

立法會 *Legislative Council*

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Panel on Transport Meeting on 18 May 2018

Background brief on the operational arrangements for the Hong Kong-Zhuhai-Macao Bridge and the Hong Kong Port

Purpose

This paper provides background information on the Hong Kong-Zhuhai-Macao Bridge ("HZMB") project and related Hong Kong projects. It also summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members on the traffic and transport arrangements and related operational issues of HZMB upon its commissioning in past discussions.

Background

Hong Kong-Zhuhai-Macao Bridge and related Hong Kong projects

2. HZMB is a dual three-lane carriageway in the form of bridge-cum-tunnel structure sea-crossing, linking Hong Kong, Zhuhai and Macao. The project is a major cross-boundary transport infrastructure project. According to the Administration, the construction of HZMB will significantly reduce transportation costs and time for travellers and goods on roads. It has very important strategic value in terms of further enhancement of the economic development between Hong Kong, the Mainland and Macao.

3. With the connection by HZMB, the Western Pearl River Delta will fall within a reachable three-hour commuting radius of Hong Kong. The entire HZMB project consists of two parts:

- (a) the HZMB Main Bridge (i.e. a 22.9 km-long bridge and 6.7 km-long subsea tunnel) situated in Mainland waters which is being taken forward by the HZMB Authority¹; and
- (b) the link roads and boundary crossing facilities under the responsibility of the governments of Guangdong, Hong Kong and Macao ("the three governments").

4. A layout plan of HZMB and the Hong Kong projects is in **Appendix I**. The Hong Kong projects in paragraph 3(b) above include the Hong Kong Boundary Control Facilities ("HKBCF") (currently named as the Hong Kong Port), the Hong Kong Link Road ("HKLR") and Tuen Mun-Chek Lap Kok Link ("TM-CLKL").²

Revised completion dates

Hong Kong-Zhuhai-Macao Bridge Main Bridge, Hong Kong Port and Hong Kong Link Road

5. Construction of the HZMB Main Bridge commenced in mid-December 2009. The HZMB project was originally set for commissioning in end 2016. However, in end 2015, the HZMB Authority and the three governments concluded that it would not be feasible for the HZMB project to be completed for commissioning in 2016. According to the Administration, the HZMB project was huge and complicated, and there had been many technical challenges during both the design and construction stages.

6. At the policy briefing for the Panel on Transport ("the Panel") held on 15 January 2016, the Secretary for Transport and Housing ("STH") advised that in the face of construction difficulties and challenges, the Highways Department ("HyD") had assessed that the completion date of HKBCF and HKLR projects would be deferred to end 2017.

¹ The HZMB Authority is jointly established by the governments of Guangdong, Hong Kong and Macao pursuant to the Mainland laws and is non-profit-making public institution legal entity.

² HKBCF is located on an artificial island of about 150 hectares (including about 130 hectares for HKBCF and about 20 hectares for TM-CLKL southern landfall) reclaimed from the open waters off the northeast of the Hong Kong International Airport. HKLR connects the HZMB Main Bridge from the Guangdong-Hong Kong boundary to HKBCF. TM-CLKL comprises two road sections: the Northern Connection of about 5.5 km long (including a sub-sea tunnel of about 5 km long) linking Tuen Mun Area 40 and HKBCF, and the Southern Connection of about 3.5 km long linking HKBCF and the road network of North Lantau.

7. At the policy briefing for the Panel held on 20 January 2017, STH further reported that with the consolidated assessment by the Joint Works Committee comprising the three governments, the HZMB Main Bridge was expected to be completed in December 2017, and the three governments strived to complete the entire HZMB project by end 2017 for early simultaneous commissioning.

8. In response to a Member's question raised during the examination of the Estimates of Expenditure 2018-2019, the Administration advised the latest progress of the HZMB project as follows:

- (a) for the HZMB Main Bridge, works have been basically completed. The remaining works mainly include the joint testing of the Traffic Control and Surveillance System of the three sides, as well as the final works of some ancillary facilities;³
- (b) for the Hong Kong projects, the structural works of the Passenger Clearance Building in HKBCF were completed in 2017. All ancillary buildings in the vehicle clearance plaza have been topped out. The remaining works being carried out mainly include indoor fitting-out works, building services works, electrical and mechanical works and road surfacing works. Installation of clearance facilities is also in progress; and
- (c) further to the complete connection of the viaduct, tunnel and at-grade roads of HKLR in May 2017, road surfacing works and road facilities had been completed in January 2018. The final works of some ancillary facilities are in progress.

9. The Administration further advised that the three governments were striving to improve the clearance conditions of the boundary crossing facilities and would report the status to the Central authorities, who would determine the commissioning date of HZMB. The date would be announced once confirmed.

Tuen Mun-Chek Lap Kok Link

10. As regards TM-CLKL, HyD announced on 31 October 2016 that due to technical difficulties, the TM-CLKL project could not be completed according to the original plan (i.e. the completion date of the Southern Connection to tie in with that of HZMB, and the Northern Connection in end

³ In response to Panel members' concern over the recent news reports about the seawall of an artificial island of HZMB Main Bridge, HyD provided its response in April 2018. Details are set out in LC Paper No. CB(4)963/17-18(01).

2018). The Administration advised that, notwithstanding that, the commissioning of HZMB would not be affected as the traffic between the Hong Kong Port and Lantau Island could route through the existing roads on the Airport Island.

11. On 17 March 2017, HyD further announced that based on a preliminary assessment on the latest situation, subject to the technical difficulties being timely overcome and no other unforeseen conditions to arise, all construction works of the Southern Connection were targeted for completion in the first half of 2019 at the earliest and that for the Northern Connection in 2020.

Construction cost of the Hong Kong-Zhuhai-Macao Bridge Main Bridge and Hong Kong projects

12. The construction cost of the HZMB Main Bridge is financed by the three governments⁴ and they are responsible for the construction, operation and maintenance of their own boundary crossing facilities in their respective territories⁵.

Major views and concerns expressed by Members

13. The major views and concerns of LegCo Members on the traffic and transport arrangements of HZMB and related operational issues upon its commissioning, including those expressed during the Panel meetings, Council meetings or during the examination of Estimates of Expenditures by the Finance Committee, are summarized in the ensuing paragraphs.

⁴ The Mainland Government contributes RMB 7 billion yuan, and the governments of the Hong Kong Special Administrative Region ("SAR") and Macao SAR contribute RMB 6.75 billion yuan and RMB 1.98 billion yuan respectively. The total contribution of the three sides is RMB 15.73 billion yuan (i.e. about 42% of the total project cost), with the remaining cost to be financed by bank loans. According to the Administration in April 2018, the latest approved project estimate of the HZMB Main Bridge was about RMB 48.068 billion yuan, i.e. the cost overrun of the Main Bridge was about RMB 9.95 billion yuan. The three sides would have to contribute a capital cost of about RMB 4.6 billion yuan, with the balance of RMB 5.35 billion yuan to be financed by bank loan. As for the contribution from Hong Kong, it was expected to be about RMB 2.0 billion yuan. The Administration advised that it would seek LegCo's approval for the required additional funding in due course.

⁵ The approved project estimates for HKBCF, HKLR and TM-CLKL are HK\$35.895 billion, HK\$25.047 billion and HK\$46.708 billion respectively.

Traffic and transport arrangements

14. At the Panel meeting on 29 February 2016, members were briefed on the cross-boundary and local transport arrangements for HZMB. Members noted that the three governments had been actively studying and discussing the cross-boundary transport arrangements for HZMB, including the selection of cross-boundary shuttle bus operators and granting of quotas of cross-boundary coaches and hire cars. As for the public transport arrangements for the Hong Kong Port, members noted that there would be a public transport interchange to provide various types of public transport. The Transport Department ("TD") would accept applications for new franchised bus and green minibus routes.

Cross-boundary transport arrangements

15. In response to some questions raised during the examination of the Estimates of Expenditure 2018-2019, the Administration advised that the three governments had agreed that cross-boundary transport arrangements for HZMB upon its commissioning should be based on the existing cross-boundary transport arrangements between Guangdong and Hong Kong. Cross-boundary vehicles travelling between Guangdong and Hong Kong ("GD/HK") or between Hong Kong and Macao ("HK/Macao")⁶ must hold valid quotas and relevant documents issued by the GD/HK or HK/Macao authorities. The numbers of quotas for HZMB (in terms of vehicles or trips) for different types of cross-boundary vehicles provided by the Administration were as follows:-

Cross-boundary vehicle type	No. of quota/vehicle	
	GD/HK	HK/Macao
Private Car	Mainland: 1 000 quota Hong Kong: 10 000 quota	Hong Kong: 300 quota Macao: 600 quota
Coaches	350 quota	50 quota
Hire Car	150 quota	100 quota
Shuttle Bus	Not subject to quota; the basic schedule is every 5 minutes during peak hours, and every 10 to 20 minutes during non-peak hours.	

⁶ Except cross-boundary shuttle buses, Hong Kong cross-boundary goods vehicles travelling to Guangdong, Hong Kong cross-boundary private cars under the HZMB Macao Port Park-and-Ride Scheme and cross-boundary goods vehicles travelling between Macao and Hong Kong the arrangements of which are still under discussion.

Cross-boundary vehicle type	No. of quota/vehicle	
	GD/HK	HK/Macao
Goods Vehicle	Mainland: 800 quota Hong Kong: Not subject to quota; currently there are around 12 000 Hong Kong cross-boundary goods vehicles	Arrangements are still under discussion

16. Having regard to the above information, some Members raised concerns that the regular quotas for Hong Kong private cars to Macao, i.e. 300, might not be enough. The Administration responded that that after the commissioning of HZMB, the Governments of Hong Kong and Macao would review the number of quotas, having regard to the actual circumstances.

17. Some Members noted that under the first phase of the Ad Hoc Quota Cross Boundary Private Cars Scheme ("the Scheme") (i.e. Hong Kong private cars going to the Mainland (with ad hoc quota)), qualified Hong Kong private cars could apply for ad hoc quota for entering and leaving the Mainland via the Shenzhen Bay Port at present. They expressed concerns that the implementation of the second phase of the Scheme, which would allow Guangdong private cars to come to Hong Kong, would jeopardize road safety and overload the transport network in Hong Kong. There were also concerns about the possible impact of the Scheme on insurance claims and air quality, etc. in Hong Kong.

18. In response, the Administration advised that the Guangdong Provincial Government and the Hong Kong Special Administrative Region Government had clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Scheme. As such, the arrangements for cross-boundary private cars between Hong Kong and Guangdong using HZMB did not cover Guangdong private cars coming to Hong Kong using ad hoc quota.

Local public transport arrangements

19. In response to a question raised at the Council meeting of 2 May 2018 on the details of the public transport arrangements at the Hong Kong Port and the feasibility of building an additional station for the Hong Kong Port on the Tung Chung Line, the Administration advised that upon the commissioning of HZMB, nine airport bus "A" routes with higher patronage and frequencies would be extended to the Hong Kong Port for the convenience of the public.

20. The Administration further advised that TD would also introduce three new feeder franchised bus routes plying to and from the Airport (with an en-route stop at the AsiaWorld-Expo), Tung Chung (with en-route stops at Yat Tung Estate and Tung Chung MTR Station), and Sunny Bay (with an en-route stop at Hong Kong Disneyland at specific time); and a new green minibus route plying to and from Tung Chung North with en-route stop at the Catering Services Area. In addition, all types of taxis could be operated at the public transport interchange at the Hong Kong Port. Non-franchised buses that had made prior applications to and obtained approval from TD could also use the public transport interchange at the Hong Kong Port.

21. The Administration added that it was evaluating a proposal submitted by the MTR Corporation Limited for the Tung Chung West Extension (and Tung Chung East Station), which had taken into consideration the conceptual railway connection between the Airport Island and the future Tung Chung East Station.

22. Some Members were concerned about the Administration's proposal to extend the airport bus "A" route network to the Hong Kong Port by arranging the airport-bound buses to be diverted via the Southern Connection of TM-CLKL (in lieu of North Lantau Highway and Airport Road) and observe a new stop at the Hong Kong Port before terminating at HKIA, which would likely increase the journey time of the "A" routes. Instead, they suggested introducing new bus routes to serve the Hong Kong Port, or arranging the new stop at the Hong Kong Port after the airport stop to minimize the inconvenience caused to airport-bound passengers. Also, some Members urged the Administration to consider providing bus interchange service at Tsing Ma Bridge for passengers to change there for feeder routes to and from the Hong Kong Port.

23. In response, the Administration advised that it was estimated that the journey time for airport-bound trip would only increase by five minutes if one more stop was to be served at the Hong Kong Port before terminating at the airport. For the city-bound trips, the journey time could possibly be slightly shortened due to a change in the route alignment.

Traffic volume

24. Members were concerned about the utilization of HZMB and measures to boost the utilization rate. In response to a question raised at the Council meeting of 17 January 2018, STH advised that the Hong Kong Port, situated at Lantau Island, together with the adjacent Hong Kong International Airport, would become the geographical converging point of Guangdong, Hong Kong and Macao. Coupled with the development of the Bay Area, the Administration anticipated that HZMB would play an important function of

fostering the smooth flow of people, capital, technology, and so forth within the Western Pearl River Delta and the Bay Area.

25. As regards mid- to long-term projections on the vehicular flows of HZMB, STH advised that the consultant engaged by the three sides had estimated that the daily traffic volume of HZMB would be around 29 100 and 42 000 vehicles in 2030 and 2037 respectively, while the daily passenger flow would be 126 000 and 175 000 passenger trips respectively. However, the estimations might vary as a result of external factors such as the respective developments of the three places and new planning initiatives.

26. The Administration further advised that the three governments had agreed to arrange various types of cross-boundary transport, and simplify the licensing requirements of cross-boundary vehicles to encourage the freight trade and people of the three places to use HZMB. For example, existing cross-boundary goods vehicles would be allowed to use HZMB without completing further application procedures. Existing dual-plate cross-boundary private cars using other boundary control points could also use HZMB in the initial two years upon the commissioning of HZMB without the need to make further application.

Operational issues relating to the traffic and transport arrangements of the Hong Kong-Zhuhai-Macao Bridge and the Hong Kong Port

27. At the Panel meeting on 24 February 2017, members were consulted on the Administration's proposals on technical legislative amendments on traffic arrangements for HZMB. The amendments covered the operation of drop gates, management of the two new government tunnels (i.e. the Scenic Hill Tunnel which is part of HKLR, and the Airport Tunnel which links up Hong Kong Port and the Hong Kong International Airport ("HKIA")), "driving on the right" ("right-driving") arrangement, permitted operating areas for New Territories taxis and Lantau Taxis, and additional taxi fare under the two-way toll collection of the Lantau Link.

28. The Subcommittee on Technical Legislative Amendments on Traffic Arrangements for the Hong Kong-Zhuhai-Macao Bridge ("Subcommittee") was formed by the House Committee to study the above technical legislative amendments. In the course of deliberations, members raised concerns over various operational issues upon commissioning of HZMB, including traffic management and law enforcement, rescue arrangement in case of accidents/emergencies, insurance for cross-boundary vehicles using HZMB, as well as parking arrangements at boundary crossing facilities. The Subcommittee supported the relevant legislative amendments

Adoption of right-driving arrangement on Hong Kong Link Road

29. When the Panel was consulted in February 2017 on the proposed technical legislative amendments on the traffic arrangements for HZMB upon commissioning, they were most concerned about the adoption of the right-driving arrangement on HKLR (including the Scenic Hill Tunnel) which was located in Hong Kong waters.

30. The Administration advised that as the connection point of the HZMB Main Bridge and HKLR at the boundary was an expressway with a speed of 100 km/hour, it would be undesirable to switch the driving arrangements at the connection point as vehicles would need to change lanes while moving at high speed. For road safety concern, interface of the left-driving and right-driving arrangements would be arranged at the Hong Kong Port with suitable road facilities.

31. To ensure road safety, Members considered it essential to arrange appropriate and sufficient traffic signs and road markings to alert motorists in advance of the switching of driving arrangements, and selecting the correct traffic lanes. The Administration advised that it would provide suitable road facilities to the north of the vehicle clearance plaza at the Hong Kong Port to ensure safe interface of the two driving arrangements. It would take forward publicity and education to motorists on the new traffic arrangement.

Law enforcement against traffic offences and rescue arrangements in case of accidents/emergencies

32. Given that HZMB was straddling across the boundaries of three places, Members were concerned about how the law of the relevant jurisdictions would be effectively enforced on HZMB. They were concerned about the grey area in exercising jurisdiction and the rescue arrangement in case of a traffic accident. The Administration advised that the three governments would follow the territoriality principle to handle all issues in accordance with the respective local laws.

33. In respect of rescue arrangements in case of accidents/emergencies on HZMB, Members noted that while detailed operations were being discussed by the three governments, the three sides had agreed on the guiding principle that the most effective and efficient rescue arrangements for the injured would be pursued. The need for cross-boundary rescue operations would not be ruled out. The three sides would also put in place a notification mechanism, so that relevant departments/units of the three sides would be notified of requests for assistance from members of the public using HZMB regardless of which side's emergency hotline they called. Monitoring and emergency communication facilities would also be installed on HKLR (including the Scenic Hill Tunnel) and HZMB where appropriate.

34. Members urged the Administration to comprehensively review other associated operational issues relating to the rescue arrangements, such as setting response time performance pledge of ambulances, displaying emergency hotline numbers on traffic signs, studying whether telecommunication signals could be clearly received on HZMB and whether the accents of some Cantonese speakers speaking Putonghua or vice versa would cause communication issues.

35. Furthermore, Members expressed concern on whether local towing vehicles would be allowed to cross the boundary on HZMB to tow vehicles back to Hong Kong. Noting Members' concerns, the Administration responded that it would discuss the relevant matters with the Mainland and Macao counterparts and, as a matter of principle, follow up the matter pragmatically.

Parking spaces at boundary control facilities

36. Members considered that sufficient parking spaces should be provided at the Hong Kong Port for private cars. The Panel also passed a motion at its meeting on 24 February 2017 urging the Administration to study the arrangements for car park at the boundary crossing facilities of Hong Kong, Zhuhai and Macao of HZMB with a view to allowing visitors without cross-boundary vehicle licences to drive across HZMB and park their vehicles before going through immigration clearance.

37. In response, the Administration advised that in planning the transport facilities at the Hong Kong Port, it expected and indeed encouraged most travellers of HZMB to use public transport to travel to the Hong Kong Port. As regards the use of private cars, there would be a public car park located in the non-closed area adjacent to the passenger clearance building for local use. According to the information provided by the Administration in April 2018, the car park would provide 661 parking spaces for private cars, 12 parking spaces for the disabled, 25 parking spaces for motorcycles, 14 parking spaces for light goods vehicles and 21 parking spaces for out-of-service taxis.

38. The Administration also advised that according to the project design of HZMB, there would be no inbound carpark at the Hong Kong Port upon the commissioning. However, it would proactively consider providing parking spaces (including the feasibility of inbound car park) at the topside development at the HKBCF Island to meet the parking demand of Hong Kong residents and inbound visitors.

39. The Administration further advised that there would be an inbound car park at the Macao Port providing around 3 000 parking spaces for Hong Kong private cars. Hong Kong private cars were not required to obtain

quotas, but application of relevant cross-boundary licences and reservation of the parking space must be made in advance. After parking and completing immigration procedures at Macao Port, visitors might take other transportation to other areas of Macao.

40. As for the Zhuhai Port, the Administration advised that there would be no carpark provided for inbound private cars, and the Mainland did not plan to offer a park-and-ride scheme for Hong Kong/Macao private cars at Zhuhai Port.

24-hour operation of the Hong Kong-Zhuhai-Macao Bridge

41. In response to a question raised at the Council meeting of 17 January 2018, the Administration advised that in 2010, the three governments concluded an agreement on the construction, operation, maintenance and management of HZMB ("the Inter-Governmental Agreement"). According to the Agreement, HZMB Main Bridge and other parts of HZMB should in principle be open for access on a 24-hour basis. The three sides were currently working on the related supporting arrangement accordingly.

Insurance arrangements for cross-boundary vehicles

42. On Members' concern about insurance coverage and claims for cross-boundary vehicles using HZMB, the Administration advised that cross-boundary vehicles had to arrange insurance policies separately from Hong Kong, Mainland and Macao when travelling to the three places. It would liaise with the Office of the Commissioner of Insurance on means to facilitate motorists to take out motor vehicle insurance from insurance companies on the Mainland and in Macao.

Future toll levels

43. Panel members have been expressing concern over the toll levels of HZMB and TM-CLKL. In its letter to the Panel on 22 February 2018, the Administration advised that the HZMB Main Bridge was located within Mainland waters and the toll plaza was also situated in the Mainland. According to the territoriality principle and the Inter-Governmental Agreement, the HZMB Authority, which was responsible for the operation of the Main Bridge, would collect tolls from vehicles using the HZMB Main Bridge in accordance with the laws of the Mainland. The toll levels should be approved according to the Mainland's laws and procedures after the three governments had completed the relevant discussion.

44. The Administration further advised that when discussing the toll level proposal, the three governments had proposed a competitive toll level to

enhance the usage of HZMB as far as possible having regard to the loan repayment of HZMB. The Guangdong Development and Reform Commission held a hearing on the toll options for the HZMB Main Bridge on 21 December 2017.⁷ The Guangdong government was reviewing the hearing results and approving the toll level proposal for the HZMB Main Bridge. Announcement would be made afterwards.

45. In response to Members' enquiry on how the revenues from HZMB would be shared by the three sides, the Administration advised that the income of the HZMB Main Bridge would be used to repay the bank loan and to meet the expenses of daily operation and maintenance during the operation period.

46. In respect of the future toll level of TM-CLKL, some Panel members expressed grave concern that the collection of tolls would greatly affect the livelihood of residents of the Lantau Island. Some members requested the Administration to consider not collecting tolls at TM-CLKL.

47. The Administration advised that it generally adopted a "user-pays principle" and charged toll fees for large-scale bridges and tunnels, taking into account a basket of factors including operating costs (such as depreciation cost and recurrent expenditure), impact on traffic flow and the economy, and public affordability and acceptability. Upon commissioning of the sub-sea tunnel section of TM-CLKL, the Lantau Link (comprising the Tsing Ma Bridge, the Ma Wan Viaduct and the Kap Shui Mun Bridge) would no longer be the only road access to Lantau Island. Vehicles accessing Lantau Island via TM-CLKL or the Lantau Link would be charged a one-way toll at the toll plazas at Tuen Mun and Lantau Island respectively.

Traffic impact on the Lantau Link upon commissioning of the Hong Kong-Zhuhai-Macao Bridge

48. At the Panel meetings on 29 February and 1 April 2016, members expressed concern that, given TM-CLKL could not be completed in tandem with the commissioning of HZMB, the Lantau Link, which was currently the only vehicular access to the Lantau Island, would have to bear the additional vehicular flow brought by the commissioning of HZMB in the coming years, and traffic congestion was expected to deteriorate.

⁷ For details, please refer to the Government press release on 6 December 2017: <http://www.info.gov.hk/gia/general/201712/06/P2017120600783p.htm>

49. In response to a question raised at the Council meeting on 31 January 2018, the Administration advised that when TM-CLKL was planned, it was already anticipated that its Northern Connection would only be completed two years after the commissioning of HZMB. Based on the traffic forecast at that time, in the scenario without TM-CLKL, the projected volume/capacity ratios of the Lantau Link (both eastbound and westbound) during the morning peak hours in 2021 (0.75 and 0.90 in eastbound and westbound respectively) showed that the traffic conditions would be acceptable. Thus, the Administration believed that the Lantau Link would not be congested during the period when HZMB had been commissioned but TM-CLKL had not yet opened.

Relevant papers

50. A list of relevant papers and Council questions raised on the subject is in **Appendix II**.

Latest development


51. The Administration will brief members on the operational arrangements upon commissioning of HZMB and the Hong Kong Port, e.g. traffic management, emergency and rescue plan, law enforcement, insurance and telecommunications at the Panel meeting to be held on 18 May 2018.

Council Business Division 4
Legislative Council Secretariat
15 May 2018



圖則名稱 drawing title

港珠澳大橋
HONG KONG-ZHUHAI-MACAO BRIDGE

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

A. List of relevant papers

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
19.12.2008	Panel on Transport ("TP")	Administration's paper	CB(1)406/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1219cb1-406-3-e.pdf
		Administration's paper	CB(1)434/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1219cb1-434-1-e.pdf
		Administration's follow-up paper	CB(1)591/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1219cb1-591-1-e.pdf
		Minutes of meeting	CB(1)831/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20081219.pdf
23.1.2009	TP	Administration's paper	CB(1)614/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0123cb1-614-3-e.pdf
		Minutes of meeting	CB(1)1362/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20090123.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
24.4.2009	TP	Administration's paper	CB(1)1337/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0424cb1-1337-3-e.pdf
		Minutes of meeting	CB(1)2541/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20090424.pdf
6.5.2009	Public Works Subcommittee ("PWSC")	Administration's papers	PWSC(2009-10)17 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-17e.pdf PWSC(2009-10)18 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-18e.pdf
		Minutes of meeting	PWSC97/08-09 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090506.pdf
3.2010	TP	Administration's paper	CB(1)1354/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tpcb1-1354-1-e.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
16.2.2012	TP	Administration's paper	CB(1)1055/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp0216cb1-1055-1-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(1)1051/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp0216cb1-1051-e.pdf
		Verbatim transcript	CB(1)1139/11-12 http://www.legco.gov.hk/yr11-12/chinese/panels/tp/minutes/tp20120216.pdf
29.2.2012	TP	Administration's paper	CB(1)1132/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp0229cb1-1132-1-e.pdf
		Minutes of meeting	CB(1)2583/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/minutes/tp20120229.pdf
7.12.2012	TP	Administration's paper	CB(1)284/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1116cb1-284-1-e.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
19.4.2013	TP	Administration's paper	CB(1)837/12-13(04) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0419cb1-837-4-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(1)837/12-13(05) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0419cb1-837-5-e.pdf
		Administration's supplementary information paper	CB(1)995/12-13(02) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp0419cb1-995-2-e.pdf
		Minutes of meeting	CB(1)1813/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20130419.pdf
15.11.2013	TP	Background brief prepared by the Legislative Council Secretariat	CB(1)268/13-14(02) http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp1115cb1-268-2-e.pdf
		Minutes of meeting	CB(1)669/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20131115.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
16.1.2015	TP	Administration's papers	CB(4)349/14-15(04) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150116cb4-349-4-e.pdf CB(4)270/14-15(06) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150116cb4-270-6-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(4)270/14-15(07) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150116cb4-270-7-e.pdf
		Administration's supplementary information	CB(4)628/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20150116cb4-628-1-e.pdf
		Minutes of meeting	CB(4)1390/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150116.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
3.6.2015 9.6.2015 1.12.2015 9.12.2015 12.12.2015 19.12.2015	PWSC	Administration's paper	PWSC(2015-16)14 http://www.legco.gov.hk/yr14-15/english/fc/pwsc/papers/p15-14e.pdf
		Administration's supplementary information papers	PWSC231/14-15(01) http://www.legco.gov.hk/yr14-15/english/fc/pwsc/papers/pwsc20150609pwsc-231-1-e.pdf PWSC41/15-16(01) http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/pwsc20151201pwsc-41-1-e.pdf PWSC51/15-16(01) http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/pwsc20151201pwsc-51-1-e.pdf PWSC63/15-16(01) http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/pwsc20151201pwsc-63-1-e.pdf
		Minutes of meetings	PWSC226/14-15 http://www.legco.gov.hk/yr14-15/english/fc/pwsc/minutes/pwsc20150603.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
			<p>PWSC245/14-15</p> <p>http://www.legco.gov.hk/yr14-15/english/fc/pwsc/minutes/pwsc20150609.pdf</p> <p>PWSC61/15-16</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151201.pdf</p> <p>PWSC69/15-16</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151209.pdf</p> <p>PWSC73/15-16</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151212.pdf</p> <p>PWSC76/15-16</p> <p>http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20151219.pdf</p>
15.1.2016	TP	Administration's paper	<p>CB(4)457/15-16(07)</p> <p>http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160115cb4-457-7-e.pdf</p>

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
8.1.2016 15.1.2016 22.1.2016 29.1.2016 30.1.2016	FC	Administration's paper	FCR(2015-16)45 http://www.legco.gov.hk/yr15-16/english/fc/fc/papers/f15-45e.pdf
29.2.2016	TP	Administration's papers	CB(4)629/15-16(04) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-629-4-e.pdf CB(4)629/15-16(06) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-629-6-e.pdf
		Administration's follow-up papers	CB(4)1039/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-1039-1-e.pdf CB(4)1325/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-1325-1-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(4)629/15-16(05) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160229cb4-629-5-e.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(4)1280/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160229.pdf
1.4.2016	TP	Minutes of meeting	CB(4)1311/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160401.pdf
20.1.2017	TP	Administration's paper	CB(4)413/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170120cb4-413-3-e.pdf
24.2.2017	TP	Administration's papers	CB(4)578/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-578-3-e.pdf CB(4)584/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tpcb4-584-1-e.pdf CB(4)621/16-17(02) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-621-2-e.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
		Updated background brief prepared by the Legislative Council Secretariat	CB(4)578/16-17(04) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-578-4-e.pdf
		Administration's follow-up papers	CB(4)824/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-824-1-e.pdf CB(4)990/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-990-1-e.pdf CB(4)990/16-17(02) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-990-2-e.pdf CB(4)1548/16-17(01) http://www.legco.gov.hk/yr16-17/chinese/panels/tp/papers/tp20170224cb4-1548-1-c.pdf (Chinese version only)

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(4)1425/16-17 http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170224.pdf
12.5.2017	Subcommittee on Technical Legislative Amendments on Traffic Arrangements for the Hong Kong—Zhuhai—Macao Bridge	Legislative Council Brief	THB(T) CR1/55/1/4661/00 http://www.legco.gov.hk/yr16-17/english/subleg/brief/2017ln060-065_brf.pdf
Background brief prepared by the Legislative Council Secretariat		CB(4)1007/16-17(02) http://www.legco.gov.hk/yr16-17/english/hc/sub_leg/sc109/papers/sc10920170512cb4-1007-2-e.pdf	
Report		CB(4)1114/16-17 https://www.legco.gov.hk/yr16-17/english/hc/papers/hc20170602cb4-1114-e.pdf	
Referral memorandum to TP	CB(4)1327/16-17(01) https://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tpcb4-1327-1-e.pdf (English version only)		
5.6.2017	TP	Administration's papers	CB(4)1140/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170605cb4-1140-1-e.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
			CB(4)1148/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170605cb4-1148-1-e.pdf
		Information note prepared by the Legislative Council Secretariat	CB(4)1140/16-17(02) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170605cb4-1140-2-e.pdf
		Minutes of meeting	CB(4)341/17-18 http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170605.pdf
21.7.2017	TP	Administration's paper	CB(4)1409/16-17(07) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170721cb4-1409-7-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(4)1176/16-17(06) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170721cb4-1176-6-e.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
		Administration's supplementary information paper	CB(4)1518/16-17(01) https://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170721cb4-1518-1-e.pdf
		Minutes of meeting	CB(4)1618/16-17 http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170721.pdf
20.10.2017	TP	Administration's paper	CB(4)54/17-18(03) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20171020cb4-54-3-e.pdf
		Minutes of meeting	CB(4)417/17-18 http://www.legco.gov.hk/yr17-18/english/panels/tp/minutes/tp20171020.pdf
5.2.2018	Establishment Subcommittee	Administration's paper	EC(2017-18)15 http://www.legco.gov.hk/yr17-18/english/fc/esc/papers/e17-15e.pdf
22.2.2018	-	Administration's response to the letter from Hon Michael TIEN	CB(4)639/17-18(01) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-639-1-e.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
22.2.2018	-	Administration's response to members' letters	CB(4)640/17-18(01) https://www.legco.gov.hk/yr17-18/chinese/panels/tp/papers/tpcb4-640-1-c.pdf
23.2.2018	FC	Administration's paper	FCR(2017-18)59 http://www.legco.gov.hk/yr17-18/english/fc/fc/papers/f17-59e.pdf
13.4.2018	FC	Administration's follow-up paper	CB(4)995/17-18(01) https://www.legco.gov.hk/yr17-18/chinese/panels/tp/papers/tpcb4-995-1-c.pdf
17.4.2018	TP	Administration's responses to the joint letter from Hon Jeremy TAM Man-ho, Dr Hon KWOK Ka-ki, Hon Tanya CHAN and Hon Alvin YEUNG	CB(4)937/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-937-1-e.pdf
17.4.2018	TP	Administration's response to the letter from Hon CHAN Han-pan	CB(4)937/17-18(02) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-937-2-e.pdf

Date of meeting/ document	Panel/ Committee	Minutes/Paper	LC Paper No.
18.4.2018	FC	Replies to initial written questions raised by FC Members in examining the Estimates of Expenditure 2018-2019 (THB(T)025, 028, 067, 068, 087, 096, 099, 102, 110, 158, 207, 252, 253, 257, 270, 285, 294, 298, 310, 313, 314, 315, 316 and 367)	http://www.legco.gov.hk/yr17-18/english/fc/fc/w_q/thb-t-e.pdf
23.4.2018	TP	Administration's consolidated responses to members' letters	CB(4)963/17-18(01) https://www.legco.gov.hk/yr17-18/chinese/panels/tp/papers/tpcb4-963-1-c.pdf

B. Relevant questions raised at Council meetings

Council meeting	Question	Hyperlink
10.12.2014	Hon Frederick FUNG raised a question on operational arrangements of HZMB	http://www.info.gov.hk/gia/general/201412/10/P201412100430.htm
28.1.2015	Hon WONG Kwok-hing raised a question on cross-boundary transport arrangements	http://www.info.gov.hk/gia/general/201501/28/P201501280314.htm
27.5.2015	Hon TANG Ka-piu raised a question on HZMB project	http://www.info.gov.hk/gia/general/201505/27/P201505270408.htm
	Hon Frankie YICK raised a question on cross-boundary container truck drivers	http://www.info.gov.hk/gia/general/201505/27/P201505270380.htm
9.12.2015	Hon Gary FAN raised a question on direct issue of Hong Kong full driving licences	http://www.info.gov.hk/gia/general/201512/09/P201512090411.htm
25.5.2016	Hon Alice MAK raised a question on public transport services on Lantau Island	http://www.info.gov.hk/gia/general/201605/25/P201605240802.htm
23.11.2016	Hon Holden CHOW raised a question on transport infrastructure in Lantau	http://www.info.gov.hk/gia/general/201611/23/P2016112300486.htm
	Hon LEUNG Che-cheung raised a question on Tuen Mun-Chek Lap Kok Link and Tuen Mun Western Bypass	http://www.info.gov.hk/gia/general/201611/23/P2016112300495.htm
8.2.2017	Hon LEUNG Che-cheung raised a question on traffic situation in Northwest New Territories	http://www.info.gov.hk/gia/general/201702/08/P2017020800489.htm?fontSize=1
7.6.2017	Hon LAM Cheuk-ting raised a question on alleged falsification of concrete test reports	http://www.info.gov.hk/gia/general/201706/07/P2017060700534.htm

Council meeting	Question	Hyperlink
5.7.2017	Hon Paul TSE raised a question on infrastructure projects in Guangdong-Hong Kong-Macao Bay Area and cost control of public works	http://www.info.gov.hk/gia/general/201707/05/P2017070500468.htm
25.10.2017	Hon Holden CHOW raised a question on provision of sufficient resources for control points	http://www.info.gov.hk/gia/general/201710/25/P2017102500536.htm
17.1.2018	Hon Holden CHOW raised a question on North Lantau traffic situation	http://www.info.gov.hk/gia/general/201801/17/P2018011700503.htm
	Hon Kenneth LAU raised a question on Hong Kong-Zhuhai-Macao Bridge	http://www.info.gov.hk/gia/general/201801/17/P2018011700520.htm
24.1.2018	Hon Wilson OR raised a question on Hong Kong-Zhuhai-Macao Bridge	http://www.info.gov.hk/gia/general/201801/24/P2018012400544.htm
31.1.2018	Hon Jeremy TAM raised a question on Hong Kong-Zhuhai-Macao Bridge, Tuen Mun-Chek Lap Kok Link and Lantau Link	http://www.info.gov.hk/gia/general/201801/31/P2018013100329.htm
	Hon Paul TSE raised a question on major infrastructure projects experiencing cost overruns	http://www.info.gov.hk/gia/general/201801/31/P2018013100946.htm
7.2.2018	Hon CHU Hoi-dick raised a question on mitigation measures implemented under Hong Kong-Zhuhai-Macao Bridge project	http://www.info.gov.hk/gia/general/201802/07/P2018020700456.htm
25.4.2018	Hon Frankie YICK raised a question on cross-boundary container vehicle drivers	http://www.info.gov.hk/gia/general/201804/25/P2018042500361.htm
2.5.2018	Hon Holden CHOW raised a question on traffic situation of North Lantau and Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macao Bridge	http://www.info.gov.hk/gia/general/201805/02/P2018050200267.htm

Council Business Division 4
Legislative Council Secretariat
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