

立法會
Legislative Council

LC Paper No. CB(4)179/18-19(06)

Ref: CB4/PL/TP

Panel on Transport
Meeting on 16 November 2018

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

Purpose

This paper provides updated background information on the toll rationalisation among three road harbour crossings ("RHCs") and the three land tunnels between Kowloon and Sha Tin ("three land tunnels"). It also summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members in previous discussions on the above and related subjects.

Background

Mode of development and financing of road tunnels

2. The Government has been following two major principles in adopting the Build-Operate-Transfer ("BOT") mode in constructing and operating tunnels¹. A franchisee under a BOT tunnel arrangement is responsible for the construction, operation and maintenance of the tunnel concerned during the franchise period. Upon the expiry of the franchise, the tunnel will vest in the Government².

Three RHCs

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

² LC Paper No. CB(4)1021/16-17(07)

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

Three land tunnels

4. The three land tunnels include the Tate's Cairn Tunnel ("TCT"), Lion Rock Tunnel ("LRT"), and Eagle's Nest and Sha Tin Heights Tunnels ("Route 8K"). LRT is one of the Government Tunnels controlled and regulated under the Road Tunnels (Government) Ordinance (Cap. 368). Route 8K forming part of Route 8, is controlled and regulated under the Tsing Sha Control Area Ordinance (Cap. 594). Whereas, TCT was taken over by the Administration upon the expiry of the 30-year franchise on 11 July 2018. The locations and the current tolls of the three RHCs and three land tunnels are shown in **Appendices I and II** for reference.

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

5. The Administration informed the Panel in November 2008 that the Administration had commissioned the above said Consultancy Study with an objective of identifying the optimum level of traffic for the three RHCs, taking into account their geographic locations and the capacity of connecting road networks, and recommending feasible options that covered the necessary financial, organizational and legal mechanisms to achieve the optimum traffic result. The consultants concluded that to effectively reduce traffic congestion at CHT and to rationalize the traffic distribution among the three RHCs, the tolls for CHT must be increased whilst those for EHC reduced. The Panel discussed the findings of the Consultancy Study on 9 November 2010, and conducted a further meeting on 11 January 2011 to receive public views.

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

7. In February 2013, the Administration embarked on a three-month public consultation exercise on three toll adjustment options as proposed measures to improve the traffic distribution among RHCs. All three options involved different degrees of toll reduction at EHC and toll increases at CHT. The Administration briefed the Panel on the outcome of the public consultation at the meeting held on 28 February 2014.

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

Toll Rationalisation Study of three RHCs and three land tunnels

9. According to the Administration, the Transport Department commenced in January 2017 a study on the overall strategy for the rationalisation of traffic distribution among the three RHCs and three land tunnels ("the Study"). The Study examined the relationship between the toll levels of these six tunnels and their traffic flows³.

10. The Administration briefed the Panel on the preliminary findings of the Study at the meeting held on 17 November 2017. Among others, members were consulted on the proposed framework for practicable toll adjustment options⁴. A special meeting was held on 9 January 2018 to receive public views on the same subject.

11. In October 2018, the Administration submitted a paper on "Rationalisation of Traffic Distribution Among Six Tunnels"⁵ to the Panel

³ Source: Controlling officer's reply to a Member's initial written question in examining the Estimates of Expenditure 2017-18 (Reply Serial No. THB(T)158)

⁴ The details were covered in paragraphs 12 to 22 of the Administration's paper (LC Paper No. CB(4)182/17-18(07))

⁵ The Administration's paper (LC Paper No. CB(4)17/18-19(01)) to the Panel in October 2018

for discussion at the regular Panel meeting to be held in November 2018. Among others, the paper informed members of the toll adjustment proposals formulated according to the findings of the Study.

12. In gist, the key findings of the Study include:

- (a) in order to achieve a noticeable traffic diversion, a substantial increase in CHT and EHC tolls, coupled with a reduction in WHC tolls, on Targeted Vehicles is needed;
- (b) unifying the tolls of the three RHCs is not a feasible option as traffic queues on the connecting roads of WHC on both sides of the harbour will lengthen and adversely affect the non-tunnel traffic;
- (c) further lowering the tolls of the three RHCs will induce additional traffic demand and aggravate the impact on non-tunnel traffic and hence not feasible; and
- (d) there is scope to align the tolls for taxis without passenger among the RHCs in order to rationalise traffic generated by the non-hired trips.

The Study recommends that the toll for private cars for crossing WHC and CHT was proposed to be adjusted from \$70 to \$50 and from \$20 to \$40 respectively. Whereas, the toll for private cars for crossing EHC would be increased from \$25 to 40. The Proposed Prescribed Toll Levels are set out in the following table⁶:

Vehicle Type	WHC			CHT		EHC	
	Current Statutory Toll	Current Concessionary Toll	Proposed Prescribed Toll	Current Toll	Proposed Prescribed Toll	Current Toll	Proposed Prescribed Toll
Private cars	\$240	\$70	\$50	\$20	\$40	\$25	\$40
Motorcycles	\$140	\$25	\$20	\$8	\$16	\$13	\$16
Taxis (with passengers)	\$240	\$65	\$36	\$10	\$20	\$25	\$20
Taxis (without passengers)	\$240	\$65 (with late night concession)	\$15	\$10	\$15	\$15	\$15

13. With the above toll adjustment, it is estimated that by 2021, the length of traffic queues on the connecting roads to CHT and EHC would be reduced by 34% and 10% during the morning peak hours and by 42% and

⁶ The table is extracted from page 4 of the Administration's paper (LC Paper No. CB(4)17/18-19(01)) to the Panel in October 2018

29% respectively during the evening peak hours. The shortening of traffic queues at CHT and EHC will not only reduce the journey time of tunnel traffic, but also alleviate the existing obstruction to the non-tunnel peak-hour traffic at a number of junctions (mainly at CHT) along the connecting roads. The expected effect of the toll adjustment proposal is shown in the map at **Appendix III**.

14. Implementation of the toll adjustment proposal will significantly alleviate traffic congestion at tunnels and at certain connecting roads, hence contributing to savings in journey time and travel distance. The commuting time of many members of the public will be saved, and the efficiency of many business operations enhanced. The Administration estimates that the toll adjustment proposal will bring about over \$800 million of social cost savings⁷ per year.

15. In order to encourage motorists of Targeted Vehicles⁸ to switch from using CHC or EHC to WHC so as to make more use of the capacity of WHC, the Administration has been in discussion with WHTCL since late 2017 on an arrangement such that the actual tolls payable by motorists of Targeted Vehicles using WHC can be lowered to the Proposed Prescribed Toll levels for WHC in the table above until the expiry of the franchise. The Administration and WHTCL have agreed in principle to the following proposed WHC Toll Compensation Scheme –

- (a) the actual tolls payable by motorists for Targeted Vehicles using WHC will be fixed at \$50 for private cars, \$20 for motorcycles, \$36 for taxis (with passengers) and \$15 for taxis (without passengers) (i.e. the Proposed Prescribed Toll for WHC in the table above) from 1 January 2020 until the franchise expiry on 1 August 2023;
- (b) for each single journey made by a Targeted Vehicle using WHC, the Administration will compensate WHTCL the difference between the Proposed Prescribed Toll and the anticipated future toll levels of WHTCL as set out in

⁷ Social cost savings = savings in travel distance x vehicle operating costs + savings in journey time x value of time.

⁸ According to the Administration's paper submitted to the Panel in October 2018 (paragraphs 7-8 of CB(4)17/18-19(01)), private cars, taxis and motorcycles constitute about 75% of cross-harbour traffic volume at present. These vehicles are not efficient road users, given the average number of passengers they carry. To encourage more efficient use of road space, toll adjustments should focus on these vehicle types ("Targeted Vehicles").

Appendix IV; and

- (c) the total compensation payable by the Administration in respect of Targeted Vehicles during the entire compensation period will be capped at \$1,800 million.

Discussions by the Panel in the Fourth, Fifth and Sixth LegCo

16. There have been a lot of discussions by members on issues relating to rationalisation of tunnel tolls and traffic distribution since the year 2000.

Transport-related policy initiatives under the 2018 Policy Address

17. At the meeting on 19 October 2018, Members were briefed on the toll adjustment proposals of the Study in the context of transport-related policy initiatives under the 2018 Policy Address.

18. Some members expressed support for the toll adjustment proposals of the Study while some members expressed reservation about their effectiveness in diverting traffic flow. Some members expressed grave concern over the substantial proposed increase in CHT and EHC tolls. Members also expressed dissatisfaction that the discussion between the Administration and WHTCL on the proposed WHC Toll Compensation Scheme lacked transparency. Members also enquired whether the Administration would explore other long-term options for alleviating congestion at tunnels, like constructing a fourth RHC.

19. The Administration assured that in formulating the toll adjustment proposals, the social benefit as a whole was the prime concern. Moreover, the Study had examined the situation of the three RHCs and three land tunnels in a holistic manner. The Administration advised that the above subject would be further discussed at the regular Panel meeting to be held in November 2018 and undertook to furnish members with more details about the findings of the Study, including the scientific data used, assessment on different options and the justifications for the recommendations made by the Administration.

Toll Rationalisation Study of three RHCs and three land tunnels

Toll adjustment options

20. At the meeting on 17 November 2017 when the preliminary findings of the Study was discussed, some members objected to any toll increase in LRT. Members were of the view that the traffic of LRT would not be diverted to Route 8K due to the serious congestion near Sha Tin New Town Plaza. A member also expressed that the Administration should take into consideration the commissioning of Central-Wan Chai Bypass in the Study. In response, the Administration advised that a series of traffic improvement measures, including the widening of Tai Po Road (Sha Tin section) had been implemented to cope with the increase in traffic demand arising from population growth in Sha Tin.

21. A member expressed at the same meeting that it would be more feasible for the Administration to lower the tolls than to raise the tolls of certain tunnels in order to influence the choice of motorists and to subsequently rationalise traffic distribution among the six tunnels.

22. At the meetings on 17 November 2017 and 9 January 2018, some members expressed that the congestion problem near both ends of WHC would be further aggravated as more private vehicles or motorcycles might be attracted to use WHC following the toll reduction. In this regard, a member also expressed that toll subsidisation should be provided to public transport vehicles only so as to encourage the use of public transport. Members called on the Administration to conduct detailed assessment on the traffic implications of the proposed toll reduction at WHC.

23. At the meeting on 9 January 2018, a member opined that the rights of using public transport facilities and having their own choices of routes and tunnels with shortest travelling distance/time should be the basic rights of citizens. In view of this, the member expressed that the toll levels of the three RHCs should be unified. Another member urged the Administration to work out measures from a wider perspective.

24. The Administration advised that according to the preliminary findings of the Study, it was necessary to suitably increase the tolls of CHT and LRT while reducing the tolls of their alternative tunnels at the same time, so as to effectively divert the traffic of CHT and LRT without inducing additional traffic demand.

25. At the meetings on 17 November 2017 and 9 January 2018, members urged the Administration to consider aligning the tolls of three RHCs for the return trip of empty taxis. Members held the view that such alignment would help to alleviate the congestion problem at CHT and its connecting roads, which currently offered the lowest toll for the return trip of empty taxis, and could to a certain extent solve the problem of refusal of hire for cross-harbour service.

26. Members also urged the Administration to consider waiving the tunnel tolls on public buses and that the reduction in operation costs of the fixed routes concerned from the payment of toll should be utilized to subsidize directly the passengers of those routes. A member also expressed that the toll for private cars should be increased so as to encourage commuters to use public transport.

27. The Administration undertook to convey the relevant views to the franchised bus companies and consider the need to consult the transport trade, including the taxi industry, in formulating different toll adjustment options.

Other suggestions/ long term plan to rationalize traffic distribution

28. A member also suggested the Administration to explore the feasibility of introduction of ferry service from Tuen Mun to Central to alleviate the congestion problem at tunnels. The Administration advised that long term plans and measures under the planning study "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" had already commenced with a view to meeting the traffic demand beyond 2030. Among other, the feasibility of constructing a fourth RHC would be examined at an appropriate time subject to the final recommendations of the above said study.

29. In response to a member's enquiry of whether the Administration would study the feasibility of increasing the capacities of tunnel tubes of CHT and LRT by constructing an additional traffic lane, the Administration responded that it would be difficult to find enough space to construct an additional traffic lane inside CHT and LRT respectively. Furthermore, the Administration had to consider whether the connecting roads of these tunnels had the spare capacities to absorb additional traffic demand generated by the new traffic lane.

30. Some members also opined that the Study should also cover Tai Lam Tunnel so as to obviate the need to conduct another consultancy study when its franchise expired in 2025. A member suggested that vehicles commuting between the North District and Hong Kong Island should be encouraged to use WHC.

31. Some members requested the Administration to work out measures to control the growth in the number of vehicles. The Administration advised that there might be divergent views on this issue and that a balance had to be struck in taking forward initiatives in this regard. Among others, the provision of large-scaled park-and-ride facilities could be considered.

Other views

32. At the meeting on 17 November 2017, a member called on the Administration to consider opening up access to the transport data used for calibrating the transport model, so as to facilitate different organizations in the community to conduct relevant analysis and furnish ideas and insights for the Administration's consideration.

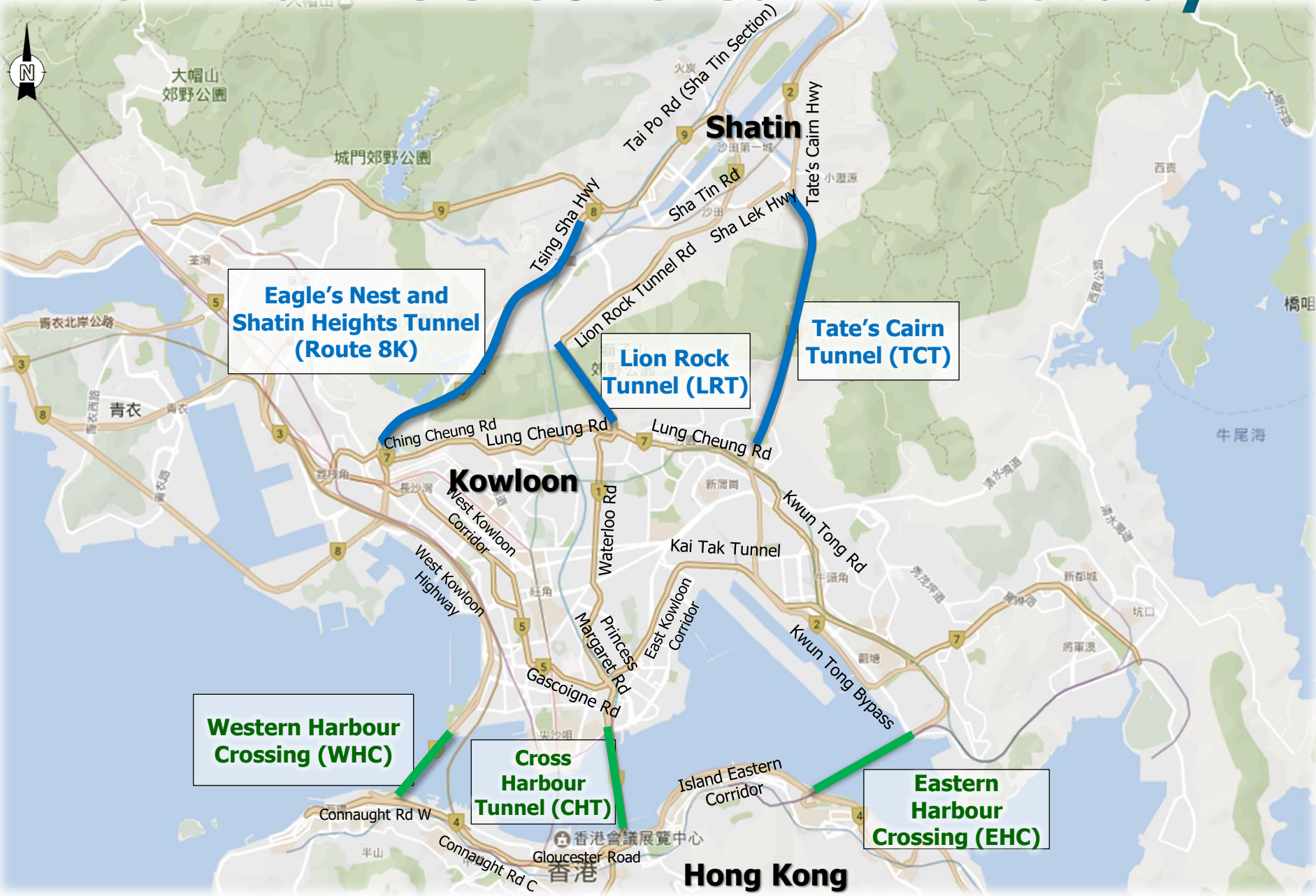
Relevant questions raised at Council meetings and other relevant papers

33. The hyperlinks to the questions relating to rationalisation of tunnel tolls and traffic distribution raised at Council meetings in the fourth, fifth and sixth LegCo and other relevant papers are in **Appendix V**.

Latest developments

34. The Administration plans to consult the Panel on the proposed arrangement for rationalisation of traffic distribution among three RHCs and three land tunnels, and other tunnel-related proposals at the meeting to be held on 16 November 2018.

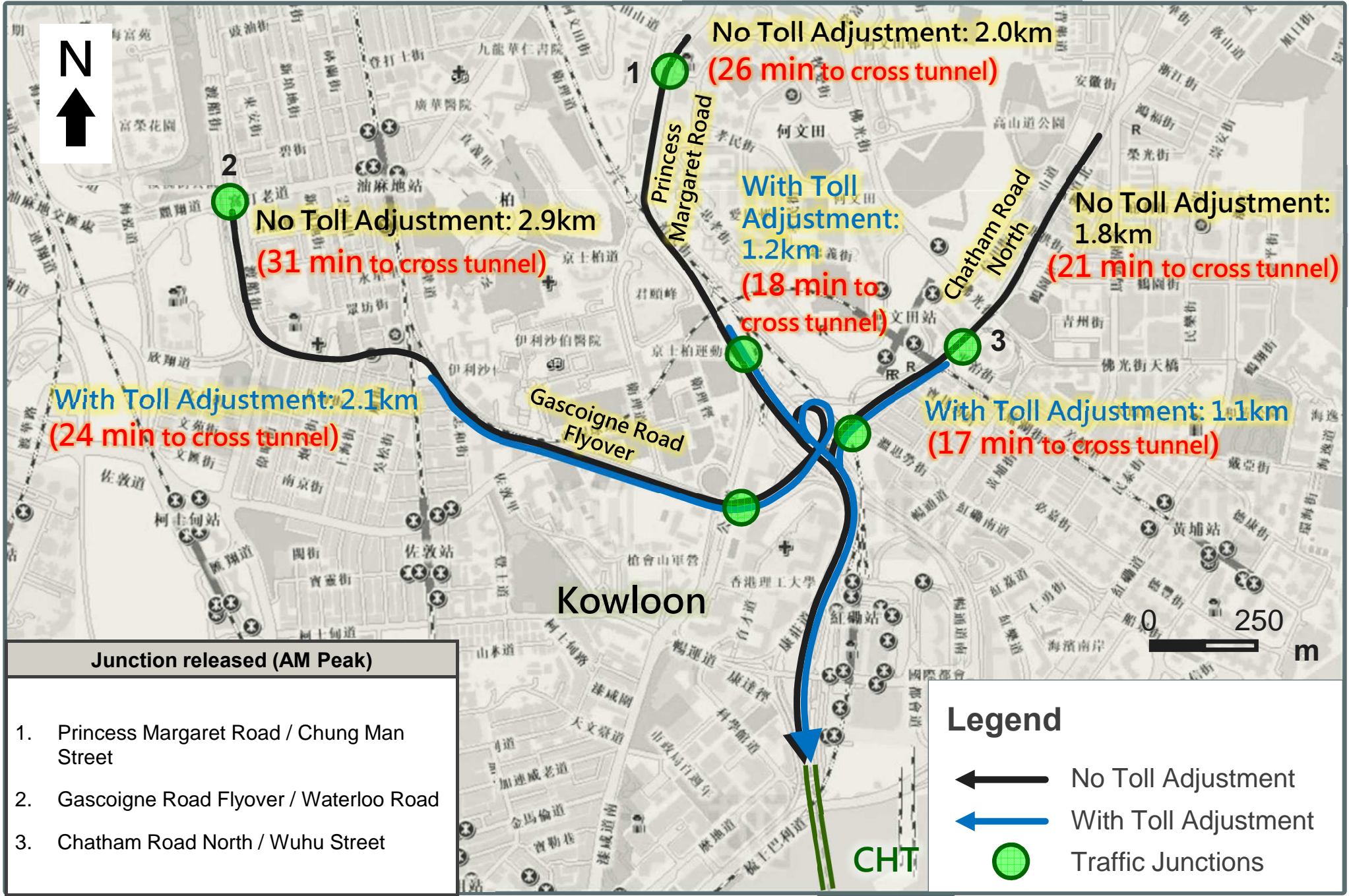
Six Tunnels Covered in the Study



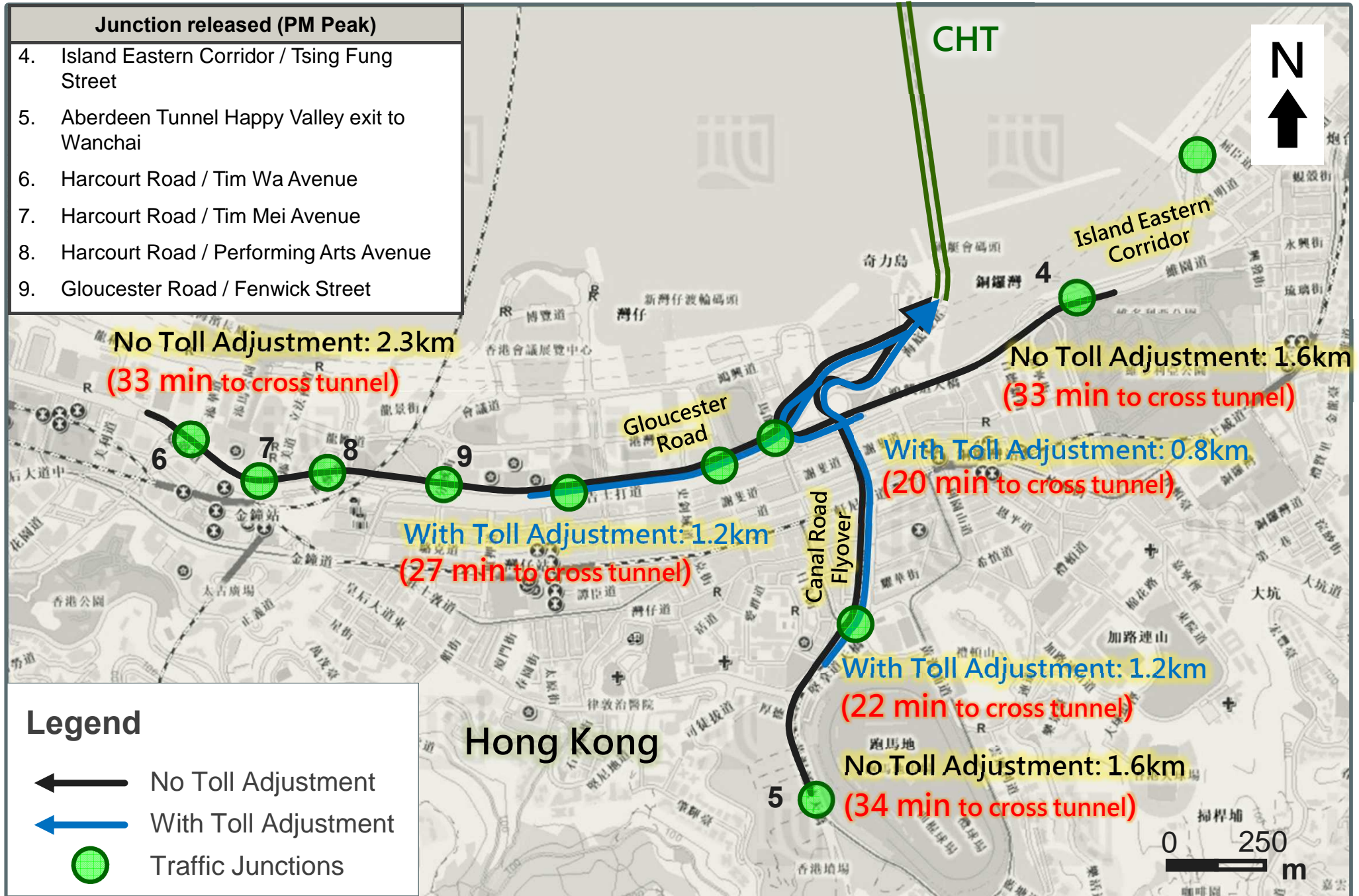
Existing Toll Levels of the Six Tunnels

Vehicle Type	EHC	CHT	WHC		TCT	LRT	Route 8K
			Statutory Toll	Actual Toll			
Motorcycle	\$13	\$8	\$130	\$25	\$15	\$8	\$8
Private car	\$25	\$20	\$225	\$70	\$20		
Taxi			\$225	\$65			
Public light bus	\$38	\$10	\$270	\$80	\$23		
Private light bus					\$24		
Light goods vehicle			\$15		\$320		
Medium goods vehicle	\$50	\$20	\$490	\$105	\$28		
Heavy goods vehicle	\$75	\$30	\$680	\$135			
Public and private single-decked bus	\$50	\$10	\$270	\$130	\$32		
Public and private double-decked bus	\$75	\$15	\$400	\$185	\$35		

Forecast AM Peak (southbound) traffic queues along connecting roads of CHT in 2021



Forecast PM Peak (northbound) traffic queues along connecting roads of CHT in 2021



Forecast AM Peak (southbound) traffic queues along connecting roads of EHC in 2021



Forecast PM Peak (northbound) traffic queues along connecting roads of EHC in 2021



Forecast AM Peak (southbound) traffic queues along connecting roads of WHC in 2021



Forecast PM Peak (northbound) traffic queues along connecting roads of WHC in 2021



**Western Harbour Crossing Toll Compensation Scheme
Anticipated Future Toll Levels**

The business plan of the franchisee of the Western Harbour Crossing anticipates, until the end of the franchise on 1 August 2023,

- (a) starting at the current concessionary toll level (at HKD70 for private cars and electrically powered passenger vehicles and at HKD65 for taxis) and an annual increase (with the first increase on 1 June 2019 and subsequent increases effective from 1 June of each following year) of HKD5 per trip in toll for private cars, electrically powered passenger vehicles and taxis;
- (b) no change to the current concessionary toll level (at HKD25) in the amount per trip in toll for motorcycles and motor tricycles;
- (c) no change to the current promotional toll (at HKD10) at late night period from 0000 to 0700 hours for taxis (without passengers); and
- (d) an increase to HKD140 per trip in concessionary toll for single-deck franchised buses and HKD200 per trip in toll for double-deck franchised buses on 1 June 2019, followed by an increase of HKD10 per trip in toll for single-deck franchised buses and HKD15 per trip in toll for double-deck franchised buses on 1 January 2022.

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

List of relevant papers

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
22.10.2010	TP	Administration's paper on Western Harbour Crossing Tolls	CB(1)2681/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tpcb1-2681-1-e.pdf
9.11.2010 and 11.1.2011	TP	Administration's paper on consultancy study on rationalizing the utilization of road harbour crossings	CB(1)298/10-11(01) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1109cb1-298-1-e.pdf
		Background brief on measures to rationalize utilization of Build-Operate-Transfer tunnels prepared by the Legislative Council Secretariat	CB(1)304/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1109cb1-304-e.pdf
		Minutes of meeting	CB(1)942/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20101109.pdf
		Administration's supplementary paper on a breakdown of the vehicular flows at the Western Harbour Crossing at different times of the day (follow-up paper)	CB(1)304/11-12(01) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0111cb1-304-1-e.pdf

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

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

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

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
6.11.2015	TP	Administration's paper on takeover arrangements of the Eastern Harbour Crossing	CB(4)119/15-16(05) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20151106cb4-119-5-e.pdf
		Minutes	CB(4)513/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20151106.pdf
6.1.2016	Council meeting	Hon WONG Kwok-kin raised a question on traffic volumes and tolls of road harbour crossings	http://www.info.gov.hk/gia/general/201601/06/P201601060409.htm
15.6.2016	Council meeting	Hon Frankie YICK raised a question on traffic distribution among RHCs	http://www.info.gov.hk/gia/general/201606/15/P201606140804.htm
20.1.2017	TP	Information paper provided by the Administration on Western Harbour Crossing Tolls	CB(4)355/16-17(01) http://library.legco.gov.hk:1080/articles/1193628.287514/1.PDF
22.2.2017	Council meeting	Hon HO Kai-ming asked a question on Eastern Harbour Crossing ancillary facilities and Tseung Kwan O-Lam Tin Tunnel project	https://www.info.gov.hk/gia/general/201702/22/P2017022200477.htm
19.5.2017	TP	Administration's paper on takeover arrangements of Tate's	CB(4)1021/16-17(07) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-7-e.p

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Cairn Tunnel	df
		Paper on the Tate's Cairn Tunnel and the Government's takeover arrangements for Build-Operate-Transfer tunnels prepared by the Legislative Council Secretariat (background brief)	CB(4)1021/16-17(08) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-8-e.pdf
		Minutes	CB(4)13/17-18 http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170519.pdf
6.10.2017	House Committee	Legal Service Division Report on Road Tunnels (Government) (Amendment) Bill 2017	LS98/16-17 http://www.legco.gov.hk/yr16-17/english/hc/papers/hc20171006ls-98-e.pdf
15.11.2017	Council meeting	Hon HO Kai-ming asked a question on traffic distribution among vehicular tunnels	https://www.info.gov.hk/gia/general/201711/15/P2017111400842.htm
17.11.2017	TP	Administration's paper on Preliminary findings of the toll rationalisation study of three road harbour crossings and three land tunnels between Kowloon and Sha Tin	CB(4)182/17-18(07) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20171117cb4-182-7-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Paper on toll rationalisation among three road harbour crossings and three land tunnels between Kowloon and Sha Tin prepared by the Legislative Council Secretariat (Background brief)	CB(4)182/17-18(08) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20171117cb4-182-8-e.pdf
		Minutes	CB(4)705/17-18 http://www.legco.gov.hk/yr17-18/english/panels/tp/minutes/tp20171117.pdf
9.1.2018	TP	Minutes	CB(4)1562/17-18 http://www.legco.gov.hk/yr17-18/english/panels/tp/minutes/tp20180109.pdf
-	TP	Administration's paper on Rationalisation of Traffic Distribution Among Six Tunnels	CB(4)17/18-19(01) http://www.legco.gov.hk/yr18-19/english/panels/tp/papers/tpcb4-17-1-e.pdf
19.10.2018	TP	Administration's paper on Transport-related Policy Initiatives in 2018 Policy Address	CB(4)19/18-19(01) http://www.legco.gov.hk/yr18-19/english/panels/tp/papers/tp20181019cb4-19-1-e.pdf