

**For discussion  
on 18 May 2018**

## **Legislative Council Panel on Transport**

### **Operational arrangements for the Hong Kong-Zhuhai-Macao Bridge and the Hong Kong Port**

#### **Purpose**

This paper sets out the operational arrangements of the Hong Kong-Zhuhai-Macao Bridge (“HZMB”) (including the Hong Kong Link Road (“HKLR”) and HZMB Main Bridge (“Main Bridge”)) and that of the Hong Kong Port (“Hong Kong Port”) upon the commissioning of the HZMB.

#### **Background**

2. The HZMB is the first cross-boundary land link connecting Hong Kong, Zhuhai and Macao (see **Plan 1** attached). The entire HZMB project includes the Main Bridge (29.6 km long) in Mainland waters and the respective link roads and ports in Hong Kong, Zhuhai and Macao. The Main Bridge and the ports of the three places will be open 24 hours daily. According to the Inter-Governmental Agreement<sup>1</sup> signed by the governments of Hong Kong, Guangdong Province and Macao in 2010, the ports of HZMB will adopt the “separate locations” mode of clearance. The governments of the three sides are responsible for operating their own ports, which are located within their respective boundaries.

3. The 12-km long HKLR starts from the boundary between Hong Kong and Guangdong and runs eastward to the Hong Kong Port located to the east of the Hong Kong International Airport, linking the Main Bridge with the Hong Kong Port. The HKLR and the Main Bridge are directly connected expressways. On the Hong Kong Port, there are facilities including the Passenger Clearance Building for clearance checks, public transport interchanges, etc. For the detailed layout and facilities at the Hong Kong Port,

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<sup>1</sup> The Inter-Governmental Agreement is set out in LC Paper No. CB(1)1354/09-10(01) of the Legislative Council Panel on Transport in March 2010.

please refer to **Plan 2** as attached. There will also be roads connecting the Hong Kong Port with the airport, North Lantau Highway and Tuen Mun<sup>2</sup>.

### **Basic principles for operation and management of HZMB**

4. According to the Inter-Governmental Agreement, the operation and management of HZMB adopts the “territoriality principle”, i.e. various issues are handled in accordance with the respective local laws. Moreover, the three governments have agreed to provide necessary mutual assistance regarding operational and management matters.

5. Under the principle of the Inter-Governmental Agreement, the operational arrangements of the HKLR and the Hong Kong Port will be formulated according to the laws of Hong Kong and implemented by the Hong Kong Special Administrative Region Government. The operational arrangements of the Main Bridge will be formulated according to the laws of the Mainland and implemented by the HZMB Authority and relevant Mainland authorities. The operation of the HKLR, the Main Bridge and the ports of the three places will be aligned as far as permitted under respective local laws to ensure the smooth operation of the HZMB. To this end, the Hong Kong Special Administration Region Government (including the Transport and Housing Bureau, Security Bureau and all relevant departments) in collaboration with the governments of Guangdong Province and Macao Special Administration Region as well as the HZMB Authority have been actively looking into matters requiring multi-parties coordination, such as traffic management, emergency rescue, etc. in relation to the operation of the HZMB.

6. Upon the commissioning of the HZMB, the relevant departments of the three governments as well as the HZMB Authority will continue to liaise closely to coordinate the operation of the HZMB and the ports of the three places in a timely manner so that the HZMB could be used smoothly and conveniently.

### **Operational arrangements for HZMB and Hong Kong Port**

7. The operational arrangements for the HZMB (including the HKLR and the Main Bridge) and Hong Kong Port cover transport services, traffic management, law enforcement, emergency rescue, motor insurance and

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<sup>2</sup> Based on the present situation, the Highways Department estimates that the southern connection of Tuen Mun-Chek Lap Kok Link can be completed in the first half of 2019 the earliest while the northern connection of the Tuen Mun-Chek Lap Kok Link will be completed in 2020 the earliest.

quarantine clearance. The key details of the relevant arrangements are set out below:

- (i) **Transport services** – When planning the transport facilities at the Hong Kong Port, the Government anticipated that most travellers using the HZMB would arrive at the Hong Kong Port by public transport. The Government will also promote and encourage travellers to arrive at the Hong Kong Port by public transport. Upon the commissioning of the HZMB, travellers from different districts in Hong Kong can arrive at the Hong Kong Port by local public transport or private car. After completing the clearance procedures, they can take the cross-boundary shuttle bus for Macao Port or Zhuhai Port via the HKLR and the Main Bridge, and then interchange with local transport to go to destinations. Alternatively, travellers can depart from various districts in Hong Kong and travel straight to Macao or Zhuhai via the HZMB by cross-boundary coaches, cross-boundary hire cars or cross-boundary private cars. The key details of transport services, including types of service, quota for cross-boundary transport, and the toll levels and methods of toll payment for the Main Bridge, are summarised in **Annex 1**.
- (ii) **Traffic management** – The Government will adopt appropriate traffic management arrangements to maintain order and safety of traffic at the HKLR, Hong Kong Port and roads in its vicinity (e.g. North Lantau Highway). The key details of traffic management, including road monitoring system, traffic signs and driving rules, vehicles prohibited from accessing the HZMB and contingency traffic management arrangements (including the liaison mechanism among the HZMB Authority and the governments of the three places), are summarised in **Annex 2**.
- (iii) **Law enforcement** – Under the territoriality principle, law enforcement arrangements for the HKLR and Hong Kong Port will be made in accordance with the laws of Hong Kong. The key details of the law enforcement, including the setting up of a closed area, immigration and customs clearance, liaison mechanisms, communication and coordination among the ports, and the maintenance of law and order, are summarised in **Annex 3**.
- (iv) **Emergency rescue** – All relevant departments in Hong Kong will take appropriate follow-up and emergency measures in response to incidents happen at the Main Bridge, HKLR or Hong Kong Port. The key details of the measures, including the instant communication

mechanism for assistance, rescue facilities, handling of serious incidents and maritime rescue, are summarised in **Annex 4**.

- (v) **Motor insurance** – Before travelling to Hong Kong, the Mainland or Macao, cross-boundary cars must be insured by valid statutory motor insurance policies of both places (for vehicles travelling between Guangdong and Hong Kong) or three places (for vehicles travelling between Hong Kong and Macao via the Main Bridge which is located in the Mainland). The key details of the relevant arrangements for motor insurance are summarised in **Annex 5**.
- (vi) **Quarantine clearance** – there will be appropriate facilities at the Hong Kong Port for quarantine clearance of arriving travellers, and imported food, animals and plants. The details are summarised in **Annex 6**.

## **Promotional Campaigns**

8. Before the commissioning of the HZMB, the Government will launch promotional campaigns to inform Hong Kong residents, as well as travellers from the Mainland and Macao, of the various transport and operational arrangements in relation to the HZMB, the ports of Hong Kong, Macao and Zhuhai, as well as the local link roads. Travellers will be advised how to access and use the HZMB and the ports to facilitate their smooth and convenient use of the HZMB. The promotional campaigns and their highlights are as follows:

- (i) in respect of transport arrangements, the Government will publicise information on local public transport services, cross-boundary transport arrangements, feeder services at the ports of Zhuhai and Macao, driving requirements, driving routes and parking facilities on the HZMB, etc. through different means, including press releases, video and radio announcements, social media, broadcast and leaflets. The Transport Department will provide information of transport services, driving issues and parking facilities to the general public via its webpage and mobile applications. Relevant information will also be uploaded to the dedicated website of the HZMB;
- (ii) as regards promotion among travellers, with the production of a TV programme jointly by the Hong Kong Tourism Board (“HKTB”) and the Macao Government Tourism Office, and through promotional campaigns in various domestic and overseas markets, Mainland and foreign travellers are encouraged to visit Hong Kong, Zhuhai and Macao on a multi-destinations basis using the HZMB. In addition,

the HKTB will devote more resources to stepping up the publicity work in Western Guangdong, so as to encourage more people from this region to visit Hong Kong via the HZMB; and

- (iii) with regard to clearance information, the Immigration Department and the Customs and Excise Department will provide information such as the location and opening hours of the Hong Kong Port through timely updates of their departmental websites or mobile applications.

9. Before the commissioning of the HZMB, we will arrange progressively site visits of the Hong Kong Port for stakeholders (including Members of the Legislative Council and relevant District Councils, local and cross-boundary transport trades, the tourism sector, etc.) so that they could understand the conditions of the Hong Kong Port and the roads nearby and make sufficient preparations before operation. After the commissioning of the HZMB, we will closely monitor the operation and traffic of the Hong Kong Port and the roads nearby to ensure that the HZMB remains in smooth operation.

### **Advice Sought**

- 10. Members are invited to note the contents of this paper.

**Transport and Housing Bureau**  
**Security Bureau**  
**Financial Services and the Treasury Bureau**  
**Food and Health Bureau**  
**Transport Department**  
**Highways Department**  
**Marine Department**  
**Hong Kong Police Force**  
**Fire Services Department**  
**Immigration Department**  
**Customs and Excise Department**  
**Tourism Commission**  
**Office of the Communications Authority**  
**Department of Health**  
**Food and Environmental Hygiene Department**  
**Agriculture, Fisheries and Conservation Department**  
**Insurance Authority**

## Transport Services

Transport services are divided into: (1) local transport services in Hong Kong; and (2) cross-boundary transport services.

### Local transport services in Hong Kong

#### Public Transport

2. In preparation for the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), the Transport Department (“TD”), having consulted the stakeholders<sup>1</sup>, formulated the local public transport arrangements for the Hong Kong Port (Hong Kong Port) and announced their details in May 2017. It is expected that upon the commissioning of the HZMB, commuters can make use of the following local public transport services to travel to and from the public transport interchange at Hong Kong Port:

- (i) nine existing airport “A” routes (mainly existing “A” routes with higher patronage and frequency) that will be extended to the Hong Kong Port<sup>2</sup>:
  - 1. A11 (plying to/from North Point);
  - 2. A21 (plying to/from Hung Hom);
  - 3. A22 (plying to/from Lam Tin);

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<sup>1</sup> Including the Islands District Council, as well as the franchised bus, public light bus, taxi, goods vehicle and non-franchised bus trades.

<sup>2</sup> “A” route buses heading the Hong Kong Port will first set down passengers at the Airport and then the Hong Kong Port before returning to the terminating point at the Airport. For buses heading city-bound will pick up passengers at the Hong Kong Port. This is a temporary arrangement before the commissioning of the Tuen Mun-Chek Lap Kok Link (Southern Connection). The temporary arrangement will result in circuitous non-passenger carrying journeys, which will put pressure on the traffic and roadside air quality. A long term plan is to divert “A” route buses to operate via North Lantau Highway and the Southern Connection, and observe a stop at the Hong Kong Port before terminating at the airport, and the journey time will only be increased by about 5 minutes, while the journey time for city-bound trips will be more or less the same as compared with the present arrangement. Before the commissioning of the Southern Connection, the TD will review and examine the adoption of the long term plan to divert the “A” routes via the Hong Kong Port (except for route no. A35 serving Mui Wo), and also to study the introduction of more “A” routes to serve the Hong Kong Port.

4. A29 (plying to/from Tseung Kwan O);
5. A31 (plying to/from Tsuen Wan);
6. A33X (plying to/from Tuen Mun);
7. A35 (plying to/from Mui Wo);
8. A36 (plying to/from Yuen Long);
9. A41 (plying to/from Sha Tin).

(ii) three new feeder franchised bus routes:

1. Route B4: Hong Kong Port – Airport (circular route) (via AsiaWorld-Expo)
2. Route B5: Hong Kong Port – Sunny Bay (via Hong Kong Disneyland during specified hours)
3. Route B6: Hong Kong Port – Mun Tung Estate, Tung Chung (via Yat Tung Estate and MTR Tung Chung Station)

(iii) one new Green Minibus (GMB) route:

1. New Territories GMB Route 901: Hong Kong Port – Tung Chung North (circular route) (via the Catering Services Area and AsiaWorld-Expo)

(iv) all types of taxis (i.e. Urban taxis, New Territories taxis and Lantau taxis)

(v) non-franchised buses (tour, hotel and contract hire services)<sup>3</sup>

### Car park for local private cars

3. Whilst planning the transport facilities of the Hong Kong Port, the Government anticipated that most of the travellers of the HZMB would use public transport to travel to the Hong Kong Port. The Government would also promote and encourage visitors to use public transport for reaching the Hong Kong Port. Upon their arrival at the Hong Kong Port by public transport or private cars, visitors can take cross-boundary shuttle bus to reach the Zhuhai and Macao Ports. The Hong Kong Port will also provide around 650 parking

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<sup>3</sup> Non-franchised buses which provide pick-up service at the Hong Kong Port public transport interchange are required to submit application online to the TD beforehand. No prior application is required for drop-off service.

spaces for local non-cross-boundary private cars<sup>4</sup>. To offer greater convenience for motorists, we will introduce a reservation system for the car park and set aside half of the parking spaces for reservation to be made 24 hours to within 7 days before actual use. The TD will disseminate real-time information on parking vacancies for local vehicles at Hong Kong Port through the Hong Kong eRouting website and mobile application. Visitors will be able to check if there is any parking space available before they set off the journey. In case the car park is about to be full, motorists should use public transport to travel to the Hong Kong Port.

## **(2) Cross-boundary transport services**

4. The governments of Guangdong, Hong Kong and Macao have agreed to arrange for various types of cross-boundary transport to use the HZMB, *viz.* cross-boundary shuttle buses, cross-boundary coaches, cross-boundary hire cars, cross-boundary goods vehicles and cross-boundary private cars, to cater to the different transport needs of travellers and the freight industry. A summary of the arrangement is set out below:

### Cross-boundary shuttle buses

5. Cross-boundary shuttle buses, which provide frequent feeder services, are the major mode of transport between the Guangdong-Hong Kong Ports and the Hong Kong-Macao Ports. Available at five-minute intervals during peak hours and at 10- to 20-minute intervals during non-peak hours, these shuttle buses will commence operation upon the commissioning of the HZMB. Through open tender, the governments of Guangdong, Hong Kong and Macao have selected an operator formed by eligible companies from the three places. The shuttle bus fare is subject to regulation by the three governments and to be determined after the toll levels of the HZMB Main Bridge is decided by the Guangdong Government.

### Cross-boundary coaches

6. Cross-boundary coaches, offering transport services with fixed stopping points, fixed route, and fixed schedules between the city areas of Guangdong and Hong Kong, as well as between those of Hong Kong and Macao, will be put into operation upon the commissioning of the HZMB. The fare of the cross-boundary coaches will be set by the operators. The three

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<sup>4</sup> In addition to private car parking spaces, the car park will also provide 12 parking spaces for the disabled, 25 for motorcycles, 14 for light goods vehicles and 21 for out-of-service taxis.



governments have issued 400 quotas<sup>5</sup> (including 150 new quotas for Guangdong/Hong Kong coaches, 200 Guangdong/Hong Kong quotas for coaches switching to the HZMB from the existing Guangdong/Hong Kong ports and 50 new quotas for Hong Kong/Macao coaches (consisting of 34 quotas for Hong Kong and 16 quotas for Macao)). In 2017, the Hong Kong Government openly accepted applications from eligible operators and, in October 2017, issued 150 Guangdong/Hong Kong quotas together with Hong Kong quotas of the Hong Kong-Macao quotas (34 in total) based on open and fair principles.

#### Cross-boundary hire cars

7. Cross-boundary hire cars provide personalised, point-to-point and pre-booked transport services between the city areas of Guangdong and Hong Kong, as well as between those of Hong Kong and Macao. The three governments have agreed to issue 250 quotas<sup>6</sup> (including 150 quotas for Guangdong/Hong Kong hire cars and 100 quotas for Hong Kong/Macao hire cars). The fare of hire cars is not subject to government regulation. Guangdong/Hong Kong hire cars will become operational in tandem with the commissioning of the HZMB. In 2017, the Hong Kong Government openly accepted applications from eligible operators and, in December 2017, issued the quotas based on open and fair principles. With regard to Hong Kong/Macao hire cars, the Macao Government introduced administrative regulations for operation of cross-boundary hire cars in November 2017. The governments of Hong Kong and Macao are finalising the arrangements over the details of hire cars, and will strive to make hire car services available as soon as possible after the commissioning of the HZMB.

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<sup>5</sup> For every cross-boundary coach quota issued, an operator may provide one round trip cross-boundary coach service per day, i.e. one trip departing from Hong Kong and one trip entering Hong Kong.

<sup>6</sup> For every cross-boundary hire car quota issued, an operator may register one cross-boundary hire car for which there is no limit on the number of cross-boundary trips per day.

## Cross-boundary goods vehicles

8. Guangdong/Hong Kong cross-boundary goods vehicles will commence operation under the existing arrangements<sup>7</sup> upon the commissioning of the HZMB. At present, there are some 12 000 Hong Kong cross-boundary goods vehicles travelling between Guangdong/Hong Kong. In future, apart from using the existing road-based crossings, such goods vehicles will also be allowed to use the HZMB to travel between Guangdong/Hong Kong without any additional endorsement from the relevant authorities of Guangdong Province<sup>8</sup>.

9. As for Hong Kong/Macao cross-boundary goods vehicles, the Macao Government, having considered Macao local traffic conditions, will only allow Hong Kong cross-boundary goods vehicles to access and use the logistics facilities at the Macao Port. Nevertheless, as the Hong Kong Port is not provided with any logistics facilities, under the principle of reciprocity, we request that Macao cross-boundary goods vehicles could only have access to and use designated logistics facilities. Logistics facilities in Macao are expected to be ready for use at the end of 2018, and only by then will the Hong Kong/Macao cross-boundary goods vehicles come into operation.

10. The TD in Hong Kong briefed the trade on the initially proposed arrangements for Hong Kong/Macao cross-boundary goods vehicles in August 2017. In response to the trade's opinion, we have relayed to the Macao Government the trade's request for entering the city area of Macao. The governments of Hong Kong and Macao are still having discussions regarding the arrangements for cross-boundary goods vehicles.

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<sup>7</sup> At present, Hong Kong-based cross-boundary goods vehicles travelling between Guangdong/Hong Kong are not subject to any quota control. Cross-boundary freight companies are free to engage in cross-boundary transport of goods so long as they have obtained relevant approval notice (Mainland authorities' approval of cross-boundary goods vehicles and the endorsement of using the relevant control points should be specified in the papers) and business licences from the Mainland authorities, as well as closed road permits from the TD of Hong Kong. On the other hand, Mainland-based cross-boundary goods vehicles travelling between Guangdong/Hong Kong are subject to quota control. The level of quotas is negotiated and set by the two governments, and granted by the Mainland authorities. The current number of quotas for Mainland-based goods vehicles stands at 800 and have all been granted.

<sup>8</sup> Such arrangement is not applicable to goods vehicles travelling to and from Futian Free Trade Zone as such good vehicles have to use designated boundary control point (i.e. Lok Ma Chau (Haunggang)) for going to Futian Free Trade Zone.

## Cross-boundary private cars

11. To facilitate the use of the HZMB by dual-plate cross-boundary private cars, the Guangdong Government has relaxed the application requirements in respect of quotas for Hong Kong dual-plate private cars using the HZMB<sup>9</sup>. Currently, there are a total of about 10 000 quotas for Hong Kong dual-plate cross-boundary private cars, and 1 000 quotas in total for Mainland dual-plate cross-boundary private cars. The quotas have been gradually issued on a first-come, first-served basis since 1 September 2017. The TD will issue closed road permits to applicants with quota in a progressive manner.

12. As for Hong Kong and Macao, the governments of Hong Kong and Macao have agreed to issue 300 quotas for Hong Kong dual-plate (Hong Kong/Macao) private cars and 600 quotas for Macao dual-plate private cars to enable eligible<sup>10</sup> private cars with quotas to travel to and from the city areas of Hong Kong and Macao via the HZMB. The TD, which openly accepted

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<sup>9</sup> The application requirements for Hong Kong dual-plate (Guangdong/Hong Kong) private cars using the HZMB are as follows:

- (1) Enterprises that have paid an accumulative amount of tax at RMB 0.1 million or above in Guangdong in the past three years (including the year in which the application is made), irrespective of the investment amount;
- (2) Recognised national high-tech enterprises;
- (3) Hong Kong residents who have donated to charity for an accumulative amount of RMB 5 million or above in Guangdong;
- (4) Hong Kong residents who are members of the National People's Congress and the Chinese People's Political Consultative Conference at the national level, or at the provincial/prefecture/county level of Guangdong province.

Individuals who have applied for quotas in respect of cross-boundary private cars for other ports may also submit their application, provided they meet the above criteria.

<sup>10</sup> The application requirements in respect of quotas for Hong Kong dual-plate (Hong Kong/Macao) private cars are as follows:

Quotas for Hong Kong companies (150 quotas):

- (1) The applicant must be a company (i) registered in Hong Kong and Macao, or (ii) registered in Hong Kong and associated with another company registered in Macao;
- (2) The applicant must provide proof of tax payment and documents with company information in Hong Kong and Macao respectively; and
- (3) The registered owner of the Hong Kong private car must be a registered company applicant in Hong Kong, a registered company applicant in Macao, or a director of any of these companies.

Quotas for Hong Kong individuals (150 quotas):

- (1) The applicant must be a Hong Kong Permanent Resident;
- (2) The applicant must be in paid employment or have established a registered company in Macao; and
- (3) The registered owner of the Hong Kong private car must be the applicant himself/herself.

applications in respect of quotas for dual-plate (Hong Kong/Macao) private cars in the first quarter of 2018, is currently processing these applications.

13. In addition, the governments of Hong Kong and Macao have put in place the HZMB Macao Port Park-and-Ride Scheme (“Park-and-Ride Scheme”), under which eligible owners of non-commercial private cars in Hong Kong can travel to Macao via the HZMB and park their vehicle for a short period of time at the East Car Park of the Macao Port without quota requirements. The applicants only need to obtain licences and permits issued by the governments of Hong Kong and Macao, and reserve parking spaces in the car park of Macao. After parking their vehicles at the car park in Macao and completing the clearance procedures, drivers and passengers of private cars can take public transport at the Macao Port to go to other areas in Macao. The “Park-and Ride Scheme” applicant must be a registered owner of a private car in Hong Kong with a valid vehicle licence and covered by valid motor vehicle insurance policy.

14. Based on the “territoriality principle”, Hong Kong cross-boundary vehicles entering Zhuhai and Macao are subject to the requirements of the destinations on inbound vehicles and drivers (including the possession of the necessary vehicle licences, driving licences and motor vehicle insurance). Details will be set out on TD’s webpage and a dedicated website of HZMB.

#### Regulatory arrangements for Hong Kong and Macao vehicles using HZMB Main Bridge

15. Under the territoriality principle, the HZMB Main Bridge in the Mainland waters will be managed according to the laws of the Mainland. As such, the Mainland Government also need to obtain certain information of Hong Kong and Macao vehicles for handling traffic contraventions and incidents relating to the relevant vehicles on the HZMB Main Bridge. This will serve to maintain orderly and safe flow of traffic on the Main Bridge and safeguard the interests of persons using the Main Bridge.

16. To facilitate Hong Kong and Macao vehicles using the HZMB, the Mainland Government will not require Hong Kong and Macao vehicles and drivers to obtain formal licences and quotas. Nevertheless, it is necessary for the Mainland Government to get basic information of vehicles and drivers so as to grant temporary permits. The relevant arrangements will be devised having regard to the principle of convenience to drivers and in compliance with the laws of the three places.

17. According to the consensus reached by the three governments, when the TD accepts quota applications for Hong Kong dual-plate (Hong

Kong/Macao) private cars, it will collect, with consent of applicants, the required information for the Mainland concerning the vehicle, registered owner of the vehicle and drivers (including purchase of Mainland mandatory motor vehicle insurance) and will require the applicants to make declarations on health conditions, undertake online self-study of Mainland traffic regulations and purchase of mandatory motor vehicle insurance as required by the Mainland. The TD will forward the information to the Mainland Government for reporting. Once the Mainland Government has finished vetting the information and granted provisional electronic permits, the TD will then issue a closed road permit to the vehicle.

18. As regards Hong Kong private cars participating in the Park-and-Ride Scheme, the applicant should also submit application to the TD for relevant licences and permits issued by Hong Kong, Macao and the Mainland. With consent from the applicant, their particulars will be forwarded via the TD to the relevant authorities of Macao and the Mainland. Upon approval granted by the Macao Government and preliminary approval by the Mainland Government, the TD will issue Hong Kong's closed road permit and Macao's identification label for parking at the East Car Park of the Macao Port. The TD will remind applicants of the need to purchase Mainland's mandatory motor vehicle insurance before their journey and upload the relevant details to the website of the traffic management authority of the Mainland in order to obtain temporary permits.

### **Tolls of HZMB Main Bridge**

19. The HZMB Main Bridge is located within Mainland waters and the toll plaza is also situated in the Mainland. According to the territoriality principle and the Inter-Governmental Agreement, the HZMB Authority, which is responsible for the operation of the Main Bridge, will collect tolls from vehicles using the HZMB Main Bridge in accordance with the laws of the Mainland. The toll levels of the HZMB Main Bridge should be approved according to the Mainland laws and procedures after the three governments have completed the relevant discussion. The Guangdong Development and Reform Commission held a hearing on the toll proposals for the HZMB Main Bridge on 21 December 2017. Interested Hong Kong residents were allowed to attend the hearing by ballot and speak in the capacity as consumer representatives. The Guangdong government is reviewing the hearing results and approving the toll level proposal for the HZMB Main Bridge. Announcement will be made afterwards. Any future proposal to revise the toll level of the Main Bridge needs to be discussed by the three governments and approved in accordance with the laws and procedures of the Mainland.

20. Both manual and free-flow electronic toll collection (“ETC”) lanes are available in the toll plaza of the HZMB Main Bridge. Drivers may pay the tolls of the HZMB Main Bridge in cash (only RMB is accepted) or by smartcards (Hong Kong’s Autotoll or Mainland’s ETC) for non-stop payment. The HZMB Authority is studying the feasibility of introducing other payment options (such as electronic payment) and will announce the results once available.

**Transport and Housing Bureau  
Transport Department**

## **Traffic management**

### **Road surveillance system**

Based on the current standards of expressways of Hong Kong, the HKLR is equipped with a road surveillance system that includes closed circuit television, lane control signals and traffic information display boards. This system will facilitate the real-time monitoring of the road conditions on the HKLR by the TD and the swift response of relevant departments when traffic incidents occur.

2. On the Mainland side, the HZMB Authority has also put in place a road surveillance system. The relevant departments of Hong Kong and the HZMB Authority will keep in close contact with one another for the purposes of monitoring the traffic conditions of the HZMB and the HKLR; coordinating the daily traffic management work on both sides; and handling traffic incidents promptly and properly.

### **Traffic signs and driving rules**

3. Apart from putting up clear traffic signs at the Hong Kong Port and on the HKLR, the TD will also make broadcasts at the Scenic Hill Tunnel to ensure that motorists (including Mainland and Macao drivers) have access to driving rules information. In addition, to make it easier for motorists to understand the “right-driving” arrangement implemented on the HKLR, we will upload the driving guidelines on “right-driving” (including the relevant traffic signs and driving rules) to the website of the TD and the dedicated website of the HZMB.

4. Moreover, to make motorists aware of when they enter/leave the territory of Hong Kong, the TD will mark the Guangdong-Hong Kong boundary with solid brown lines at the junction of the HZMB Main Bridge and the HKLR, and add relevant signage and road markings to both side of the road.

### **Vehicles prohibited from passing the HZMB Main Bridge**

5. Given that the HZMB Main Bridge is located in the Mainland waters, vehicles using the HZMB are subject to the regulations on vehicles conveying dangerous goods, vehicle height and loading weight of Guangdong under the “territoriality principle”. According to the information provided by the Mainland, vehicles above 4.2 metres in height and carrying load that exceeds 49

tonnes (except emergency rescue vehicles) may not use the HZMB. Details will be set out on the dedicated website of the HZMB.

### **Traffic emergency management**

6. The TD has drawn up a traffic emergency management plan to provide guidelines for relevant government departments and public transport operators on handling the different incidents that may occur on the HKLR and at the Hong Kong Port causing an impact on traffic and transport. The plan covers emergency arrangements for scenarios including the incidents affecting the traffic on the HZMB Main Bridge, the HKLR and at the Hong Kong Port, adverse weather, closure of the major roads leading to and from Lantau Island, as well as simultaneous suspension of railway services. For example, in response to unforeseen traffic incidents or in case of strong winds, the Hong Kong side may have to close the HKLR, while the TD will disseminate the relevant information through the Emergency Transport Co-ordination Centre, and the Hong Kong Police Force (“HKPF”) will carry out the road closure arrangements in an orderly manner. In addition to publicising information on the services of cross-boundary coaches, cross-boundary shuttle buses and local public transport (such as franchised buses, green minibuses and taxi) through electronic media, the TD will put up variable message signs and make emergency broadcasts at Tai Lam Tunnel, the Cheung Tsing Tunnel, the Nam Wan Tunnel, as well as other tunnels to disseminate news on incidents and advise the public to use other cross-boundary channels. Meanwhile, Hong Kong will inform the Mainland and Macao under the notification mechanism to enable the relevant authorities to coordinate the corresponding traffic management measures. If the HZMB Main Bridge needs to be temporarily closed due to an incident, the Mainland will also alert Hong Kong and Macao under the above-mentioned notification mechanism, so that the relevant departments in Hong Kong will provide support accordingly. Likewise, the HZMB Authority has formulated a contingency plan on traffic arrangements for the HZMB Main Bridge.

7. A dedicated liaison unit operating round the clock will be set up under the HZMB Authority and each of the three governments for instantaneous communication about urgent and unforeseen traffic emergencies, so that the three governments can notify one another as early as possible and allow the relevant government departments to follow up promptly. The Emergency Transport Co-ordination Centre under the TD of Hong Kong and the New Territories Regional Command and Control Centre of the HKPF are the contact points of Hong Kong.



8. Vehicles going to and from the Hong Kong Port will use major trunk roads including the North Lantau Highway. The Government has been studying the major trunk roads concerned and other link roads nearby for adopting appropriate measures for handling the expected increase in traffic flow. Besides, we will strengthen the traffic emergency management arrangements along the relevant sections (including the deployment of towing vehicles and installation of devices for monitoring traffic incidents on the North Lantau Highway) to ensure that action can be taken swiftly in the event of an incident and traffic order can be restored as soon as possible.

**Transport and Housing Bureau**  
**Transport Department**  
**Hong Kong Police Force**

## **Law Enforcement**

### **Setting up of a closed area**

According to the subsidiary legislation tabled by the Security Bureau before the Legislative Council on 11 October 2017, the Hong Kong Port will be administered by the closed area approach with some of its facilities (including the Passenger Clearance Building and the Vehicle Clearance Plaza) designated as closed area. Members of the public (except cross-boundary travellers) are required to possess closed area permits for access to those facilities. Facilities such as the public transport interchange and public car park south to the Hong Kong Port are not included in the closed area. The Security Bureau will shortly, by notice published in the Gazette, specify the effective date of the subsidiary legislation on the setting up of the closed area which will be the commissioning day of the HZMB and Hong Kong Port.

### **Ports liaison and coordination mechanism**

2. The Immigration Department and the Customs and Excise Department will conduct immigration and customs clearance for Hong Kong residents and travellers at Hong Kong Port according to the law of Hong Kong. To enhance communication among the three ports of the HZMB and ensure smooth clearance procedures at each of these ports, the Mainland, Hong Kong and Macao Governments will make reference to the arrangements of other land boundary control points when putting in place a co-operation mechanism for ports of the three places, and establish a 24-hour liaison officer system for mutual notification and co-operation in coping with issues which may arise in their daily clearance operation requiring tripartite collaboration (such as crowd control arrangements).

### **Maintenance of law and order**

3. Hong Kong, Macao and the Mainland will co-operate on maintaining law and order as well as law enforcement in accordance with the well-established agreements and mechanisms of the three governments. The police authorities of the three places shall be separately responsible for maintaining law and order within their jurisdictions while, through collaboration and exchanges, collectively working for crime prevention and control on the HZMB. The principle is that the police authorities can only enforce the law within their jurisdictions and do not have law enforcement power outside their jurisdictions.

4. The Lantau District of the Hong Kong Police Force (HKPF) will set up a task force to maintain law and order at the Hong Kong Port and on the HKLR. Duties of the task force include handling reports made by members of the public and travellers to the Police for assistance, and conducting anti-crime patrol and various relevant operations required for maintaining law and order at the boundary control point. The task force's operational base and police reporting centre will be set up on the Hong Kong Port. The traffic division of the New Territories South Region will also deploy officers to the HKLR for execution of traffic control duties.

5. As in the case of critical infrastructural projects, the HKPF will formulate contingency plans on terrorist attacks and emergencies and conduct inter-departmental drills prior to the commissioning of the HZMB. Upon the commissioning of the HZMB, various drills will also be conducted on a regular basis to maintain effective response capabilities.

**Security Bureau**  
**Hong Kong Police Force**  
**Immigration Department**  
**Customs and Excise Department**

## **Emergency Rescue**

### **Instant communication mechanisms for assistance**

Mobile network operators of Hong Kong and the Mainland have installed radio base stations on the HKLR and the HZMB Main Bridge to provide mobile network coverage along the relevant sections. Travellers who encounter incidents at the Hong Kong Port or on the HKLR may request assistance by dialling the 999 emergency hotline directly on their mobile phone, or by dialling 112<sup>1</sup> on their mobile phone for transfer to the 999 emergency hotline of Hong Kong within the coverage of any one of Hong Kong's mobile networks. In case of incidents on the HZMB Main Bridge, travellers may call the Mainland's emergency telephone number 110 for assistance.

2. Around the Guangdong-Hong Kong boundary, the mobile network coverage area of Hong Kong and that of the Mainland may overlap. We recommend that travellers should take note whether they are receiving the signals from the mobile networks of Hong Kong or the Mainland before making a call for assistance. In any event, should police authorities of Hong Kong, Macao or the Mainland receive any report on incidents occurred outside their own jurisdictions, they will notify their police counterparts in the places of incidents for rescue arrangements as soon as possible to render immediate assistance to the people in need.

### **Rescue facilities**

3. To ensure the safe operation of the Hong Kong Port in the future, a fire station-cum-ambulance depot will be established at the Hong Kong Port, while major fire appliances and ambulances with relevant staff will also be deployed to provide the necessary emergency rescue services round the clock. Should needs arise, immediate reinforcement can be deployed from the fire stations and ambulance depots in the southwest region of the New Territories (including the Chek Lap Kok Fire Station, the Tung Chung Fire Station-cum-Ambulance Depot, and the Penny's Bay Fire Station-cum-Ambulance Depot nearby). In emergency situations, the injured can be delivered to the North

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<sup>1</sup> As the coverage of each of the mobile networks varies, a traveller will be unable to make an emergency call by dialling 999 as usual if coverage of his/her subscribed network is unavailable at his/her location. However, it is possible to seek help by dialling 112 for transfer to the 999 emergency hotline of Hong Kong as long as the traveller's location is covered by any one of Hong Kong's mobile networks.

Lantau Hospital, which is the closest to the Hong Kong Port, or other public hospitals for retreatment having regard to the number and extent of the injuries according to the existing mechanism. Moreover, a police operational base will be set up at the Hong Kong Port with deployment of patrolling officers to promptly handle various types of requests for police assistance.

### **Handling of serious accidents**

4. In general, rescue departments of Hong Kong, Macao and the Mainland are responsible for handling accidents occurred within their own jurisdictions in accordance with the territoriality principle. The rescue departments of Hong Kong will draw up emergency and rescue plans and conduct emergency response drills including the cooperation plans regarding how the rescue departments of the three places would seek assistance and render support according to needs during serious accidents.

### **Maritime search and rescue**

5. The three governments agree that the Guangdong, Hong Kong and Macao marine departments will initiate maritime search and rescue at the HZMB according to the agreed co-operation mechanism incorporated in Hong Kong's Contingency Plan for Maritime and Aeronautical Search and Rescue under the framework agreements of Guangdong and Macao Co-operation Arrangement on Search and Rescue at Sea, as well as the Guangdong and Hong Kong Co-operation Arrangement on Search and Rescue at Sea, upon the commissioning of the HZMB.

**Security Bureau**  
**Hong Kong Police Force**  
**Fire Services Department**  
**Office of the Communications Authority**  
**Marine Department**

## **Motor Insurance**

The laws of Guangdong, Hong Kong and Macao do not allow insurance companies outside their respective jurisdiction to carry on business within their territories. Furthermore, they only accept statutory motor insurance policies issued by insurance companies authorised by their respective regulatory bodies. After deliberation among the insurance regulators of the three jurisdictions, it was agreed that using a single policy to cover the statutory motor insurance requirements of different jurisdictions is inconsistent with the existing legal requirements of each jurisdiction. Therefore, it is necessary to procure two or three statutory motor insurance policies separately for vehicles travelling across the boundaries of the two or three jurisdictions.

2. Specifically, as motor vehicles travelling between Hong Kong and the Mainland via the HZMB do not need to pass through the territory of Macao, drivers / car owners only need to take out statutory motor insurance for the two jurisdictions involved, viz. “Mandatory Traffic Accident Liability Insurance for Motor Vehicles” of the Mainland and “Motor Vehicles Insurance (Third Party Risks)” of Hong Kong. As for motor vehicles travelling between Hong Kong and Macao via the HZMB, since they will be travelling in Hong Kong, Macao and the HZMB Main Bridge, which is located in Mainland waters, drivers / car owners have to procure statutory motor insurance policies for all three jurisdictions.

3. To facilitate the procurement of the statutory motor insurance policies required for drivers / car owners, the Guangdong Bureau of the China Insurance Regulatory Commission, the Insurance Authority of Hong Kong and the Monetary Authority of Macao have liaised with their respective insurance industries. Drivers / car owners can purchase the statutory motor insurance products and services required for using the HZMB by contacting the insurance organisations in their respective jurisdictions of origin, which may then assist them to arrange statutory motor insurance of the other jurisdiction(s):

- (i) Hong Kong drivers / car owners travelling to the Mainland can procure through insurance organisations in Hong Kong statutory motor insurance of the Mainland offered by the Mainland insurance companies. Currently, there are already arrangements for Hong Kong drivers / car owners to procure statutory motor insurance of the Mainland in the market. Such arrangements have been operating smoothly. Insurance organisations can adopt similar arrangements to provide motor insurance services for drivers / car owners travelling between Hong Kong and Guangdong via the HZMB.

- (ii) Hong Kong drivers / car owners travelling to Macao can procure through insurance organisations in Hong Kong statutory motor insurance of the Mainland and Macao offered by insurance companies of these two places.

4. Motor insurance products are designed by insurance companies of the respective jurisdictions. The products mainly provide third party liability protection for drivers / car owners to comply with the local statutory requirements on motor insurance. As the laws of the three jurisdictions vary, the required minimum insured amounts are different. In addition to providing motor liability insurance products which meet the statutory minimum requirements, insurance companies of each jurisdiction will, depending on market needs, offer drivers / car owners motor liability insurance options with higher coverage as far as practicable.

5. Since accidents should be covered by the motor insurance of the respective jurisdictions in which they occur, drivers / car owners can contact the local insurance companies of the jurisdictions concerned directly for claims processing in the event of accidents involving insurance claims. Alternatively, drivers / car owners can contact the insurance organisations in their jurisdictions of origin for assistance in handling the motor insurance claims applications in the other jurisdiction(s).

**Financial Services and the Treasury Bureau  
Insurance Authority**

**Arrangements of Health Quarantine, Food Inspection, and  
Animal and Plant Quarantine at the Hong Kong Port**

The Department of Health will conduct health quarantine for travellers at Hong Kong Port with the power conferred by the relevant provisions of the Prevention and Control of Disease Ordinance (Cap. 599).

2. Similar to the existing arrangements for other boundary control points, the Department of Health will set up quarantine facilities at Hong Kong Port, such as thermal imaging systems and isolation facilities, and deploy personnel to provide health quarantine and clearance services to travellers. Suspected case of infectious disease will be referred to medical institutions for follow-up.

3. The Department of Health will conduct regular inspections to port facilities and cross-boundary public vehicles at Hong Kong Port to monitor their operators' level of compliance in maintaining good sanitary condition and in adopting effective mosquito and rodent control measures.

4. In order to enhance the provision of travel health information to travellers, the Department of Health has been displaying posters and distributing pamphlets at boundary control points, as well as uploading travel health information in its Travel Health Website. The Department will continue to furnish travelers with health education in the departure and arrival halls, and regularly update the travel industry and other stakeholders on the latest information.

5. The Department of Health has all along maintained close liaison with the quarantine authorities in Zhuhai and Macao. Communication mechanism and contact person system among the quarantine authorities are already in place.

6. The Centre for Food Safety of the Food and Environment Hygiene Department will set up an office in the Hong Kong Port of HZMB to carry out statutory control measures on imported food. They include the handling of and investigation into cases referred by Customs and Excise Department, in which travelers are suspected to carry foods subject to import restrictions.



## **Examination and quarantine of animals, animal products and plants**

7. As empowered by the Public Health (Animals and Birds) Ordinance (Cap. 139), Rabies Ordinance (Cap. 421) and Plant (Importation and Pest Control) Ordinance (Cap. 207), the Hong Kong Port of the HZMB is equipped with relevant examination and quarantine facilities to prevent the import of animal diseases/zoonoses (including rabies and avian influenza) and plant diseases/plant pests into the territory. Owing to differences in examination and quarantine measures and import control between the laws of Guangdong and those of Macao, staff responsible for examination and quarantine will not only be stationed at the Hong Kong Port to enforce the above import-related legislation of Hong Kong, but will also assist in export matters relating to animals, animal products and plants.

8. To combat the smuggling of animals, animal products and plants, as well as other illegal activities, quarantine detector dogs (QDD) will be used in regular sniffing operations for random inspections of incoming travellers and goods to curb smuggling activities. The Hong Kong Port will also be fitted with rest stations for use by the QDD Team.

## **Restrictions on the import and export of endangered species**

9. The Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586) (“Ordinance”) has been enacted in Hong Kong to implement the requirements of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (“CITES”). Upon import at the Hong Kong Port, all consignments involving scheduled species of animals or plants, whether live or dead, parts or derivatives of those species, must undergo inspection and clearance procedures at the HKBCF. To import a scheduled species into Hong Kong, a valid CITES export permit issued by the CITES Management Authority of the exporting place must be obtained first. A Licence to Import issued by the Agriculture, Fisheries and Conservation Department (“AFCD”) is also required for certain species. Import shipment can be imported legally only after an authorised officer has inspected the specimens at the time of import to compare it with the particulars on that CITES export permit and is satisfied that the particulars tally. For export of a scheduled species which is originated from Hong Kong, a Licence to Export issued by the AFCD must be obtained first. To re-export a scheduled species from Hong Kong which was previously imported, a Licence to Re-export issued by the AFCD must also be obtained in advance. All export or re-export shipment of scheduled species must be inspected by an authorised officer before export or re-export. Therefore, consignments of scheduled species have to be

inspected, with their permits endorsed, upon export before they can be exported or re-exported legally.

**Food and Health Bureau**  
**Department of Health**  
**Food and Environmental Hygiene Department**  
**Agriculture, Fisheries and Conservation Department**





