

**立法會**  
**Legislative Council**

LC Paper No. CB(4)182/17-18(08)

Ref: CB4/PL/TP

**Panel on Transport**  
**Meeting on 17 November 2017**

**Background brief on toll rationalisation among three road harbour crossings and three land tunnels between Kowloon and Sha Tin**

**Purpose**

This paper provides background information on the toll rationalization among three road harbour crossings ("RHCs") and the three land tunnels between Kowloon and Sha Tin. It also summarizes major views and concerns expressed by the Panel on Transport ("the Panel") when relevant issues were discussed at its meetings.

**Background**

Mode of development and financing of road tunnels

2. The Government has been following two major principles in adopting the Build-Operate-Transfer ("BOT") mode in constructing and operating tunnels<sup>1</sup>. According to the Administration, a franchisee under a BOT tunnel arrangement is responsible for the construction, operation and maintenance of the tunnel concerned during the franchise period. Upon the expiry of the franchise, the tunnel will vest in the Government<sup>2</sup>.

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<sup>1</sup> The two major principles of the Government in adopting the BOT mode in constructing and operating tunnels are: (a) the Government should encourage private participation and optimize the use of public resources, and, where feasible, adopt appropriate modes of public-private-partnership ("PPP") which include the BOT mode usually adopted in the past; and (b) as the investor of a PPP project is required to make substantial upfront capital investment, they should be given the opportunity to make a reasonable return on their investment while bearing the commercial risk.

<sup>2</sup> LC Paper No. CB(4)1021/16-17(07)

### *Three RHCs*

3. The three RHCs, including Cross Harbour Tunnel ("CHT"), Eastern Harbour Crossing ("EHC") and Western Harbour Crossing ("WHC"), were constructed at different times adopting BOT mode and their operations, including the toll adjustment mechanism, are governed by the relevant legislation. The ownership and control of CHT was transferred to the Government upon the expiry of the 30-year franchise in September 1999. EHC was also taken over by the Government upon the expiry of its BOT franchise on 7 August 2016. Whereas, the Western Harbour Tunnel Company Limited was granted a 30-year franchise to operate WHC until August 2023.

### *Three land tunnels between Kowloon and Sha Tin*

4. The three land tunnels connecting Kowloon and Sha Tin include the Tate's Cairn Tunnel ("TCT"), Lion Rock Tunnel, and Eagle's Nest and Sha Tin Heights Tunnels ("Route 8K"). Lion Rock Tunnel is one of the Government Tunnels controlled and regulated under the Road Tunnels (Government) Ordinance (Cap. 368). Eagle's Nest Tunnel and Sha Tin Heights Tunnel, forming part of Route 8, are within Tsing Sha Control Area and are controlled and regulated under the Tsing Sha Control Area Ordinance (Cap. 594).

5. Tate's Cairn Tunnel Company Limited was granted a franchise under the Tate's Cairn Tunnel Ordinance (Cap. 393) ("TCTO") to build and operate TCT for a period of 30 years. The assets of the Company will vest in the Government upon expiry of the franchise. In the light that the franchise granted to Tate's Cairn Tunnel Company Limited will expire next year, i.e. on 11 July 2018, the Government introduced the Road Tunnels (Government) (Amendment) Bill 2017 into the Legislative Council ("LegCo") in July 2017 with a view to providing legal backing for TCT to operate and be managed as a Government tunnel. The House Committee agreed at its meeting on 6 October 2017 to form a Bills Committee to study the Bill.

6. The locations of the six tunnels are shown in **Appendix I** for reference.

## Design daily capacity and average number of vehicles

7. The design daily capacity and average number of vehicles of the three RHCs and three land tunnels between Kowloon and Sha Tin are indicated in **Appendix II** for reference. The current toll for private vehicles charged by these six tunnels is also highlighted for reference.

## Toll adjustment mechanisms

### *Three RHCs*

8. The toll adjustment mechanism in respect of WHC is stipulated in the WHC Ordinance (Cap. 436), under which the franchisee may effect toll increases on six specified dates (i.e., 1 January on 2001, 2005, 2009, 2013, 2017 and 2021) ("anticipated toll increases"), on the condition that the actual net revenue of the company in respect of a year ending immediately before a specified date is less than the upper estimated net revenue for that year as stipulated in Schedule 5 to the WHC Ordinance. In addition, if in any year the actual net revenue of the company is less than the minimum estimated net revenue for that year as stipulated in Schedule 5 to the WHC Ordinance, the franchisee may advance an anticipated toll increase, and may implement an additional toll increase ("additional toll increase") if all the anticipated toll increases have been effected. Regardless of whether it is an anticipated toll increase or additional toll increase, the magnitude of each toll increase must not exceed that stipulated in Schedule 2 or Schedule 3 to the WHC Ordinance for various categories of vehicles. Tolls adjusted according to the mechanism stipulated in the WHC Ordinance are called "statutory tolls", which do not require the Administration's approval.

9. The last statutory toll increase of WHC took effect on 31 July 2016. The franchisee has been offering concessions to all categories of vehicles so that actual tolls (or "concessionary tolls") are lower than the statutory toll levels. The revised concessionary tolls of the tunnel taking effect on 1 January 2017 are indicated in **Appendix III**<sup>3</sup>.

10. The governing legislation of CHT and EHC is the Road Tunnels (Government) Ordinance (Cap. 368). The tolls for these two RHCs are specified in Schedule 2 to the Road Tunnels (Government) Regulations (Cap. 368A). The last toll adjustments of CHT and EHC were made in

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<sup>3</sup> LC Paper No. CB(4)355/16-17(01)

1999 and 2005 respectively.

*Three land tunnels between Kowloon and Sha Tin*

11. For TCT, TCTO provides that the tolls specified in the Schedule to TCTO may be varied by agreement between the Chief Executive-in-Council and TCT Company Limited. If an agreement cannot be reached, either party may resort to arbitration. TCTO has not set out the criteria for determining toll adjustments. So far, TCT has had eight toll increases that came into effect in 1995, 1996, 2000, 2005, 2008, 2010, 2013, 2016 respectively. The Government and TCT Company Limited have been able to reach agreement without resorting to arbitration in respect of all the eight toll increase applications.

12. The toll levels for Lion Rock Tunnel and Route 8K are specified in Schedule 2 to Cap. 368A and Schedule 1 to the Tsing Sha Control Area (Tolls, Fees and Charges) Regulation (Cap. 594B) respectively. Vehicles using these two tunnels are charged a flat toll of \$8.

Uneven traffic distribution of the three RHCs

13. The Government recognizes that the uneven traffic distribution among the three RHCs is undesirable and there is room for improvement to achieve traffic diversion and ease congestion at both ends of CHT. CHT has a clear natural advantage over the other two crossings given its central location and connectivity, which means shorter journeys, convenience and lower fuel costs for its users. This advantage is reinforced by the significantly lower toll that applies to CHT over the years. As a result, CHT is the most heavily utilized among all three RHCs, with a daily throughput of about 114 000 vehicles that far exceeds the tunnel's design capacity of 78 000 vehicles. The Government has been exploring ways to optimize the utilization of RHCs.

Consultancy study on rationalizing the utilization of RHCs ("the Consultancy Study")

14. The Administration informed the Panel in November 2008 that the Government had commissioned the Consultancy Study with an objective of identifying the optimum level of traffic for the three RHCs, taking into account their geographic locations and the capacity of connecting road networks, and recommending feasible options that covered the necessary

financial, organizational and legal mechanisms to achieve the optimum traffic result. The consultants concluded that to effectively reduce traffic congestion at CHT and to rationalize the traffic distribution among the three RHCs, the tolls for CHT must be increased whilst those for EHC reduced. The Panel discussed the findings of the Consultancy Study on 9 November 2010, and conducted a further meeting on 11 January 2011 to receive public views.

15. Subsequently, the Administration completed a three-month consultation exercise on the findings and recommendations of the Consultancy Study in the first quarter of 2011. In the light of the views received, the Administration had studied and modified some of the toll adjustment options recommended by the consultants to address the requests from the public and the trade, with a view to putting forward refined toll adjustment options for further public consultation.

16. In February 2013, the Administration embarked on a three-month public consultation exercise on three toll adjustment options as proposed measures to improve the traffic distribution among RHCs. All three options (in **Appendix IV**) involved different degrees of toll reduction at EHC and toll increases at CHT. The Administration briefed the Panel on the outcome of the public consultation at the meeting held on 28 February 2014. The Administration informed the members that the daily average traffic throughput of EHC increased to 72 000 vehicles in 2013 and that of CHT in 2013 showed a drop of more than 3 000 vehicles per day as compared to 2011.

17. Having full regard to the latest traffic situations at CHT and EHC, the diverse views of the public over the proposed toll adjustment options and concerns of the relevant districts over the possible traffic congestion caused by the diverted traffic, the Administration decided to put in abeyance the implementation of the toll adjustment trial scheme.

18. At the meeting on 19 May 2017, members were consulted on the takeover arrangements of TCT. Members noted that the toll levels of TCT would remain unchanged upon the Government's takeover. Nevertheless, the toll levels would be reviewed in the context of the study on the rationalization of traffic distribution among the three RHCs and the three land tunnels between Kowloon and Sha Tin. Members also noted that the Administration had undertaken to put the toll adjustment proposals for

discussion by the Panel within the 2017-2018 legislative year.

### **Discussions by the Panel in the Fourth and Fifth LegCos**

19. There have been plenty of discussions by members on issues relating to rationalization of tunnel tolls and traffic distribution since 2000.

20. At the meeting on 28 November 2008, some members considered that the failure to subject the toll adjustments of WHC and EHC to the approval of LegCo was the main cause of uneven traffic distribution among the three RHCs. They called upon the Administration to refrain from adopting the BOT mode to deliver roads and tunnels in future. Some other members, however, considered that the Administration should make reference to overseas experience of successful implementation of the BOT mode. Some members suggested that the Administration should examine the feasibility of establishing a Tunnels and Bridges Authority to own and manage all tunnels and bridges, including the BOT tunnels.

21. When the Panel was briefed on the three toll adjustment options at the meeting held on 22 February 2013, some members expressed support to the Administration's proposal to reduce the tolls at EHC and increase the tolls at CHT to divert traffic from CHT to EHC. They, however, showed concern about the sustained effect of the proposed measures. Other members doubted the effect of the three options and suggested that the Administration should conduct cost and benefit analysis for the proposed measures to alleviate traffic congestion at RHCs. The Panel passed a motion, urging the Government to examine the feasibility of constructing the fourth road harbour crossing or a cross-harbour bridge.

22. While expressing support to the Administration's decision in February 2014 to shelve the toll adjustment trial scheme, some members were concerned whether the Administration would implement any short-term measures to ease traffic burden of CHT. The Administration advised that the targeted commissioning of Central-Wan Chai Bypass ("CWB") in 2017<sup>4</sup> would be an opportune time for formulating a more comprehensive strategy to rationalize the traffic distribution among RHCs. The Administration emphasized that the decision to put in abeyance the toll

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<sup>4</sup> According to the Administration's information in July 2017, the anticipated completion date will be in end 2018 or first quarter of 2019 (LC Paper No. CB(4)1409/16-17(01)).

adjustment trial scheme did not mean that it would do nothing to ease the traffic congestion problem of RHCs. The Administration would continue to monitor the traffic conditions at RHCs.

23. A member considered that the Administration should take a macro approach in formulating measures to rationalize traffic of the three RHCs, and that the toll levels of other tunnels, including Tai Lam Tunnel and TCT, should be taken into consideration. Some members called on the Administration to seriously consider the option of buying back WHC as this would provide greater flexibility for the Administration to implement traffic management measures. A member opined that the Administration should include all the three RHCs in the plan to rationalize the traffic distribution among RHCs. The Administration responded that the Government's ownership of the RHC concerned was not a pre-requisite for effecting toll adjustments because toll adjustment could be achieved through a reimbursement scheme. While agreeing that all the three RHCs should be considered when drawing up measures to rationalize the traffic distribution of three RHCs, the Administration was of the view that measures should be implemented in an opportune time with appropriate toll levels to achieve the best traffic diversion effect. The Administration had no plan to buy back WHC at this stage.

24. Some members suggested that the Administration should, upon the takeover of EHC, lower the tolls of EHC on a par with CHT to attract more vehicles to use EHC. The Administration advised that instead of standardizing the tolls of CHT and EHC, the consultant engaged by the Administration to study the proposals to improve the traffic distribution among RHCs considered that the tolls of CHT should be increased to achieve the aim of shortening the cross-harbour traffic queue such that it would not interfere with non-cross-harbour traffic at the connecting roads of CHT. If the Administration lowered the EHC tolls immediately after taking over it without adequate assessment, the congestion problem at EHC and its connecting roads might be further aggravated.

25. In response to a member's enquiry on whether vehicles could be charged differently during morning peak hours and non-morning peak hours, the Administration responded that the proposal was not recommended as it might affect the driving behavior of drivers which would pose risks to road safety. For example, drivers might slow down or accelerate their vehicles in order to enjoy the lowered tolls near the time of

toll-level change.

26. When discussing the takeover arrangements of TCT at the meeting on 19 May 2017, some members pressed for an early toll alignment of the three land tunnels to facilitate redistribution of the tunnel traffic. They suggested in the motion that upon taking over of TCT by the Government in July 2018, the Government should bring the toll levels of TCT in line with those of the alternative tunnels (i.e. Lion Rock Tunnel and Route 8K), instead of waiting for the outcome of the toll rationalization study.

27. The Administration explained that due to the geographical locations of the tunnels, there was a natural pairing effect on the use of the three RHCs and the three land tunnels. The rationalization of traffic distribution among the three land tunnels would therefore impact on the usage of the three RHCs, and vice versa. Hence, toll adjustment proposals, including that for TCT, should be formulated under the toll rationalization study for rationalizing the traffic distribution among the six tunnels in a holistic manner.

28. Some members expressed concern on whether the Administration could comprehensively review the tolls and traffic flow of the six tunnels, as the BOT franchise of WHC would not expire until 2023. The Administration responded that it was essential to include WHC for a holistic review in the toll rationalization study. Any toll adjustments at WHC before 2023 needed to be dealt with under the franchise of WHC. If necessary and agreed by the franchisee of WHC, the Administration could consider the possibility of providing toll subsidies to effect toll adjustments before 2023. Further review could be conducted after the takeover of WHC in 2023.

29. Some members also asked about the details of the toll rationalization study, such as the timetable, survey methodology, types of data collected, scenario analysis, and background of the consultant and so on. The Administration advised that the toll rationalization study commenced in early January 2017. The consultant had collected relevant data, such as traffic flow at the six tunnels and areas in the vicinity of the tunnels, for analyzing the impact of various toll adjustment options.



## **Relevant questions raised at Council meetings**

30. In the Fourth and Fifth LegCos, Members raised eight questions relating to rationalization of tunnel tolls and traffic distribution at the Council meetings of 12 November 2008, 3 March 2010, 6 April 2011, 4 May 2011, 29 June 2011, 20 March 2013, 6 January 2016 and 15 June 2016. The hyperlinks to relevant papers and questions are given in **Appendix V**.

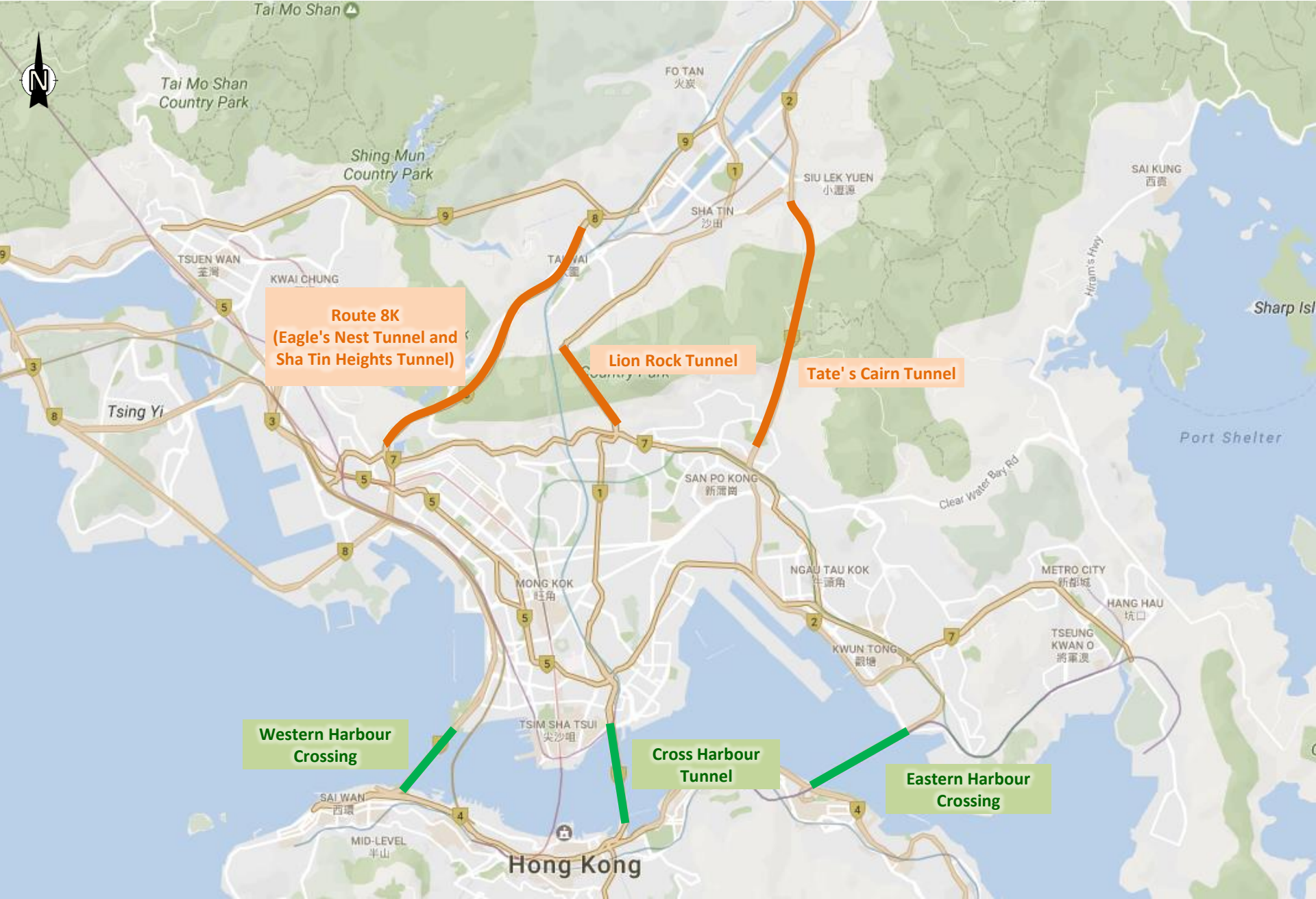
## **Latest developments**

31. According to the Administration, the Transport Department had commenced in January 2017 a study on the overall strategy for the rationalization of traffic distribution among the three RHCs and three land tunnels between Kowloon and Sha Tin. The study will examine the relationship between the toll levels of these six tunnels and their traffic flows<sup>5</sup>. The Administration plans to brief the Panel members on the preliminary findings of the said study at the meeting to be held on 17 November 2017.

Council Business Division 4  
Legislative Council Secretariat  
13 November 2017

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<sup>5</sup> Source: Controlling officer's reply to a Member's initial written question in examining the Estimates of Expenditure 2017-18 (Reply Serial No. THB(T)158))



**The design daily capacity, average number of vehicles and current toll for private vehicles of the three RHCs and three land tunnels between Kowloon and Sha Tin**

**Road Harbour Crossings**

	Cross Harbour Tunnel	Eastern Harbour Crossing	Western Harbour Crossing
<b><i>Design daily capacity</i></b>	<b><i>78 500</i></b>	<b><i>78 500</i></b>	<b><i>118 000</i></b>
Average daily vehicles in 2014	115 190	73 035	63 031
Average daily vehicles in 2015	115 722	75 469	65 325
Average daily vehicles in 2016	114 679	75 767	67 426
Average daily vehicles in 2017 (from January to July only)	114 215	76 299	65 842
Current toll for private vehicles	\$20	\$25	\$65

**Land Tunnels between Kowloon and Sha Tin**

	Lion Rock Tunnel	Tate's Cairn Tunnel	Eagle's Nest and Sha Tin Heights Tunnels
<b><i>Design daily capacity</i></b>	<b><i>78 500</i></b>	<b><i>78 500</i></b>	<b><i>118 000</i></b>
Average daily vehicles in 2014	90 608	57 044	46 513
Average daily vehicles in 2015	91 959	59 480	50 141
Average daily vehicles in 2016	92 625	59 209	54 317
Average daily vehicles in 2017 (from January to July only)	92 602	60 033	56 266
Current toll for private vehicles	\$8	\$20	\$8

Source: Transport Department's website

([http://www.td.gov.hk/en/transport\\_in\\_hong\\_kong/transport\\_figures/monthly\\_traffic\\_and\\_transport\\_digest/2017/201707/index.html](http://www.td.gov.hk/en/transport_in_hong_kong/transport_figures/monthly_traffic_and_transport_digest/2017/201707/index.html),

[http://www.td.gov.hk/en/transport\\_in\\_hong\\_kong/tunnels\\_and\\_bridges/toll\\_rates\\_of\\_road\\_tunnels\\_and\\_lantau\\_link/index.html](http://www.td.gov.hk/en/transport_in_hong_kong/tunnels_and_bridges/toll_rates_of_road_tunnels_and_lantau_link/index.html)),

LC Paper No. CB(4)1021/16-17(08), LC Paper No. CB(1)912/13-14(06), LegCo Brief on Application for Toll Increase by Tate's Cairn Tunnel Company Limited (File Ref: ETWB(T) CR 1/4651/94) issued by the Administration on June 2005

## Existing and New Concessionary Tolls of Western Harbour Crossing

	<b>Existing Statutory Tolls (Since 31 July 2016)</b>	<b>Existing Concessionary Tolls (Since 22 February 2015)</b>	<b>New Concessionary Tolls (Take effect from 1 January 2017)</b>	<b>Actual Increase in concessionary tolls</b>
<b>Motorcycles and motor tricycles</b>	\$120	\$25	\$25	\$0
<b>Private cars and electrically powered passenger vehicles</b>	\$210	\$60	\$65	\$5
<b>Taxis</b>	\$210	\$55*	\$60*	\$5
<b>Public and private light buses</b>	\$250	\$70	\$75	\$5
<b>Light goods vehicles</b>	\$300	\$70^	\$75^	\$5
<b>Medium goods vehicles</b>	\$455	\$95^	\$100^	\$5
<b>Heavy goods vehicles</b>	\$635	\$125^	\$130^	\$5
<b>Single-decked buses</b>	\$250	\$110	\$120	\$10
<b>Double-decked buses</b>	\$370	\$155	\$170	\$15
<b>Additional axle in excess of two for goods vehicles</b>	\$210	\$30^	\$30^	\$0

\* Empty taxi toll promotion (charging \$10 cash with a rebate of \$5 prepaid tunnel ticket) during mid-night 00:00 to 07:00 a.m. will be extended to 31 July 2017.

^ GV toll promotion (charging \$15 for LGV, \$20 for MGV, \$30 for HGV & \$10 for each extra axle in Cash or WHT prepaid ticket) during mid-night 00:00 to 07:00 a.m. will be extended to 31 July 2017.

**Key features of the  
three toll adjustment options proposed by the Government in 2013**

	<b>Option A (Resource Management Option)</b>	<b>Option B (EHC Reduction CHT Increase Option)</b>	<b>Option C (Status Quo for Public Transport Option)</b>
<b>Toll adjustment features</b>	<ul style="list-style-type: none"> <li>• reduce EHC private car (“PC”) toll by \$5 and those of other types of vehicles correspondingly, such that the tolls would be closer to the CHT tolls after adjustment as stated below</li> <li>• increase CHT PC toll by \$5 and increase tolls of other vehicle types in accordance with the resource management principle, so as to reflect the road space occupied as well as the wear and tear caused on the road by these vehicles as appropriate</li> <li>• see <u>Table</u> for detailed tolls</li> </ul>	<ul style="list-style-type: none"> <li>• reduce EHC PC toll by \$5</li> <li>• increase CHT PC toll by \$5</li> <li>• adjust the tolls of other vehicle types at both EHC and CHT proportionally in accordance with their original toll structure respectively (with no change in toll structure)</li> <li>• see <u>Table</u> for detailed tolls</li> </ul>	<ul style="list-style-type: none"> <li>• reduce EHC PC toll by \$5</li> <li>• the reduction in tolls of goods vehicles at EHC is larger than the increase in tolls of goods vehicles at CHT, the differential of which is the largest among the three options, and has the least impact on the goods vehicles trade</li> <li>• increase CHT PC toll by \$10</li> <li>• tolls of public transport vehicles will be frozen</li> <li>• see <u>Table</u> for detailed tolls</li> </ul>
<b>Traffic assessment</b>			
Queue reduction at CHT	<ul style="list-style-type: none"> <li>• 40%</li> </ul>	<ul style="list-style-type: none"> <li>• 30%</li> </ul>	<ul style="list-style-type: none"> <li>• 38%</li> </ul>

	<b>Option A (Resource Management Option)</b>	<b>Option B (EHC Reduction CHT Increase Option)</b>	<b>Option C (Status Quo for Public Transport Option)</b>
<b>Economic assessment</b>			
<b>Overall economic benefits</b>	<ul style="list-style-type: none"> <li>operators of buses/public light buses will pay lower tolls at EHC and higher tolls at CHT but overall will benefit from savings in operating costs and travel time; passengers will benefit from shorter journey time</li> <li>estimated overall economic benefits up to \$560 million per year</li> </ul>	<ul style="list-style-type: none"> <li>operators of buses/public light buses will pay lower tolls at EHC and higher tolls at CHT but overall will benefit from savings in operating costs and travel time; passengers will benefit from shorter journey time</li> <li>estimated overall economic benefits up to \$530 million per year</li> </ul>	<ul style="list-style-type: none"> <li>tolls for buses/public light buses will remain unchanged and operators will benefit from savings in operating costs and travel time; passengers will benefit from shorter journey time</li> <li>estimated overall economic benefits up to \$520 million per year</li> </ul>
Cost Savings <sup>Note</sup>			
(i) Savings in costs in respect of private vehicles	<ul style="list-style-type: none"> <li>estimated annual savings up to \$270 million</li> </ul>	<ul style="list-style-type: none"> <li>estimated annual savings up to \$180 million</li> </ul>	<ul style="list-style-type: none"> <li>estimated annual savings up to \$150 million</li> </ul>
(ii) Savings in costs in respect of taxis	<ul style="list-style-type: none"> <li>estimated annual savings up to \$40 million</li> </ul>	<ul style="list-style-type: none"> <li>estimated annual savings up to \$100 million</li> </ul>	<ul style="list-style-type: none"> <li>estimated annual savings up to \$100 million</li> </ul>
(iii) Savings in costs in respect of goods vehicles	<ul style="list-style-type: none"> <li>estimated annual savings up to \$20 million</li> </ul>	<ul style="list-style-type: none"> <li>estimated annual savings up to \$60 million</li> </ul>	<ul style="list-style-type: none"> <li>estimated annual savings up to \$140 million</li> </ul>


	<b>Option A (Resource Management Option)</b>	<b>Option B (EHC Reduction CHT Increase Option)</b>	<b>Option C (Status Quo for Public Transport Option)</b>
(iv) Savings in costs in respect of public transport	<ul style="list-style-type: none"> <li>estimated annual savings up to \$40 million</li> </ul>	<ul style="list-style-type: none"> <li>estimated annual savings up to \$170 million</li> </ul>	<ul style="list-style-type: none"> <li>estimated annual savings up to \$160 million</li> </ul>
<b>Financial implications to Government (annual)</b>	Reimbursement for EHC tunnel users (R to EHC) : -269M  CHT Additional Toll Revenue (TR) : 433M  Net : <b>164M</b>	R to EHC : -163M  CHT Additional TR : 152M  Net : <b>-11M</b>	R to EHC : -216M  CHT Additional TR : 169M  Net : <b>-47M</b>


Note : The costs include tunnel tolls, operating costs (such as fuel costs and maintenance fees) and travel time costs.


# Table

## Tolls under the three toll adjustment options

	Option A (Resource Management Option)			Option B (EHC Reduction CHT Increase Option )			Option C (Status Quo for Public Transport Option )		
	CHT	EHC	WHC	CHT	EHC	WHC	CHT	EHC	WHC
Private cars	25 (+5)	20 (-5)	55	25 (+5)	20 (-5)	55	30 (+10)	20 (-5)	55
Motorcycles	12 (+4)	9 (-4)	25	10 (+2)	10 (-3)	25	12 (+4)	9 (-4)	25
Taxis	19 (+9)	15 (-10)	50	13 (+3)	20 (-5)	50	10	15 (-10)	50
Empty taxis	14 (+4)	11 (-4)	50	13 (+3)	12 (-3)	50	10	15	50
Light goods vehicles	28 (+13)	23 (-15)	65	19 (+4)	30 (-8)	65	19 (+4)	23 (-15)	65
Medium goods vehicles	38 (+18)	30 (-20)	90	25 (+5)	40 (-10)	90	25 (+5)	30 (-20)	90
Heavy goods vehicles	56 (+26)	45 (-30)	120	38 (+8)	60 (-15)	120	38 (+8)	45 (-30)	120
Additional axle for goods vehicles	19 (+9)	15 (-10)	30	13 (+3)	20 (-5)	30	13 (+3)	15 (-10)	30
Public light buses	25 (+15)	20 (-18)	65	13 (+3)	30 (-8)	65	10	38	65
Single-decked buses	31(+21)	25 (-25)	100	13 (+3)	40 (-10)	100	10	50	100
Double-decked buses	47 (+32)	38 (-37)	140	19 (+4)	60 (-15)	140	15	75	140

 Toll remains unchanged

 Increase in Toll

 Reduction in Toll



**Toll rationalisation among three road harbour crossings and  
three land tunnels between Kowloon and Sha Tin**

**List of relevant papers**

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
15.12.2000	Panel on Transport ("TP")	Administration's paper on "Traffic Implications of Tunnel Toll Increases"	CB(1)307/00-01(04) <a href="http://www.legco.gov.hk/yr00-01/english/panels/tp/papers/a307e04.pdf">http://www.legco.gov.hk/yr00-01/english/panels/tp/papers/a307e04.pdf</a>
		Minutes of meeting	CB(1)458/00-01 <a href="http://www.legco.gov.hk/yr00-01/english/panels/tp/minutes/tp151200.pdf">http://www.legco.gov.hk/yr00-01/english/panels/tp/minutes/tp151200.pdf</a>
22.2.2002	TP	Administration's paper on "Government Policy and Provision and Operation of Tunnels"	CB(1)1085/01-02(04) <a href="http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0222cb1-1085-4e.pdf">http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0222cb1-1085-4e.pdf</a>
		Administration's supplementary information on "Government Policy on the Provision and Operation of Tunnels"	CB(1)1596/01-02(01) <a href="http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0222cb1-1596-1e.pdf">http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0222cb1-1596-1e.pdf</a>
		Minutes of meeting	CB(1)1557/01-02 <a href="http://www.legco.gov.hk/yr01-02/english/panels/tp/minutes/tp020222.pdf">http://www.legco.gov.hk/yr01-02/english/panels/tp/minutes/tp020222.pdf</a>
13.2.2003	TP	Administration's information paper on "Western Harbour Crossing Tolls"	CB(1)888/02-03(01) <a href="http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0213cb1-888-1e.pdf">http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0213cb1-888-1e.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
		Minutes of meeting	CB(1)1455/02-03 <a href="http://www.legco.gov.hk/yr02-03/english/panels/tp/minutes/tp030213.pdf">http://www.legco.gov.hk/yr02-03/english/panels/tp/minutes/tp030213.pdf</a>
25.4.2003	TP	Administration's paper on "The Provision and Operation of Tunnels and Tollways – Mainland and Overseas Experience"	CB(1)1457/02-03(03) <a href="http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0425cb1-1457-3e.pdf">http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0425cb1-1457-3e.pdf</a>
		Minutes of meeting	CB(1)1677/02-03 <a href="http://www.legco.gov.hk/yr02-03/english/panels/tp/minutes/tp030425.pdf">http://www.legco.gov.hk/yr02-03/english/panels/tp/minutes/tp030425.pdf</a>
28.5.2004	TP	Administration's information paper on "Improvement to Traffic Conditions of Tuen Mun Road and Provision and Operation of Tunnels and Tollways"	CB(1)1912/03-04(26) <a href="http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tp0528cb1-1912-26e.pdf">http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tp0528cb1-1912-26e.pdf</a>
		Minutes of meeting	CB(1)2408/03-04 <a href="http://www.legco.gov.hk/yr03-04/english/panels/tp/minutes/tp040528.pdf">http://www.legco.gov.hk/yr03-04/english/panels/tp/minutes/tp040528.pdf</a>
18.3.2005	TP	Legislative Council Brief on "Arbitration on the Toll Increase of the Eastern Harbour Crossing"	ETWB(T)CR1/3/4651/92 <a href="http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp_etwb_t_cr13465192.pdf">http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp_etwb_t_cr13465192.pdf</a>
		Minutes of meeting	CB(1)1563/04-05 <a href="http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050318.pdf">http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050318.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
22.4.2005	TP	Background brief on "Distribution of traffic amongst the three road harbour crossings" prepared by the Legislative Council Secretariat	CB(1)1293/04-05 <a href="http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1293-e.pdf">http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1293-e.pdf</a>
		Administration's information paper on "Enhancing the Distribution of Traffic at the Three Road Harbour Crossings"	CB(1)1298/04-05(03) <a href="http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1298-3e.pdf">http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1298-3e.pdf</a>
		Minutes of meeting	CB(1)1833/04-05 <a href="http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050422.pdf">http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050422.pdf</a>
19.12.2005	TP	Administration's information paper on "Progress Update on Possible Measures to Rationalize Utilization of BOT Tunnels"	CB(1)526/05-06(02) <a href="http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tp1219cb1-526-2e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tp1219cb1-526-2e.pdf</a>
		Minutes of meeting	CB(1)822/05-06 <a href="http://www.legco.gov.hk/yr05-06/english/panels/tp/minutes/tp051219.pdf">http://www.legco.gov.hk/yr05-06/english/panels/tp/minutes/tp051219.pdf</a>
24.2.2006	TP	Research Report on "Operation of Toll Roads, Bridges and Tunnels in Selected Places"	RP03/05-06 <a href="http://www.legco.gov.hk/yr05-06/english/sec/library/0506rp03e.pdf">http://www.legco.gov.hk/yr05-06/english/sec/library/0506rp03e.pdf</a>
		Information Note on The Adoption of the Build-Operate-Transfer Model and Its Variants	IN13/05-06 <a href="http://www.legco.gov.hk/yr05-06/english/sec/library/0506in13e.pdf">http://www.legco.gov.hk/yr05-06/english/sec/library/0506in13e.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
		in Developing Transport Infrastructures in Selected Places prepared by Research and Library Services Division	
		Information Note on Toll Increase of the Eastern Harbour Crossing prepared by Research and Library Services Division	IN14/05-06 <a href="http://www.legco.gov.hk/yr05-06/english/sec/library/0506in14e.pdf">http://www.legco.gov.hk/yr05-06/english/sec/library/0506in14e.pdf</a>
24.10.2006	TP	Administration's information paper on "Western Harbour Crossing Tolls"	CB(1)1963/05-06(01) <a href="http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tpcb1-1963-1e.pdf">http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tpcb1-1963-1e.pdf</a>
9.7.2007	TP	Administration's information paper on "Measures to Rationalize Utilization of the Three Road Harbour Crossings"	CB(1)2023/06-07(04) <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0709cb1-2023-4-e.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0709cb1-2023-4-e.pdf</a>
		Minutes of meeting	CB(1)2408/06-07 <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070709.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070709.pdf</a>
30.10.2007	TP	Administration's information paper on "Western Harbour Crossing Tolls"	CB(1)2205/06-07(01) <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tpcb1-2205-1-e.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tpcb1-2205-1-e.pdf</a>
28.1.2008	TP	Administration's paper on "Western Harbour Crossing Tolls"	CB(1)533/07-08(01) <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-533-1-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-533-1-e.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
		Background brief on "Western Harbour Crossing" prepared by the Legislative Council Secretariat	CB(1)588/07-08 <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-588-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-588-e.pdf</a>
12.11.2008	Council meeting	Hon Raymond HO Chung-tai raised a question on buying the shares of the Eastern Harbour Crossing and the Western Harbour Crossing	<a href="http://www.info.gov.hk/gia/general/200811/12/P200811120130.htm">http://www.info.gov.hk/gia/general/200811/12/P200811120130.htm</a>
19.11.2008	Council meeting	Motion on "Concern about the cross harbour tunnels failing to divert traffic flows effectively and their high tolls"	<a href="http://www.legco.gov.hk/yr08-09/english/legco_rpt/legco_motion11202-e.pdf">http://www.legco.gov.hk/yr08-09/english/legco_rpt/legco_motion11202-e.pdf</a>
28.11.2008	TP	Administration's paper on measures to rationalize utilization of Build-Operate-Transfer tunnels	CB(1)253/08-09(06) <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-253-6-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-253-6-e.pdf</a>
		Background brief on measures to rationalize utilization of Build-Operate-Transfer tunnels prepared by the Legislative Council Secretariat	CB(1)255/08-09 <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-255-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-255-e.pdf</a>
		Minutes of meeting	CB(1)632/08-09 <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20081128.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20081128.pdf</a>
23.10.2009	TP	Administration's paper on Western Harbour	CB(1)2415/08-09(01) <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp2415-01-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp2415-01-e.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
		Crossing and Route 3 (Country Park Section) Tolls	<a href="http://www.info.gov.hk/gia/general/201003/03/P201003030140.htm">8-09/english/panels/tp/papers/tpcb1-2415-1-e.pdf</a>
3.3.2010	Council meeting	Hon LAM Tai-fai raised a question on traffic congestion on the three road harbour crossings	<a href="http://www.info.gov.hk/gia/general/201003/03/P201003030140.htm">http://www.info.gov.hk/gia/general/201003/03/P201003030140.htm</a>
22.10.2010	TP	Administration's paper on Western Harbour Crossing Tolls	CB(1)2681/09-10(01) <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tpcb1-2681-1-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tpcb1-2681-1-e.pdf</a>
9.11.2010 and 11.1.2011	TP	Administration's paper on consultancy study on rationalizing the utilization of road harbour crossings	CB(1)298/10-11(01) <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1109cb1-298-1-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1109cb1-298-1-e.pdf</a>
		Background brief on measures to rationalize utilization of Build-Operate-Transfer tunnels prepared by the Legislative Council Secretariat	CB(1)304/10-11 <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1109cb1-304-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1109cb1-304-e.pdf</a>
		Minutes of meeting	CB(1)942/10-11 <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20101109.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20101109.pdf</a>
		Administration's supplementary paper on a breakdown of the vehicular flows at the Western Harbour Crossing at different times of the day (follow-up paper)	CB(1)304/11-12(01) <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0111cb1-304-1-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0111cb1-304-1-e.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
		Minutes of meeting	CB(1)1920/10-11 <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110111.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110111.pdf</a>
6.4.2011	Council meeting	Hon CHIM Pui-chung raised a question on tolls of the three road harbour crossings	<a href="http://www.info.gov.hk/gia/general/201104/06/P201104060131.htm">http://www.info.gov.hk/gia/general/201104/06/P201104060131.htm</a>
4.5.2011	Council meeting	Hon CHIM Pui-chung raised a question on cross-harbour transport infrastructure	<a href="http://www.info.gov.hk/gia/general/201105/04/P201105040179.htm">http://www.info.gov.hk/gia/general/201105/04/P201105040179.htm</a>
29.6.2011	Council meeting	Hon CHAN Kam-lam raised a question on automatic toll collection system of tolled tunnels and roads	<a href="http://www.info.gov.hk/gia/general/201106/29/P201106290253.htm">http://www.info.gov.hk/gia/general/201106/29/P201106290253.htm</a>
-	-	Legislative Council Brief on Eastern Harbour Crossing Toll increase arbitration	<a href="http://library.legco.gov.hk:1080/articles/1152818.221557/1.PDF">http://library.legco.gov.hk:1080/articles/1152818.221557/1.PDF</a>
18.1.2013	TP	Administration's paper on transport-related policy initiatives of the Transport and Housing Bureau under the 2013 Policy Address	CB(1)409/12-13(03) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0118cb1-409-3-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0118cb1-409-3-e.pdf</a>
-	-	Press release on public consultation on ways to rationalise utilisation of road harbour crossings	<a href="http://www.info.gov.hk/gia/general/201011/09/P201011090214.htm">http://www.info.gov.hk/gia/general/201011/09/P201011090214.htm</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
22.2.2013	TP	Administration's paper on proposed measures to improve the traffic distribution among the road harbour crossings	CB(1)544/12-13(03) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0222cb1-544-3-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0222cb1-544-3-e.pdf</a>
		Paper on measures to improve the traffic distribution among the road harbour crossings prepared by the Legislative Council Secretariat (Background brief)	CB(1)544/12-13(04) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0222cb1-544-4-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0222cb1-544-4-e.pdf</a>
		Minutes	CB(1)1307/12-13 <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130222.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130222.pdf</a>
15.3.2013	TP	Information paper provided by the Administration on Western Harbour Crossing Tolls	CB(1)361/12-13(01) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tpcb1-361-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tpcb1-361-1-e.pdf</a>
		Paper on toll adjustments of Western Harbour Crossing and Route 3 (Country Park Section) prepared by the Legislative Council Secretariat (background brief)	CB(1)544/12-13(06) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0222cb1-544-6-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0222cb1-544-6-e.pdf</a>
		Minutes	CB(1)1516/12-13 <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130315.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130315.pdf</a>



<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
20.3.2013	Council meeting	Hon POON Siu-ping raised a question on traffic flow of road harbor crossings	<a href="http://www.info.gov.hk/gia/general/201303/20/P201303190546.htm">http://www.info.gov.hk/gia/general/201303/20/P201303190546.htm</a>
-	-	Press release on public consultation on proposed measures to improve traffic distribution among road harbour crossings ends on May 7	<a href="http://www.info.gov.hk/gia/general/201304/29/P201304290540.htm">http://www.info.gov.hk/gia/general/201304/29/P201304290540.htm</a>
22.4.2013	TP	Minutes	CB(1)386/13-14 <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130422.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130422.pdf</a>
28.2.2014	TP	Administration's paper on traffic distribution among road harbour crossings	CB(1)912/13-14(05) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp0228cb1-912-5-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp0228cb1-912-5-e.pdf</a>
		Paper on traffic distribution among road harbour crossings prepared by the Legislative Council Secretariat (background brief)	CB(1)912/13-14(06) <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp0228cb1-912-6-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp0228cb1-912-6-e.pdf</a>
		Minutes	CB(1)1574/13-14 <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20140228.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20140228.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
6.11.2015	TP	Administration's paper on takeover arrangements of the Eastern Harbour Crossing	CB(4)119/15-16(05) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151106cb4-119-5-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151106cb4-119-5-e.pdf</a>
		Minutes	CB(4)513/15-16 <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20151106.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20151106.pdf</a>
6.1.2016	Council meeting	Hon WONG Kwok-kin raised a question on traffic volumes and tolls of road harbour crossings	<a href="http://www.info.gov.hk/gia/general/201601/06/P201601060409.htm">http://www.info.gov.hk/gia/general/201601/06/P201601060409.htm</a>
15.6.2016	Council meeting	Hon Frankie YICK raised a question on traffic distribution among RHCs	<a href="http://www.info.gov.hk/gia/general/201606/15/P201606140804.htm">http://www.info.gov.hk/gia/general/201606/15/P201606140804.htm</a>
20.1.2017	TP	Information paper provided by the Administration on Western Harbour Crossing Tolls	CB(4)355/16-17(01) <a href="http://library.legco.gov.hk:1080/articles/1193628.287514/1.PDF">http://library.legco.gov.hk:1080/articles/1193628.287514/1.PDF</a>
19.5.2017	TP	Administration's paper on takeover arrangements of Tate's Cairn Tunnel	CB(4)1021/16-17(07) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-7-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-7-e.pdf</a>
		Paper on the Tate's Cairn Tunnel and the Government's takeover arrangements for Build-Operate-Transfer tunnels prepared by the	CB(4)1021/16-17(08) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-8-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-8-e.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
		Legislative Council Secretariat (background brief)	
		Minutes	CB(4)13/17-18 <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170519.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170519.pdf</a>
6.10.2017	House Committee	Legal Service Division Report on Road Tunnels (Government) (Amendment) Bill 2017	LS98/16-17 <a href="http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20171006ls-98-e.pdf">http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20171006ls-98-e.pdf</a>

Council Business Division 4  
Legislative Council Secretariat  
 13 November 2017