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Panel on Transport
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn.: Mr Lemuel WOO)

17 April 2018

Dear Mr WOO,

Panel on Transport

**Traffic Restrictions for Cross-boundary Vehicles
using Hong Kong-Zhuhai-Macao Bridge**

On 19 March 2018, the Panel on Transport issued a letter to the Transport and Housing Bureau, requesting the Government to respond to the joint letter from Hon Jeremy TAM, Hon KWOK Ka-ki, Hon Tanya CHAN and Hon Alvin YEUNG on the traffic restrictions for cross-boundary vehicles using the Hong Kong-Zhuhai-Macao Bridge (HZMB). Our response is set out below.

In anticipation of the commissioning of the HZMB, the governments of Guangdong, Hong Kong and Macao have been actively conducting studies and holding discussions to formulate a set of cross-boundary traffic arrangements which meet the needs of local residents, travellers and trades in the three places, so as to maximise the economic and transport benefits of the HZMB.

According to the discussion of the three governments, cross-boundary private cars using the HZMB to travel to and from the three places will mainly be regulated by a quota system¹. The governments of Guangdong and Hong Kong will allow qualified Hong Kong and Mainland cross-boundary private cars to travel between the two places via the HZMB with reference to the existing quota system for cross-boundary private cars. The Guangdong and Hong Kong governments announced the relevant arrangements in August 2017 and December 2017 respectively. They have agreed to provide a quota of 10 000 for Hong Kong cross-boundary private cars and a quota of 1 000 for Mainland cross-boundary private cars to use the HZMB.

To make better use of the HZMB and tie in with the development of the Bay Area, the Mainland and Hong Kong governments will continue to study measures that can facilitate Hong Kong cross-boundary private cars entering the Mainland via the HZMB, having regard to the capacities of their respective boundary crossing facilities and local connecting roads. The arrangements for Mainland cross-boundary private cars entering Hong Kong will not be covered under such studies.

As regards the enquiry raised in your letter about the Shenzhen Bay Port Ad Hoc Quota Cross Boundary Private Cars Scheme (the Scheme), currently, qualified Hong Kong private cars can apply for ad hoc quota for entering and leaving the Mainland via the Shenzhen Bay Port under the first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland). The Guangdong and Hong Kong governments clearly indicated in 2012 that there was no concrete implementation timetable for the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong). The Transport and Housing Bureau reiterated the aforesaid stance to the Panel on Transport in February 2016 and stated that the discussion between the Guangdong and Hong Kong governments on the arrangements for cross-boundary private cars using the HZMB did not cover Guangdong private cars coming to Hong Kong.

Among the cross-boundary private cars travelling between Guangdong and Hong Kong, most of them are Hong Kong private cars and only a small number are Mainland private cars. As at end 2017, about 30 000 Hong Kong cross-boundary private cars and about 2 300 Mainland cross-boundary private cars held valid Closed Road Permits². Given that Hong Kong cross-boundary private cars can already be driven on roads of Hong Kong and that the number of Mainland cross-boundary private cars is relatively small, the impact of the arrangements for

¹ Only the HZMB Macao Port Park-and-Ride Scheme does not impose any quota requirement. Participating Hong Kong cross-boundary private cars can go to the Macao Port without any quota restrictions.

² Under the current quota system, dual-plate cross-boundary private cars must hold Closed Road Permit issued by the Transport Department of Hong Kong.

cross-boundary private cars on the overall growth of Hong Kong's private car fleet is indeed insignificant. We will continue to regulate cross-boundary vehicles through the quota system, having regard to factors including the capacities of the local roads and boundary crossing facilities.

Yours sincerely,

A handwritten signature in blue ink, consisting of a stylized 'L' followed by a loop and a short horizontal stroke.

(Louis LO)
for Secretary for Transport and Housing