

政府總部
運輸及房屋局
運輸科
香港添馬添美道 2 號
政府總部東翼



Transport and
Housing Bureau
Government Secretariat
Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue, Tamar, Hong Kong

本局檔號 Our Ref. THB(T)CR5/1/4661/00
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電話 Tel. No.: 3509 8202
傳真 Fax No.: 3904 1775

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

Fax no.: 2840 0716

22 November 2019

Dear Ms LAU,

**Utilisation of the Hong Kong-Zhuhai-Macao Bridge
and related issues**

Thank you for your letter dated 6 November 2019 conveying the views of Hon LAM Cheuk-ting on the utilisation of the Hong Kong-Zhuhai-Macao Bridge (“HZMB”) and related issues expressed at the meeting of the Panel on Transport held on 25 October 2019. Our consolidated reply is provided below.

Since the commissioning of the HZMB in October 2018, the operation has generally been smooth. Up to end-October 2019, the average daily number of cross-boundary passenger trips was around 58 000 and the average daily number of cross-boundary vehicular trips (both ways) was around 4 100. The highest number of passenger trips once recorded in a single day was nearly 160 000 while the highest number of vehicular trips (both ways) was over 7 000. As regards Guangdong-Hong Kong (“GD-HK”) and Hong Kong-Macao (“HK-Macao”) cross-boundary non-commercial private cars, the three governments have hitherto issued a total of around 16 400 regular quotas for using the HZMB. In October 2019, an additional 5 500 GD-HK and 1 500 HK-Macao regular quotas for cross-boundary non-commercial private cars were announced by the respective governments.

In addition, in early 2019, the Guangdong and Hong Kong governments allowed over 33 000 GD-HK cross-boundary non-commercial private cars with regular quotas and valid Closed Road Permits for other crossings¹ to travel to or from the Zhuhai Port through the HZMB without additional procedure on a trial basis for two years. The governments of the three places also launched, on a trial basis, the brand new HZMB Greater Bay Area Quota Scheme this year. Under the Scheme, in addition to their existing approved crossings which enable them to travel between any of the two places amongst Guangdong, Hong Kong and Macao, eligible Hong Kong and Macao cross-boundary private cars are approved to use additional crossing(s) as appropriate to enable them to travel among the three places through the HZMB. All in all, nearly 80 000 cross-boundary vehicles of the three places are already eligible to use the HZMB.

Since the HZMB Main Bridge is situated in Mainland waters, its construction works and daily management are required to comply with the Mainland laws and regulations. The Hong Kong-Zhuhai-Macao Bridge Authority (“HZMB Authority”), established under the Mainland laws as a non-profit-making public institution legal person, is responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB Main Bridge as well as collecting tolls from vehicles using the HZMB Main Bridge in accordance with the Mainland laws. The toll income is used by the HZMB Authority to repay the bank loan and to meet the expenses of daily operation and maintenance. It is not appropriate for us to disclose the information relating to income and expenditure of the HZMB unilaterally. The governments of the three places will pay close attention to the operation of the HZMB and viable enhancement proposals, including launching measures to increase the vehicular flow of the HZMB with a view to better utilising the bridge. The HZMB is a centennial infrastructure, and we expect that the flow of people and goods will continue to grow as time goes by.

Yours sincerely,



(Fong-ming CHAN)

for Secretary for Transport and Housing

c.c.:

Commissioner for Transport (Attn.: Mr Curtis CHIU) (Fax: 2110 9073)

¹ Lok Ma Chau (Huanggang), Man Kam To, Sha Tau Kok and Shenzhen Bay Port.