

**LEGISLATIVE COUNCIL BRIEF**

Road Tunnels (Government) Ordinance (Cap. 368)  
Road Traffic Ordinance (Cap. 374)  
Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240)

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

**INTRODUCTION**

In order to properly manage vehicles using the Hong Kong Boundary Crossing Facilities (“HKBCF”) and the Hong Kong Link Road (“HKLR”) upon the commissioning of the Hong Kong-Zhuhai-Macao Bridge (“HZMB”), we will adopt appropriate traffic arrangements. Technical amendments are introduced to the relevant transport-related legislation to provide a legal basis for the said traffic arrangements on the following –

- (a) operation of drop gates<sup>1</sup> at the HKBCF;
- (b) operation and management of two new toll-free government tunnels, namely the Scenic Hill Tunnel and the Airport Tunnel;
- (c) “driving on the right” (“right-driving”) arrangement for the HKLR (including the Scenic Hill Tunnel);
- (d) additional taxi fare payable by passengers for the use of the Lantau Link under the two-way toll collection arrangement at the Lantau Link; and
- (e) permitted operating areas for New Territories (“NT”) taxis and Lantau taxis.

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<sup>1</sup> Drop gates are similar to bars installed at the entrance or exit of car parks for allowing or barring vehicles from going through.

2. In relation to paragraph 1(b), 1(c) (in respect of arrangements for the Scenic Hill Tunnel) and 1(d), at the meeting of the Executive Council on 11 April 2017, the Council **ADVISED** and the Chief Executive **ORDERED** that –

- (a) the Road Tunnels (Government) Ordinance (Amendment of Schedule 1) Notice 2017, at **Annex A**, should be made under section 3 of the Road Tunnels (Government) Ordinance (Cap. 368);
- (b) the Road Tunnels (Government) (Amendment) (No. 2) Regulation 2017, at **Annex B**, should be made under section 20 of the Road Tunnels (Government) Ordinance; and
- (c) the Road Traffic (Public Service Vehicles)(Amendment)(No. 2) Regulation 2017, at **Annex C**, should be made under section 7(1C) of the Road Traffic Ordinance (Cap. 374).

3. In relation to paragraph 1(a), 1(c) (other than the arrangements for the Scenic Hill Tunnel) and 1(e), the Secretary for Transport and Housing has made –

- (a) the Road Traffic (Registration and Licensing of Vehicles) (Amendment) Regulation 2017, at **Annex D**, in exercise of the power under section 6 of the Road Traffic Ordinance;
- (b) the Road Traffic (Traffic Control) (Amendment) Regulation 2017, at **Annex E**, in exercise of the power under section 11 of the Road Traffic Ordinance; and
- (c) the Road Traffic (Expressway) (Amendment) Regulation 2017, at **Annex F**, in exercise of the power under section 131 of the Road Traffic Ordinance.

4. In tandem with the legislative amendments in paragraph 3(c), subject to approval of the Legislative Council (“LegCo”), the Government proposes to make consequential amendments under section 12 of the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) to the relevant item numbers and descriptions of driving offences specified in the Schedule to that Ordinance. The resolution is at **Annex G**.

## JUSTIFICATIONS

### *Operation of drop gates*

5. 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 only stipulates that the Commissioner for Transport may install and operate equipment for the control and guidance of vehicles, the legislation concerned has to be amended to ensure that the Commissioner for Transport may permit other persons such as a contractor to install and operate equipment such as drop gates to control and guide vehicles.

### *Operation and management of Scenic Hill Tunnel and Airport Tunnel*

6. The Road Tunnels (Government) Ordinance provides for the control and regulation of vehicular and pedestrian traffic in government tunnels, the operation and management of such tunnels and for matters ancillary thereto and connected therewith. The Scenic Hill Tunnel (about 1km) forms part of the HKLR while the Airport Tunnel (about 0.6km) links up the traffic from HKBCF to the Hong Kong International Airport (“HKIA”). The locations of these two tunnels are shown at Annex H. These two toll-free government tunnels need to be placed under the Road Tunnels (Government) Ordinance. We therefore propose to amend Schedule 1 to the Ordinance to add these two tunnels to the list of government tunnels to which the Ordinance applies.

7. Besides, under the Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A), a removal fee<sup>2</sup> or permit fee<sup>3</sup> may be charged in

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<sup>2</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>3</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.

respect of vehicles using a government tunnel under specified circumstances. We propose to amend Schedule 2 (Tolls and Fees) to the Road Tunnels (Government) Regulations to specify the removal fee and permit fee applicable to the Scenic Hill Tunnel and the Airport Tunnel. The amount of those fees will be the same as the respective fees charged in respect of other existing government tunnels. Opportunity is also taken to amend Schedule 1 (Traffic Signs and Road Markings) to the Road Tunnels (Government) Regulations to provide for a new type of lane signal<sup>4</sup> that will be used in a government tunnel.

### *Right-driving arrangement for HKLR*

8. The main bridge of the HZMB (“Main Bridge”) is located in Mainland waters. It will adopt the right-driving arrangement pursuant to Mainland laws, which is different from the “driving on the left” (“left-driving”) arrangement in Hong Kong (illustrations of the two driving arrangements are set out at **Annex I**). The connection point of the Main Bridge and the HKLR is the boundary between the Mainland and Hong Kong. Both the Main Bridge and the HKLR are on expressways with a speed limit of 100km per hour. If the left-driving arrangement is changed to right-driving arrangement at the connection point, it would entail lane changing and other diversion arrangements. While travelling at high speed, outbound vehicles (mainly medium and heavy goods 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, and 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. Inbound vehicles would need to do similar lane changing. Such lane changing at high speed will pose serious road safety problem. To ensure road safety, the HKLR (including the Scenic Hill Tunnel) that connects with the Main Bridge 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 (the interface is illustrated at **Annex J**). To implement the

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<sup>4</sup> A three aspect lane signal (i.e. Figure No. 4) is stipulated in Schedule 1 (Traffic Signs and Road Markings) to the Road Tunnels (Government) Regulations. Green arrow, steady or intermittent amber 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 (i.e. the newly added Figure No. 4A) which is single aspect will be able to display green arrow, steady or intermittent amber light and red cross depending on the situation.

right-driving arrangement, we propose to introduce, based on existing ones, appropriate driving rules, traffic signs, road markings, driving offences and exemptions.

*Additional taxi fare payable by passengers for using Lantau Link under two-way toll collection arrangement at Lantau Link*

9. At present, the Lantau Link provides the only vehicular access to Lantau, 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 (where payment is made upon leaving Lantau) and the Ma Wan Toll Plaza (where payment is made upon entering Ma Wan). The route map for one-way toll collection is at **Annex K**.

10. The Tsing Ma Control Area (Tolls, Fees and Charges) Regulation (Cap. 498 sub. leg. A) 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.

11. For taxi passengers, according to Schedule 5 to the Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D), 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>5</sup>. Such additional fare comprises two components:

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<sup>5</sup> For example, when a passenger hires a taxi to travel to Lantau, under one-way toll collection arrangement, 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 to leave Ma Wan, under one-way toll arrangement, 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.

- (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 have to pay out of pocket in relation to the Lantau Link toll.

The existing provisions are set out at **Annex L**.

12. The objective of charging passengers the extra amount mentioned in paragraph 11(b) 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/she enters or leaves Lantau, Chek Lap Kok or Ma Wan without passengers.

13. 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 without having to pass through the Lantau Link. Hence, the underlying logic for the one-way toll collection arrangement at the Lantau Link no longer works and will have to be changed to two-way toll collection<sup>6</sup>. Under the two-way toll collection arrangement<sup>7</sup>, drivers 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 **Annex M**.

14. Since the existing formulation of the additional taxi fare for the use of the Lantau Link set out at Schedule 5 to the Road Traffic (Public

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<sup>6</sup> Pursuant to section 2 of the Tsing Ma Control Area (Tolls, Fees and Charges) Regulation, 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) on 20 August 2017.

<sup>7</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.

Service Vehicles) Regulations (see Annex L) is premised on there being a one-way toll collection, we need to make technical amendment to the provisions in Schedule 5 to tie in with the implementation of two-way toll collection at Lantau Link. It should be noted that after making the above legislative amendments, there will not be any change to the amount of additional fare paid by passengers whose taxi hirings involve the use of the Lantau Link.

*Permitted operating areas for NT taxis and Lantau taxis*

15. 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>8</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. 374 sub. leg. E). 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.

16. 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. The Government would adjust the permitted operating areas for NT taxis and Lantau taxis when 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 HKIA (1997), Hong Kong Disneyland (2005) and 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 HKIA. The existing permitted operating areas for NT taxis and Lantau taxis are set out at Annex N.

17. Related projects of the HZMB include the HKBCF, the HKLR and the Tuen Mun–Chek Lap Kok Link (“TM-CLKL”)<sup>9</sup>. There will be

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<sup>8</sup> At present, there are 2 838 NT taxis and 75 Lantau taxis serving designated areas in NT and Lantau respectively.

<sup>9</sup> The TM-CLKL provides a direct route between north-western NT and HZMB, the HKIA and North Lantau, as well as an alternative passage to and from the HKIA (see Annex H).

a public transport interchange at the HKBCF. 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 HKIA as well as the Hong Kong Disneyland, we propose to amend the permitted operating areas of NT taxis and Lantau taxis accordingly.

18. 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 HKIA; and
- (c) the TM-CLKL<sup>10</sup>.

19. As for Lantau taxis, the existing legislation for its service area 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 HKIA, 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 HKBCF is an artificial island which belongs to the Chek Lap Kok area. For the avoidance of doubt and to provide for a clearer identification 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.

20. The permitted operating areas for NT taxis and Lantau taxis after amendment are set out at **Annex O**. The relevant route map for NT taxis entering and leaving the HKBCF is at **Annex P**.

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<sup>10</sup> The Southern Connection of TM-CLKL would also facilitate passengers travelling between the HKBCF and the Hong Kong Disneyland.

## **THE RESOLUTION, AMENDMENT NOTICE AND AMENGMENT REGULATIONS**

### *Road Tunnels (Government) Ordinance (Amendment of Schedule 1) Notice 2017*

21. The Road Tunnels (Government) Ordinance (Amendment of Schedule 1) Notice 2017 adds the Scenic Hill Tunnel and the Airport Tunnel to Schedule 1 to the Road Tunnels (Government) Ordinance so as to make the Ordinance applicable to them.

### *Road Tunnels (Government) (Amendment) (No. 2) Regulation 2017*

22. The Road Tunnels (Government) (Amendment) (No. 2) Regulation 2017 mainly aims at amending the Road Tunnels (Government) Regulations to –

- (a) provide for the new requirements, based on the existing requirements, to require buses, vehicles carrying dangerous goods, vehicles required to obtain a permit, and vehicles towing another vehicle to use the right most lane of a right-driving tunnel, as well as medium and heavy goods vehicles to use the right most lane or the lane next to the right most lane of a right-driving tunnel (section 6);
- (b) introduce new traffic signs, based on the existing signs, for a right-driving tunnel and introduce a new type of lane signal that will be used in a government tunnel (sections 4 and 10);
- (c) extend the scope of the current driving offence and exemption to the above-mentioned requirements, and the application of traffic signs<sup>11</sup> to a right-driving tunnel (sections 7 and 8); and
- (d) specify the removal fee and permit fee applicable to the Scenic Hill Tunnel and the Airport Tunnel (section 11).

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<sup>11</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. In addition, 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 exempted from driving on the left most lane.

*Road Traffic (Public Service Vehicles) (Amendment) (No. 2) Regulation 2017*

23. Section 4 of the Road Traffic (Public Service Vehicles) (Amendment) (No. 2) Regulation 2017 amends Schedule 5 to the Road Traffic (Public Service Vehicles) Regulations so that the additional taxi fare payable by a taxi passenger in hiring a taxi involving the use of the Lantau Link will tie in with the implementation of two-way toll collection at the Lantau Link.

*Road Traffic (Registration and Licensing of Vehicles) (Amendment) Regulation 2017*

24. Section 3 of the Road Traffic (Registration and Licensing of Vehicles) (Amendment) Regulation 2017 amends Schedule 7 to the Road Traffic (Registration and Licensing of Vehicles) Regulations so that the permitted areas of NT and Lantau taxis will be amended to facilitate the operation of these two types of taxis between their respective operating areas and the HKBCF<sup>12</sup>, as well as between the HKBCF and the HKIA as well as the Hong Kong Disneyland, having regard to the commissioning of the HZMB and its related projects.

*Road Traffic (Traffic Control) (Amendment) Regulation 2017*

25. The Road Traffic (Traffic Control) (Amendment) Regulation

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<sup>12</sup> The new permitted areas for NT taxis include the TM-CLKL which comprises the Southern Connection and the Northern Connection. The Southern Connection has been gazetted as Shun Long Road. The Northern Connection, which is mainly a sub-sea tunnel, is not yet named. We have adopted the following formulation in the Road Traffic (Registration and Licensing of Vehicles) (Amendment) Regulation 2017 to indicate the Northern Connection that can be accessed by NT taxis:

“The following roads in the Islands District and Tuen Mun District, as delineated in Part II of Schedule 1 to the District Councils Ordinance (Cap. 547) –

- (i) all roads directly joining Lung Mun Road and Shun Long Road;
- (ii) all roads directly joining Lung Fu Road and Shun Long Road;
- (iii) all roads directly joining Lung Mun Road and Chek Lap Kok Road; and
- (iv) all roads directly joining Lung Fu Road and Chek Lap Kok Road.”

The operating boundary for NT taxis concerning the Northern Connection of TM-CLKL can be found at **Annex Q**.

2017 mainly aims at amending the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G) to –

- (a) provide for the new requirements, based on the existing requirements<sup>13</sup>, in relation to box junction, double white line and road stud for a right-driving road (sections 4, 5 and 7);
- (b) introduce new traffic signs, roads markings and light signals, based on the existing signs, markings and light signals, for a right-driving road (sections 6, 10, 11 and 12);
- (c) extend the scope of the current driving offences to the above-mentioned requirements, and the application of traffic signs, road markings and light signals<sup>14</sup> to a right-driving road (section 9); and
- (d) ensure that the Commissioner for Transport may cause or permit a person to install and operate on or near a road an equipment for the control and guidance of vehicles (section 8).

*Road Traffic (Expressway) (Amendment) Regulation 2017*

26. The Road Traffic (Expressway) (Amendment) Regulation 2017 mainly aims at amending the Road Traffic (Expressway) Regulations (Cap. 374 sub. leg. Q) to –

- (a) define the driving direction of right-driving expressway, prohibit certain types of vehicles from using the left most lane, require vehicles to use the right most lane unless

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<sup>13</sup> Under Regulations 10, 11 and 13 of the Road Traffic (Traffic Control) Regulations, there are references to “right turn”, “left side of a continuous white line with a broken line” and “left edge of a carriageway” etc. in relation to requirements on box junction, double white line and road stud.

<sup>14</sup> According to Regulation 61 of the Road Traffic (Traffic Control) Regulations, any person who contravenes (i) Regulation 10(1) (requirements on box junctions) is liable to a fine of \$2,000; and (ii) Regulation 11(1) (requirements on double white lines) or Regulation 59 (failure to comply with traffic signs and road markings) 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.

overtaking, and prohibit vehicles from overtaking any other vehicle(s) on the right-hand side of the other vehicle(s) on a right-driving expressway (sections 4, 6, 8 and 10);

- (b) amend existing road traffic signs and a road marking such that they are also applicable to a right-driving expressway (sections 13 and 14); and
- (c) extend the scope of the current driving offences and exemptions to the above-mentioned requirements, and the application of the traffic sign and road marking<sup>15</sup> to a right-driving expressway (sections 11 and 12).

*Fixed Penalty (Criminal Proceedings) Ordinance – Resolution of the Legislative Council*

27. By virtue of section 12 of Fixed Penalty (Criminal Proceedings) Ordinance, the LegCo may by resolution amend the Schedule to the Fixed Penalty (Criminal Proceedings) Ordinance. In tandem with the Road Traffic (Expressway) (Amendment) Regulation 2017, the resolution aims to make consequential amendments to the relevant item numbers and descriptions of driving offences on a left-driving expressway and to introduce, based on existing offences, appropriate driving offences on a right-driving expressway in the Schedule.

28. Subject to the approval of the resolution by the LegCo, the Secretary for Transport and Housing will make corresponding amendments to Form 1<sup>16</sup> in the Schedule to the Fixed Penalty (Criminal Proceedings) Regulations (Cap. 240 sub. leg. A), in exercise of the power under section 11 of the Fixed Penalty (Criminal Proceedings) Ordinance. The draft Fixed Penalty (Criminal Proceedings) (Amendment) Regulation

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<sup>15</sup> According to Regulation 26(1) of the Road Traffic (Expressway) Regulations, any person who contravenes the provisions on driving directions, restrictions on using right most lanes, restrictions on overtaking, and failure to comply with traffic signs and road markings 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. In addition, according to Regulation 23(3) of the Road Traffic (Expressway) Regulations, vehicles within a works area shall be exempted from the restriction on using the right most lane.

<sup>16</sup> The fixed penalty tickets issued for offences under the Fixed Penalty (Criminal Proceedings) Ordinance shall be in accordance with Form 1 in the Schedule to the Fixed Penalty (Criminal Proceedings) Regulations.

2017 is at **Annex R** for Members' reference.

## **LEGISLATIVE TIMETABLE**

29. The legislative timetable for the Road Tunnels (Government) Ordinance (Amendment of Schedule 1) Notice 2017 and other amendment regulations is as follows –

Publication in the Gazette	21 April 2017
Tabling at LegCo for negative vetting	26 April 2017

30. The Secretary for Transport and Housing plans to move a motion at the LegCo meeting on 17 May 2017 for approval of the resolution to amend the Schedule to the Fixed Penalty (Criminal Proceedings) Ordinance by positive vetting.

## **COMMENCEMENT**

31. For the Road Traffic (Public Service Vehicles) (Amendment) (No. 2) Regulation 2017, the commencement date is set on 20 August 2017 to tie in with the implementation of two-way toll collection at the Lantau Link.

32. Regarding the Road Tunnels (Government) Ordinance (Amendment of Schedule 1) Notice 2017, the Road Tunnels (Government) (Amendment) (No. 2) Regulation 2017, the Road Traffic (Registration and Licensing of Vehicles) (Amendment) Regulation 2017<sup>17</sup>, the Road Traffic (Traffic Control) (Amendment) Regulation 2017, the Road Traffic (Expressway) (Amendment) Regulation 2017, and the amendments to the Fixed Penalty (Criminal Proceedings) Ordinance, the commencement date is set on 15 December 2017 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 legislative amendments is not meant to represent the commissioning date of the HZMB.

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<sup>17</sup> The commencement date for the permitted operating area involving the TM-CLKL would be separately specified by the Secretary for Transport and Housing by notice published in the Gazette in future, having regard to the completion of the works concerned.

## **IMPLICATIONS OF THE PROPOSAL**

33. The legislative amendments are technical in nature and have no economic, civil service, environmental, sustainability, productivity, competition, family or gender implications. They will increase government revenue although the implication should be minimal, as the collection of removal fees or permit fees for the Scenic Hill Tunnel and the Airport Tunnel as well as the fixed penalties for the HKLR will only occur infrequently and the total amount is relatively small. The legislative amendments are in conformity with the Basic Law, including the provisions concerning human rights. They will not affect the current binding effect of the Road Tunnels (Government) Ordinance, the Road Traffic Ordinance and the Fixed Penalty (Criminal Proceedings) Ordinance and their respective subsidiary legislation.

## **PUBLIC CONSULTATION**

34. In October 2016, the Transport Department (“TD”) consulted the urban, NT and Lantau taxi trades at the taxi conference meetings regarding the traffic arrangements for the public transport interchange at the HKBCF (including the roads to be used by all 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 explained to the Lantau taxi trade that, according to the policy on the operating areas for NT taxis, NT taxis were allowed to carry passengers travelling between their permitted operating areas and key infrastructure facilities as well as key public transport interchanges; the current arrangement that the existing permitted operating areas of NT taxis included the roads travelling to and from the HKIA and the Hong Kong Disneyland is an example. If the permitted operating areas of NT taxis were not to include the roads travelling to and from the public transport interchange of the HKBCF and the HKIA, this would have deviated from the existing policy of taxi operation and caused great inconvenience to passengers travelling to and from this major cross boundary facility.

35. On 24 February 2017 we consulted the Panel on Transport of LegCo on the legislative proposals. LegCo Members were mainly concerned about the right-driving arrangement and did not raise any objection to the other legislative proposals. Some LegCo Members

considered that the HKLR should not follow the Mainland in adopting the right-driving arrangement; and that the Mainland should follow Hong Kong's left-driving arrangement on the Main Bridge instead. There were other LegCo Members who agreed that the adoption of right-driving arrangement on the HKLR was reasonable and appropriate to ensure road safety.

36. The Government advised the Panel on Transport of LegCo that the Main Bridge (29.6 km) was located in Mainland waters; hence under the territoriality principle the right-driving arrangement should be adopted in accordance with the Mainland laws. Further, the HKLR (12 km) was directly connected to the Main Bridge. Our proposal to adopt the right-driving arrangement for the HKLR, with suitable road facilities to the north of the vehicle clearance plaza at the HKBCF for safe interface of the right-driving and left-driving arrangements, was the most appropriate arrangement to ensure road safety.

## **PUBLICITY**

37. A spokesperson will be available for answering media enquiries.

## **BACKGROUND**

38. 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 HKLR starts from the boundary between Hong Kong Special Administrative Region and the Mainland, and runs continuously to the HKBCF which is located to the east of the HKIA, and thereby linking the Main Bridge with the HKBCF. There will also be roads linking HKBCF with the HKIA, North Lantau Highway and Tuen Mun.

39. According to the latest works progress, the Highways Department assesses that the Hong Kong projects are targeted to achieve readiness for commissioning 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.

## **ENQUIRIES**

40. Any enquiry concerning this Brief can be directed to Miss Linda SO, PAS(T)6, (Tel: 3509 8196) and Miss Crystal YIP, PAS(T)1 (Tel: 3509 8171) of the Transport and Housing Bureau.

**Transport and Housing Bureau**  
**19 April 2017**

**Road Tunnels (Government) Ordinance (Amendment of Schedule 1) Notice 2017**

(Made by the Chief Executive under section 3 of the Road Tunnels (Government) Ordinance (Cap. 368) after consultation with the Executive Council)

**1. Commencement**

This Notice comes into operation on 15 December 2017.

**2. Road Tunnels (Government) Ordinance amended**

The Road Tunnels (Government) Ordinance (Cap. 368) is amended as set out in section 3.

**3. Schedule 1 amended (tunnels to which this Ordinance applies)**

(1) Schedule 1, after item 1—

**Add**

“1A. Airport Tunnel”.

(2) Schedule 1, after item 5—

**Add**

“5A. Scenic Hill Tunnel”.



Chief Executive

13<sup>th</sup> April

2017

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### **Explanatory Note**

This Notice adds Airport Tunnel and Scenic Hill Tunnel to Schedule 1 to the Road Tunnels (Government) Ordinance (Cap. 368) so as to make the Ordinance applicable to them.

## Road Tunnels (Government) (Amendment) (No. 2) Regulation 2017

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7. Regulation 15 amended (exemptions) .....	6
8. Regulation 18 amended (offences and penalties) .....	6
9. Regulation 19 amended (powers of an operator).....	6
10. Schedule 1 amended (traffic signs and road markings) .....	6
11. Schedule 2 amended (tolls and fees).....	12

## Road Tunnels (Government) (Amendment) (No. 2) Regulation 2017

(Made by the Chief Executive in Council under section 20 of the Road Tunnels (Government) Ordinance (Cap. 368))

### 1. Commencement

This Regulation comes into operation on 15 December 2017.

### 2. Road Tunnels (Government) Regulations amended

The Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A) are amended as set out in sections 3 to 11.

### 3. Regulation 2 amended (interpretation)

Regulation 2(1)—

#### Add in alphabetical order

“*left most lane* (最左線), in relation to a road inside a tunnel tube, means the lane of the road that, when facing in the direction of traffic flow of the lane—

(a) is bound on the right-hand side by another lane; and

(b) is bound on the left-hand side—

(i) for a left-driving tunnel—

(A) by a road marking of the type shown in Figure No. 505, 512, 606 or 607 prescribed in Schedule 2 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G); or

- (B) in the absence of any such road marking, by a kerb, barrier fence or works area; or
- (ii) for a right-driving tunnel—
  - (A) by a road marking of the type shown in Figure No. 505 or 607 prescribed in Schedule 2 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G); or
  - (B) in the absence of any such road marking, by a kerb, barrier fence, works area or another lane (without traffic flow in the same direction);

*left-driving tunnel* (靠左駛隧道) means a tunnel that is not a right-driving tunnel;

*right most lane* (最右線), in relation to a road inside a tunnel tube, means the lane of the road that, when facing in the direction of traffic flow of the lane—

- (a) is bound on the left-hand side by another lane; and
- (b) is bound on the right-hand side—
  - (i) for a left-driving tunnel—
    - (A) by a road marking of the type shown in Figure No. 505 or 607 prescribed in Schedule 2 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G); or
    - (B) in the absence of any such road marking, by a kerb, barrier fence, works area or another lane (without traffic flow in the same direction); or

- (ii) for a right-driving tunnel—
  - (A) by a road marking of the type shown in Figure No. 505, 512, 606 or 607 prescribed in Schedule 2 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G); or
  - (B) in the absence of any such road marking, by a kerb, barrier fence or works area;

*right-driving tunnel* (靠右駛隧道) means Scenic Hill Tunnel;”.

#### 4. Regulation 3 amended (prescribed signs and road markings)

- (1) Regulation 3(1)(a), English text—  
**Repeal**  
“inclusive”.
- (2) Regulation 3(1A), English text—  
**Repeal**  
“inclusive”.
- (3) After regulation 3(1B)—  
**Add**  
“(1C) Without prejudice to paragraph (1), the Authority for the purposes of regulating and controlling traffic may display at the tunnel area of a right-driving tunnel a traffic sign of the type shown in any of the Figure Nos. 25, 26 and 27 prescribed in Schedule 1.”.
- (4) Regulation 3(3)—  
**Repeal**  
“(1A) or (1B)”

**Substitute**

“(1A), (1B) or (1C)”.

- (5) Regulation 3(4)—

**Repeal**

“colour of type”

**Substitute**

“colour or type”.

- (6) Regulation 3(6)—

**Repeal**

everything after “of—”

**Substitute**

“(a) any traffic sign of the type shown in any of the Figure Nos. 1 to 6, 10, 11, 14, 14A, 15 to 23, 25, 26 and 27 prescribed in Schedule 1; and

(b) any traffic sign or road marking prescribed by the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G),

displayed under paragraph (1), (1A), (1B) or (1C).”.

**5. Regulation 8 amended (traffic confined to left-hand lanes)**

- (1) Regulation 8, heading—

**Repeal**

“Traffic confined to left-hand lanes”

**Substitute**

“Left-driving tunnel: certain vehicles confined to left most lane”.

- (2) Regulation 8—

**Renumber the regulation as regulation 8(2).**

- (3) Before regulation 8(2)—

**Add**

“(1) This regulation applies to a left-driving tunnel.”.

- (4) Regulation 8(2)—

**Repeal everything before the dash****Substitute**

“(2) Except when directed or signalled to do otherwise by an authorized officer, a person must not drive any of the following vehicles on a road inside a tunnel tube other than in the left most lane”.

- (5) Regulation 8(2)(c)—

**Repeal**

“and”.

**6. Regulation 8A added**

After regulation 8—

**Add****“8A. Right-driving tunnel: certain vehicles confined to right most lane or lane next to it**

- (1) This regulation applies to a right-driving tunnel.

(2) Except when directed or signalled to do otherwise by an authorized officer, a person must not drive any of the following vehicles on a road inside a tunnel tube other than in the right most lane—

(a) a bus;

(b) a vehicle requiring permission under regulation 11A(2) or a permit under regulation 14;

(c) a vehicle towing another vehicle.

- (3) Except when directed or signalled to do otherwise by an authorized officer, a person must not drive a goods vehicle of a permitted gross vehicle weight exceeding 5.5 tonnes on a road inside a tunnel tube other than—
  - (a) in the right most lane; or
  - (b) in the lane next to the right most lane.
- (4) However, paragraph (3) does not apply if the goods vehicle also falls within paragraph (2)(b) or (c)."

7. **Regulation 15 amended (exemptions)**

Regulation 15(1)—

**Repeal**

“8(d)”

**Substitute**

“8(2)(d), 8A(2)(c)”.

8. **Regulation 18 amended (offences and penalties)**

Regulation 18(1), before “9”—

**Add**

“8A,”.

9. **Regulation 19 amended (powers of an operator)**

Regulation 19, before “and (2)”—

**Add**

“, (1C)”.

10. **Schedule 1 amended (traffic signs and road markings)**

(1) Schedule 1, Figure No. 3—

**Repeal**

everything after “MUST PROCEED”

**Substitute**

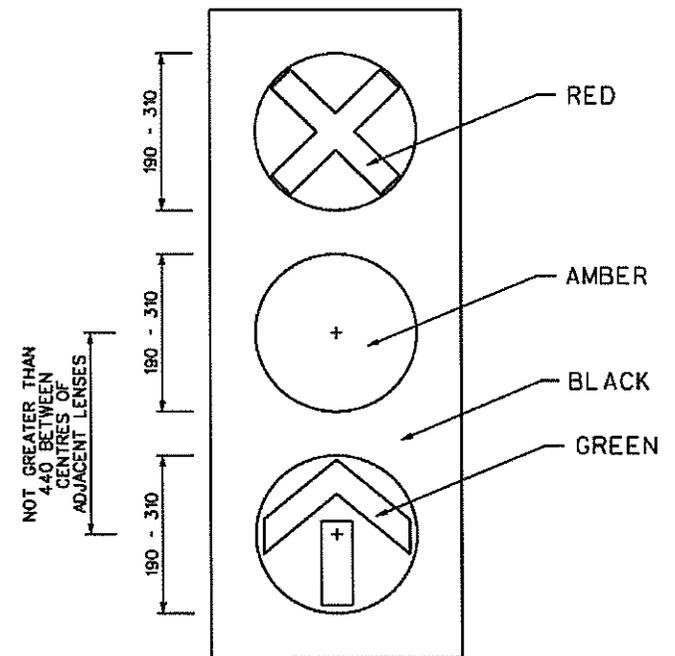
“OR KEEP TO THE LANE ON THE RIGHT-HAND SIDE (OR TO THE LANE ON THE LEFT-HAND SIDE IF THE DIRECTION OF THE ARROW IS REVERSED) OF THE LANE ABOVE WHICH THE SIGN IS DISPLAYED.”.

(2) Schedule 1, Figure No. 4—

**Repeal everything before the heading “LANE SIGNAL”**

**Substitute**

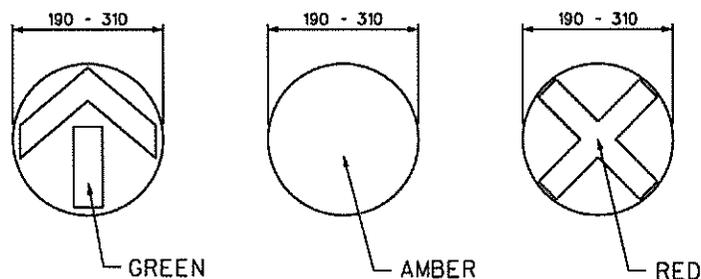
“FIGURE NO. 4



- (3) Schedule 1, before Figure No. 5—

**Add**

“FIGURE NO. 4A

LANE SIGNAL

This signal may be placed above or at the side of a lane for controlling the traffic proceeding along the lane.

If the signal displaying a green arrow is placed above a lane, the green arrow must point downwards.

The signal indicates that—

- (a) when a green arrow is displayed—vehicles may proceed along the lane;
- (b) when a steady or intermittent amber light is displayed—
  - (i) vehicles must proceed along the lane with caution; and
  - (ii) vehicles must be prepared to stop; and

- (c) when a red cross is displayed—vehicles must not proceed beneath, beyond or past the signal.

The signal may also be placed at the side of a toll booth. In that case, for a vehicle passing through a toll booth, the signal indicates that—

- (a) when a green arrow is displayed—
  - (i) the toll has been paid in respect of the vehicle, or no toll is payable in respect of it; and
  - (ii) the vehicle may proceed beyond or past the signal; and
- (b) when a red cross is displayed—
  - (i) the toll has not been paid in respect of the vehicle; and
  - (ii) the vehicle must not proceed beyond or past the signal.”.

- (4) Schedule 1, English text, Figure No. 15—

**Repeal**“LEFT HAND LANE”**Substitute**“LANE ON THE LEFT”.

- (5) Schedule 1, English text, Figure No. 15—

**Repeal**“LEFT HAND LANE”**Substitute**“LANE ON THE LEFT”.

- (6) Schedule 1, English text, Figure No. 16—

**Repeal**

“LEFT HAND LANE”

**Substitute**

“LANE ON THE LEFT”.

- (7) Schedule 1, Figure No. 23—

**Repeal**

“TUNNEL”

**Substitute**

“LEFT-DRIVING TUNNEL”.

- (8) Schedule 1, Figure No. 23—

**Repeal**

“NEAR SIDE LANE”

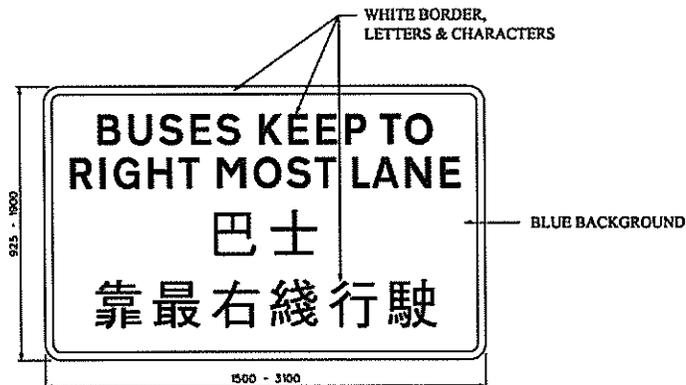
**Substitute**

“LEFT MOST LANE OF A ROAD INSIDE A TUBE OF A LEFT-DRIVING TUNNEL”.

- (9) Schedule 1, after Figure No. 24—

**Add**

“FIGURE NO. 25



KEEP TO RIGHT MOST LANE IN RIGHT-DRIVING TUNNEL

This sign indicates that buses must keep to the right most lane of a road inside a tube of a right-driving tunnel.

The word and characters “BUSES” and “巴士” may be replaced by the descriptions of any other motor vehicles to indicate that such vehicles must keep to the right most lane of a road inside a tube of a right-driving tunnel.

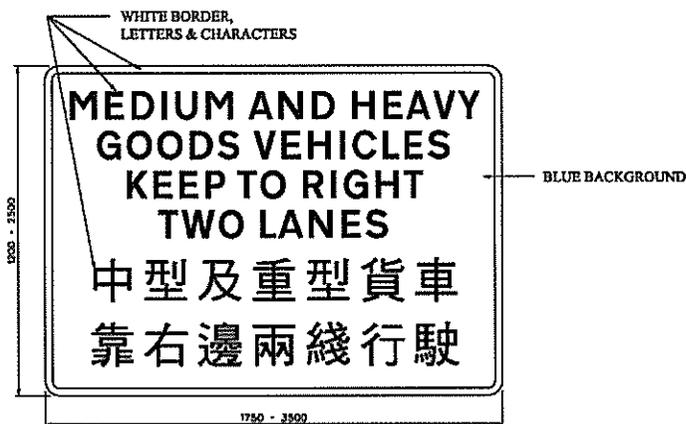
FIGURE NO. 26



KEEP TO RIGHT MOST LANE OR MIDDLE LANE IN RIGHT-DRIVING TUNNEL

This sign indicates that medium goods vehicles and heavy goods vehicles must keep to the right most lane, or the middle lane, of a road inside a tube of a right-driving tunnel.

FIGURE NO. 27



KEEP TO TWO LANES ON THE RIGHT IN RIGHT-DRIVING TUNNEL

This sign indicates that medium goods vehicles and heavy goods vehicles must keep to the right most lane, or the lane next to the right most lane, of a road inside a tube of a right-driving tunnel.”.

**11. Schedule 2 amended (tolls and fees)**

- (1) Schedule 2, Part 4, section 2, Table, after item 1—  
**Add**  
 “1A. Airport Tunnel            \$140        \$175        \$215”.
- (2) Schedule 2, Part 4, section 2, Table, after item 5—  
**Add**  
 “5A. Scenic Hill Tunnel    \$140        \$175        \$215”.
- (3) Schedule 2, Part 5, after item 1—

- Add**  
 “1A.            Airport Tunnel                            \$82”.
- (4) Schedule 2, Part 5, after item 5—  
**Add**  
 “5A.            Scenic Hill Tunnel                        \$82”.

  
 Clerk to the Executive Council

COUNCIL CHAMBER

11<sup>th</sup> April, 2017

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### Explanatory Note

The main purpose of this Regulation is to amend the Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A) (*principal Regulations*)—

- (a) to provide for the removal fees and permit fees for Airport Tunnel and Scenic Hill Tunnel;
- (b) to provide for the traffic control and regulation in Scenic Hill Tunnel as it is a right-driving tunnel; and
- (c) to make consequential amendments to the principal Regulations.

## Road Traffic (Public Service Vehicles) (Amendment) (No. 2) Regulation 2017

(Made by the Chief Executive in Council under section 7(1C) of the Road Traffic Ordinance (Cap. 374))

### 1. Commencement

This Regulation comes into operation on 20 August 2017.

### 2. Road Traffic (Public Service Vehicles) Regulations amended

The Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D) are amended as set out in sections 3 and 4.

### 3. Regulation 2 amended (interpretation)

Regulation 2(1)—

#### Add in alphabetical order

“*Lantau Link* (青嶼幹線) has the meaning given by section 2 of the Tsing Ma Control Area Ordinance (Cap. 498);”.

### 4. Schedule 5 amended (taxi fares)

(1) Schedule 5, item 4(vi)—

#### Repeal

“within the meaning of the Tsing Ma Control Area Ordinance (Cap. 498)”.

(2) Schedule 5—

#### Repeal item 4(via)

#### Substitute

“(via) For every hiring that—

(a) begins outside Lantau, Chek

Lap Kok and Ma Wan;

(b) is for a destination in Lantau, Chek Lap Kok or Ma Wan; and

(c) involves the use of the Lantau Link..... \$15.00

(viab) For every hiring that—

(a) begins from Lantau, Chek Lap Kok or Ma Wan;

(b) is for a destination outside Lantau, Chek Lap Kok and Ma Wan; and

(c) involves the use of the Lantau Link..... \$15.00

(viac) For every hiring that—

(a) begins from Lantau or Chek Lap Kok;

(b) is for a destination in Ma Wan; and

(c) involves the use of the Lantau Link..... \$30.00

(viad) For every hiring that—

(a) begins from Ma Wan;

(b) is for a destination in Lantau or Chek Lap Kok; and

(c) involves the use of the Lantau Link..... \$30.00”.

(3) Schedule 5—

Repeal item 4(vic).



Clerk to the Executive Council

COUNCIL CHAMBER

11<sup>th</sup> April, 2017

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### Explanatory Note

This Regulation amends the Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D) so that an additional fare is required to be paid in any of the following situations in a hiring of a taxi involving the use of the Lantau Link, to tie in with the implementation of two-way toll collection of the Lantau Link—

- (a) a hiring that begins outside Lantau, Chek Lap Kok and Ma Wan for a destination in Lantau, Chek Lap Kok or Ma Wan;
- (b) a hiring that begins from Lantau, Chek Lap Kok or Ma Wan for a destination outside Lantau, Chek Lap Kok and Ma Wan;
- (c) a hiring that begins from Lantau or Chek Lap Kok for a destination in Ma Wan;
- (d) a hiring that begins from Ma Wan for a destination in Lantau or Chek Lap Kok.

## Road Traffic (Registration and Licensing of Vehicles) (Amendment) Regulation 2017

(Made by the Secretary for Transport and Housing under section 6 of the  
Road Traffic Ordinance (Cap. 374))

### 1. Commencement

- (1) Subject to subsection (2), this Regulation comes into operation on 15 December 2017.
- (2) Section 3(3) (in so far as it relates to the new paragraph 1(i)(xxvi)) and (4) comes into operation on a day to be appointed by the Secretary for Transport and Housing by notice published in the Gazette.

### 2. Road Traffic (Registration and Licensing of Vehicles) Regulations amended

The Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374 sub. leg. E) are amended as set out in section 3.

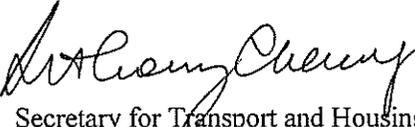
### 3. Schedule 7 amended (permitted areas for New Territories and Lantau taxis)

- (1) Schedule 7, paragraph 1(i)(xi)—  
**Repeal**  
“and”.
- (2) Schedule 7, paragraph 1(i)(xii)—  
**Repeal the full stop**  
**Substitute a semicolon.**
- (3) Schedule 7, after paragraph 1(i)(xii)—

### Add

- “(xiii) Chek Lap Kok Road, but excluding—
- (A) the section of the southbound carriageway of Chek Lap Kok Road south of its junction with Tung Wing Road; and
  - (B) the section of the northbound carriageway of Chek Lap Kok Road between the junction of Chek Lap Kok Road with East Coast Road and the junction of Chek Lap Kok Road with the slip road leading to it from Sky City Interchange;
- (xiv) Shun Fai Road;
  - (xv) Shun Wui Road;
  - (xvi) Shun Ming Road;
  - (xvii) Shun Lin Road;
  - (xviii) Shun Chit Road;
  - (xix) Tung Wing Road;
  - (xx) Sky City Interchange;
  - (xxi) the section of Cheong Lin Road between Sky City Interchange and Airport South Interchange;
  - (xxii) the roundabout joining Cheong Lin Road and Cheong Shun Road, and the section of the westbound carriageway of Cheong Lin Road between the roundabout and Airport South Interchange;
  - (xxiii) Cheong King Road;
  - (xxiv) the section of the northbound carriageway of East Coast Road between Cheong King Road and Sky City Interchange;

- (xxv) the slip road of Cheong Lin Road leading to Cheong Hong Road from the roundabout joining Cheong Lin Road and Cheong Shun Road; and
- (xxvi) Shun Long Road.”.
- (4) Schedule 7, after paragraph 1(k)—
- Add**
- “(l) The following roads in the Islands District and Tuen Mun District, as delineated in Part II of Schedule 1 to the District Councils Ordinance (Cap. 547)—
- (i) all roads directly joining Lung Mun Road and Shun Long Road;
  - (ii) all roads directly joining Lung Fu Road and Shun Long Road;
  - (iii) all roads directly joining Lung Mun Road and Chek Lap Kok Road; and
  - (iv) all roads directly joining Lung Fu Road and Chek Lap Kok Road.”.
- (5) Schedule 7, paragraph 2—
- Repeal**
- everything after “Lantau—”
- Substitute**
- “(a) All roads in Lantau.
  - (b) All roads in Chek Lap Kok.”.

  
Secretary for Transport and Housing

18<sup>th</sup> April 2017

### **Explanatory Note**

This Regulation amends Schedule 7 to the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374 sub. leg. E) to—

- (a) amend the permitted area for taxis licensed to operate within the New Territories; and
- (b) amend the permitted area for taxis licensed to operate within Lantau.

## Road Traffic (Traffic Control) (Amendment) Regulation 2017

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## Road Traffic (Traffic Control) (Amendment) Regulation 2017

(Made by the Secretary for Transport and Housing under section 11 of the Road Traffic Ordinance (Cap. 374))

### 1. Commencement

This Regulation comes into operation on 15 December 2017.

### 2. Road Traffic (Traffic Control) Regulations amended

The Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G) are amended as set out in sections 3 to 12.

### 3. Regulation 2 amended (interpretation)

(1) Regulation 2(1), definition of *traffic lane*—

#### Repeal

“504, 505, 510, 511, 512, 513,”

#### Substitute

“503A, 504, 505, 510, 511, 512, 513, 513A,”.

(2) Regulation 2(1)—

#### Add in alphabetical order

“*left-driving road* (靠左駛道路) means a road that is not a right-driving road;

*right-driving road* (靠右駛道路) means the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road;”.

### 4. Regulation 10 amended (box junctions)

(1) Regulation 10(1)—

#### Repeal

“subregulation (2)”

**Substitute**

“subregulations (2) and (3)”.

- (2) Regulation 10(2)(a), after “purpose;”—

**Add**

“or”.

- (3) Regulation 10(2)(b)—

**Repeal**

“; or”

**Substitute a full stop.**

- (4) Regulation 10(2)—

**Repeal paragraph (c).**

- (5) After regulation 10(2)—

**Add**

“(3) Subregulation (1) also does not apply to a vehicle driven into a box junction marked in accordance with Figure No. 514 in Schedule 2 if—

- (a) where the box junction is on a left-driving road, the vehicle—
- (i) is driven from a traffic lane marked with a right turn directional arrow of the type shown in Figure No. 509 in Schedule 2 to a position where the vehicle can conveniently wait to make a right turn; and
- (ii) is prevented from being driven out of the box junction by other stationary vehicles in or near the box junction waiting to complete a right turn, or by vehicles moving in the opposite direction; or

- (b) where the box junction is on a right-driving road, the vehicle—
- (i) is driven from a traffic lane marked with a left turn directional arrow of the type shown in Figure No. 509 in Schedule 2 to a position where the vehicle can conveniently wait to make a left turn; and
- (ii) is prevented from being driven out of the box junction by other stationary vehicles in or near the box junction waiting to complete a left turn, or by vehicles moving in the opposite direction.”.

**5. Regulation 11 amended (double white lines)**

- (1) Regulation 11(1)(a)—

**Repeal**

“501 or 503”

**Substitute**

“501, 503 or 503A”.

- (2) Regulation 11(2)(a)(i), English text—

**Repeal**

“his”

**Substitute**

“that”.

- (3) Regulation 11(2)(a)—

**Repeal subparagraph (ii)**

**Substitute**

“(ii) the driver can return to—

- (A) if the carriageway constitutes, or is comprised in, a left-driving road—the left side of the continuous white line with a broken white line before the commencement of continuous double white lines; or
  - (B) if the carriageway constitutes, or is comprised in, a right-driving road—the right side of the continuous white line with a broken white line before the commencement of continuous double white lines; and”.
- (4) Regulation 11(2)(a)(iii)—
- Repeal**  
“he”
- Substitute**  
“the driver”.
- (5) Regulation 11(3)(c)—
- Repeal**  
everything after “subregulation”
- Substitute**  
“(4)—
- (i) if the carriageway constitutes, or is comprised in, a left-driving road—to make a right turn into or out of any road, premises or place adjacent to the carriageway; or
  - (ii) if the carriageway constitutes, or is comprised in, a right-driving road—to make a left turn into or out of any road, premises or place adjacent to the carriageway.”.

6. **Regulation 12 amended (bus lane)**

Regulation 12(4), definition of *permitted user*—

**Repeal**

“119 or 164”

**Substitute**

“118A, 119, 119A, 164 or 164A”.

7. **Regulation 13 amended (studs)**

(1) Regulation 13(2)—

**Repeal**

everything after “and the”

**Substitute**

“illuminated colour in either case must be white.”.

(2) After regulation 13(2)—

**Add**

- “(2A) Despite subregulation (2), the illuminated colour may be red if the studs are used to delineate—
- (a) the left edge of a carriageway constituting, or comprised in, a left-driving road; or
  - (b) the right edge of a carriageway constituting, or comprised in, a right-driving road.
- (2B) Despite subregulation (2), the illuminated colour may be amber if the studs are used to delineate—
- (a) the right edge of a carriageway adjacent to a central reservation where the carriageway constitutes, or is comprised in, a left-driving road; or

(b) the left edge of a carriageway adjacent to a central reservation where the carriageway constitutes, or is comprised in, a right-driving road.

(2C) Despite subregulation (2), the illuminated colour may be green if the studs are used to delineate the edge of any part of a carriageway at a road junction, lay by or passing place.”.

**8. Regulation 52 amended (equipment)**

(1) Regulation 52(1)—

**Repeal**

“install and operate on or near a road such equipment as he”

**Substitute**

“cause or permit to be installed and operated on or near a road any equipment that the Commissioner”.

(2) After regulation 52(1)—

**Add**

“(1A) A permission under subregulation (1)—

(a) must be in writing; and

(b) may be subject to any condition that the Commissioner considers appropriate and specified in the permission.”.

(3) Regulation 52—

**Repeal subregulation (2)**

**Substitute**

“(2) A person must not, without the permission of the Commissioner, move, alter or interfere with any equipment installed under subregulation (1).”.

**9. Regulation 59 amended (failure to comply with traffic signs and road markings)**

(1) Regulation 59(1)(a)—

**Repeal**

“128, 129, 130,”

**Substitute**

“123A, 128, 129, 129A, 130, 130A,”.

(2) Regulation 59(1)(a)—

**Repeal**

“162, 165, 166, 167, 168, 169,”

**Substitute**

“161A, 162, 165, 166, 167, 168, 169, 169A,”.

(3) Regulation 59(1)(b)—

**Repeal**

“515, 516, 517,”

**Substitute**

“513A, 515, 516, 517, 517A,”.

**10. Schedule 1 amended (traffic signs)**

(1) Schedule 1, Figure No. 108, after “**RIGHT**”—

**Add**

“**IF THE DIRECTION OF THE ARROW IS REVERSED**”.

(2) Schedule 1, Figure No. 118—

**Repeal**

“NEARSIDE”

**Substitute**

“LEFT MOST”.

- (3) Schedule 1, English text, Figure No. 118—

**Repeal**

“LANE THE SUPPLEMENTARY TIME PLATE FIG.”

**Substitute**

“LANE, THE SUPPLEMENTARY TIME PLATE IN FIGURE”.

- (4) Schedule 1, Chinese text, Figure No. 118—

**Repeal**

“僅在部分時間內使用巴士綫，則須增加”

**Substitute**

“巴士綫只在部分時間使用，則須增設”.

- (5) Schedule 1, Figure No. 118—

**Repeal**

“CENTRE OR OFFSIDE”

**Substitute**

“MIDDLE OR RIGHT MOST”.

- (6) Schedule 1, English text, Figure No. 118—

**Repeal**

“SHALL”

**Substitute**

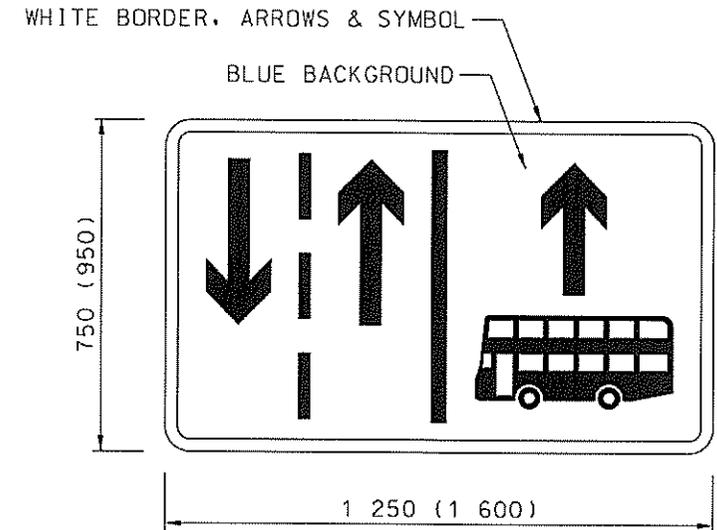
“IS TO”.

- (7) Schedule 1, after Figure No. 118—

**Add**

“REGULATORY

FIGURE No. 118A



ALL MOTOR VEHICLES EXCEPT FRANCHISED BUSES  
PROHIBITED FROM USING RIGHT MOST LANE

For part time operation of the bus lane, the supplementary time plate in Figure No. 406 will be added.

The number and direction of arrows may be altered to suit the number of lanes available.

The sign may be varied to indicate that motor vehicles except franchised buses are prohibited from using the middle or left most lane.

Where other buses are permitted to use the lane in addition to franchised buses, the symbol in the above sign is to be replaced by “Bus 巴士”.

- (8) Schedule 1, Chinese text, Figure No. 119—

**Repeal**

“行車綫的”

**Substitute**

“向前行的行車綫”.

- (9) Schedule 1, English text, Figure No. 119—

**Repeal**

“SHALL BE REPLACED BY “BUS 巴士””

**Substitute**

“IS TO BE REPLACED BY “BUS 巴士””.

- (10) Schedule 1, Chinese text, Figure No. 119—

**Repeal**

“該行車綫”

**Substitute**

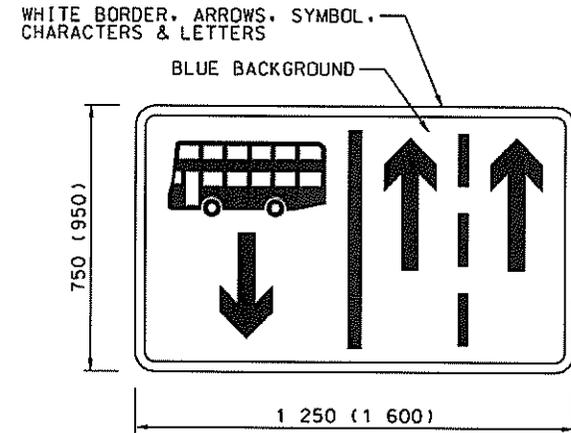
“有關的行車綫”.

- (11) Schedule 1, after Figure No. 119—

**Add**

“REGULATORY

FIGURE No. 119A



CONTRA-FLOW BUS LANE

To indicate in a one way street a traffic lane reserved for franchised buses proceeding in the opposite direction.

The number of forward arrows may be altered according to the number of forward lanes available to normal traffic.

Where the traffic lane may also be used by other buses, the symbol in the above sign is to be replaced by “Bus 巴士”.

- (12) Schedule 1, Figure No. 122, after “RIGHT”—

**Add**

“IF THE DIRECTION OF THE SYMBOL AND THE RED DIAGONAL LINE IS REVERSED”.

- (13) Schedule 1, Figure No. 123—

**Repeal**

“PLATES IN FIGURE Nos 417, 420”

**Substitute**

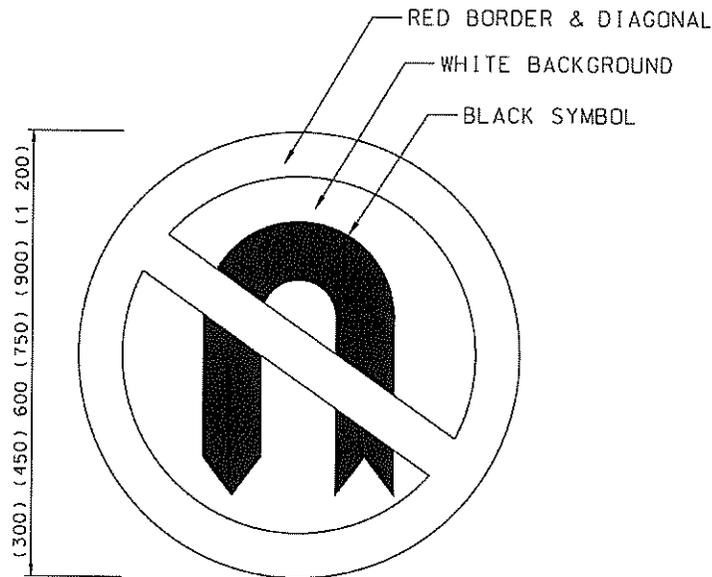
“PLATE IN FIGURE NO. 417 OR 420”.

(14) Schedule 1, after Figure No. 123—

**Add**

“REGULATORY

FIGURE No. 123A



NO-U-TURNS

This sign indicates that the making of U-turns to return in the direction from which one came is prohibited.

This sign may be used in conjunction with traffic signals and the supplementary plate in Figure No. 417 or 420 to indicate the length over which the prohibition applies.”.

(15) Schedule 1, Chinese text, Figure No. 129—

**Repeal**

“超車”

**Substitute**

“越過前車”.

(16) Schedule 1, Chinese text, Figure No. 129—

**Repeal**

“超車”

**Substitute**

“汽車越過前車”.

(17) Schedule 1, Figure No. 129—

**Repeal**

“PLATES IN FIGURE Nos. 417, 420”

**Substitute**

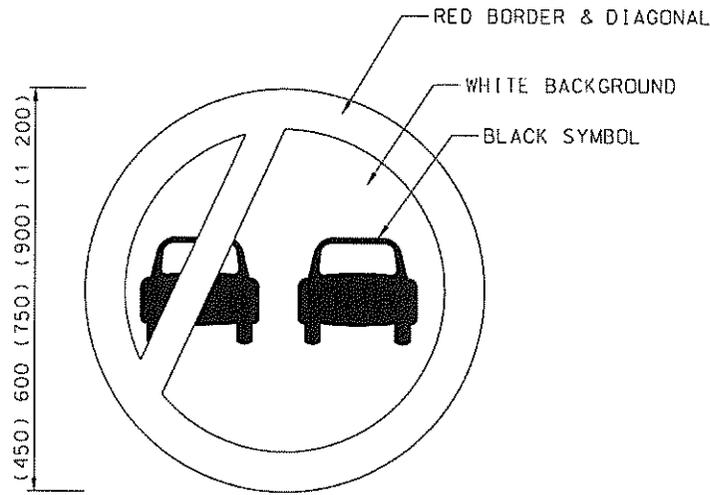
“PLATE IN FIGURE NO. 417 OR 420”.

(18) Schedule 1, after Figure No. 129—

**Add**

“REGULATORY

FIGURE No. 129A



NO OVERTAKING

This sign prohibits the overtaking of motor vehicles.

This sign may be used in conjunction with the supplementary plate in Figure No. 417 or 420.”.

- (19) Schedule 1, Figure No. 130—

**Repeal**

“KEEP TO THE NEARSIDE”

**Substitute**

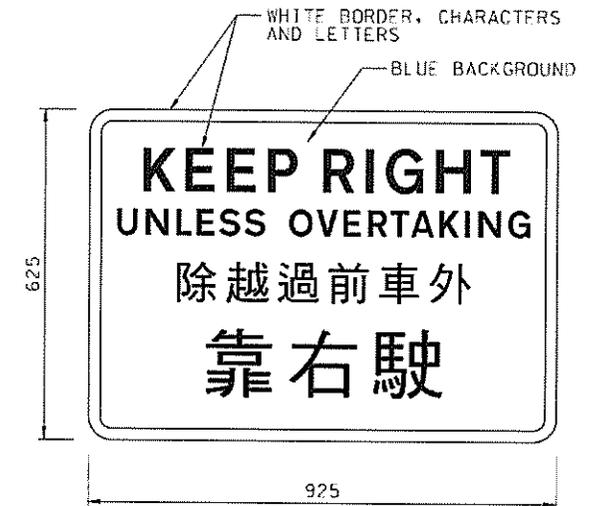
“USE THE LEFT MOST”.

- (20) Schedule 1, after Figure No. 130—

**Add**

“REGULATORY

FIGURE No. 130A



KEEP RIGHT

This sign indicates that vehicles must use the right most lane except when overtaking.”.

- (21) Schedule 1, Figure No. 161—

**Repeal**

“NEARSIDE”

**Substitute**

“LEFT MOST”.

- (22) Schedule 1, Figure No. 161—

**Repeal**

“NEARSIDE”

**Substitute**

“LEFT MOST”.

- (23) Schedule 1, English text, Figure No. 161—

**Repeal**

“THE SIGN MAY BE USED”

**Substitute**

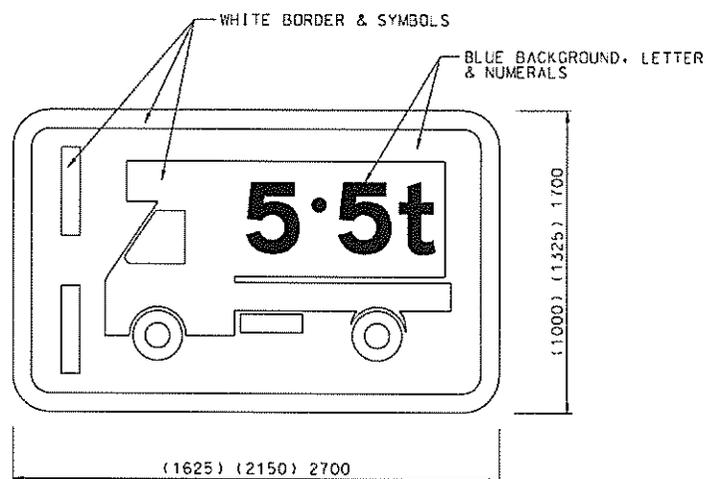
“THIS SIGN MAY BE USED”.

- (24) Schedule 1, after Figure No. 161—

**Add**

“REGULATORY

FIGURE No. 161A

**GOODS VEHICLES KEEP TO RIGHT MOST LANE**

This sign indicates that goods vehicles with a gross vehicle weight in excess of that indicated must keep to the right most lane within the area covered by the restriction.

The numerals on the sign may be altered to suit different weight limits.

This sign may be used in conjunction with the supplementary plate in Figure No. 417.”.

- (25) Schedule 1, Figure No. 164—

**Repeal**

“NEARSIDE”

**Substitute**

“LEFT MOST”.

- (26) Schedule 1, Figure No. 164—

**Repeal**

“AND/OR “pm” AND “下午””

**Substitute**

“OR “pm” AND “下午”,.”.

- (27) Schedule 1, Chinese text, Figure No. 164—

**Repeal**

“指明的”

**Substitute**

“指明”.

- (28) Schedule 1, Figure No. 164—

**Repeal**

“CENTRE OR OFFSIDE”

**Substitute**

“MIDDLE OR RIGHT MOST”.

(29) Schedule 1, English text, Figure No. 164—

**Repeal**

“SHALL”

**Substitute**

“IS TO”.

(30) Schedule 1, Chinese text, Figure No. 164—

**Repeal**

“許可”

**Substitute**

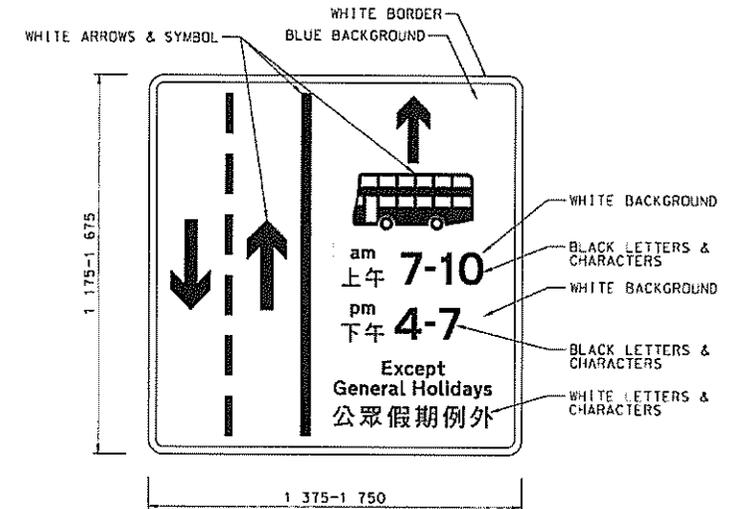
“允許”.

(31) Schedule 1, after Figure No. 164—

**Add**

“REGULATORY

FIGURE No. 164A



ALL MOTOR VEHICLES EXCEPT FRANCHISED BUSES  
PROHIBITED FROM USING RIGHT MOST LANE

The operation time period may be varied to specify any periods of time or times or in 24-hour time display without the words “am” and “上午” or “pm” and “下午”, and to specify any day or days. “Except General Holidays” and “公眾假期例外” may be deleted for operation on all days.

The number and direction of arrows may be altered to suit the number of lanes available.

The sign may be varied to indicate that motor vehicles except franchised buses are prohibited from using the middle or left most lane.

Where other buses are permitted to use the lane in addition to franchised buses, the symbol in the above sign is to be replaced by “Bus 巴士”.

- (32) Schedule 1, Figure No. 169—

**Repeal**

“THE SIGN INDICATES THAT VEHICLES MUST KEEP TO THE NEARSIDE”

**Substitute**

“THIS SIGN INDICATES THAT VEHICLES MUST USE THE LEFT MOST”.

- (33) Schedule 1, after Figure No. 169—

**Add**

“REGULATORY

FIGURE No. 169A



KEEP RIGHT

This sign is a variation in size of Figure No. 130A.

This sign indicates that vehicles must use the right most lane except when overtaking.”.

- (34) Schedule 1, Chinese text, Figure No. 172—

**Repeal**

“左綫”

**Substitute**

“向左”.

- (35) Schedule 1, Chinese text, Figure No. 172—

**Repeal**

“右綫”

**Substitute**

“向右”.

- (36) Schedule 1, Figure No. 172—

**Repeal**

“THE RIGHT-HAND SIDE”

**Substitute**

“TO THE LANE ON THE RIGHT-HAND SIDE IF THE DIRECTION OF THE ARROW IS REVERSED”.

- (37) Schedule 1, English text, Figure No. 205—

**Repeal**

“TWO WAY”

**Substitute**

“TWO-WAY”.

(38) Schedule 1, Figure No. 205—

**Repeal**

“TWO WAY TRAFFIC ON THE SAME CARRIAGEWAY WHEN ON THE PREVIOUS SECTION”

**Substitute**

“TWO-WAY TRAFFIC ON THE SAME CARRIAGEWAY WHEN, ON THE PREVIOUS SECTION,”.

(39) Schedule 1, English text, Figure No. 205—

**Repeal**

“ONE WAY”

**Substitute**

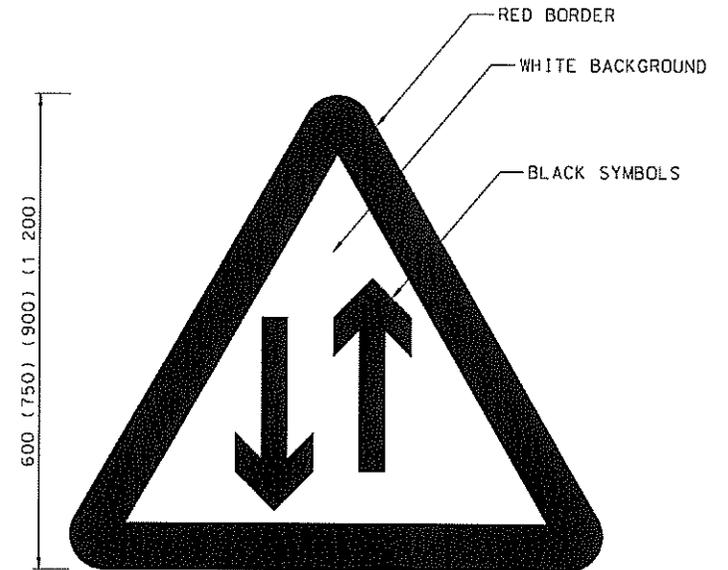
“ONE-WAY”.

(40) Schedule 1, after Figure No. 205—

**Add**

“WARNING

FIGURE No. 205A



TWO-WAY TRAFFIC

This sign informs road users of the start of a section of the road which is carrying two-way traffic on the same carriageway when, on the previous section, traffic was carried on a road comprising one-way traffic carriageways.”.

(41) Schedule 1, Figure No. 206—

**Repeal**

“TWO WAY”

**Substitute**

“A ROAD OF TWO-WAY”.

(42) Schedule 1, English text, Figure No. 206—

**Repeal**

“ONE WAY”

**Substitute**

“ONE-WAY”.

(43) Schedule 1, English text, Figure No. 206—

**Repeal**

“IT,”

**Substitute**

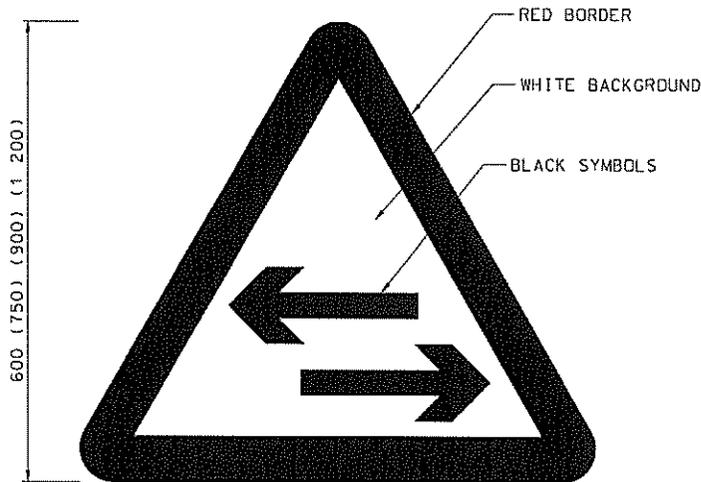
“THE CARRIAGEWAY”.

(44) Schedule 1, after Figure No. 206—

**Add**

“WARNING

FIGURE No. 206A



A ROAD OF TWO-WAY TRAFFIC ACROSS A ONE-WAY CARRIAGEWAY AHEAD

This sign informs road users on a one-way carriageway that they are approaching a road which joins or crosses the carriageway and has two-way traffic.”.

(45) Schedule 1, Figure No. 217—

**Repeal**

“PLATES IN FIGURE Nos. 410, 418”

**Substitute**

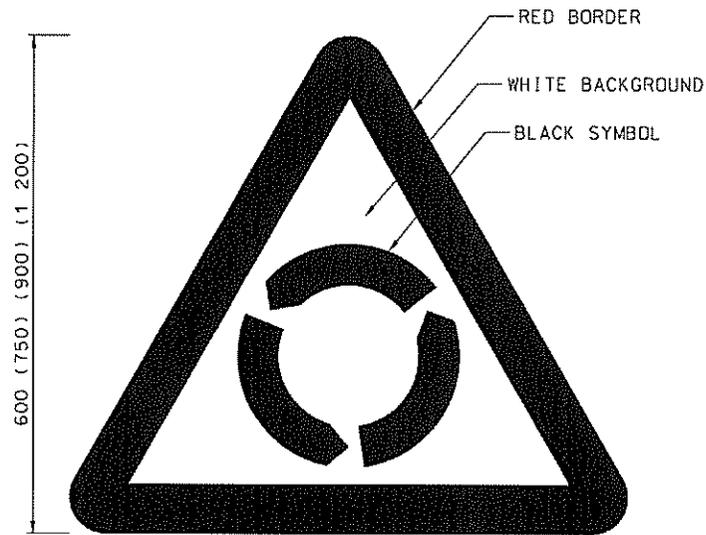
“PLATE IN FIGURE NO. 410 OR 418”.

(46) Schedule 1, after Figure No. 217—

**Add**

“WARNING

FIGURE No. 217A

ROUNDAABOUT AHEAD

This sign may be used in conjunction with the supplementary plate in Figure No. 410 or 418.”.

- (47) Schedule 1, English text, Figure No. 232—

**Repeal**

“A SUPPLEMENTARY PLATE IN”.

**Substitute**

“THE SUPPLEMENTARY PLATE IN”.

- (48) Schedule 1, English text, Figure No. 232—

**Repeal**

“A SUPPLEMENTARY TIME PLATE AS”

**Substitute**

“, THE SUPPLEMENTARY TIME PLATE”.

- (49) Schedule 1, English text, Figure No. 232—

**Repeal**

“SHALL” (wherever appearing)

**Substitute**

“IS TO”.

- (50) Schedule 1, Chinese text, Figure No. 232—

**Repeal**

“附加”

**Substitute**

“增設”.

- (51) Schedule 1, Figure No. 232—

**Repeal**

“NEARSIDE”

**Substitute**

“LEFT MOST”.

- (52) Schedule 1, English text, Figure No. 232, after “±” —

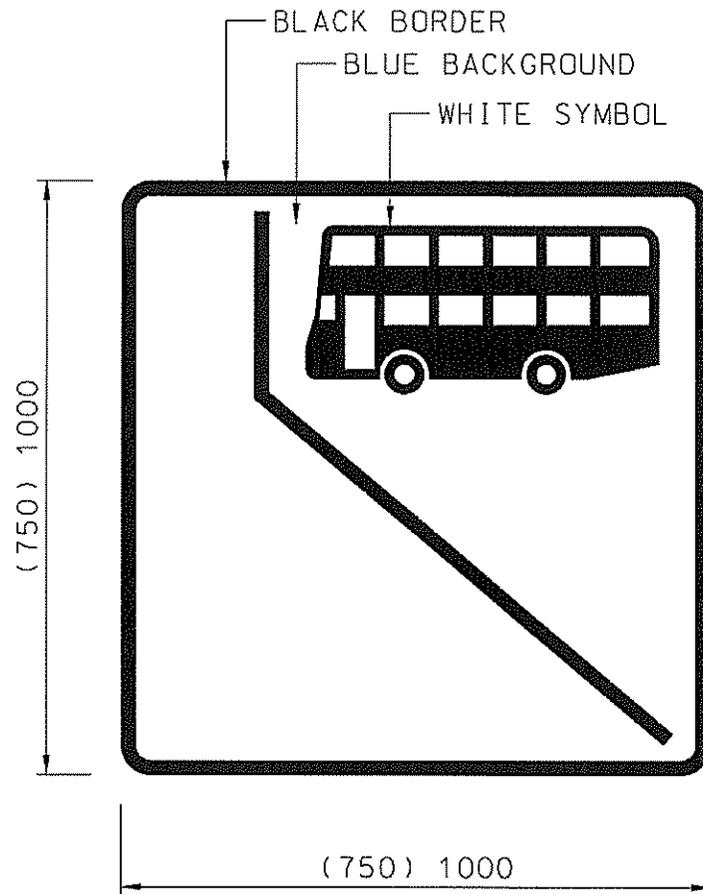
**Add a full stop.**

- (53) Schedule 1, after Figure No. 232—

**Add**

“WARNING

FIGURE No. 232A



ADVANCE WARNING OF BUS LANE

This sign may be used in conjunction with the supplementary plate in Figure No. 418 to indicate the distance to the start of the bus lane.

For part time operation of the bus lane, the supplementary time plate in Figure No. 406 is to be added.

Where other buses are permitted to use the right most lane in addition to franchised buses, the symbol in the above sign is to be replaced by “Bus 巴士”.

(54) Schedule 1, Figure No. 233—

**Repeal**

“LANE THE SUPPLEMENTARY PLATE IN FIGURE No. 406 SHALL BE USED”

**Substitute**

“LANE, THE SUPPLEMENTARY TIME PLATE IN FIGURE NO. 406 IS TO BE ADDED”.

(55) Schedule 1, Figure No. 233—

**Repeal**

“SYMBOLS ON THIS SIGN MAY BE REVERSED OR THE POSITION OF THE ARROWS AND SYMBOL”

**Substitute**

“THE SYMBOL ON THIS SIGN MAY BE REVERSED OR THE POSITION OF THE ARROWS OR THE SYMBOL MAY BE”.

(56) Schedule 1, Figure No. 233—

**Repeal**

“NEARSIDE”

**Substitute**

“LEFT MOST LANE OR RIGHT MOST”.

(57) Schedule 1, English text, Figure No. 233—

**Repeal**

“SHALL BE REPLACED BY “BUS 巴士””

**Substitute**

“IS TO BE REPLACED BY “BUS 巴士”.”

(58) Schedule 1, Chinese text, Figure No. 236—

**Repeal**

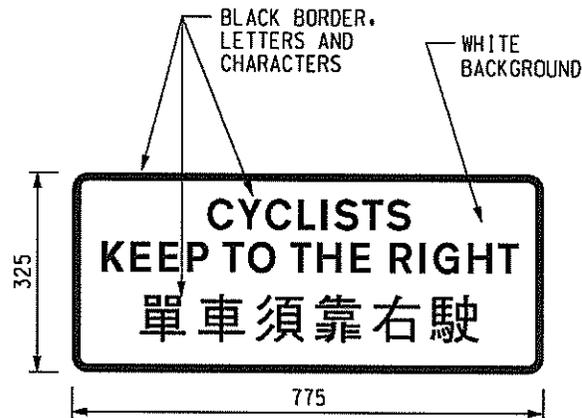
“須”.

(59) Schedule 1, after Figure No. 236—

**Add**

“WARNING

FIGURE No. 236A



KEEP TO THE RIGHT

This sign may be used to advise cyclists to keep to the right, and may be used on roads where motor vehicles are not permitted or are restricted in use.”

(60) Schedule 1, Figure No. 242—

**Repeal**

“RIGHT LANE”

**Substitute**

“RIGHT MOST LANE”.

(61) Schedule 1, Figure No. 242—

**Repeal**

“LEFT LANE”

**Substitute**

“LEFT MOST LANE”.

(62) Schedule 1, Figure No. 242—

**Repeal**

“LEFT LANE”

**Substitute**

“LEFT MOST LANE”.

(63) Schedule 1, Figure No. 242—

**Repeal**

“LEFT AND RIGHT LANE”

**Substitute**

“LEFT MOST AND RIGHT MOST LANES”.

(64) Schedule 1, Figure No. 242—

**Repeal**

“LEFT AND RIGHT”

- Substitute**  
 “LEFT MOST AND RIGHT MOST”.
- (65) Schedule 1, Figure No. 242—  
**Repeal**  
 “CENTRE”
- Substitute**  
 “MIDDLE”.
- (66) Schedule 1, Figure No. 242—  
**Repeal**  
 “CENTRE”
- Substitute**  
 “MIDDLE”.
- (67) Schedule 1, English text, Figure No. 242—  
**Repeal**  
 “ONE WAY”
- Substitute**  
 “ONE-WAY”.
- (68) Schedule 1, Figure No. 242—  
**Repeal**  
 “PLATES IN FIGURE NOS. 417, 418, 419 AND”
- Substitute**  
 “PLATE IN FIGURE NO. 417, 418, 419 OR”.
- (69) Schedule 1, Figure No. 243—  
**Repeal**  
 “OUTSIDE 2 – LANES”
- Substitute**

- “RIGHT 2 LANES”.
- (70) Schedule 1, Figure No. 243—  
**Repeal**  
 “AND CENTRE”
- Substitute**  
 “MOST AND MIDDLE”.
- (71) Schedule 1, Figure No. 243—  
**Repeal**  
 “INSIDE 2 – LANES”
- Substitute**  
 “LEFT 2 LANES”.
- (72) Schedule 1, English text, Figure No. 243—  
**Repeal**  
 “ONE WAY”
- Substitute**  
 “ONE-WAY”.
- (73) Schedule 1, Figure No. 243—  
**Repeal**  
 “PLATES IN FIGURE NOS. 417, 418, 419 AND”
- Substitute**  
 “PLATE IN FIGURE NO. 417, 418, 419 OR”.
- (74) Schedule 1, Figure No. 244—  
**Repeal**  
 “CENTRE”
- Substitute**  
 “MIDDLE”.

(75) Schedule 1, Figure No. 244—

**Repeal**

“2-WAY ROAD TO INDICATE THAT THE CENTRE”

**Substitute**

“TWO-WAY ROAD TO INDICATE THAT THE MIDDLE”.

(76) Schedule 1, Figure No. 244—

**Repeal**

“PLATES IN FIGURE Nos. 417, 418, 419 &”

**Substitute**

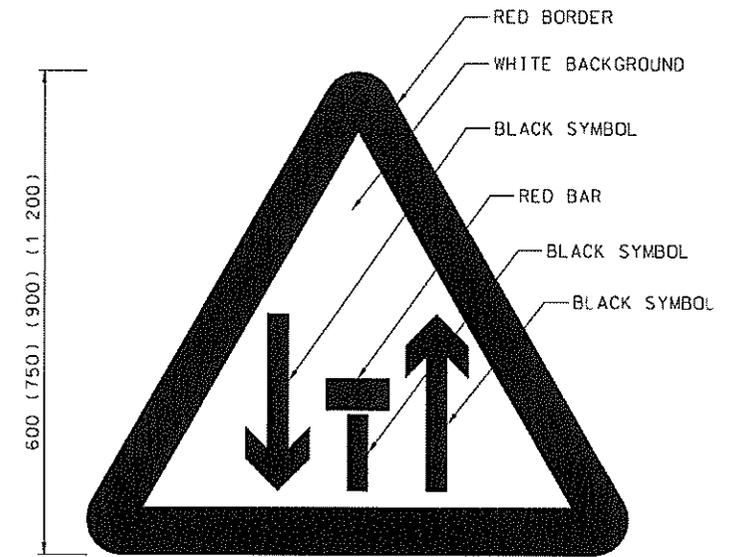
“PLATE IN FIGURE NO. 417, 418, 419 OR”.

(77) Schedule 1, after Figure No. 244—

**Add**

“WARNING

FIGURE No. 244A



MIDDLE LANE CLOSED AHEAD

This sign is used on a 3-lane two-way road to indicate that the middle lane is temporarily closed.

This sign may be used in conjunction with the supplementary plate in Figure No. 417, 418, 419 or 420.”.

(78) Schedule 1, Figure No. 256—

**Repeal everything after the heading “HAZARD MARKER”**

**Substitute**

“These alternative markers may be used to indicate the edge of a carriageway or an obstruction near that edge and—

- (a) the portion of each sign coloured red may be coloured white or amber;
- (b) the signs are to be erected in the immediate vicinity of the carriageway;
- (c) the top of each sign is at least 550 mm and not more than 1 m above the surface of the carriageway in the immediate vicinity;
- (d) if a sign is mounted on a post specially provided for the purpose—
  - (i) the part of the post that extends above ground level is to be coloured black and white in alternate horizontal bands; and
  - (ii) each band must be at least 225 mm and not more than 350 mm in depth;
- (e) if on a carriageway of a left-driving road—
  - (i) the signs are to be erected so that, as viewed by the drivers of approaching vehicles, they display—
    - (A) the colour red on the left edge of the carriageway; and
    - (B) subject to subparagraph (ii), the colour white on the right edge of that carriageway; and
  - (ii) on the right edge of the central reservation of a dual carriageway, the signs are to be erected so as to display the colour amber instead of the colour white; and
- (f) if on a carriageway of a right-driving road—

- (i) the signs are to be erected so that, as viewed by the drivers of approaching vehicles, they display—
    - (A) the colour red on the right edge of the carriageway; and
    - (B) subject to subparagraph (ii), the colour white on the left edge of that carriageway; and
  - (ii) on the left edge of the central reservation of a dual carriageway, the signs are to be erected so as to display the colour amber instead of the colour white.”.
- (79) Schedule 1, Figure No. 311, after “RIGHT”—  
**Add**  
 “IF THE DIRECTION OF THE SYMBOL IS REVERSED”.
- (80) Schedule 1, Figure No. 312—  
**Repeal**  
 “HAND”  
**Substitute**  
 “MOST”.
- (81) Schedule 1, Figure No. 312—  
**Repeal**  
 “CENTRE”  
**Substitute**  
 “MIDDLE”.
- (82) Schedule 1, Figure No. 315—  
**Repeal**

“PROCEED TO NEARSIDE”

**Substitute**

“PROCEED OR KEEP TO LEFT MOST””.

(83) Schedule 1, Figure No. 315—

**Repeal**

“NEARSIDE”

**Substitute**

“LEFT MOST”.

(84) Schedule 1, English text, Figure No. 315—

**Repeal**

“SIGN TO”

**Substitute**

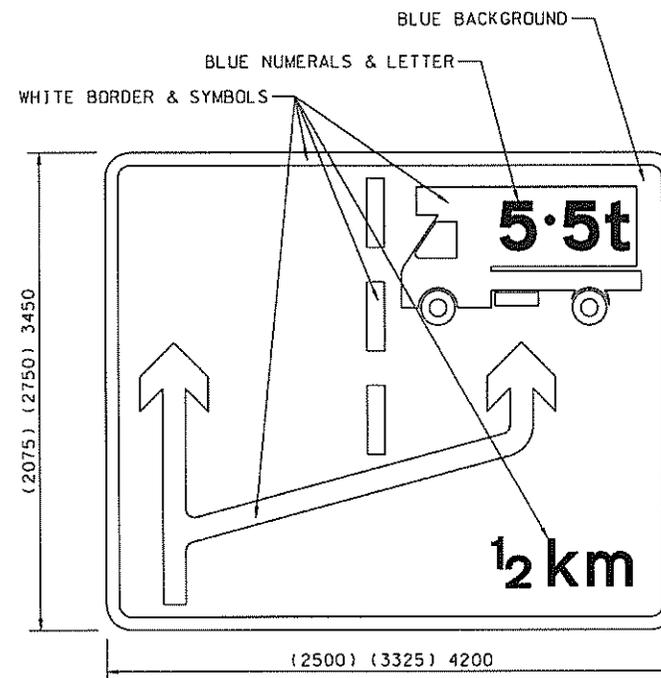
“SIGN IN”.

(85) Schedule 1, after Figure No. 315—

**Add**

“INFORMATORY

FIGURE No. 315A



GOODS VEHICLES PROCEED OR KEEP TO RIGHT MOST LANE

This sign warns drivers of goods vehicles with a gross vehicle weight in excess of the weight indicated that they should proceed or keep to the right most lane before the start of the restriction indicated by the sign in Figure No. 161A.

The numerals on the sign may be altered to suit different weight limits.”.

(86) Schedule 1, Figure No. 316—

**Repeal**

everything after “316” and before “THIS SIGN”

**Substitute**

“



GOODS VEHICLES KEEP TO LEFT MOST LANE  
AHEAD”.

- (87) Schedule 1, Figure No. 316—

**Repeal**

“APPROACHING A MAJOR ROAD THAT THEY SHOULD KEEP IN THE NEARSIDE”

**Substitute**

“THAT THEY ARE APPROACHING A MAJOR ROAD, AND THAT THEY SHOULD KEEP TO THE LEFT MOST”.

- (88) Schedule 1, English text, Figure No. 316—

**Repeal**

“SIGN TO”

**Substitute**

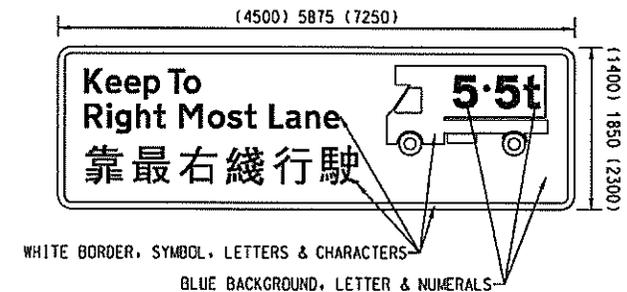
“SIGN IN”.

- (89) Schedule 1, after Figure No. 316—

**Add**

“INFORMATORY

FIGURE No. 316A



GOODS VEHICLES KEEP TO RIGHT MOST LANE  
AHEAD

This sign warns drivers of goods vehicles with a gross vehicle weight in excess of the weight indicated that they are approaching a major road, and that they should keep to the right most lane of the major road before the start of the restriction indicated by the sign in Figure No. 161A.

The numerals on the sign may be altered to suit different weight limits.”.

- (90) Schedule 1, Figure No. 406—

**Repeal**

“SIGNS IN FIGURE Nos 113, 114, 115, 116, 117, 118, 121, 122, 128, 134, 135, 140, 232,”

**Substitute**

“SIGN IN FIGURE NO. 113, 114, 115, 116, 117, 118, 118A, 121, 122, 128, 134, 135, 140, 232, 232A OR”.

- (91) Schedule 1, Figure No. 406—

**Repeal**

“SIGNS APPLY”

**Substitute**

“SIGN APPLY”.

- (92) Schedule 1, Figure No. 410—

**Repeal**

“SIGNS IN FIGURE Nos. 204, 208, 209, 211, 212, 217.”

**Substitute**

“SIGN IN FIGURE NO. 204, 208, 209, 211, 212, 217 OR 217A.”.

- (93) Schedule 1, Figure No. 417—

**Repeal**

“SIGN FIGURE Nos. 111, 123, 124, 125, 126, 127, 128, 129, 137, 138, 140, 161, 239, 240, 241, 242, 243, 244,”

**Substitute**

“SIGN IN FIGURE NO. 111, 123, 123A, 124, 125, 126, 127, 128, 129, 129A, 137, 138, 140, 161, 161A, 239, 240, 241, 242, 243, 244, 244A OR”.

- (94) Schedule 1, Figure No. 418—

**Repeal**

“SIGNS IN FIGURE NOS. 202, 203, 204, 207, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 223, 224, 228, 229, 231, 232, 240, 241, 242, 243, 244, 245, 246,”

**Substitute**

“SIGN IN FIGURE NO. 202, 203, 204, 207, 211, 212, 213, 214, 215, 216, 217, 217A, 218, 219, 220, 221, 223, 224, 228, 229, 231, 232, 232A, 240, 241, 242, 243, 244, 244A, 245, 246 OR”.

- (95) Schedule 1, Figure No. 419—

**Repeal**

“SIGNS IN FIGURE NOS. 211, 212, 218, 219, 221, 241, 242, 243, 244, 245,”

**Substitute**

“SIGN IN FIGURE NO. 211, 212, 218, 219, 221, 241, 242, 243, 244, 244A, 245 OR”.

- (96) Schedule 1, Figure No. 420—

**Repeal**

“SIGNS IN FIGURE NOS. 123, 128, 129, 140, 211, 212, 218, 219, 226, 227, 237, 238, 239, 241, 242, 243, 244,”

**Substitute**

“SIGN IN FIGURE NO. 123, 123A, 128, 129, 129A, 140, 211, 212, 218, 219, 226, 227, 237, 238, 239, 241, 242, 243, 244, 244A OR”.

- (97) Schedule 1, Figure No. 431—

**Repeal**

“SIGNS IN FIGURE Nos. 106, 107, 109, 113, 114, 115, 116, 117, 118, 121, 122, 128, 134, 135, 140, 232,”

**Substitute**

“SIGN IN FIGURE NO. 106, 107, 109, 113, 114, 115, 116, 117, 118, 118A, 121, 122, 128, 134, 135, 140, 232, 232A OR”.

- (98) Schedule 1, Figure No. 431—

**Repeal**

“SIGNS APPLY” (wherever appearing)

**Substitute**

“SIGN APPLY”.

(99) Schedule 1, Figure No. 431—

**Repeal**

“AND”.

(100) Schedule 1, Chinese text, Figure No. 431—

**Repeal**

“指明的”

**Substitute**

“指明”.

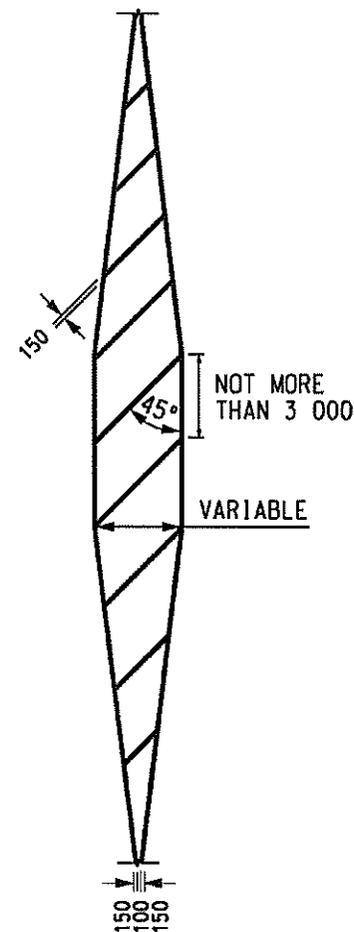
**11. Schedule 2 amended (road markings)**

(1) Schedule 2, after Figure No. 503—

**Add**

“REGULATORY

FIGURE No. 503A



ROAD MARKING

LONGITUDINAL MARKINGS—CONTINUOUS DOUBLE LINES WITH HATCHING

Continuous double lines and hatched markings to indicate that a vehicle must not be on, over or cross either continuous line contrary to regulation 11.”.

- (2) Schedule 2, English text, Figure No. 513—

**Repeal**

“SHALL”

**Substitute**

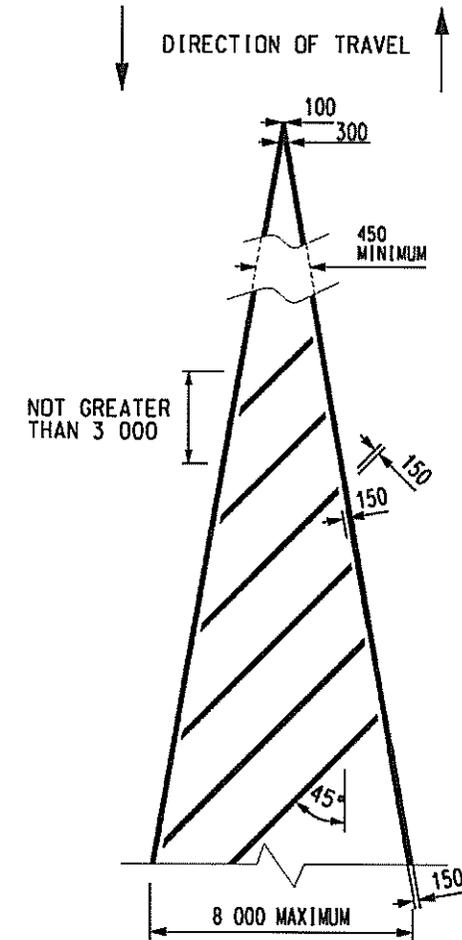
“MUST”.

- (3) Schedule 2, after Figure No. 513—

**Add**

“REGULATORY

FIGURE No. 513A



ROAD MARKING  
HATCHED TRAFFIC ISLAND MARKING

To indicate to vehicular traffic that part of the carriageway which vehicular traffic must not enter except in emergency.”.

- (4) Schedule 2, English text, Figure No. 517, after “LENGTH OF A BUS STOP”—

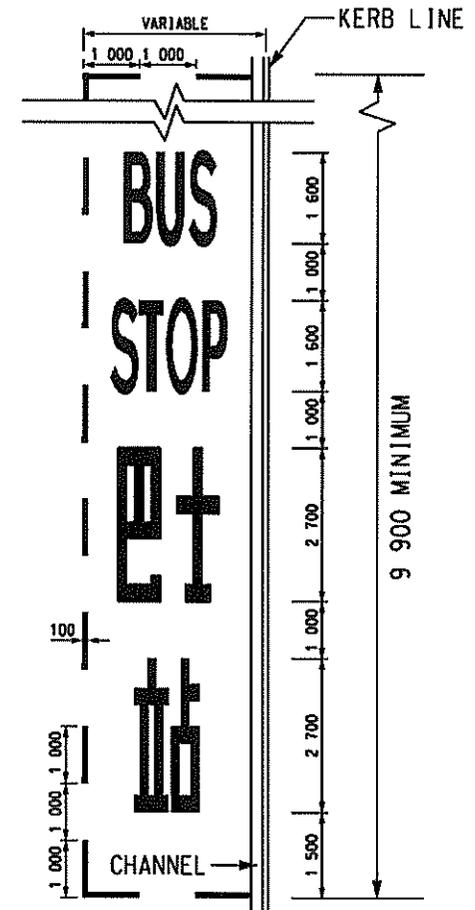
**Add a full stop.**

- (5) Schedule 2, after Figure No. 517—

**Add**

“REGULATORY

FIGURE No. 517A



ROAD MARKING

BUS STOP

To indicate to vehicular traffic the limits of a bus stop.

“BUS STOP” and “巴士站” may be repeated according to the length of a bus stop.”.

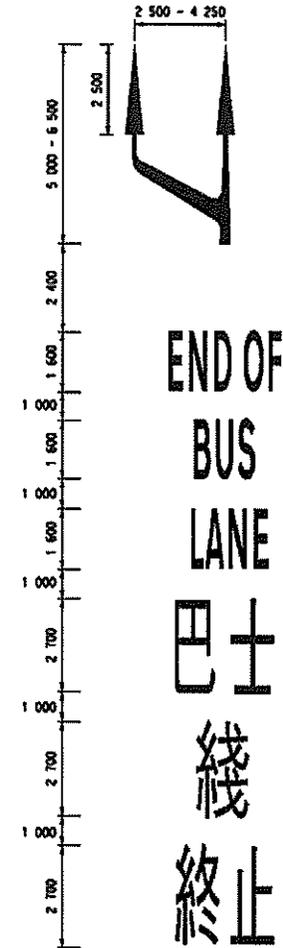
(6) Schedule 2, Figure No. 610—

**Repeal**

everything after “610” and before “ROAD”

**Substitute**

“



”

(7) Schedule 2, Figure No. 610—

**Repeal**

“NEARSIDE LANE. THE”

**Substitute**

“LEFT MOST LANE.

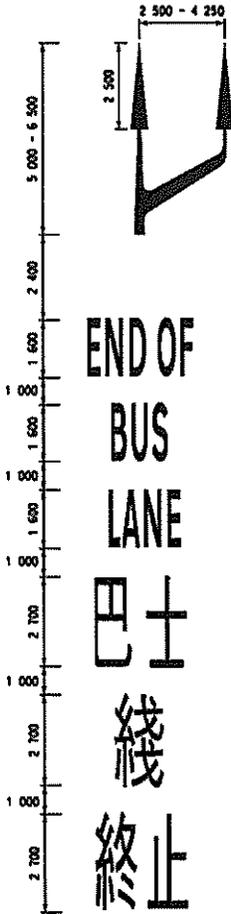
THE”.

(8) Schedule 2, after Figure No. 610—

**Add**

“INFORMATORY

FIGURE No. 610A



ROAD MARKING  
END OF BUS LANE

To indicate to vehicular traffic the end of a bus lane and that they may enter the right most lane.

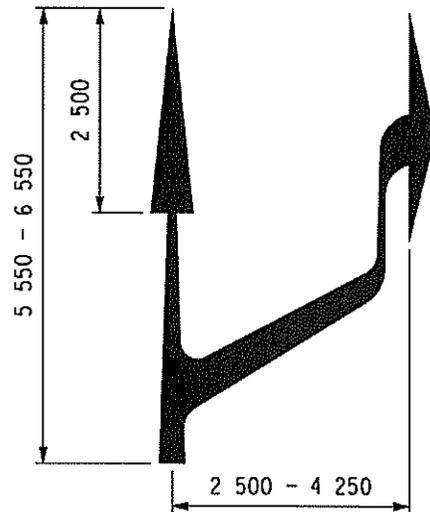
The marking may be used with or without the letters and characters.”.

(9) Schedule 2, after Figure No. 611—

**Add**

“INFORMATORY

FIGURE No. 611A



ROAD MARKING

To indicate to vehicular traffic in accordance with regulation 12 that they may enter the traffic lane reserved for buses, but only for the purpose of turning right at the junction ahead.”.

**12. Schedule 3 amended (light signals)**

Schedule 3, paragraph 2—

**Repeal subparagraph (b)**

**Substitute**

- “(b) the lights must be arranged either vertically or horizontally;
- (ba) if the lights are arranged vertically—
- (i) the lamp showing a red light must be uppermost; and
  - (ii) the lamp showing a green light must be lowermost;
- (bb) if the lights are arranged horizontally on a carriageway of a left-driving road, the lights as viewed by the drivers of approaching vehicles must be such that—
- (i) the lamp showing a red light is nearest to the right-hand side of the carriageway; and
  - (ii) the lamp showing a green light is nearest to the left-hand side of the carriageway;
- (bc) if the lights are arranged horizontally on a carriageway of a right-driving road, the lights as viewed by the drivers of approaching vehicles must be such that—
- (i) the lamp showing a red light is nearest to the left-hand side of the carriageway; and

- (ii) the lamp showing a green light is nearest to the right-hand side of the carriageway;”.

  
Secretary for Transport and Housing

18<sup>th</sup> April, 2017

**Explanatory Note**

This Regulation amends the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G)—

- (a) to provide for certain traffic signs and road markings for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road;
- (b) to empower the Commissioner for Transport to cause or permit another person to install and operate on or near a road any equipment that the Commissioner considers necessary for collecting information on vehicle and pedestrian movements, and controlling and guiding vehicles; and
- (c) to make consequential amendments.

## Road Traffic (Expressway) (Amendment) Regulation 2017

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## Road Traffic (Expressway) (Amendment) Regulation 2017

(Made by the Secretary for Transport and Housing under section 131 of the Road Traffic Ordinance (Cap. 374))

### 1. Commencement

This Regulation comes into operation on 15 December 2017.

### 2. Road Traffic (Expressway) Regulations amended

The Road Traffic (Expressway) Regulations (Cap. 374 sub. leg. Q) are amended as set out in sections 3 to 14.

### 3. Regulation 2 amended (interpretation)

- (1) Regulation 2, Chinese text, definition of ~~路邊~~—

**Repeal the full stop**

**Substitute a semicolon.**

- (2) Regulation 2—

**Repeal the definitions of *nearside lane* and *offside lane*.**

- (3) Regulation 2—

**Add in alphabetical order**

“*left most lane* (最左線), in relation to a carriageway, means the traffic lane of the carriageway that, when facing in the direction of traffic flow of the traffic lane—

- (a) is bound on the right-hand side by another traffic lane; and
- (b) is bound on the left-hand side—
  - (i) for a left-driving expressway—

- (A) by a road marking of the type shown in Figure No. 505, 512, 606 or 607 in Schedule 2 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G) or in Figure No. 951 in Schedule 2; or

- (B) in the absence of any such road marking, by a kerb, barrier fence or works area; or

- (ii) for a right-driving expressway—

- (A) by a road marking of the type shown in Figure No. 505 or 607 in Schedule 2 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G); or

- (B) in the absence of any such road marking, by a kerb, barrier fence or works area;

*left-driving expressway* (靠左駛快速公路) means an expressway that is not a right-driving expressway;

*right most lane* (最右線), in relation to a carriageway, means the traffic lane of the carriageway that, when facing in the direction of traffic flow of the traffic lane—

- (a) is bound on the left-hand side by another traffic lane; and
- (b) is bound on the right-hand side—
  - (i) for a left-driving expressway—

- (A) by a road marking of the type shown in Figure No. 505 or 607 in Schedule 2 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G); or

- (B) in the absence of any such road marking, by a kerb, barrier fence or works area; or
- (ii) for a right-driving expressway—
  - (A) by a road marking of the type shown in Figure No. 505, 512, 606 or 607 in Schedule 2 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G) or in Figure No. 951 in Schedule 2; or
  - (B) in the absence of any such road marking, by a kerb, barrier fence or works area;

*right-driving expressway* (靠右駛快速公路) means the section of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road that is designated as an expressway under section 123(1) of the Ordinance;”.

#### 4. Regulation 8 amended (general driving rules)

Regulation 8—

##### Repeal paragraph (a)

##### Substitute

- “(a) must, when entering, or proceeding along, the carriageway of an expressway that is contiguous to a central reservation, drive a motor vehicle in such a direction that the central reservation is at all times—
- (i) if the expressway is a left-driving expressway—on the right-hand side of the vehicle; or
  - (ii) if the expressway is a right-driving expressway—on the left-hand side of the vehicle;”.

#### 5. Regulation 11 amended (restriction on vehicles using offside lane)

- (1) Regulation 11, heading—

##### Repeal

“Restriction on vehicles using offside lane”

##### Substitute

“Left-driving expressway: restriction on vehicles using right most lane”.

- (2) Regulation 11(1)—

##### Repeal

“to—”

##### Substitute

“to the driving of the following motor vehicles on a left-driving expressway—”.

- (3) Regulation 11(2)—

##### Repeal

“no person shall drive a motor vehicle to which this regulation applies in the offside lane of the carriageway of an expressway”

##### Substitute

“a person must not drive a motor vehicle referred to in subregulation (1) in the right most lane of the carriageway of a left-driving expressway”.

- (4) Regulation 11(2)(a) and (b)—

##### Repeal

“offside”

##### Substitute

“right most”.

(5) Regulation 11(3)—

**Repeal**

everything after “(2),”

**Substitute**

“the left most lane ceases to be considered as such—

- (a) where its right-hand boundary is marked by a road marking of the type shown in Figure No. 951 in Schedule 2; or
- (b) where it is designated as a bus lane within the meaning of regulation 2(1) of the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G) during the prescribed time as defined in regulation 12(4) of those Regulations.”.

**6. Regulation 11A added**

After regulation 11—

**Add**

**“11A. Right-driving expressway: restriction on vehicles using left most lane**

- (1) This regulation applies to the driving of the following motor vehicles on a right-driving expressway—
  - (a) a medium goods vehicle;
  - (b) a heavy goods vehicle;
  - (c) a private bus;
  - (d) a public bus;
  - (e) a motor vehicle towing a trailer or another vehicle;
  - (f) a motor vehicle in respect of which a permit is issued under regulation 50A of the Road Traffic

(Registration and Licensing of Vehicles) Regulations (Cap. 374 sub. leg. E);

- (g) a recovery vehicle;
  - (h) any vehicle referred to in regulation 4(2)(c)(i) or (ii); and
  - (i) a motor cycle, motor tricycle, private car or light goods vehicle driven by a person who is authorized to drive it by a probationary driving licence.
- (2) Subject to subregulation (3) and regulation 23, a person must not drive a motor vehicle referred to in subregulation (1) in the left most lane of the carriageway of a right-driving expressway where 3 or more traffic lanes are open for use by traffic proceeding in the same direction unless—
- (a) there is a traffic sign indicating that the left most lane joins a diverging lane; and
  - (b) it is necessary for the vehicle to be driven in the left most lane in order to proceed to that diverging lane.
- (3) For the purpose of determining the number of traffic lanes under subregulation (2), the right most lane ceases to be considered as such—
- (a) where its left-hand boundary is marked by a road marking of the type shown in Figure No. 951 in Schedule 2; or
  - (b) where it is designated as a bus lane within the meaning of regulation 2(1) of the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G) during the prescribed time as defined in regulation 12(4) of those Regulations.”.

**7. Regulation 12 amended (traffic confined to nearside lane)**

- (1) Regulation 12, heading—

**Repeal**

“Traffic confined to nearside lane”

**Substitute**

“Left-driving expressway: traffic confined to left most lane”.

- (2) Regulation 12(1)—

**Repeal**

everything after “(2),”

**Substitute**

“the driver of a motor vehicle on a left-driving expressway must drive the vehicle only in the left most lane of the carriageway of the expressway.”.

- (3) Regulation 12(1A)(a)—

**Repeal**

“nearside” (wherever appearing)

**Substitute**

“left most”.

- (4) Regulation 12(1A)(a)—

**Repeal**

“bus lane a”

**Substitute**

“bus lane within the meaning of regulation 2(1) of the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G), the”.

- (5) Regulation 12(2)(a), Chinese text—

**Repeal**

“超越”

**Substitute**

“越過”.

- (6) Regulation 12(2)—

**Repeal**

“nearside lane of”

**Substitute**

“left most lane of”.

- (7) Regulation 12(2)—

**Repeal**

“nearside lane as”

**Substitute**

“left most lane, as”.

**8. Regulation 12A added**

After regulation 12—

**Add****“12A. Right-driving expressway: traffic confined to right most lane**

- (1) Subject to subregulations (2), (3) and (4), the driver of a motor vehicle on a right-driving expressway must drive the vehicle only in the right most lane of the carriageway of the expressway.
- (2) Where the right most lane is designated as a bus lane within the meaning of regulation 2(1) of the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G), the driver of a motor vehicle other than a permitted

user must, during the prescribed time, drive the vehicle only in the lane immediately to the left of the right most lane.

- (3) Subregulations (1) and (2) do not apply—
- (a) where the vehicle is overtaking another vehicle or vehicles; or
- (b) where one or more traffic lanes merge with, or diverge from, other traffic lanes.
- (4) In a case described in subregulation (3)(a) or (b), the driver must, as soon as reasonably practicable and without prejudicing the safety of other users of the expressway, move the vehicle back to the right most lane of the carriageway of the expressway or the lane immediately to the left of the right most lane, as the case may be.
- (5) In subregulation (2)—

*permitted user* (許可使用者) has the meaning given by regulation 12(4) of the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G);

*prescribed time* (訂明時間) has the meaning given by regulation 12(4) of the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G).”

#### 9. Regulation 13 amended (overtaking)

- (1) Regulation 13, heading—

##### Repeal

“Overtaking”

##### Substitute

“Left-driving expressway: overtaking”.

- (2) Regulation 13—

##### Repeal

“A driver of a motor vehicle on an expressway shall”

##### Substitute

“The driver of a motor vehicle on a left-driving expressway must”.

- (3) Regulation 13, English text—

##### Repeal

“nearside”

##### Substitute

“left-hand side”.

- (4) Regulation 13, Chinese text—

##### Repeal

“超越” (wherever appearing)

##### Substitute

“越過”.

#### 10. Regulation 13A added

Part III, after regulation 13—

##### Add

##### “13A. Right-driving expressway: overtaking

- (1) The driver of a motor vehicle on a right-driving expressway must not, without reasonable excuse, overtake any other vehicle or vehicles on the right-hand side of the vehicle or vehicles being overtaken.
- (2) Subregulation (1) does not apply if—
- (a) where there is a traffic sign indicating that the traffic lanes diverge, the overtaking vehicle and the

vehicle or vehicles being overtaken are proceeding towards different carriageways of the divergence; or

- (b) the vehicle or vehicles being overtaken are stationary.”.

**11. Regulation 23 amended (exemptions in connection with expressway works, inspection, breakdown, etc.)**

Regulation 23(3)—

**Repeal**

“8 and 11(2) shall”

**Substitute**

“8, 11(2) and 11A(2) do”.

**12. Regulation 26 amended (offences and penalties)**

Regulation 26(1)—

**Repeal**

“12(1), 13, 15, 16(4), 17(2), 20(1) or (2) or”

**Substitute**

“11A(2), 12(1), 12A(1), 13, 13A(1), 15, 16(4), 17(2), 20(1) or (2),”.

**13. Schedule 1 amended (traffic signs)**

- (1) Schedule 1, Chinese text, Figure No. 905—

**Repeal**

“右綫”

**Substitute**

“向右”.

- (2) Schedule 1, Chinese text, Figure No. 905—

**Repeal**

“左綫”

**Substitute**

“向左”.

- (3) Schedule 1, Figure No. 905—

**Repeal**

“THE LEFT-HAND SIDE”

**Substitute**

“TO THE LANE ON THE LEFT-HAND SIDE IF THE DIRECTION OF THE ARROW IS REVERSED”.

- (4) Schedule 1, Figure No. 906—

**Repeal**

“ON THE RIGHT AHEAD”

**Substitute**

“ON THE RIGHT AHEAD IF THE DIRECTION OF THE ARROW IS REVERSED”.

**14. Schedule 2 amended (road markings)**

- (1) Schedule 2—

**Repeal**

“[regs. 2, 11,”

**Substitute**

“[regs. 2, 11, 11A,”.

- (2) Schedule 2, Figure No. 951, before “LONGITUDINAL”—

**Add**

“IF THE EXPRESSWAY IS A LEFT-DRIVING EXPRESSWAY,”.

- (3) Schedule 2, Figure No. 951—

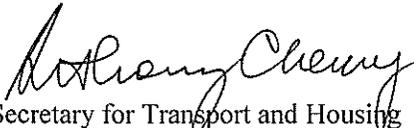
**Repeal**

“TRAVEL IS NOT PART OF THE MAIN CARRIAGEWAY.”

**Substitute**

“TRAFFIC FLOW IS NOT PART OF THE MAIN CARRIAGEWAY.

IF THE EXPRESSWAY IS A RIGHT-DRIVING EXPRESSWAY, LONGITUDINAL MARKING UNDER REGULATION 11A(3) TO INDICATE THAT THE TRAFFIC LANE TO THE RIGHT OF THE MARKING VIEWED IN THE DIRECTION OF TRAFFIC FLOW IS NOT PART OF THE MAIN CARRIAGEWAY.”.

  
Secretary for Transport and Housing

18<sup>th</sup> April, 2017

**Explanatory Note**

This Regulation is to amend the Road Traffic (Expressway) Regulations (Cap. 374 sub. leg. Q) to provide for certain driving rules and restrictions for driving on the section of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road that is designated as an expressway under section 123(1) of the Road Traffic Ordinance (Cap. 374) and to make consequential amendments.

**Fixed Penalty (Criminal Proceedings) Ordinance**

**Resolution of the Legislative Council**

Resolution made and passed by the Legislative Council under section 12 of the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) on 2017.

**Resolved** that, with effect from 15 December 2017, the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) be amended as set out in the Schedule.

**Schedule**

**Amendments to Fixed Penalty (Criminal Proceedings) Ordinance**

**1. Schedule amended (offence)**

(1) The Schedule—

**Repeal item 56**

**Substitute**

“56. Regulation 11(2)	Failing to comply with restriction on using the right most lane of the carriageway of a left-driving expressway	\$450”.
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(2) The Schedule—

**Repeal items 56A and 57.**

(3) The Schedule—

**Add**

“58. Regulation 11A(2)	Failing to comply with restriction on using the left most lane of the carriageway of a right-driving expressway	\$450
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59. Regulation 12(1)	Driving on a left-driving expressway without confining the motor vehicle to the left	
-------------------------	--	--

		most lane of the carriageway of the expressway	\$450
60.	Regulation 12A(1)	Driving on a right- driving expressway without confining the motor vehicle to the right most lane of the carriageway of the expressway	\$450
61.	Regulation 13	Overtaking another vehicle on its left- hand side on a left- driving expressway	\$450
62.	Regulation 13A(1)	Overtaking another vehicle on its right- hand side on a right- driving expressway	\$450".

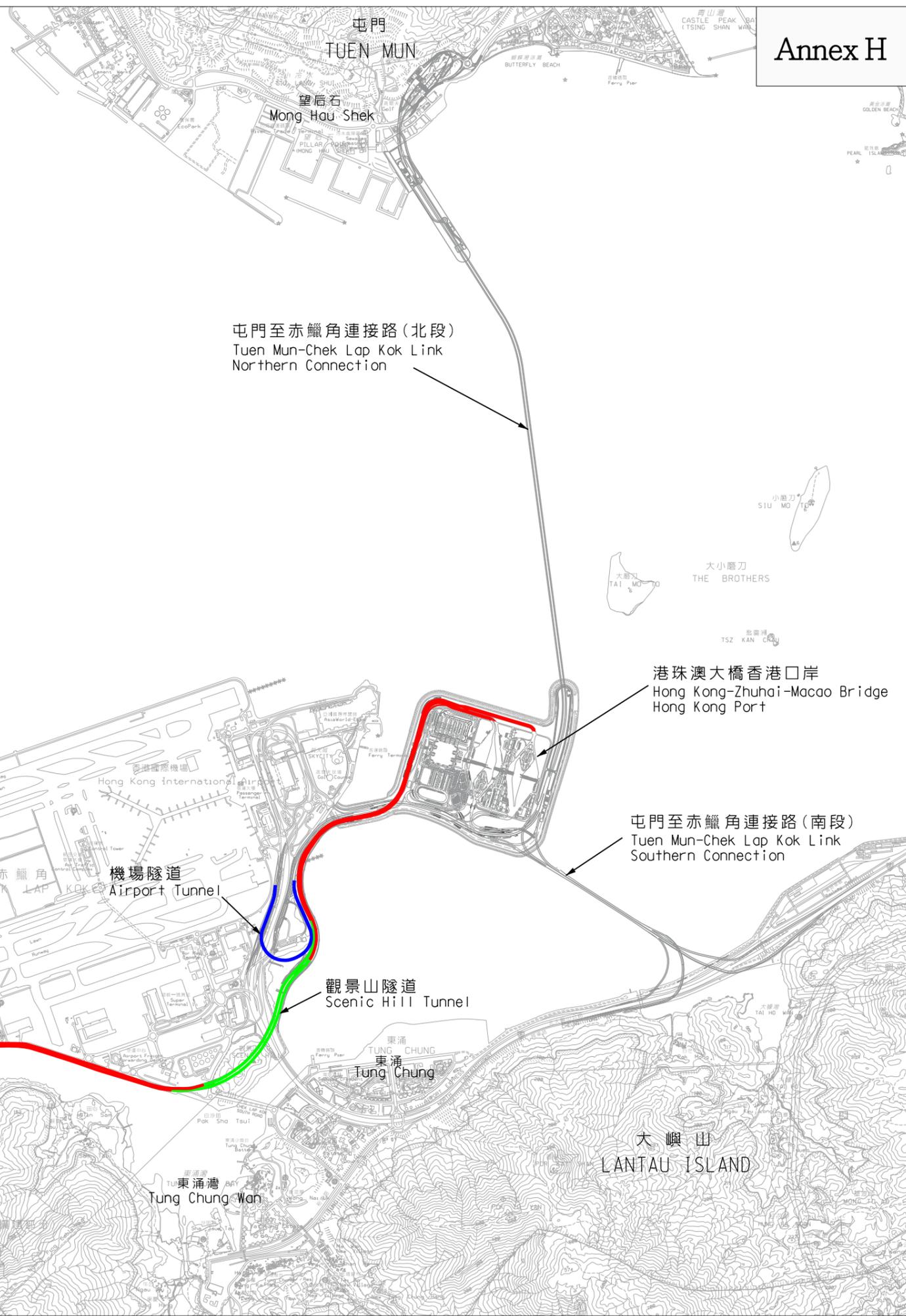
Clerk to the Legislative Council

2017

**Explanatory Note**

This Resolution amends the Schedule to the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) to—

- (a) update the descriptions of 3 existing scheduled offences to reflect the relevant amendments to the Road Traffic (Expressway) Regulations (Cap. 374 sub. leg. Q) (*Regulations*); and
- (b) add 3 offences newly created under the Regulations as scheduled offences.



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

機場隧道  
Airport Tunnel

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

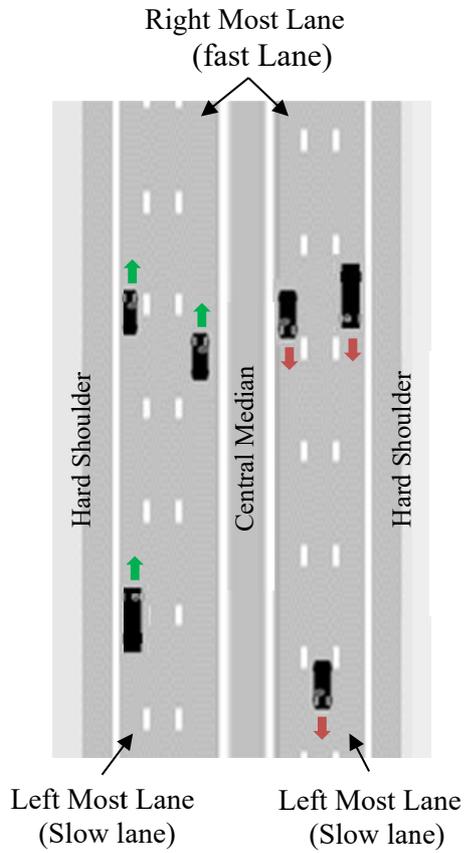
磁石灣  
San Shek Wan

東涌灣  
Tung Chung Wan

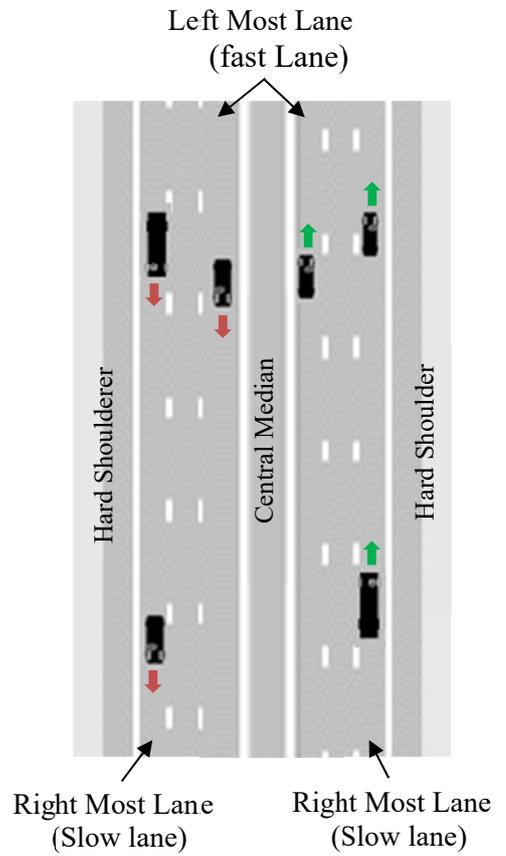
東涌  
Tung Chung

大嶼山  
LANTAU ISLAND

**Left-driving and Right-driving Arrangement**

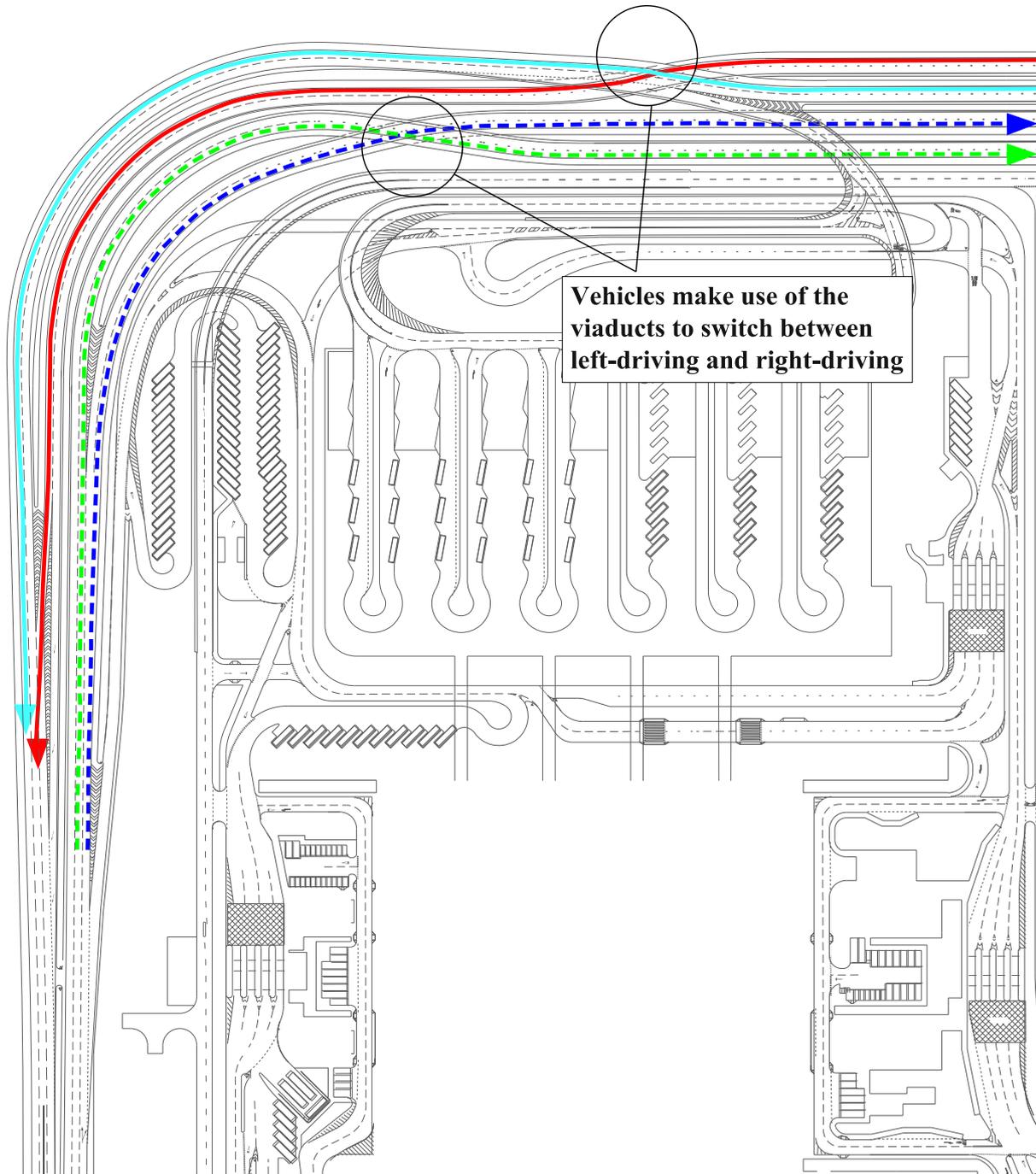


Left-driving arrangement



Right-driving arrangement

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

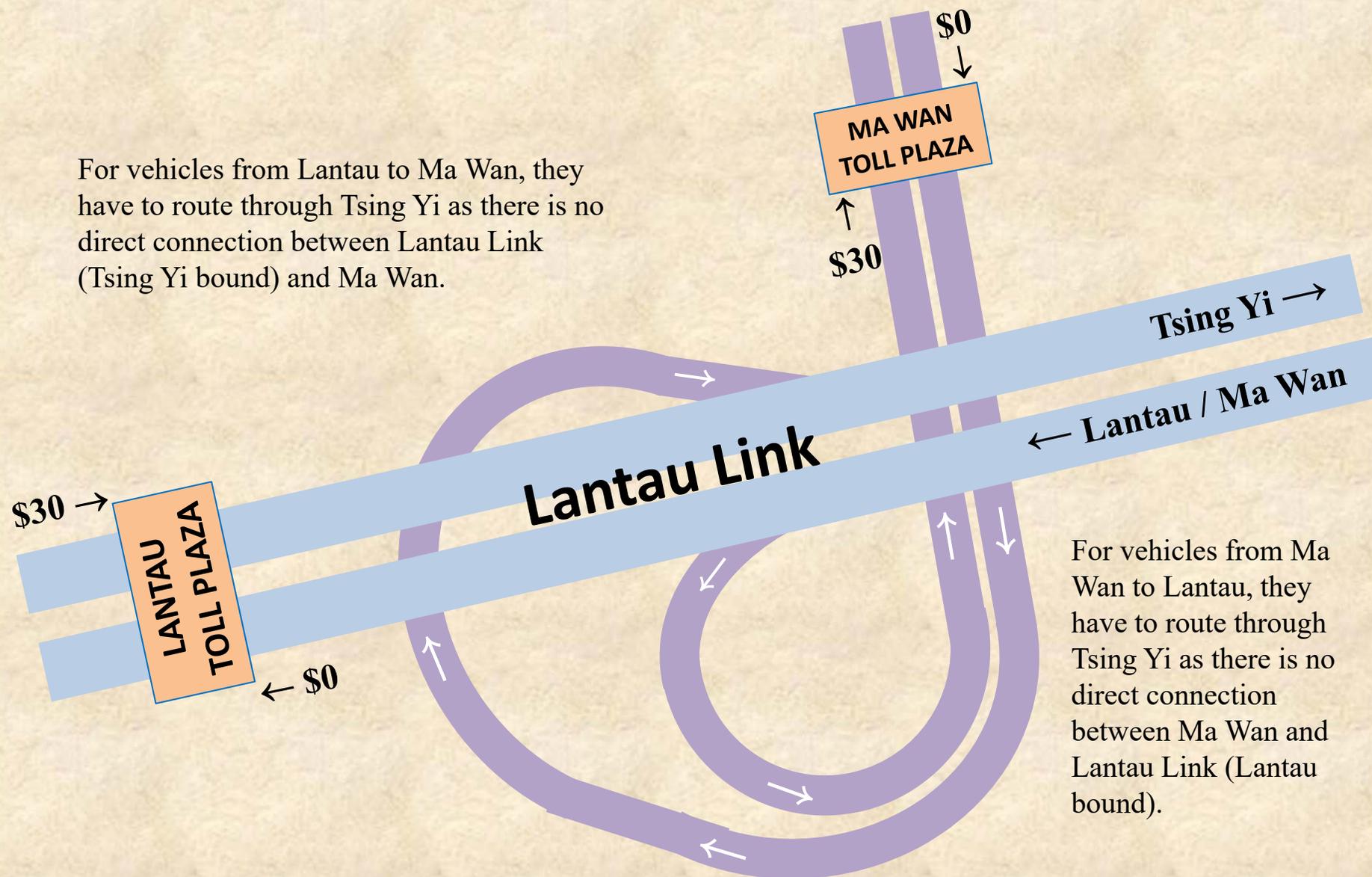


Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Link Road

-  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

## 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).

Annex L

**Extracts of the existing provisions on the additional taxi fare of taxi  
passengers for using the Lantau Link under  
the Road Traffic (Public Service Vehicles) Regulations (Cap 374D)**

Schedule 5

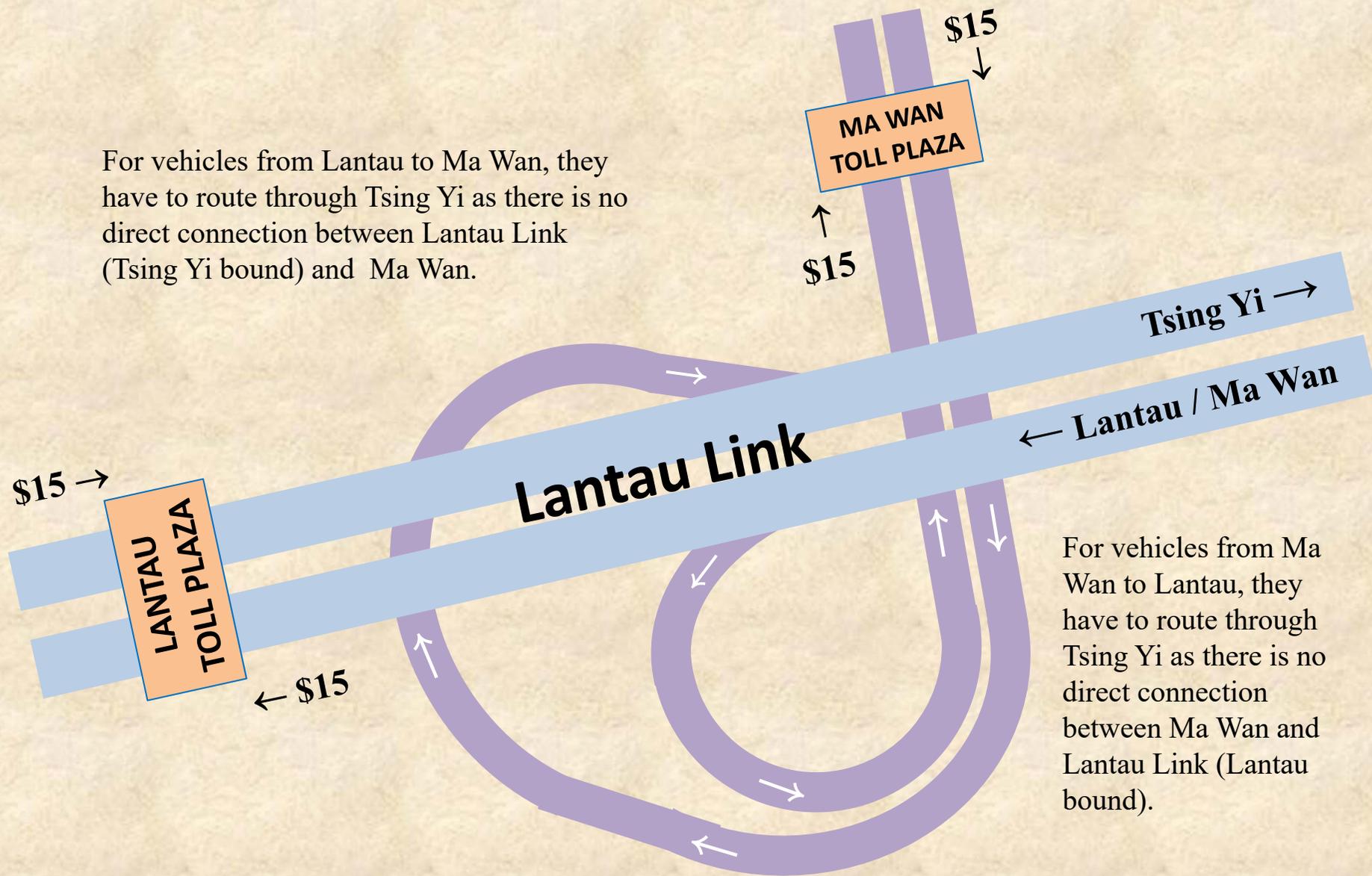
4. Additional Fares

(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

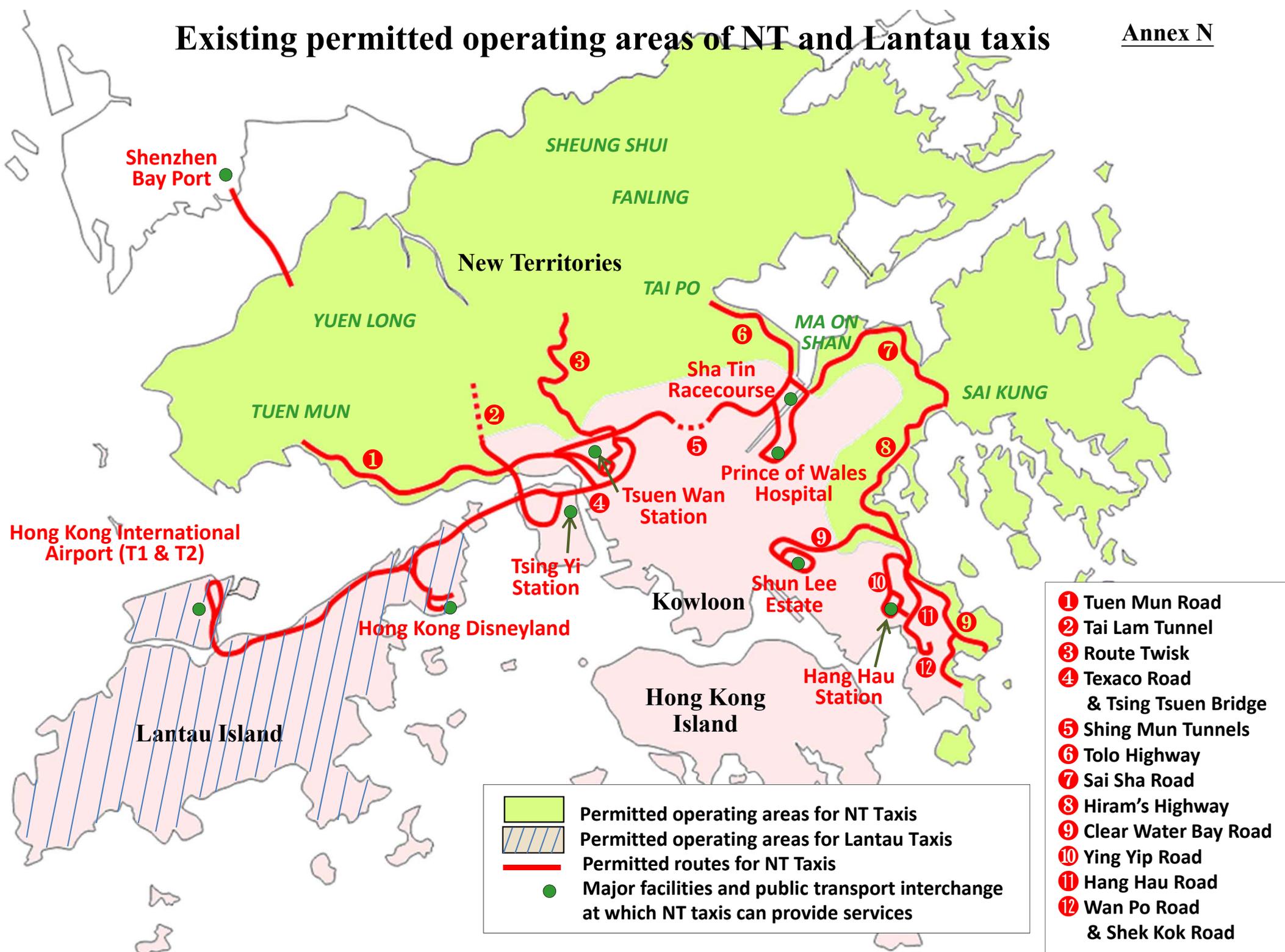
## Route Map for the Lantau Link under two-way toll collection

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).



# Existing permitted operating areas of NT and Lantau taxis



**New accessible roads after the proposed revision to the permitted operating areas of New Territories and Lantau taxis**

**(A) New Territories Taxis**

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

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

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

- (h) Sky City Interchange
- (i) the section of Cheong Lin Road between Sky City Interchange and Airport South Interchange
- (j) the roundabout joining Cheong Lin Road and Cheong Shun

Road, and the section of the westbound carriageway of Cheong Lin Road between the roundabout and Airport South Interchange

- (k) Cheong King Road
- (l) the section of the northbound carriageway of East Coast Road between Cheong King Road and Sky City Interchange
- (m) the slip road of Cheong Lin Road leading to Cheong Hong Road from the roundabout joining Cheong Lin Road and Cheong Shun Road

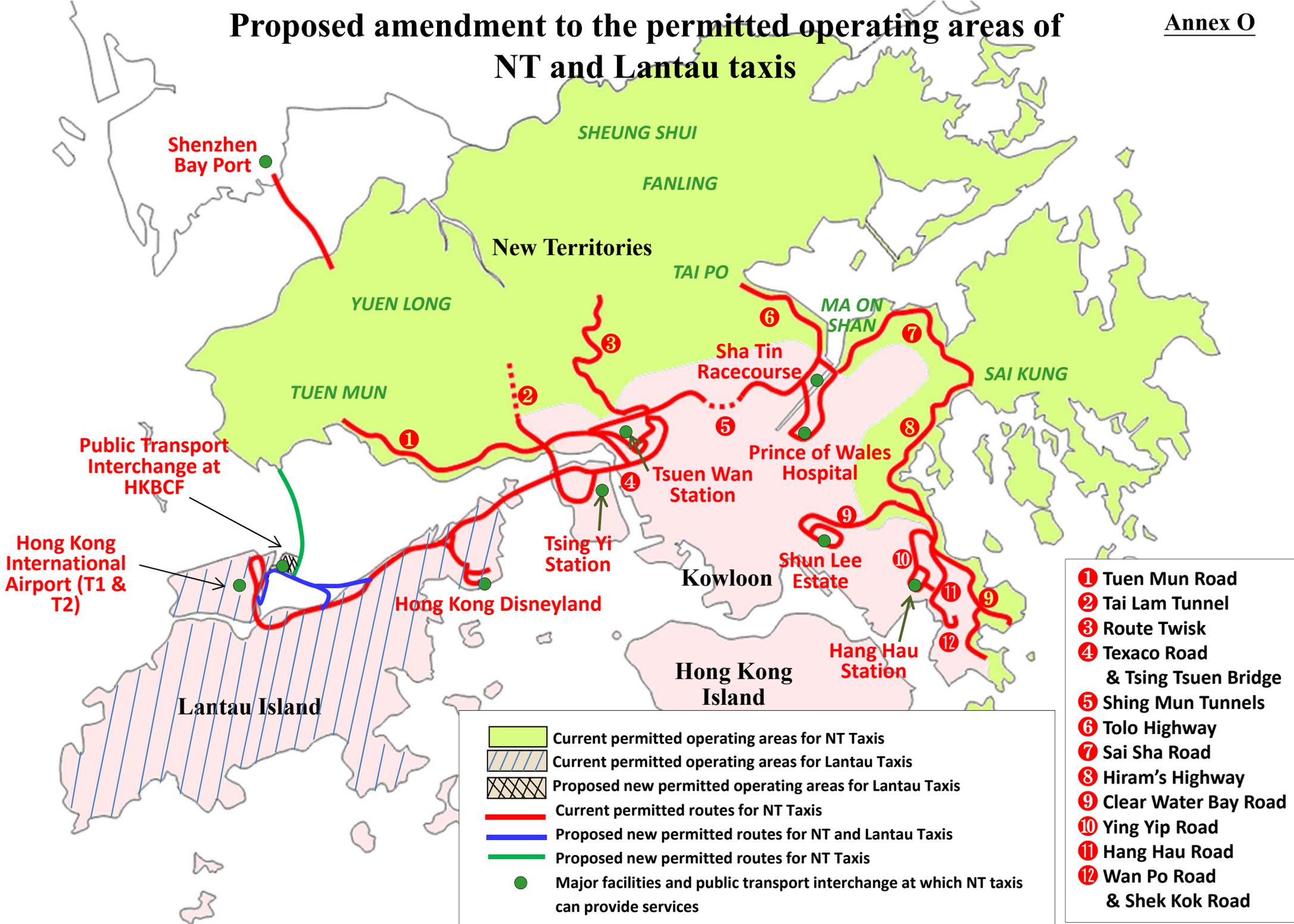
Tuen Mun–Chek Lap Kok Link

- (n) Shun Long Road
- (o) The following roads in the Islands District and Tuen Mun District, as delineated in Part II of Schedule 1 to the District Councils Ordinance (Cap. 547)—
  - (i) all roads directly joining Lung Mun Road and Shun Long Road;
  - (ii) all roads directly joining Lung Fu Road and Shun Long Road;
  - (iii) all roads directly joining Lung Mun Road and Chek Lap Kok Road; and
  - (iv) all roads directly joining Lung Fu Road and Chek Lap Kok Road

**(B) Lantau Taxis**

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

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



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

↑ To Tuen Mun



— Existing NT taxis permitted routes  
— Newly added NT taxis permitted routes

**Permitted Operating Area for NT taxis  
concerning the Northern Connection of the TM-CLKL**



**Key:**

- This red road indicates the Northern Connection of the TM-CLKL, which links the Lung Fu Road and Shun Long Road, Lung Fu Road and Chek Lap Kok Road, Lung Mun Road and Shun Long Road, and Lung Mun Road and Chek Lap Kok Road.
- This green road indicates Shun Long Road, which is the Southern Connection of the TM-CLKL.
- This blue road indicates Chek Lap Kok Road.

## Fixed Penalty (Criminal Proceedings) (Amendment) Regulation 2017

Section 1

1

## Fixed Penalty (Criminal Proceedings) (Amendment) Regulation 2017

(Made by the Secretary for Transport and Housing under section 11 of the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240))

### 1. Commencement

This Regulation comes into operation on 15 December 2017.

### 2. Fixed Penalty (Criminal Proceedings) Regulations amended

The Fixed Penalty (Criminal Proceedings) Regulations (Cap. 240 sub. leg. A) are amended as set out in section 3.

### 3. Schedule amended

(1) The Schedule, Form 1, list of offences and fixed penalty—

#### Repeal code number 56

#### Substitute

“56. 沒有遵從使用靠左駛快速公路車路的最右綫的限制

Failing to comply with restriction on using the right most lane of the carriageway of a left-driving expressway	Regulation 11(2)	\$450”.
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(2) The Schedule, Form 1, list of offences and fixed penalty—

#### Repeal code numbers 56A and 57.

(3) The Schedule, Form 1, list of offences and fixed penalty—

#### Add

(Draft)

## Fixed Penalty (Criminal Proceedings) (Amendment) Regulation 2017

Section 3

2

“58.	沒有遵從使用靠右駛快速公路車路的最左綫的限制	第 11A(2)條	\$450
	Failing to comply with restriction on using the left most lane of the carriageway of a right-driving expressway	Regulation 11A(2)	\$450
59.	在靠左駛快速公路上駕駛而沒有局限汽車在快速公路車路的最左綫行駛	第 12(1)條	\$450
	Driving on a left-driving expressway without confining the motor vehicle to the left most lane of the carriageway of the expressway	Regulation 12(1)	\$450
60.	在靠右駛快速公路上駕駛而沒有局限汽車在快速公路車路的最右綫行駛	第 12A(1)條	\$450
	Driving on a right-driving expressway without confining the motor vehicle to the right most lane of the carriageway of the expressway	Regulation 12A(1)	\$450
61.	在靠左駛快速公路上，在另一車輛的左邊越過該車輛	第 13 條	\$450

	Overtaking another vehicle on its left-hand side on a left-driving expressway	Regulation 13	\$450
62.	在靠右駛快速公路上，在另一車輛的右邊越過該車輛	第 13A(1)條	\$450
	Overtaking another vehicle on its right-hand side on a right-driving expressway	Regulation 13A(1)	\$450

Secretary for Transport and Housing

2017

**Explanatory Note**

By a Resolution of the Legislative Council (L.N. of 2017) passed under section 12 of the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), the Schedule to the Ordinance is amended to include the following offences as scheduled offences—

- (a) failing to comply with the restriction on using the right most lane of the carriageway of a left-driving expressway;
  - (b) failing to comply with the restriction on using the left most lane of the carriageway of a right-driving expressway;
  - (c) driving on a left-driving expressway without confining the motor vehicle to the left most lane of the carriageway of the expressway;
  - (d) driving on a right-driving expressway without confining the motor vehicle to the right most lane of the carriageway of the expressway;
  - (e) overtaking another vehicle on its left-hand side on a left-driving expressway;
  - (f) overtaking another vehicle on its right-hand side on a right-driving expressway.
2. This Regulation consequentially amends the list of offences and fixed penalty in Form 1 in the Schedule to the Fixed Penalty (Criminal Proceedings) Regulations (Cap. 240 sub. leg. A).