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Panel on Transport  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Ms Sophie LAU)

Fax no.: 2840 0716

10 December 2018

Dear Ms Lau,

**Request for early discussion on utilisation of  
Hong Kong-Zhuhai-Macao Bridge (“HZMB”) and  
related issues after its commissioning**

I refer to your letter of 31 October 2018, referring to us the letter of 29 October 2018 from Hon LUK Chung-hung to the Panel of Transport. Regarding the letter of Hon LUK Chung-hung on the captioned subject, our reply is as follows.

**Cross-boundary and local traffic enhancement measures of the  
Transport Department (“TD”)**

Since the smooth commissioning of the HZMB on 24 October 2018, the Government of the Hong Kong Special Administrative Region has been closely monitoring the operations of the HZMB and the Hong Kong Port (“HKP”), as well as the traffic situations at the HKP, the Airport and in the vicinity of Tung Chung. To handle the heavy passenger flow brought by the shuttle bus during peak hours, the TD has earlier announced that traffic enhancement measures would be implemented in collaboration with the cross-boundary transport and tourism trades with a view to managing the passenger flow in a better manner. The shuttle bus operator has increased its fleet size, made suitable service adjustments according to the passenger demands in the

three places and further improved the queuing and boarding/alighting arrangements. Also, the operator has rented additional buses from the cross-boundary coach trade so as to enhance the carrying capacity of the shuttle bus services. Furthermore, the operator has introduced an online pre-booking arrangement for tour group tickets whereby the travel agents could purchase shuttle bus tickets (including return tickets) for designated dates and time slots in advance or book chartered bus services through the online system. This arrangement will help manage and regulate visitor flows at different time slots, thereby reducing the waiting time of visitors. In addition, the cross-boundary coach trade has launched the “pre-booked cross-boundary coach service” whereby the travel agents could purchase cross-boundary coach tickets for journeys from the HKP to the Zhuhai Port for their tour groups in advance in order to divert the visitors from using the shuttle buses. The TD will closely monitor the implementation of the above measures and will review the relevant arrangements with the shuttle bus operator and the cross-boundary coach trade in a timely manner.

On diverting incoming visitors, in addition to B6 route going to and from Tung Chung, the TD has been encouraging passengers to take B5 feeder bus route, which goes to and from Sunny Bay Station, and visit other districts on Hong Kong Island, in Kowloon and the New Territories via the railway network. Moreover, visitors are also encouraged to take the nine franchised bus “A” routes to visit various districts on Hong Kong Island, in Kowloon, the New Territories and the South Lantau Island, including Central, Causeway Bay, Mong Kok, Tsim Sha Tsui, Tsuen Wan and Mui Wo, etc..

Apart from taking the franchised bus services, group tourists may also choose to book the coach services with appropriate service endorsements and travel directly from the HKP to their respective tourist destinations. This also helps divert incoming visitors. To facilitate the picking up of passengers by coaches at the pick-up area of the HKP Public Transport Interchange (South), the TD has implemented a new measure, under which coach operators registered with the TD are allowed to enter the area to pick up passengers on the following day, so long as they submit applications and complete the simple procedures via the TD’s online system by 9 p.m. each day. This arrangement will help facilitate the co-operation between local receiving travel agents and the Mainland inbound travel agents, with a view to achieving the goal of diverting incoming visitors through flexible deployment of coaches in receiving the Mainland tours.

## **Measures to increase the vehicular flow of the HZMB**

Hon LUK Chung-hung has made various suggestions in his letter to increase the vehicular flow of the HZMB. Regarding quotas for cross-boundary transport services, the TD will gradually increase the number of Hong Kong cross-boundary vehicles having regard to the capacity of the HKP and the connecting road network so as to better utilise the HZMB and tie in with the development of the Guangdong-Hong Kong-Macao Greater Bay Area, with a view to maximising the social, economic and traffic benefits of the HZMB.

To ensure smooth traffic at the HKP of the HZMB, the Airport and Tung Chung, the TD has implemented temporary special traffic arrangements during the initial period upon the commissioning of the HZMB. One of the arrangements is to issue the Closed Road Permits (“CRPs”) in phases to quota holders of Hong Kong cross-boundary private cars using the HZMB. The Guangdong and Hong Kong governments have earlier agreed to set the quota at 10 000 for Hong Kong cross-boundary private cars using the HZMB. Around 5 000 CRPs were issued before the commissioning of the HZMB. With the commissioning of the mainline of the Southern Connection of the Tuen Mun-Chek Lap Kok Link with the HZMB, the traffic flow is generally smooth. The TD has started to issue the remaining 5 000 CRPs since early November 2018. It is anticipated that all the CRPs will be issued by the end of November.

On the other hand, owners of Hong Kong cross-boundary private cars under the regular quota for using other boundary crossings (i.e. Shenzhen Bay, Lok Ma Chau (Huanggang), Man Kam To and Sha Tau Kok) cannot use the HZMB to travel to the Zhuhai Port at this stage. The TD will continue to closely monitor the traffic situations in the vicinity of the HKP, and will issue letters to owners of these cross-boundary private cars in due course informing them of the arrangements for using the HZMB without the need to go through additional procedures.

On simplifying the applications for cross-boundary licences and the vehicle insurance, the three governments of Guangdong, Hong Kong and Macao have implemented various measures to simplify the licensing requirements. For example, cross-boundary goods vehicles using other boundary crossings are allowed to use the HZMB without the need to go through additional procedures, while the insurance authorities of the three places are now studying ways to further facilitate

vehicles using the HZMB to purchase vehicle insurance and to encourage the insurance companies to provide short-term insurance products. Regarding the tolls of the HZMB, the HZMB main bridge is located within the Mainland waters and the toll plaza is also situated in the Mainland. In the case of toll adjustment in the future, the toll levels should be approved in accordance with the Mainland laws and procedures after the three governments have completed the relevant discussion.

As for parking spaces, the Government encourages visitors to use public transport for travelling to the HKP. To facilitate the visitors, there are around 650 parking spaces for local non-cross-boundary private cars and a number of pick-up/drop-off spaces for various local public transport services at the HKP at present. In the long term, the Government has invited the Airport Authority Hong Kong ("AAHK") to submit a proposal for the topside development at the artificial island of the HKP (including the feasibility of providing parking spaces at the topside development). Upon completion of the study and submission of a report by the AAHK, the Government will consider its proposal in detail.

Yours sincerely,



( Kelvin LO )

for Secretary for Transport and Housing

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