

**For discussion
on 21 July 2017**

Legislative Council Panel on Transport

Legislative Amendments to Include Three New Toll-free Tunnels as Government Tunnels

Purpose

In anticipation of the commissioning of the Central-Wan Chai Bypass and Island Eastern Corridor Link (“CWB”) and the connecting road that links up Fanling Highway and Liantang/Heung Yuen Wai Boundary Control Point (“LT/HYW BCP”), we propose to subsume the three toll-free road tunnels in these projects under the legal framework for government tunnels in order to provide the requisite legal backing for the operation and management of the tunnels upon their commissioning. This paper seeks Members’ views on the proposed legislative amendments.

Background

2. CWB will form part of an east-west strategic route along the north shore of Hong Kong Island. It is a 4.5 km long dual three-lane trunk road, including a road tunnel (namely Central-Wan Chai Bypass Tunnel (“CWB Tunnel”)) of 3.7 km long connecting the Rumsey Street Flyover at Central with the Island Eastern Corridor at North Point near City Garden. The locations of CWB and the CWB Tunnel are shown in **Annex 1**.

3. The connecting road that links up Fanling Highway and LT/HYW BCP (“connecting road”) will improve the overall traffic network of the eastern New Territories. The completed connecting road will include two toll-free road tunnels, namely Lung Shan Tunnel (4.8 km long) which connects Fanling Highway with Sha Tau Kok Road Interchange, and Cheung Shan Tunnel (0.7 km long) which is a road tunnel along the trunk road linking up Sha Tau Kok Road Interchange and the new BCP. The locations of the connecting road and the two tunnels are shown in **Annex 2**.

4. According to the assessment by relevant departments, based on the present progress, CWB can be commissioned in end-2018 or the first quarter of 2019, and the construction of the connecting road is expected to be completed by end-2018.

Legislative Proposals

5. 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 the CWB Tunnel, Lung Shan Tunnel and Cheung Shan Tunnel, we propose that these three new government tunnels be added to the Road Tunnels (Government) Ordinance.

6. Pursuant to the Road Tunnels (Government) Regulations (Cap. 368A), the Government may levy a removal fee¹ and a permit fee² on vehicles using a government tunnel under specified circumstances. We therefore propose amending the Road Tunnels (Government) Regulations to specify in the fee schedules that the removal fee and the permit fee applicable to the CWB Tunnel, Long Shan Tunnel and Cheung Shan Tunnel will be the same as other existing government tunnels.

7. At present, the Road Tunnels (Government) Regulations stipulate that all buses, vehicles carrying dangerous goods, vehicles required to obtain a permit, as well as medium and heavy vehicles shall be driven on the left-hand lane of a government tunnel. The CWB Tunnel is a dual three-lane tunnel, and motorists have to use the left-hand lane or the lane next to it when heading for different destinations. To allow the above types of vehicles to use the left-hand lane and the lane next to it, we propose amending the Road Tunnels (Government) Regulations to introduce driving rules, traffic signs and road markings applicable to the CWB Tunnel.

8. Moreover, the Transport Department is reviewing the traffic signs and road markings stipulated in the Road Tunnels (Government) Regulations and considers that the functions of certain signs and markings have become outdated with the development and adoption of electronic display devices in various types of tunnel Traffic Control and Surveillance System (“TCSS”). As such, we propose that the relevant provisions of the Road Tunnels (Government) Regulations as well as its Schedule 1 – Traffic Signs and Road Markings be

¹ 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.

² 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 is required to pay a permit fee in order to obtain a permit. The permit fee is \$82.

suitably updated to meet the present-day traffic management needs. The proposed legislative amendments include –

- (i) making certain figures³ in Schedule 1 to the Road Tunnels (Government) Regulations applicable to all government tunnels. At present, those figures are only applicable to some of the government tunnels; and
- (ii) removing certain figures⁴ in Schedule 1 to the Road Tunnels (Government) Regulations, as those signs have alternative prescribed signs under the electronic display devices for TCSS of tunnels or are no longer required.

Next Step

9. We are currently preparing the legislative amendments. To meet the above timeframe, after consultation with the Legislative Council (“LegCo”) Panel on Transport, we plan to table the legislative amendments in LegCo for negative vetting in early 2018. The above-mentioned legislative amendments need to commence before the commissioning of the three tunnels.

Advice Sought

10. Members are invited to comment on the proposed legislative amendments as set out in paragraphs 4 to 8 above.

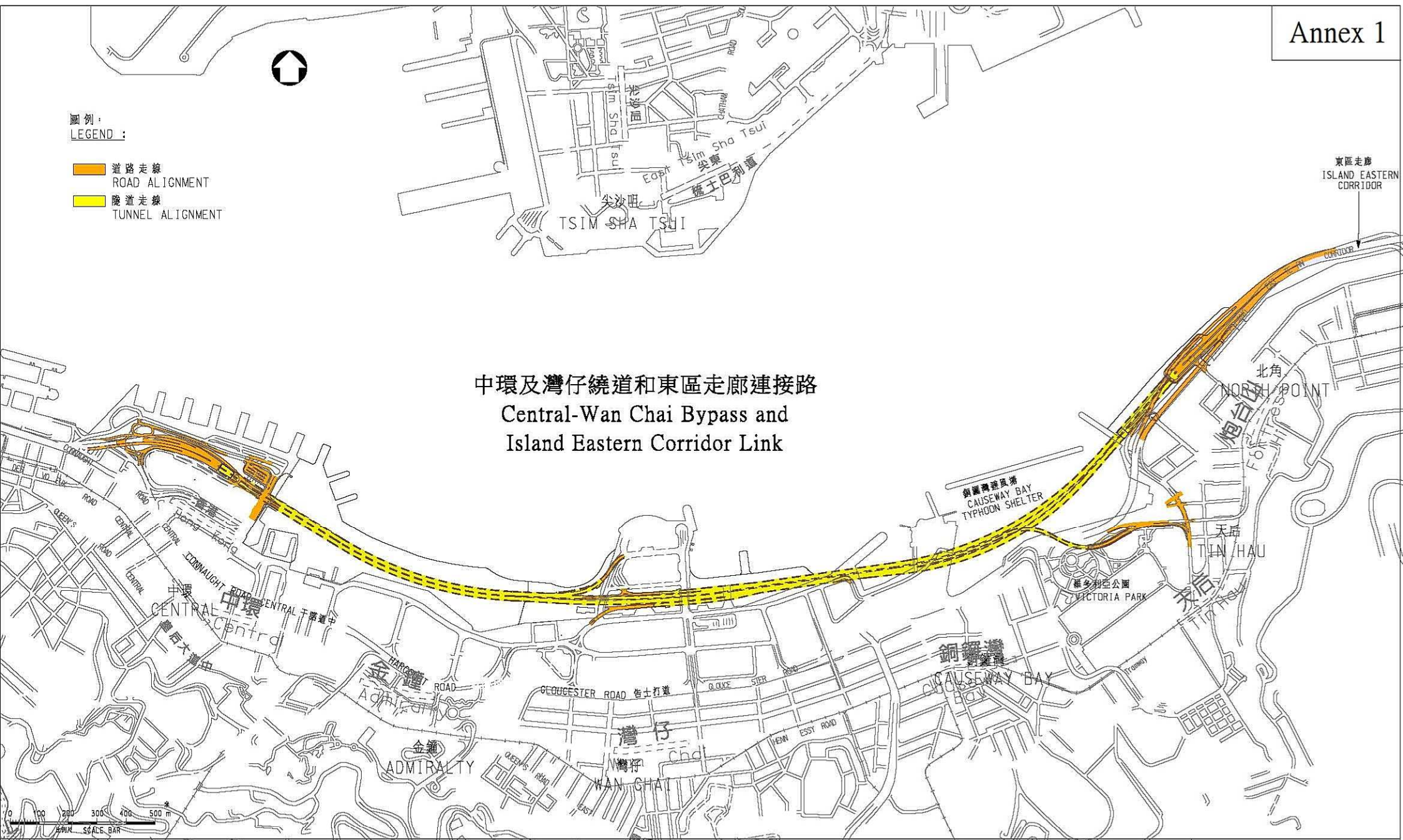
Transport and Housing Bureau
Transport Department
July 2017

³ Including Figure No. 17 (use dipped headlights), Figure No. 23 (buses, medium goods vehicles and heavy goods vehicles must keep to the nearside lane) and Figure No. 24 (speed reduction road marking).

⁴ Including Figure No. 15 (move to left hand lane), Figure No. 16 (single lane working), Figure No. 18 (height gauge), Figure No. 19 and 20 (single tube working), Figure No. 21 (payment of exact toll) and Figure No. 22 (do not enter tunnel).

圖例：
LEGEND :

- 道路走線
ROAD ALIGNMENT
- 隧道走線
TUNNEL ALIGNMENT



中環及灣仔繞道和東區走廊連接路
Central-Wan Chai Bypass and
Island Eastern Corridor Link

