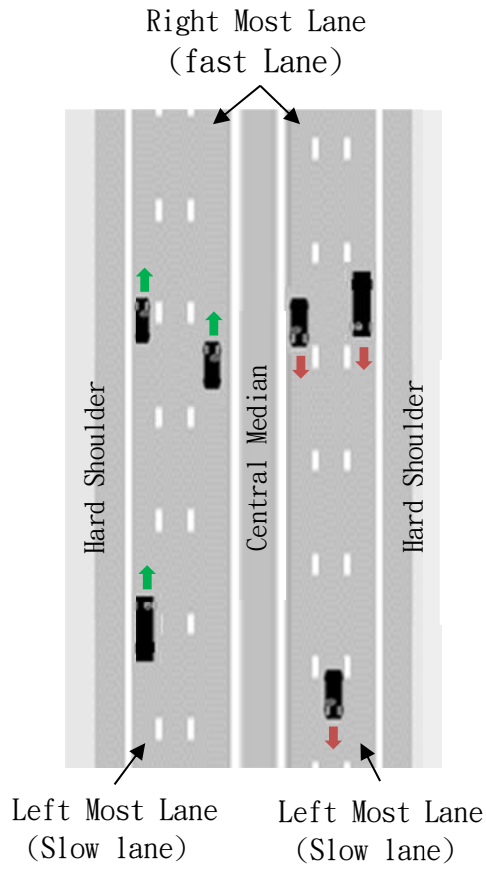
<sup>12</sup> According to Regulation 26(1) of the Road Traffic (Expressway) Regulations, any person who contravenes the provisions on prohibiting the use of right-most lanes, the lanes to be used by vehicles, the lanes to be used for overtaking is liable on first conviction to a fine of \$5,000 and imprisonment for 3 months and on second or subsequent conviction to a fine of \$10,000 and imprisonment for 6 months.

<sup>13</sup> According to Regulation 23(3) of the Road Traffic (Expressway) Regulations, vehicles within a works area shall be exempt from the restriction on the use of the right-most lane.

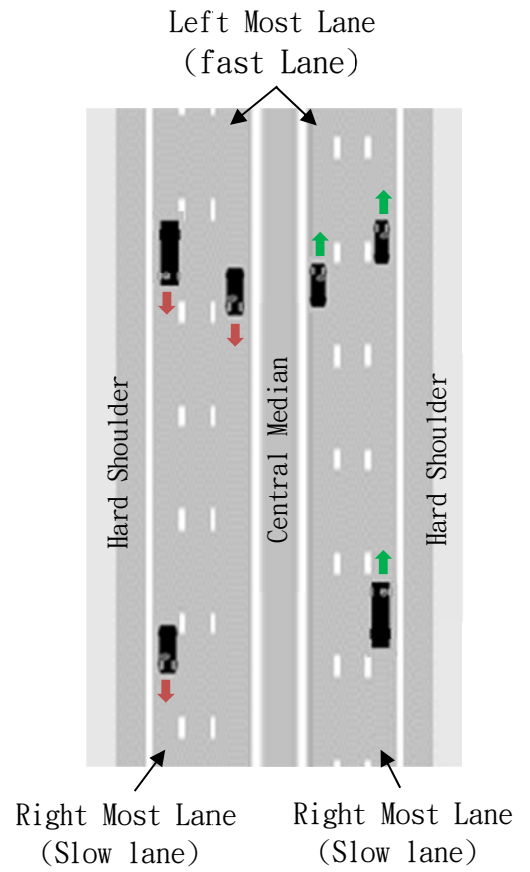
<sup>14</sup> According to the Road Traffic (Expressway) Regulations, any person who contravenes Regulation 11, 12 and 13 (i.e. failing to abide by the restriction of using the right-most lane, failing to drive on the left-most lane of expressways, overtaking other vehicles to the left of these vehicles) is liable to a fixed penalty of \$450.

5. The commencement date of the amendment regulation is set on 15 December 2017. This is to ensure that the legislative amendment work pertinent to the traffic arrangements can be completed before the commissioning of the HZMB. The commencement date of the amendment regulation is not meant to be the commissioning date of HZMB.

Left-driving and Right-driving Arrangements

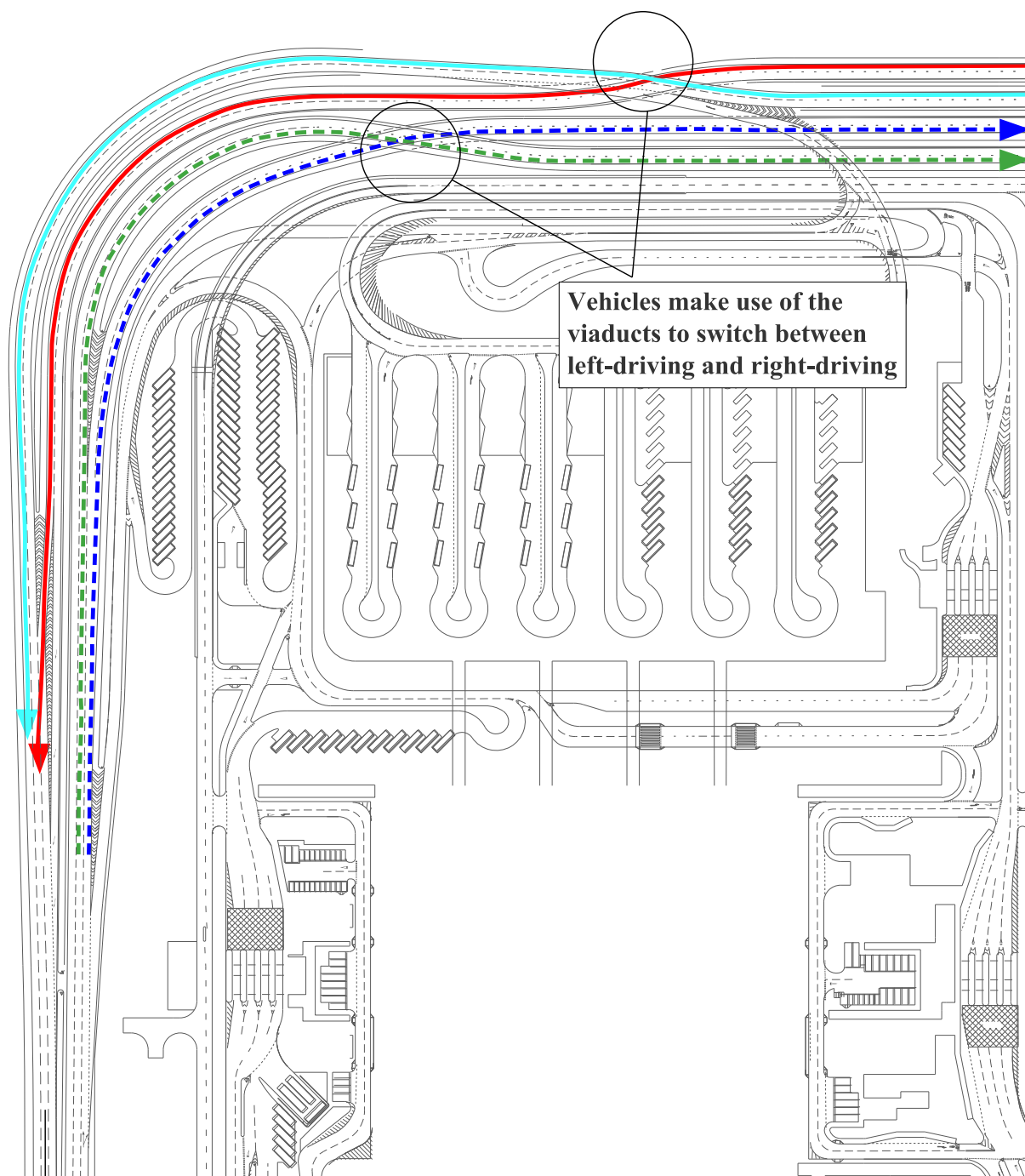


Left-driving arrangement







Right-driving arrangement

# Interface of "Left-driving" & "Right-driving" Arrangement



Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Link Road

-  Outbound vehicles using slow lane (mainly medium and heavy vehicles)
-  Outbound vehicles using fast lane
-  Inbound vehicles using slow lane (mainly medium and heavy vehicles)
-  Inbound vehicles using fast lane

**Permitted operating areas for  
New Territories (“NT”) taxis and Lantau taxis**

Under the existing legislation, urban taxis can operate in any area in Hong Kong except the prohibited zones, while NT taxis and Lantau taxis<sup>15</sup> can only serve designated areas. Their designated permitted operating areas are specified in Schedule 7 to the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap 374E). The permitted operating areas for NT taxis are mainly confined to north-eastern (i.e. north of Shatin) and north-western (i.e. north of Tsuen Wan) parts of NT. For Lantau taxis, the permitted operating areas are confined to Lantau and Chek Lap Kok.

2. The permitted operating areas for NT taxis and Lantau taxis are designated so as to ensure that there are adequate taxi services for remote areas in rural NT and South Lantau. We will adjust the permitted operating areas for NT taxis and Lantau taxis where necessary to cater for the commissioning of key infrastructure projects from time to time. For instance, the permitted operating areas of NT taxis have been expanded in the past so as to tie in with the commissioning of the key public infrastructure projects, including the Hong Kong International Airport (1997), Hong Kong Disneyland (2005), Shenzhen Bay Port–Hong Kong Port Area (2007). For Lantau taxis, we last revised their permitted operating areas in 1997 to cover new development areas in North Lantau and the Hong Kong International Airport. The existing permitted operating areas for NT taxis and Lantau taxis are set out at **Appendix 1 to Annex 5**.

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<sup>15</sup> At present, there are 2 838 NT taxis and 75 Lantau taxis serving designated areas in NT and Lantau respectively.



3. Related projects of the HZMB include the HKBCF, the HKLR and the Tuen Mun–Chek Lap Kok Link (“TM-CLKL”)<sup>16</sup>. Passenger demand for travelling among Hong Kong, Zhuhai and Macao will mainly be met by shuttle buses and cross-boundary buses at the HKBCF. For taxi passengers travelling to the direction of Zhuhai or Macao, they need to interchange for shuttle buses at the HKBCF. In order to facilitate the travelling of visitors between the respective operating areas of the two types of taxis and the HKBCF, as well as between the HKBCF and the airport plus the Disneyland, we propose to amend the permitted operating areas of NT taxis and Lantau taxis accordingly.

4. In respect of NT taxis, the newly expanded permitted operating areas include:

- (a) the public transport interchange of the HKBCF and related roads;
- (b) roads connecting between the HKBCF and the Hong Kong International Airport; and
- (c) the TM-CLKL.

5. As for Lantau taxis, the existing legislation has already covered the whole Lantau and Chek Lap Kok, viz. including the public transport interchange of the HKBCF and related roads, roads connecting between the HKBCF and the Hong Kong International Airport, as well as the Southern Connection of the TM-CLKL. However, under the existing Schedule 7 to the Road Traffic (Registration and Licensing of Vehicles) Regulations, the English formulation of the operating area in Chek Lap Kok is expressed as “the island of Chek Lap Kok”. Meanwhile, the

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<sup>16</sup> The TM-CLKL provides the most direct route between north-western NT and HZMB, the airport and North Lantau, as well as an alternative passage to and from the airport (see **Annex 1**).

HKBCF is an artificial island which belongs to the Chek Lap Kok area. For the avoidance of doubt and to provide for a clearer formulation for the permitted operating areas for Lantau taxis, we will make technical amendment to the legal provisions concerned to cover all roads in the areas of Lantau and Chek Lap Kok.

6. Details for the permitted operating areas for NT taxis and Lantau taxis after amendment are set out at **Appendix 2 to Annex 5**. The relevant route map for NT taxis entering and leaving the HKBCF are at **Appendix 3 to Annex 5**.

7. The Transport Department (“TD”) consulted the urban, NT and Lantau taxi trades at the taxi conferences in October 2016 regarding the traffic arrangements for the public transport interchange at the artificial island of the HZMB, including the roads to be used by the three types of taxis for travelling to and from the public transport interchange of the HKBCF. The proposal was accepted by urban and NT taxi trade while the Lantau taxi trade raised objection. TD had explained to the Lantau taxi trade that, according to the policy on the operating areas for NT taxis, NT taxis are allowed to carry passengers travelling between their permitted operating areas and the key infrastructure facilities as well as key public transport interchanges, which is the same as the current arrangement that the existing permitted operating areas of NT taxis include the roads travelling to and from the airport and the Disneyland. If the permitted operating areas of NT taxis do not include the roads travelling to and from the public transport interchange of the HKBCF and the airport, this will deviate from the existing principle of taxi operation and will cause great inconvenience to passengers travelling to and from this major port area.

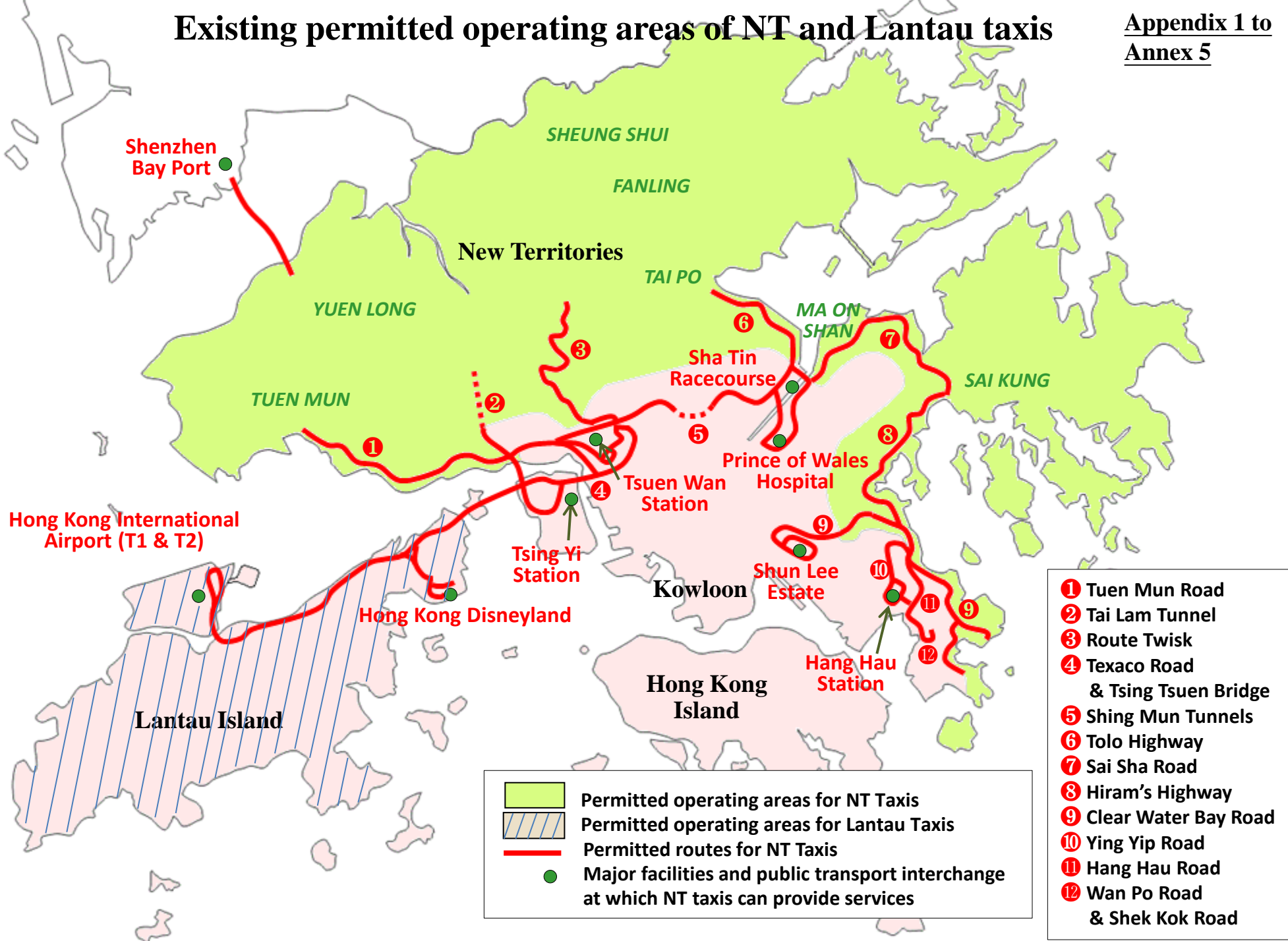
8. This part involves amendments to the schedule to the Road Traffic (Registration and Licensing of Vehicles) Regulations.

9. Except that the commencement date of the permitted operating area

involving the TM-CLKL would need to be separately specified having regard to the completion of the works, the commencement date regarding the rest of the permitted operating areas in the amendment regulation is set on 15 December 2017. This is to ensure that the legislative amendment work pertinent to the traffic arrangements can be completed before the commissioning of the HZMB. The commencement date of the amendment regulation is not meant to be the commissioning date of HZMB.

# Existing permitted operating areas of NT and Lantau taxis

Appendix 1 to  
Annex 5



**Newly added permitted roads for taxis  
after the proposed amendments to the permitted operating  
areas of New Territories (“NT”) and Lantau taxis**

**(A) NT Taxis**

**Public Transport Interchange of the Hong Kong Boundary Crossing  
Facilities and related roads**

- (a) Chek Lap Kok Road<sup>17</sup>, but excluding –
  - (i) the southbound carriageway of Chek Lap Kok Road south of its junction with Tung Wing Road; and
  - (ii) the northbound carriageway of Chek Lap Kok Road between its junction with East Coast Road and its junction with the slip road of Chek Lap Kok Road leading from Sky City Interchange
- (b) Shun Fai Road<sup>17</sup>
- (c) Shun Wui Road<sup>17</sup>
- (d) Shun Ming Road<sup>17</sup>
- (e) Shun Lin Road<sup>17</sup>
- (f) Shun Chit Road<sup>17</sup>
- (g) Tung Wing Road<sup>17</sup>

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<sup>17</sup> These are the proposed road names submitted to the relevant District Councils for consultation. If the District Councils concerned have no comment, it is expected that they will be published in the gazette in March this year.

Roads connecting between the Hong Kong Boundary Crossing Facilities and the Hong Kong International Airport

- (h) Sky City Interchange
- (i) Cheong Lin Road between Sky City Interchange and Airport South Interchange
- (j) Cheong Lin Road westbound carriageway from Airport South Interchange to the roundabout joining Cheong Lin Road and Cheong Shun Road, and the roundabout mentioned hereof
- (k) Cheong King Road
- (l) East Coast Road northbound carriageway between Cheong King Road and Sky City Interchange
- (m) the slip road leading from the roundabout joining Cheong Lin Road and Cheong Shun Road to Cheong Hong Road

Tuen Mun–Chek Lap Kok Link

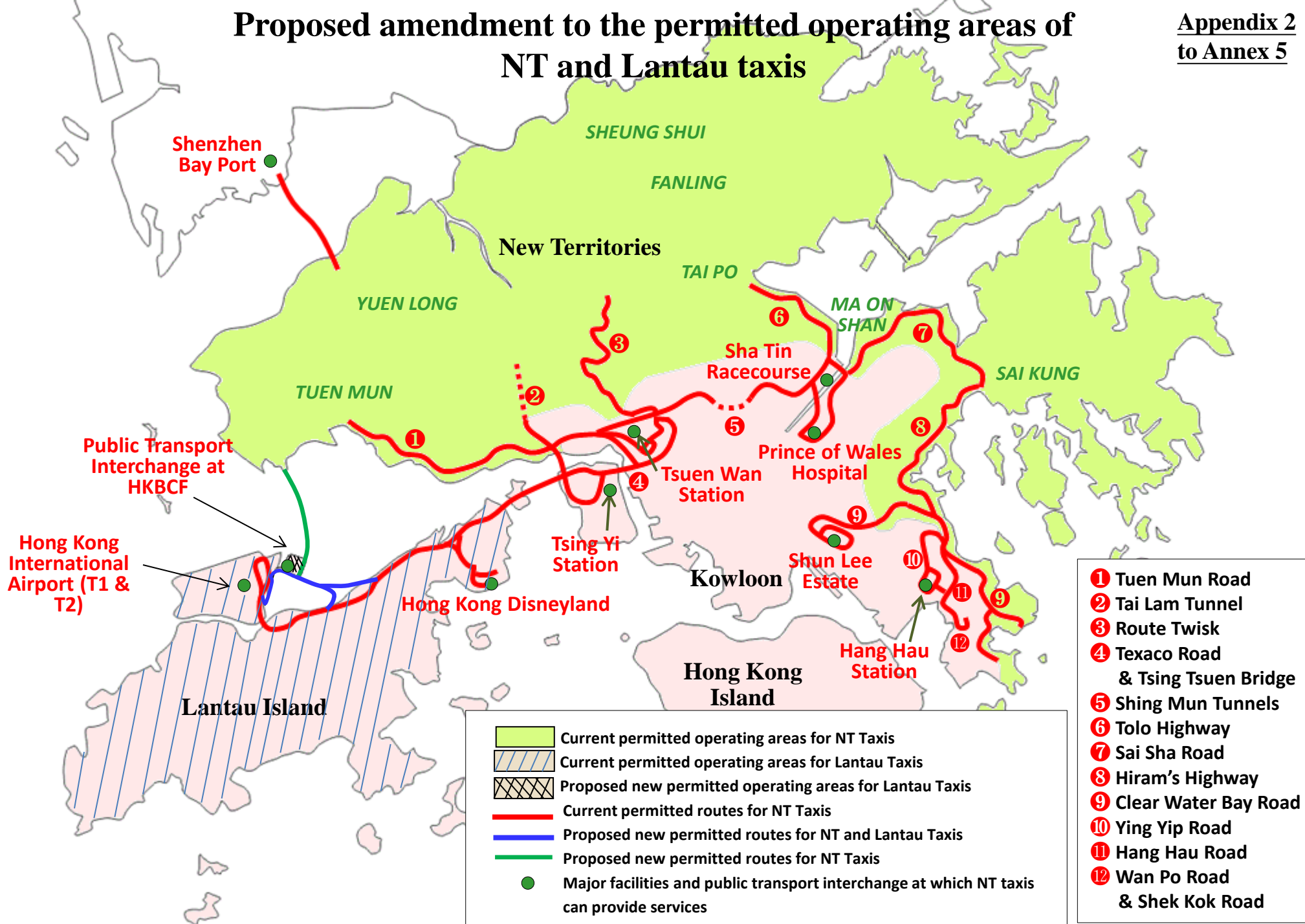
- (n) Shun Long Road<sup>17</sup>
- (o) All roads directly connecting between Lung Mun Road and Shun Long Road, between Lung Fu Road and Shun Long Road, between Lung Mun Road and Chek Lap Kok Road, and between Lung Fu Road and Chek Lap Kok Road

**(B) Lantau Taxis**

- (a) All roads on Lantau
- (b) All roads on Chek Lap Kok

# Proposed amendment to the permitted operating areas of NT and Lantau taxis

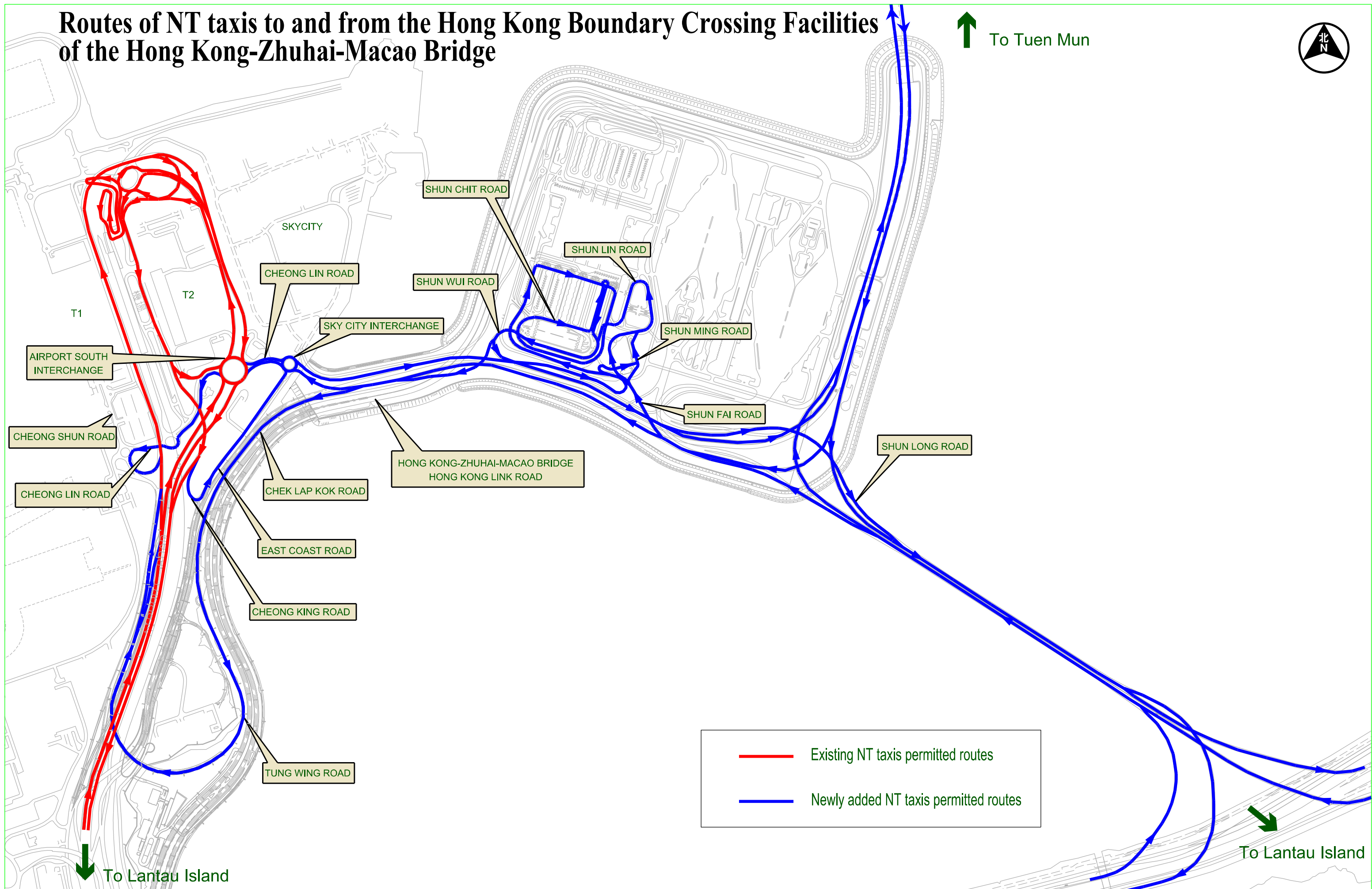
Appendix 2  
to Annex 5





# Routes of NT taxis to and from the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge

↑ To Tuen Mun





**Additional taxi fare under two-way toll collection of the Lantau Link**

At present, the Lantau Link provides the only vehicular access to Lantau (including Chek Lap Kok) and Ma Wan. For the convenience of motorists, one-way toll collection has been implemented since the opening of the Lantau Link in 1997. There are two toll collection points, namely the Lantau Link Main Toll Plaza (payment is made upon leaving Lantau) and the Ma Wan Toll Plaza (payment is made upon entering Ma Wan). The route map for one-way toll collection is at **Appendix 1 to Annex 6**.

2. The Tsing Ma Control Area (Tolls, Fees and Charges) Regulation (Cap 498A) prescribes the tolls for various types of vehicles. The toll for taxis is \$15. Under the existing one-way toll collection arrangement, vehicles are required to pay double the amount of the prescribed tolls at the Lantau Link Main Toll Plaza when leaving Lantau, but nothing at the Toll Plaza when entering Lantau. Similarly, vehicles are required to pay double the amount of the prescribed tolls at the Ma Wan Toll Plaza when entering Ma Wan but nothing at the Toll Plaza upon leaving Ma Wan. In other words, under the existing one-way toll collection arrangement, a taxi driver needs to pay a toll of \$30 at the Lantau Link Main Toll Plaza or Ma Wan Toll Plaza.

3. For taxi passengers, according to Schedule 5 to the Road Traffic (Public Service Vehicles) Regulations (Cap 374D), a taxi passenger has to pay an additional fare of \$30 when hiring a taxi which involves the use of the Lantau Link. This is applicable to passengers hiring a taxi entering

or leaving Lantau/Ma Wan.<sup>18</sup> Such additional fare comprises of two components:

- (a) the actual amount of the Lantau Link toll incurred by the passenger during the hiring (i.e. \$15 per journey); and
- (b) an extra amount (i.e. \$15 per journey): to ensure that a taxi driver would never pay out of pocket in relation to the Lantau Link toll.

The existing provisions are set out at **Appendix 2 to Annex 6**.

4. The objective of charging passengers the extra amount mentioned in paragraph 3(b) above is to encourage taxi drivers to provide service to Lantau and Ma Wan, so that there will be adequate taxi service supply in the area. Otherwise, a taxi driver will need to pay out of pocket for the Lantau Link toll if he enters or leaves Lantau (including Chek Lap Kok) or Ma Wan without passengers.

5. Upon the commissioning of the HZMB, a vehicle travelling to Lantau via the Lantau Link can use the HZMB to travel to areas outside Hong Kong, and can re-enter Hong Kong through other boundary control points and it is not necessary to pass through the Lantau Link. Hence, the one-way toll collection of the Lantau Link has to be changed to

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<sup>18</sup> For example, when a passenger hires a taxi travelling to Lantau, under one-way toll collection of the Lantau Link, the passenger is still required to pay an additional fare of \$30 although the taxi driver is not required to pay any toll when entering Lantau. Similarly, when a passenger hires a taxi leaving Ma Wan, under one-way toll collection of the Lantau Link, the passenger is still required to pay an additional fare of \$30 although the taxi driver is not required to pay any toll when leaving Ma Wan.

two-way toll collection<sup>19</sup>. Under the two-way toll collection arrangement, users have to pay tolls at the Lantau Link Main Toll Plaza when entering and leaving Lantau. Such two-way toll collection is also applicable to vehicles entering and leaving Ma Wan. The route map for two-way toll collection is at **Appendix 3 to Annex 6**.

6. Since the existing formulation of the additional fare for the use of the Lantau Link set out at Schedule 5 to the Road Traffic (Public Service Vehicles) Regulations only applies to one-way toll collection of the Lantau Link, we need to provide for technical amendment to the provisions in Schedule 5 to tie in with the implementation of two-way toll collection of the Lantau Link. We must emphasise that after making the above proposed legislative amendments, there will not be any change to the policy and level (i.e. paragraph 3 and 4 above) of the existing additional fare paid by passengers hiring taxis which involve the use of the Lantau Link.

7. This part involves amendments to the schedule to the Road Traffic (Public Service Vehicles) Regulations.

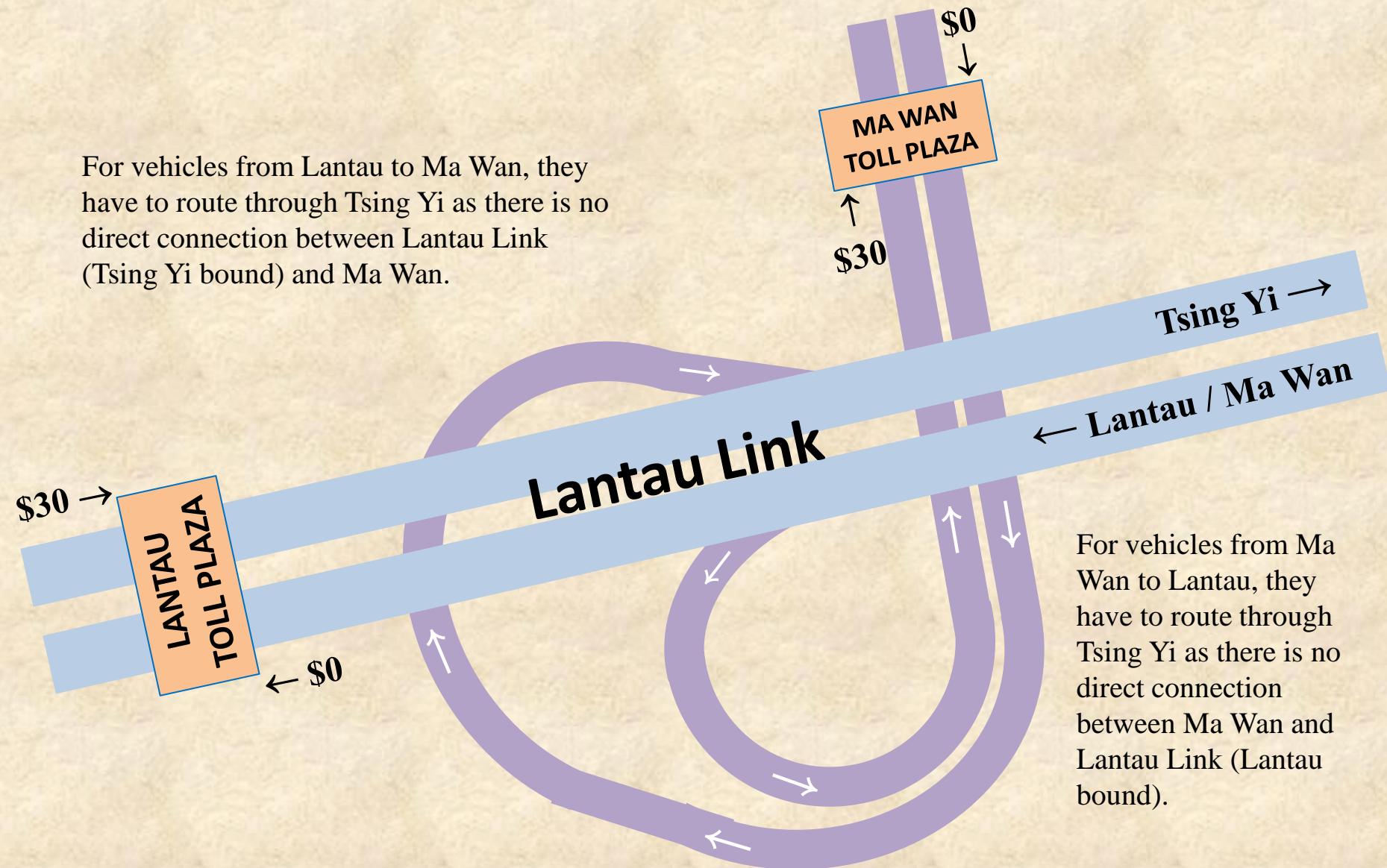
8. The commencement date of the amendment regulation will tie in with the implementation of two-way toll collection of the Lantau Link.

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<sup>19</sup> Pursuant to section 2 of the Tsing Ma Control Area (Tolls, Fees and Charges) Regulation (Cap 498A), the Commissioner for Transport may determine by notice published in the Gazette whether to use the one-way toll collection or two-way toll collection for collecting tolls for the use by vehicles of the Lantau Link. Such notice is not part of the subsidiary legislation. The Transport Department plans to implement the two-way toll collection for the use of the Lantau Link (including entering and leaving Ma Wan) in the third quarter of 2017.

# Route Map for the Lantau Link under one-way toll collection

For vehicles from Lantau to Ma Wan, they have to route through Tsing Yi as there is no direct connection between Lantau Link (Tsing Yi bound) and Ma Wan.



For vehicles from Ma Wan to Lantau, they have to route through Tsing Yi as there is no direct connection between Ma Wan and Lantau Link (Lantau bound).

## **Appendix 2 to Annex 6**

### **The existing provisions on the additional fare for using the Lantau Link under the Road Traffic (Public Service Vehicles) Regulations**

#### **Schedule 5**

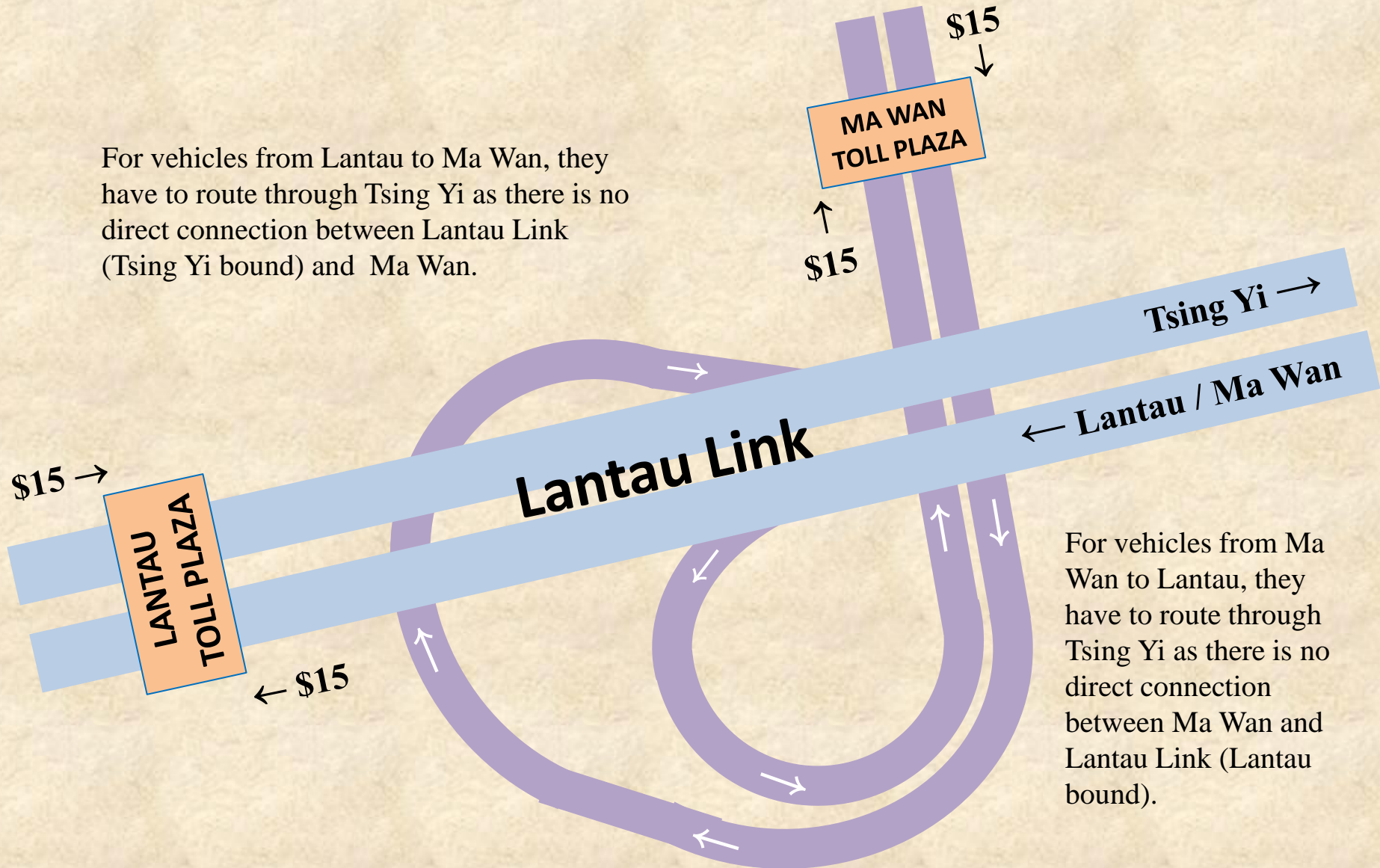
#### **4. Additional Fares**

- |  |   |
|--|---|
| (vi) For every hiring involving the use of the Lantau Link within the meaning of the Tsing Ma Control Area Ordinance (Cap 498) | The toll charge paid by the driver of the taxi during the hiring for the use of the Lantau Link |
| (via) For every hiring which-  |   |
| (a) begins outside Lantau;   |   |
| (b) is for a destination in Lantau or Chek Lap Kok; and  |   |
| (c) involving the use of the Lantau Link within the meaning of the Tsing Ma Control Area Ordinance (Cap 498)                   | \$30.00   |
| (vic) For every hiring which-  |   |
| (a) begins from Ma Wan; and  |   |
| (b) involves the use of the Lantau Link within the meaning of the Tsing Ma Control Area Ordinance (Cap 498)                    | \$30.00   |

# Route Map for the Lantau Link under two-way toll collection

Appendix 3 to  
Annex 6

For vehicles from Lantau to Ma Wan, they have to route through Tsing Yi as there is no direct connection between Lantau Link (Tsing Yi bound) and Ma Wan.



For vehicles from Ma Wan to Lantau, they have to route through Tsing Yi as there is no direct connection between Ma Wan and Lantau Link (Lantau bound).