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Panel on Transport
Meeting on 24 February 2017

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

Purpose

This paper provides updated 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 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 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: (i) 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 (ii) the link roads and boundary crossing facilities under the responsibility of the three governments.

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 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 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 end 2015, the three governments and the HZMB Authority concluded that it would not be feasible for the HZMB project, including the Main Bridge project, to be completed for commissioning in 2016.

7. As for the HZMB local projects in Hong Kong, the Secretary for Transport and Housing ("STH") advised at the policy briefing of the Panel on Transport ("the Panel") held on 15 January 2016 that in the face of

¹ The Mainland will contribute a total of RMB 7 billion yuan, whilst the governments of the Hong Kong SAR 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. 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 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.

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.

8. At the policy briefing of the Panel held on 20 January 2017, STH further reported that based on the assessment by the Joint Works Committee comprising the governments of the three sides, the three sides strived to complete the entire HZMB project, including the Main Bridge, HKBCF and HKLR, by end 2017 for early simultaneous commissioning subject to factors such as the implementation of cross-boundary transport arrangements.

9. As for TM-CLKL, STH advised that according to the original plan, the completion date of the Southern Connection of the TM-CLKL would tie in with that of HZMB whilst the Northern Connection was targeted for completion in end 2018. However, in view of the various technical difficulties, it was believed that the TM-CLKL project could not be completed according to the original plan as indicated above. HyD was conducting a comprehensive review on the commissioning date of TM-CLKL. STH further said that when HZMB was commissioned, the traffic between HKBCF and the Lantau Island could temporarily route through the existing roads on the airport island. Therefore, even though the Southern Connection of TM-CLKL could not be completed timely, the commissioning of HZMB would not be affected.

Cross-boundary and local transport arrangements

10. At the Panel meeting on 29 February 2016, the Panel was briefed on the cross-boundary and local transport arrangements for HZMB. Details of the transport arrangements are set out in LC Paper Nos. CB(4)629/15-16(04) and (06). The Panel noted that the three governments would strive to commence the work in respect of selection of cross-boundary shuttle bus operator and granting of quotas of cross-boundary coaches and hire cars around the second quarter of 2016 at the earliest. In addition, the Transport Department ("TD") planned to accept applications for new franchised bus and green minibus routes in 2016. The fares of the new services would continue to be determined in accordance with the existing mechanism. Subsequently, the Panel held a special meeting on 1 April 2016 to listen to public's views on the transport arrangements for HZMB.

Major views and concerns expressed by Members in recent years

11. The major views and 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

12. 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). These 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 could travel between Hong Kong and Guangdong.

13. To further facilitate the economic, social and cultural exchanges between Guangdong and Hong Kong, the governments of Hong Kong SAR 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. 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. The Administration advised at the Panel meeting on 29 February 2016 that the two governments had indicated that there was no concrete implementation timetable of the second phase of the Trial Scheme. The discussion about cross-boundary private cars would not cover Guangdong private cars coming to Hong Kong under the Trial Scheme.

³ LC Paper No. CB(1)614/08-09(03)

15. The Panel noted that the three governments had agreed that a quota system would be implemented to regulate the number of cross-boundary vehicles. 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 ("NFB") from the existing fleet in Hong Kong.

16. The Administration advised that it was discussing with the governments of Guangdong Province and Macao SAR regarding the cross-boundary transport arrangements. The Administration was mindful of the trades' concern regarding the proposed exemption arrangement, which aimed at providing more flexibility for the cross-boundary coach operators to provide services on HZMB. The Administration would continue to liaise with the trades about the arrangements.

Local public transport arrangements

17. 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.

18. The Administration explained that it aimed to provide various modes of transport for the public to access HKBCF. TD proposed to extend the "A" route network to HKBCF by arranging the buses to observe a new stop at HKBCF. In addition, there would be feeder bus circular routes to and from HKBCF serving the Hong Kong International Airport and AsiaWorld-Expo and MTR Sunny Bay Station, and green minibuses between public transport interchange at HKBCF and MTR Tung Chung Station to facilitate people accessing HKBCF using the public transport network. The Panel noted that NFB service would also be offered to tourists visiting the major tourist attractions in the region.

19. However, some members were concerned about the Administration's proposal to extend the present "A" routes to HKBCF by adding a new bus stop at HKBCF before the airport for airport-bound trips. They considered it unacceptable to and unfair for commuters travelling to the airport that, in extending the routes, their journeys had to be delayed simply to cater for the transport demand at HKBCF. They suggested opening 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 so that passengers could change there for feeder routes to and from HKBCF.

20. 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. Some members also suggested that the Administration should provide real-time information on parking space availability at HKBCF on Government websites so that the public could plan their journey beforehand.

21. 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, it was estimated that the journey time would in fact be slightly shorter than that at present. If "A" routes were to terminate at HKBCF after observing a stop at the Hong Kong International Airport, the total travelling distance of the route would be longer. The Administration further advised that it would take into account members' suggestions regarding the provision of parking space, and would explore earmarking suitable sites on the HKBCF Island for provision of parking facilities in the course of the topside development.

Traffic volume

22. 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.

Traffic impact on Lantau Island and Tuen Mun

23. Some Members were concerned over the traffic impact on Lantau Island and 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.

24. In response to questions raised at the Council meetings of 23 November 2016 and 8 February 2017, STH advised that to tie in with the commissioning of HZMB, the Government had made plans for the overall transport network to cope with the additional traffic flow. Vehicles connecting to HKBCF could use the new access road leading to the Hong Kong International Airport or TM-CLKL to travel to the urban area or the New Territories. Before the commissioning of the southern section of TM-CLKL, vehicles travelling to HKBCF would be routed through Airport Road and North Lantau Highway without going through Tung Chung City Centre. Therefore, there would be no direct impact on the traffic within the Tung Chung City Centre.

25. STH further advised that the Civil Engineering and Development Department was making preparations for the setting up of the Sustainable Lantau Office, which would conduct an overall traffic and transport study for Lantau in early 2017 for targeted completion in mid-2018. In addition, the Development Bureau and the Planning Department were undertaking the study "Hong Kong 2030+: Towards A Planning Vision and Strategy Transcending 2030", which would cover two strategic growth areas in East Lantau Metropolis and north New Territories respectively. The Transport and Housing Bureau had been involved in the planning of transport infrastructure in the study and would launch a strategic study for railways and major trunk roads beyond 2030 to examine the transport infrastructure required for the planning and development of Lantau, Northwest New Territories and north New Territories.

26. Regarding the traffic impact on Tuen Mun, STH advised that according to the latest traffic study conducted by TD, upon the commissioning of TM-CLKL, the traffic demand of the busier major road sections in Tuen Mun would remain acceptable until 2026. TD would closely monitor the traffic demand and changes in the traffic conditions of the road network of Tuen Mun, and would formulate traffic management measures in a timely manner. STH further advised that the Administration also planned to take forward the Route 11 project for linking up the Northwest New Territories with the urban areas in order to meet the expected higher traffic demand, and at the same time, to improve the "external connectivity" of Lantau and the airport island.

27. As for the progress of implementing TMWB, STH advised that HyD had consulted stakeholders many times on its alignment, portal and design in the past few years. Having considered the comments of various parties and upon further planning, HyD consulted the relevant District Councils and Rural Committee in the latter half of 2016 on the latest proposed alignment and was making preparation for the investigation study and the preliminary design which was targeted for commencement by mid-2017.

Future toll level of HZMB and TM-CLKL

28. Panel members had been expressing concerns over the toll levels of HZMB and TM-CLKL. The Administration advised in February 2016⁴ 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 three governments had completed the relevant discussion.

29. 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.

30. The Administration advised that it 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. Upon the commissioning of the sub-sea tunnel section of TM-CLKL, the Lantau Link would no longer be the only road access to Lantau Island. In future, 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.

Shortage and aging problem of cross-boundary container truck drivers

31. 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 exploring with the Mainland authorities the direct issuance of mainland driving licences without driving test to container truck drivers in Hong Kong.

⁴ LC Paper No. CB(4)629/15-16(06)

32. 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. 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.

33. 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

34. During the Fifth Legislative Council, a total of nine 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 2015, 27 May 2015, 9 December 2015, 25 May 2016, 23 November 2016 and 8 February 2017. 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

35. The Administration plans to consult members on technical legislative amendment proposals on the traffic arrangements for HZMB, e.g. maintenance and management of two new tunnels; operation of drop gates; and the extension of operating boundary of the New Territories and Lantau taxis at the Panel meeting to be held on 24 February 2017.



圖例
LEGEND

- 橋樑
BRIDGE
- 隧道
TUNNEL
- 隧道人工島
TUNNEL ARTIFICIAL ISLAND
- 通航孔橋
BRIDGE OVER NAVIGATION CHANNEL

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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**Background brief on transport arrangements of
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	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/y r08-09/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/y r08-09/english/panels/tp/papers/tp0424cb1-1337-3-e.pdf
		Minutes of meeting	CB(1)2541/08-09 http://www.legco.gov.hk/y r08-09/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/y r08-09/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/y r08-09/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/yr08-09/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/yr09-10/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/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

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>
		Minutes of the meetings	<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>

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

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Background brief on transport arrangements of the Hong Kong-Zhuhai-Macao Bridge 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

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
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