

## **LEGISLATIVE COUNCIL BRIEF**

Road Tunnels (Government) Ordinance (Cap. 368)

### **ROAD TUNNELS (GOVERNMENT) (AMENDMENT) ORDINANCE 2023 (COMMENCEMENT) NOTICE**

#### **INTRODUCTION**

Time-varying tolls at the three road harbour crossings (“RHCs”), i.e. the Cross Harbour Tunnel (“CHT”), the Eastern Harbour Crossing (“EHC”) and the Western Harbour Crossing (“WHC”), is scheduled for implementation on 17 December 2023 (Sunday) at 5am. The Secretary for Transport and Logistics has made the Road Tunnels (Government) (Amendment) Ordinance 2023 (Commencement) Notice (“the Notice”) at **Annex A** for appointing 17 December 2023 (Sunday) at 5am as the time from which the provisions relating to the charging of time-varying tolls for the three RHCs in the Road Tunnels (Government) (Amendment) Ordinance 2023 (“Amendment Ordinance 2023”) come into operation.

#### **JUSTIFICATIONS**

##### Policy objective

2. The toll levels of the three RHCs need to be adjusted with a view to changing motorists’ commuting patterns so as to alleviate the traffic congestion during peak hours. Implementing time-varying tolls at the three RHCs is a tool to suppress and divert cross-harbour traffic demand during peak hours, thereby bringing benefits to private car motorists, the public transport trades, the commercial vehicle trades, cross-harbour bus passengers and the community as a whole. Our plan, as discussed with Members during the scrutiny of the Amendment Ordinance 2023, is to implement time-varying tolls within 2023.

3. The Amendment Ordinance 2023 was enacted in July 2023<sup>1</sup>, which has built in both the “633” fixed toll plan<sup>2</sup> and the time-varying toll plan (at **Annex B**) with an objective of regulating cross-harbour traffic. The commencement date of the time-varying toll plan at the three RHCs has taken into account relevant factors including the latest cross-harbour traffic situation after the “633” fixed toll plan is implemented, the progress of HKeToll implementation at the RHCs, etc., as set out in paragraphs 4 to 8.

#### Cross-harbour traffic flow pattern

4. During the first three weeks after the implementation of the “633” fixed toll plan (i.e. from 2 to 25 August 2023), the overall cross-harbour traffic was in general similar to that before implementing the toll plan. The averaged peak-hour traffic flow was 92 500 vehicles (two-way), which was slightly higher than the baseline traffic on 25 July 2023 by 1.5%. Some redistribution of traffic to WHC was observed among the RHCs with the implementation of the “633” fixed toll plan with the narrowed toll difference. During the weekday peak hours (i.e. 07:00 – 10:00 and 17:00 – 20:00), the WHC traffic flow increased by an average of 13%, while the traffic flow at the CHT decreased by an average of 5%. The traffic flow at the EHC largely remained the same. The above diversion was mainly due to the redistribution of taxi trips. During weekday peak hours, the WHC taxi flow increased by 50%, while that in CHT and EHC decreased by 25% and 4% respectively. That said, the traffic flow at WHC was relatively smooth<sup>3</sup>.

5. With the gradual resumption of normalcy after the COVID-19 pandemic and the resumption of school traffic in September 2023, the cross-harbour traffic during weekday peak hours increased by about 7% to 99 000 vehicles (two-way) in the third week of September 2023 (as compared to the period between 2 and 25 August 2023), which exceeded the “Pre-633” baseline level in end July 2023 by about 9%. Such traffic volume was even higher than the pre-pandemic level in 2019 (i.e. 96 400

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<sup>1</sup> The legislative amendments introduced also covered the Government’s takeover of the WHC as well as the implementation of the “633” fixed toll plan on 2 August 2023.

<sup>2</sup> The first-phase “633” fixed toll plan was implemented on 2 August 2023. The toll for private cars using the WHC was reduced to \$60, while that for the CHT and the EHC was increased to \$30. For taxis, the tolls of the three RHCs have been standardised at an all-day fixed toll of \$25.

<sup>3</sup> Vehicles queuing to the WHC in general could travel at the speed of about 20km/hr during the busiest time.

vehicles) by about 3%.

6. The traffic pattern upon the implementation of the “633” fixed toll plan is thus in line with the Government’s expectation. Following the resumption of normalcy, the overall cross-harbour traffic has resumed to the pre-pandemic level; and there may be a growing trend of the traffic volume with further resumption of social and economic activities. We therefore see a cogent need to implement time-varying tolls at the RHCs early before the end of 2023 to streamline the cross-harbour traffic during peak hours. We expect that the traffic diversion effect would be more obvious after the implementation of the time-varying tolls.

### Technical readiness

7. HKeToll, a free-flow tolling service, is a critical infrastructure for the implementation of the time-varying tolls at the three RHCs. HKeToll collects tolls automatically according to the detected passage time of the vehicles and the toll plan in effect. HKeToll has been implemented at all the three RHCs between July and August 2023. The operation has been generally smooth and motorists have gradually adapted to the use of HKeToll. HKeToll is technically ready for implementation of the time-varying tolls as scheduled.

8. To ensure road safety and facilitate a smooth operation change-over, the time-varying tolls would be implemented at **5:00 am on 17 December 2023 (Sunday)**, when the cross-harbour traffic is generally the lowest in a week. Upon the implementation of the time-varying tolls, motorists can obtain the latest information about toll levels through various channels, including Transport Department’s HKeMobility<sup>4</sup> mobile application and website and the toll information displays newly set up in the toll area of each RHC. After using the RHCs, motorists can check the toll payable/ paid via the HKeToll mobile application and website.

## **THE NOTICE**

9. The Amendment Ordinance 2023 was enacted in July 2023 (at **Annex C**), of which sections 11(1), 17, 20(4), (7) and (9) and 21 have made relevant amendments to the Road Tunnels (Government)

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<sup>4</sup> A new toll enquiry function has been developed on HKeMobility to facilitate motorists to obtain real-time and forecasted toll information of the RHCs for journey planning.

Regulations (Cap. 368A) but are yet in operation –

- (i) section 11(1) of the Amendment Ordinance 2023, which adds eight new definitions to Cap. 368A for the purpose of illustrating the calculation of the starting/end time, the duration, and tolls for various time slots;
- (ii) section 17 of the Amendment Ordinance 2023, which adds regulation 12AAA to Cap. 368A to provide that the new Schedule 2A to Cap. 368A has effect as a result of adjustments to peak time slots made by the Commissioner for Transport;
- (iii) sections 20(4), (7) and (9) of the Amendment Ordinance 2023, which repeal the existing toll payable specified under Schedule 2 to Cap. 368A and provide for the time-varying tolls to be charged for using the CHT, EHC and WHC respectively; and
- (iv) section 21 of the Amendment Ordinance 2023, which adds a new Schedule 2A to Cap. 368A to provide for the adjustments of the starting/end time, the duration, tolls and the number of intervals for various time slots as a result of adjustments to peak time slots by the Commissioner for Transport.

10. The Notice will be published in the Gazette on 16 October 2023 and tabled at the Legislative Council (“LegCo”) on 18 October 2023 for negative vetting. The relevant provisions will take effect on 17 December 2023 at 5am after the completion of the legislative procedures.

## **LEGISLATIVE TIMETABLE**

11. The legislative timetable is as follows -

Publication of the Notice in the Gazette	16 October 2023
Tabling of the Notice at LegCo for negative vetting	18 October 2023
Commencement date	As specified in the respective instrument

## **PUBLIC CONSULTATION AND PUBLICITY**

12. The LegCo Panel on Transport and the Transport Advisory Committee were consulted on 17 June 2022 and 6 July 2022 respectively on the principles of time-varying tolls. Most Members embraced the concept of time-varying tolls. At the LegCo Panel on Transport meeting on 6 December 2022 and during the scrutiny of the Amendment Ordinance 2023 in Q2 2023, there was a general expectation for the Government to implement time-varying tolls as soon as possible.

13. The Government strives to allow more time for conducting extensive publicity after the completion of the legislative process, so that members of the public can have a better understanding of the detailed arrangements of time-varying tolls, ensuring its orderly and smooth implementation. Press conference and press release will be arranged to publicise the new toll arrangements. A spokesperson will be available for answering media and public enquiries. Other publicity and educational efforts include television/radio broadcasts and advertisements, social media/online promotions, information packs, pop-up/banner messages through mobile applications, tunnel broadcasts and variable message signs on roads, etc..

## **ENQUIRIES**

14. Any enquiries on this brief can be addressed to Miss CHENG Sze-ling, Principal Assistant Secretary for Transport and Logistics 2, at 3509 8192.

**Transport and Logistics Bureau**  
**October 2023**

Road Tunnels (Government) (Amendment) Ordinance 2023 (Commencement)  
Notice

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**Road Tunnels (Government) (Amendment) Ordinance  
2023 (Commencement) Notice**

Under section 1(3) of the Road Tunnels (Government) (Amendment) Ordinance 2023 (18 of 2023), I appoint 5 a.m. on 17 December 2023 as the time from which sections 11(1), 17, 20(4), (7) and (9) and 21 of the Ordinance come into operation.



Secretary for Transport and Logistics

16 October 2023

**Tolls from Mondays to Saturdays (Excluding General Holidays)**

**(a) Western Harbour Crossing**

<b>Time Slot</b>	<b>Time<sup>II</sup></b>	<b>Motorcycle [A]</b>	<b>Private Car [B]</b>	<b>Taxi<sup>III</sup> [C]</b>	<b>Vehicle Other than [A], [B] and [C]</b>
Off-peak (a.m.)	00:00-07:30	\$8	\$20	\$25	\$50
Transitional (off-peak to peak) <sup>I</sup>	07:30-08:08	\$8.8~\$23.2	\$22~\$58		
Peak (a.m.)	08:08-10:15	\$24	\$60		
Transitional (peak to normal) <sup>I</sup>	10:15-10:43	\$23.2~\$12.8	\$58~\$32		
Normal	10:43-16:30	\$12	\$30		
Transitional (normal to peak) <sup>I</sup>	16:30-16:58	\$12.8~\$23.2	\$32~\$58		
Peak (p.m.)	16:58-19:00	\$24	\$60		
Transitional (peak to off-peak) <sup>I</sup>	19:00-19:38	\$23.2~\$8.8	\$58~\$22		
Off-peak (p.m.)	19:38- 00:00 (next day)	\$8	\$20		

- Notes:**
- I Gradual increments / decrements of maximum of \$2 and \$0.8 in each 2-minute interval will be adopted for private car and motorcycle respectively in all transitional time slots.
  - II The end time point of the time slot is not inclusive.
  - III For every hiring which is a destination across the harbour via Western Harbour Crossing, Cross Harbour Tunnel and Eastern Harbour Crossing where the hiring does not begin from a cross-harbour taxi stand, the return toll is \$25.

**(b) Cross Harbour Tunnel and Eastern Harbour Crossing**

<b>Time Slot</b>	<b>Time<sup>II</sup></b>	<b>Motorcycle [A]</b>	<b>Private Car [B]</b>	<b>Taxi<sup>III</sup> [C]</b>	<b>Vehicle Other than [A], [B] and [C]</b>
Off-peak (a.m.)	00:00-07:30	\$8	\$20	\$25	\$50
Transitional (off-peak to peak) <sup>1</sup>	07:30-07:48	\$8.8~\$15.2	\$22~\$38		
Peak (a.m.)	07:48-10:15	\$16	\$40		
Transitional (peak to normal) <sup>1</sup>	10:15-10:23	\$15.2~\$12.8	\$38~\$32		
Normal	10:23-16:30	\$12	\$30		
Transitional (normal to peak) <sup>1</sup>	16:30-16:38	\$12.8~\$15.2	\$32~\$38		
Peak (p.m.)	16:38-19:00	\$16	\$40		
Transitional (peak to off-peak) <sup>1</sup>	19:00-19:18	\$15.2~\$8.8	\$38~\$22		
Off-peak (p.m.)	19:18-00:00 (next day)	\$8	\$20		

- Notes:**
- I Gradual increments / decrements of maximum of \$2 and \$0.8 in each 2-minute interval will be adopted for private car and motorcycle respectively in all transitional time slots.
  - II The end time point of the time slot is not inclusive.
  - III For every hiring which is a destination across the harbour via Western Harbour Crossing, Cross Harbour Tunnel and Eastern Harbour Crossing where the hiring does not begin from a cross-harbour taxi stand, the return toll is \$25.



### **Tolls for General Holidays**

**(c) Western Harbour Crossing, Cross Harbour Tunnel and Eastern Harbour Crossing**

<b>Time<sup>I</sup></b>	<b>Motorcycle [A]</b>	<b>Private Car [B]</b>	<b>Taxi<sup>II</sup> [C]</b>	<b>Vehicle Other than [A], [B] and [C]</b>
00:00-10:11	\$8	\$20	\$25	\$50
10:11-10:15	\$8.4~\$9.2	\$21~\$23		
10:15-19:15	\$10	\$25		
19:15-19:19	\$9.2~\$8.4	\$23~\$21		
19:19- 00:00 (next day)	\$8	\$20		

- Notes:**
- I The end time point of the time is not inclusive.
  - II For every hiring which is a destination across the harbour via Western Harbour Crossing, Cross Harbour Tunnel and Eastern Harbour Crossing where the hiring does not begin from a cross-harbour taxi stand, the return toll is \$25.

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2023**

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**HONG KONG SPECIAL ADMINISTRATIVE REGION**

**ORDINANCE NO. 18 OF 2023**

L.S.

Eric CHAN Kwok-ki  
Acting Chief Executive  
6 July 2023

An Ordinance to amend the Road Tunnels (Government) Ordinance and its subsidiary legislation to extend their application to the Western Harbour Crossing; to empower the Chief Executive in Council to set different tolls for different time slots, or different parts of a time slot, in any day; to provide for new tolls in respect of the three harbour crossings on the takeover of the Western Harbour Crossing, and to provide for time-varying tolls to be charged for the three harbour crossings; to authorize the Commissioner for Transport to make adjustments of tolls, time and duration in relation to peak time slots; to provide for transitional matters; and to make related amendments.

[2 August 2023]

Enacted by the Legislative Council.

**Part 1**

**Preliminary**

**1. Short title and commencement**

- (1) This Ordinance may be cited as the Road Tunnels (Government) (Amendment) Ordinance 2023.

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 1  
Section 2

Ord. No. 18 of 2023  
A1407

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- (2) Subject to subsection (3), this Ordinance comes into operation on 2 August 2023.
- (3) Sections 11(1), 17, 20(4), (7) and (9) and 21 come into operation from a time to be appointed by the Secretary for Transport and Logistics by notice published in the Gazette.

**2. Enactments amended**

The enactments specified in Parts 2, 3 and 4 are amended as set out in those Parts.

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## Part 2

### Amendments to Road Tunnels (Government) Ordinance (Cap. 368)

#### 3. Section 2 amended (interpretation)

Section 2(1)—

##### Add in alphabetical order

“*adjust* (調整), in relation to a toll, means to increase or decrease the amount of the toll;

*peak time slot* (繁忙時段) means a peak time slot (a.m.) or a peak time slot (p.m.);

*peak time slot (a.m.)* (上午繁忙時段)—

- (a) means a time slot specified as such by regulations made under section 20(4)(ca); and
- (b) includes the time slot mentioned in paragraph (a) the starting and end time or the duration of which is adjusted by the Authority under section 20AA;

*peak time slot (p.m.)* (下午繁忙時段)—

- (a) means a time slot specified as such by regulations made under section 20(4)(ca); and
- (b) includes the time slot mentioned in paragraph (a) the starting and end time or the duration of which is adjusted by the Authority under section 20AA;”.



**4. Section 14A amended (evidence of facilities-related matter by record and test certificate)**

- (1) Section 14A(7), definition of *prescribed facilities*, paragraph (a)(i)—

**Repeal**

“; and”

**Substitute a semicolon.**

- (2) Section 14A(7), definition of *prescribed facilities*, paragraph (a)(ii)—

**Repeal the semicolon**

**Substitute**

“; and”.

- (3) Section 14A(7), definition of *prescribed facilities*, after paragraph (a)(ii)—

**Add**

“(iii) includes a boothless tolling system as defined by regulation 12(8) of the Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A);”.

**5. Section 20 amended (regulations)**

- (1) Section 20(1)(m)(i), after “tunnel”—

**Add**

“, which may be set at above cost recovery level”.

- (2) Section 20(4)—

**Repeal paragraph (c)**

**Substitute**

“(c) may provide that different tolls are payable for the use of a tunnel for either or both of the following—

- (i) different classes of vehicles;
- (ii) different time slots, or different parts of a time slot, in any day;
- (ca) may, in relation to the use of a tunnel, specify any 2 time slots in any day as a peak time slot (a.m.) and a peak time slot (p.m.); and”.

**6. Section 20AA added**

After section 20—

**Add**

**“20AA. Power of Authority to adjust tolls, time and duration for peak time slots**

- (1) Where a time slot is specified as a peak time slot for a tunnel, the Authority may adjust any one or more of the following by notice published in the Gazette, if the conditions set out in Schedule 1B in respect of the tunnel are met—
  - (a) the tolls payable for the use of the tunnel for different classes of vehicles during the peak time slot;
  - (b) the starting and end time of the peak time slot;
  - (c) the duration of the peak time slot.
- (2) The notice referred to in subsection (1) must state the date on which the adjustment is to take effect and such date must not be earlier than 14 days after the day on which the notice is published in the Gazette.
- (3) The Chief Executive in Council may, by notice published in the Gazette, amend Schedule 1B.

- (4) If a notice is published in the Gazette under subsection (1), the Authority must publish the notice on the website of the Transport Department or in any other way that the Authority, or the officer authorized by the Authority, considers appropriate.
- (5) A notice under subsection (1) is not subsidiary legislation.”.

**7. Sections 27 and 28 added**

After section 26—

**Add**

**“27. Western Harbour Crossing Ordinance and its subsidiary legislation repealed**

The following enactments are repealed—

- (a) the Western Harbour Crossing Ordinance (Cap. 436);
- (b) the Western Harbour Crossing (Designation of Agreements) Notice (Cap. 436 sub. leg. A);
- (c) the Western Harbour Crossing (Application of Buildings Ordinance) Notice 1994 (Cap. 436 sub. leg. B);
- (d) the Western Harbour Crossing Regulation (Cap. 436 sub. leg. C);
- (e) the Western Harbour Crossing Bylaw (Cap. 436 sub. leg. D).

**28. Savings and transitional arrangements for Road Tunnels (Government) (Amendment) Ordinance 2023**

Schedule 4 provides for the savings and transitional arrangements that relate to the Road Tunnels (Government) (Amendment) Ordinance 2023 (18 of 2023).”.

**8. Schedule 1 amended (tunnels to which this Ordinance applies)**

Schedule 1—

**Add in alphabetical order**

“Western Harbour Crossing (西區海底隧道)”.

**9. Schedule 1B added**

After Schedule 1A—

**Add**

**“Schedule 1B**

[s. 20AA]

**Conditions to be Met for Authority to Make  
Adjustments under Section 20AA**

**Part 1**

**General**

1. In this Schedule—

*prevailing base amount* (現行基準款額), in relation to a toll for a peak time slot, means the prevailing amount of the toll that is provided for for a class of vehicle in the specified Schedule for the peak time slot;

*prevailing base duration* (現行基準時限), in relation to a peak time slot, means the prevailing duration of the peak time slot that is provided for in the specified Schedule;

*prevailing base starting time* (現行基準開始時間), in relation to a peak time slot, means the prevailing starting time of the peak time slot that is provided for in the specified Schedule;

*specified Schedule* (指明附表) means Schedule 2 to the Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A).

## Part 2

### Time for Adjustment

2. Adjustment under section 20AA, whether in respect of the toll, the starting and end time, or the duration relating to one, or more than one, peak time slot or any combination of them, may be made in relation to a tunnel only once within each successive period of 6 months after the day on which any of the following is provided for in the specified Schedule and takes effect in respect of the tunnel—
  - (a) the first specification of any peak time slots for a class of vehicles;

- (b) the addition of peak time slots for a day for a class of vehicles;
  - (c) any adjustment to the toll, the starting and end time, or the duration relating to a peak time slot.
- 3. For the purposes of section 2 of this Schedule, it does not matter—
  - (a) whether the adjustment to the toll is made in respect of one, or more than one, class of vehicles; and
  - (b) whether the adjustment to the starting and end time, or the duration, is made only in respect of one, but not both, of the peak time slots in a day for a class of vehicles.

### **Part 3**

#### **Adjustment of Tolls for Peak Time Slots under Section 20AA(1)(a)**

- 4. Each adjustment of the toll for private cars must not be more than \$3.
- 5. The adjusted amount of the toll for private cars must be higher than the toll for any time slot that is not a peak time slot for private cars prevailing at the time of adjustment.
- 6. The aggregate adjustments of the toll for private cars must not be more than \$15 above, or below, the prevailing base amount of the toll for private cars.

7. If the toll for private cars is adjusted, the toll for motor cycles and motor tricycles must accordingly be adjusted so that the adjusted amount of the toll for motor cycles and motor tricycles is equal to 40% of the adjusted amount of the toll for private cars.
8. Adjustment under section 20AA(1)(a) may only be made if the Authority has taken into account, and has only taken into account, the considerations set out in Part 5 of this Schedule.

#### **Part 4**

### **Adjustment of Time and Duration of Peak Time Slots under Section 20AA(1)(b)**

9. Any adjustment must not result in—
  - (a) the starting time of a peak time slot being more than one hour earlier, or later, than the prevailing base starting time of the peak time slot; and
  - (b) the total duration of a peak time slot (a.m.) and a peak time slot (p.m.) being extended or shortened for more than 15 minutes.
10. The aggregate adjustments made to the duration of a peak time slot (a.m.) and a peak time slot (p.m.) must not result in the total duration of those two time slots being extended or shortened in such a way that the difference between the total duration and the total of the prevailing base duration of those two time slots is more than 30 minutes.

11. Adjustment under section 20AA(1)(b) may only be made if the Authority has taken into account, and has only taken into account, the considerations set out in Part 5 of this Schedule.

## Part 5

### Considerations for Adjustment

12. The considerations are—
- (a) whether the traffic demand (as exemplified by traffic flow and traffic queues) for the tunnel concerned has been constantly exceeding the capacity of the tunnel and resulting in congestion; and
  - (b) whether the traffic queues tailing back from the tunnel concerned constantly and adversely affects traffic in any critical location in Hong Kong in an extensive manner.
13. For the purposes of section 12(b) of this Schedule—
- critical location*** (關鍵地點), means a junction or an intercepting point along the approaching road to a tunnel where blockage to the junction or point will lead to congestion involving non-tunnel and cross-district traffic.”



- 10. Schedule 4 added**  
After Schedule 3—  
**Add**

**“Schedule 4**

[s. 28]

**Savings and Transitional Arrangements for Road  
Tunnels (Government) (Amendment) Ordinance  
2023 (18 of 2023)**

**1. Interpretation**

In this Schedule—

*specified Regulations* (《指明規例》) means the Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A);

*WHC Bylaw* (《西區海底隧道附例》) means the Western Harbour Crossing Bylaw (Cap. 436 sub. leg. D) as in force immediately before its repeal.

**2. Section 18E of Magistrates Ordinance continues to apply**

Section 18E of the Magistrates Ordinance (Cap. 227) continues to apply on and after 2 August 2023 in relation to an offence under the WHC Bylaw that was committed before that date as if the Bylaw had not been repealed.

**3. Road Traffic (Driving-offence Points) Ordinance continues to apply**

The Road Traffic (Driving-offence Points) Ordinance (Cap. 375) continues to apply on and after 2 August 2023

in relation to an offence under the WHC Bylaw that was committed before that date as if the Bylaw had not been repealed.

**4. Transitional arrangements for certain traffic signs**

- (1) For the purposes of this section, a traffic sign is a pre-existing traffic sign if it was—
  - (a) erected in the tunnel area of the Western Harbour Crossing before 2 August 2023; and
  - (b) in force immediately before that date.
- (2) A pre-existing traffic sign of the type shown in Figure No. 5 in the Schedule to the WHC Bylaw is, on and after 2 August 2023, to be regarded for all purposes as a traffic sign of the type shown in Figure No. 17 in Schedule 1 to the specified Regulations.
- (3) A pre-existing traffic sign of the type shown in Figure No. 8 in the Schedule to the WHC Bylaw is, on and after 2 August 2023, to be regarded for all purposes as a traffic sign of the type shown in Figure No. 8 in Schedule 1 to the specified Regulations.
- (4) A pre-existing traffic sign of the type shown in Figure No. 14 in the Schedule to the WHC Bylaw is, on and after 2 August 2023, to be regarded for all purposes as a traffic sign of the type shown in Figure No. 405 in Schedule 1 to the Road Traffic (Traffic Control) Regulations (Cap. 374 sub. leg. G).

**5. Schedule 4 not in derogation of section 23 of Interpretation and General Clauses Ordinance**

The provisions in this Schedule are in addition to, and not in derogation of, section 23 of the Interpretation and General Clauses Ordinance (Cap. 1).”

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## Part 3

### Amendments to Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A)

#### 11. Regulation 2 amended (interpretation)

(1) Regulation 2(1)—

**Add in alphabetical order**

*“normal time slot* (一般時段), in relation to a tunnel, means a time slot that is specified as a normal time slot in Schedule 2 that relates to the use of the tunnel;

*off-peak time slot (a.m.)* (上午非繁忙時段), in relation to a tunnel, means a time slot that—

- (a) starts from the beginning of a day; and
- (b) is specified as an off-peak time slot (a.m.) in Schedule 2 that relates to the use of the tunnel;

*off-peak time slot (p.m.)* (下午非繁忙時段), in relation to a tunnel, means a time slot that—

- (a) ends immediately before the beginning of the next day; and
- (b) is specified as an off-peak time slot (p.m.) in Schedule 2 that relates to the use of the tunnel;

*transitional time slot* (過渡時段) means—

- (a) a transitional time slot (off-peak to peak);
- (b) a transitional time slot (peak to normal);
- (c) a transitional time slot (normal to peak); or
- (d) a transitional time slot (peak to off-peak);

*transitional time slot (normal to peak)* (過渡時段(一般至繁忙)), in relation to a tunnel, means a time slot that is specified as a transitional time slot (normal to peak) in Schedule 2 that relates to the use of the tunnel;

*transitional time slot (off-peak to peak)* (過渡時段(非繁忙至繁忙)), in relation to a tunnel, means a time slot that is specified as a transitional time slot (off-peak to peak) in Schedule 2 that relates to the use of the tunnel;

*transitional time slot (peak to normal)* (過渡時段(繁忙至一般)), in relation to a tunnel, means a time slot that is specified as a transitional time slot (peak to normal) in Schedule 2 that relates to the use of the tunnel;

*transitional time slot (peak to off-peak)* (過渡時段(繁忙至非繁忙)), in relation to a tunnel, means a time slot that is specified as a transitional time slot (peak to off-peak) in Schedule 2 that relates to the use of the tunnel;”.

(2) Regulation 2(2)—

**Repeal**

“or 3A”

**Substitute**

“, 3A or 3B”.

**12. Regulation 3 amended (prescribed signs and road markings)**

(1) Regulation 3(1)(a)—

**Repeal**

“24”

**Substitute**

“24, 25A, 26A”.

- (2) Regulation 3(6)(a)—

**Repeal**

“26,”

**Substitute**

“25A, 26, 26A,”.

- 13. Regulation 8 amended (left-driving tunnel (other than Central-Wan Chai Bypass Tunnel): certain vehicles confined to left most lane)**

- (1) Regulation 8, heading, after “Tunnel”—

**Add**

“and Western Harbour Crossing”.

- (2) Regulation 8(1), after “Tunnel”—

**Add**

“and the Western Harbour Crossing”.

- 14. Regulation 8AAB added**

After regulation 8AA—

**Add**

**“8AAB. Western Harbour Crossing: control of use of traffic lanes for certain vehicles**

- (1) This regulation applies to the Western Harbour Crossing.

- (2) Except when directed or signalled to do otherwise by an authorized officer, a person must not drive any of the following vehicles on a road inside a tunnel tube other than in the left most lane—
  - (a) a bus;
  - (b) a vehicle requiring permission under regulation 11A(2) or a permit under regulation 14;
  - (c) a vehicle towing another vehicle.
- (3) Except when directed or signalled to do otherwise by an authorized officer, a person must not drive a goods vehicle of a permitted gross vehicle weight exceeding 5.5 tonnes on a road inside a tunnel tube other than in—
  - (a) the left most lane; or
  - (b) the lane next to the left most lane.”.

**15. Regulation 11A amended (vehicles conveying dangerous goods in specified tunnels)**

- (1) Regulation 11A(4), definition of *specified tunnel*, paragraph (a)—

**Repeal**

“or”.

- (2) Regulation 11A(4), definition of *specified tunnel*, paragraph (b)—

**Repeal the full stop**

**Substitute**

“; or”.

- (3) Regulation 11A(4), definition of *specified tunnel*, after paragraph (b)—

**Add**

“(c) the Western Harbour Crossing.”.

**16. Regulation 12 amended (liability for, and amount of, toll)**

(1) Regulation 12—

**Repeal paragraph (1)**

**Substitute**

“(1) Subject to subsection (1A), the toll payable for each occasion of use of a tunnel by a vehicle is the appropriate toll specified in Part 1, 2, 3, 3A or 3B of Schedule 2.”.

(2) After regulation 12(1)—

**Add**

“(1A) Where different tolls are specified for different time slots, or different parts of a time slot, in a day for the use of a boothless mode tunnel by a vehicle of a particular class, the amount of the toll payable for the use of the tunnel is determined according to the time of the vehicle using the tunnel as shown in the record of the boothless tolling system of the tunnel.”.

(3) After regulation 12(7)—

**Add**

“(8) In this regulation—

***boothless tolling system*** (無亭收費系統), in relation to the determination of the time of a vehicle using a boothless mode tunnel (***use time***), means a system—

(a) that is composed of two or more of the facilities falling within paragraph (a)(i) or (ii) of the definition of ***prescribed facilities*** in section 14A(7) of the Ordinance; and



- (b) that produces a record of the use time after correlating all data relating to the vehicle as gathered by those facilities.”.

**17. Regulation 12AAA added**

After regulation 12—

**Add**

**“12AAA. Schedule 2A has effect as a result of adjustments to peak time slots by Authority**

Where an adjustment is made by the Authority to any of the matters referred to in section 20AA(1)(a) or (b) of the Ordinance in respect of a peak time slot of a tunnel, Schedule 2A has effect in relation to the following—

- (a) the end time and the duration of the off-peak time slot (a.m.) of the tunnel;
- (b) the starting and end time of the normal time slot of the tunnel;
- (c) the starting time and the duration of the off-peak time slot (p.m.) of the tunnel;
- (d) the starting and end time, the number of intervals, the duration, and the toll for each interval, of the transitional time slots of the tunnel.”.

**18. Regulation 14 amended (vehicles requiring permits)**

Regulation 14(1A)—

**Repeal**

“or Eastern Harbour Crossing”

**Substitute**

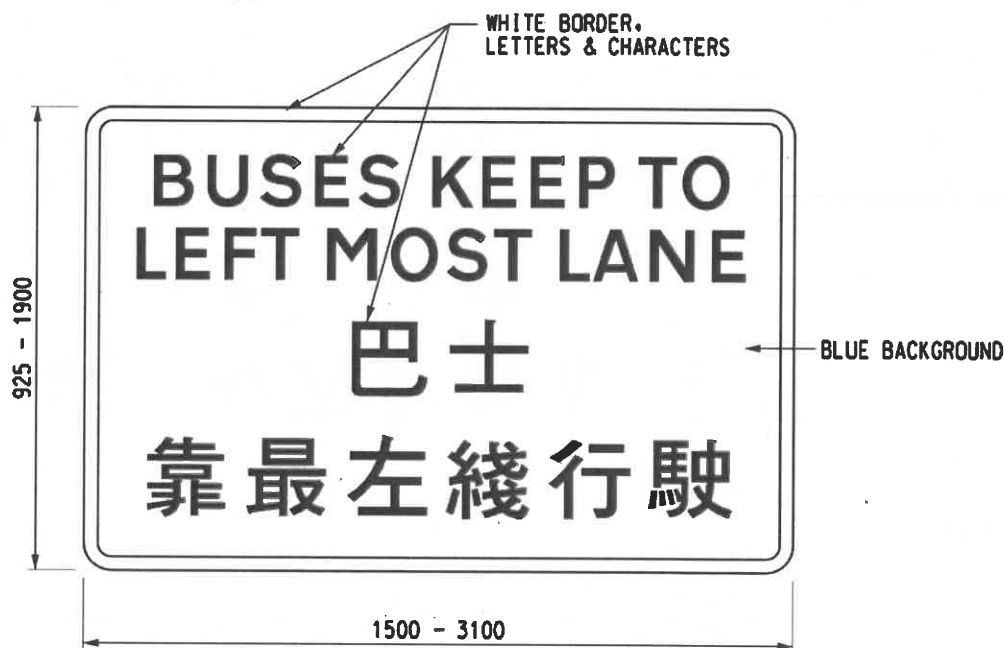
“, Eastern Harbour Crossing or Western Harbour Crossing”.

19. **Schedule 1 amended (traffic signs and road markings)**

(1) Schedule 1, after Figure No. 25—

**Add**

“Figure No. 25A



Keep to Left Most Lane in Left-driving Tunnel

This sign indicates that buses must keep to the left most lane of a road inside a tube of a left-driving tunnel.

The word and characters “BUSES” and “巴士” may be replaced by the descriptions of any other motor vehicles to indicate that such vehicles must keep to the left most lane of a road inside a tube of a left-driving tunnel.”.

(2) Schedule 1, after Figure No. 26—

**Add**

“Figure No. 26A



Keep to Left Most Lane or Middle Lane in Left-driving Tunnel

This sign indicates that medium goods vehicles and heavy goods vehicles must keep to the left most lane, or the middle lane, of a road inside a tube of a left-driving tunnel.”.

20. **Schedule 2 amended (tolls and fees)**

(1) Schedule 2, Part 1, heading—

**Repeal**

**“and Tate’s Cairn Tunnel”**

**Substitute**

**“, Tate’s Cairn Tunnel and Western Harbour Crossing”.**

(2) Schedule 2, Part 2, item 2—

**Repeal**

**“\$10”**

**Substitute**

**“\$25”.**

(3) Schedule 2, Part 2, item 3—

**Repeal**

**“\$20”**

**Substitute**

**“\$30”.**

(4) Schedule 2—

**Repeal Part 2**

**Substitute**

## **“Part 2**

### **Tolls (for Cross-Harbour Tunnel)**

**Division 1—Motor Cycles, Motor Tricycles and  
Private Cars (Monday to Saturday (Excluding Public  
Holiday))**

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1451

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
Off-peak (a.m.)	00:00	07:30	\$8	\$20
Transitional (off-peak to peak)	07:30	07:48	\$8.8 for the first 2-minute interval with increase of \$0.8 for each successive 2-minute interval	\$22 for the first 2-minute interval with increase of \$2 for each successive 2-minute interval
	Intervals			
	07:30	07:32	\$8.8	\$22
	07:32	07:34	\$9.6	\$24
	07:34	07:36	\$10.4	\$26
	07:36	07:38	\$11.2	\$28
	07:38	07:40	\$12	\$30
	07:40	07:42	\$12.8	\$32
	07:42	07:44	\$13.6	\$34
	07:44	07:46	\$14.4	\$36
	07:46	07:48	\$15.2	\$38
Peak (a.m.)	07:48	10:15	\$16	\$40
Transitional (peak to normal)	10:15	10:23	\$15.2 for the first 2-minute interval with decrease of \$0.8 for each successive 2-minute interval	\$38 for the first 2-minute interval with decrease of \$2 for each successive 2-minute interval
	Intervals			

**Road Tunnels (Government) (Amendment) Ordinance 2023**

Part 3  
Section 20

Ord. No. 18 of 2023  
A1453

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
	10:15	10:17	\$15.2	\$38
	10:17	10:19	\$14.4	\$36
	10:19	10:21	\$13.6	\$34
	10:21	10:23	\$12.8	\$32
Normal	10:23	16:30	\$12	\$30
Transitional (normal to peak)	16:30	16:38	\$12.8 for the first 2-minute interval with increase of \$0.8 for each successive 2-minute interval	\$32 for the first 2-minute interval with increase of \$2 for each successive 2-minute interval
	Intervals			
	16:30	16:32	\$12.8	\$32
	16:32	16:34	\$13.6	\$34
	16:34	16:36	\$14.4	\$36
	16:36	16:38	\$15.2	\$38
Peak (p.m.)	16:38	19:00	\$16	\$40
Transitional (peak to off-peak)	19:00	19:18	\$15.2 for the first 2-minute interval with decrease of \$0.8 for each successive 2-minute interval	\$38 for the first 2-minute interval with decrease of \$2 for each successive 2-minute interval
	Intervals			
	19:00	19:02	\$15.2	\$38
	19:02	19:04	\$14.4	\$36

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1455

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
	19:04	19:06	\$13.6	\$34
	19:06	19:08	\$12.8	\$32
	19:08	19:10	\$12	\$30
	19:10	19:12	\$11.2	\$28
	19:12	19:14	\$10.4	\$26
	19:14	19:16	\$9.6	\$24
	19:16	19:18	\$8.8	\$22
Off-peak (p.m.)	19:18	00:00 (next day)	\$8	\$20

**Division 2—Motor Cycles, Motor Tricycles and Private Cars (Sunday and Public Holiday)**

Time slot		Toll for motor cycles and motor tricycles	Toll for private cars
Starting time	End time (immediately before)		
00:00	10:11	\$8	\$20
10:11	10:13	\$8.4	\$21
10:13	10:15	\$9.2	\$23
10:15	19:15	\$10	\$25
19:15	19:17	\$9.2	\$23
19:17	19:19	\$8.4	\$21

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1457

Time slot		Toll for motor cycles and motor tricycles	Toll for private cars
Starting time	End time (immediately before)		
19:19	00:00 (next day)	\$8	\$20

**Division 3—Taxis**

Time slot	Toll for taxis
Whole day	\$25

**Division 4—Vehicles other than Motor Cycles, Motor Tricycles, Private Cars and Taxis**

Time slot	Toll for vehicles other than motor cycles, motor tricycles, private cars and taxis
Whole day	\$50

(5) Schedule 2, Part 3—

**Repeal item 2**

**Substitute**

“2. Taxis \$25”.

(6) Schedule 2, Part 3—

**Repeal item 3**



**Substitute**

“3. Private cars \$30”.

(7) Schedule 2—

**Repeal Part 3**

**Substitute**

**“Part 3**

**Tolls (for Eastern Harbour Crossing)**

**Division 1—Motor Cycles, Motor Tricycles and Private Cars (Monday to Saturday (Excluding Public Holiday))**

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
Off-peak (a.m.)	00:00	07:30	\$8	\$20
Transitional (off-peak to peak)	07:30	07:48	\$8.8 for the first 2-minute interval with increase of \$0.8 for each successive 2-minute interval	\$22 for the first 2-minute interval with increase of \$2 for each successive 2-minute interval
	Intervals			
	07:30	07:32	\$8.8	\$22
	07:32	07:34	\$9.6	\$24
	07:34	07:36	\$10.4	\$26

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1461

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
	07:36	07:38	\$11.2	\$28
	07:38	07:40	\$12	\$30
	07:40	07:42	\$12.8	\$32
	07:42	07:44	\$13.6	\$34
	07:44	07:46	\$14.4	\$36
	07:46	07:48	\$15.2	\$38
Peak (a.m.)	07:48	10:15	\$16	\$40
Transitional (peak to normal)	10:15	10:23	\$15.2 for the first 2-minute interval with decrease of \$0.8 for each successive 2-minute interval	\$38 for the first 2-minute interval with decrease of \$2 for each successive 2-minute interval
	Intervals			
	10:15	10:17	\$15.2	\$38
	10:17	10:19	\$14.4	\$36
	10:19	10:21	\$13.6	\$34
	10:21	10:23	\$12.8	\$32
Normal	10:23	16:30	\$12	\$30
Transitional (normal to peak)	16:30	16:38	\$12.8 for the first 2-minute interval with increase of \$0.8 for each successive 2-minute interval	\$32 for the first 2-minute interval with increase of \$2 for each successive 2-minute interval
	Intervals			

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1463

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
	16:30	16:32	\$12.8	\$32
	16:32	16:34	\$13.6	\$34
	16:34	16:36	\$14.4	\$36
	16:36	16:38	\$15.2	\$38
Peak (p.m.)	16:38	19:00	\$16	\$40
Transitional (peak to off-peak)	19:00	19:18	\$15.2 for the first 2-minute interval with decrease of \$0.8 for each successive 2-minute interval	\$38 for the first 2-minute interval with decrease of \$2 for each successive 2-minute interval
	Intervals			
	19:00	19:02	\$15.2	\$38
	19:02	19:04	\$14.4	\$36
	19:04	19:06	\$13.6	\$34
	19:06	19:08	\$12.8	\$32
	19:08	19:10	\$12	\$30
	19:10	19:12	\$11.2	\$28
	19:12	19:14	\$10.4	\$26
	19:14	19:16	\$9.6	\$24
19:16	19:18	\$8.8	\$22	
Off-peak (p.m.)	19:18	00:00 (next day)	\$8	\$20

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1465

**Division 2—Motor Cycles, Motor Tricycles and Private Cars (Sunday and Public Holiday)**

Time slot		Toll for motor cycles and motor tricycles	Toll for private cars
Starting time	End time (immediately before)		
00:00	10:11	\$8	\$20
10:11	10:13	\$8.4	\$21
10:13	10:15	\$9.2	\$23
10:15	19:15	\$10	\$25
19:15	19:17	\$9.2	\$23
19:17	19:19	\$8.4	\$21
19:19	00:00 (next day)	\$8	\$20

**Division 3—Taxis**

Time slot	Toll for taxis
Whole day	\$25

**Division 4—Vehicles other than Motor Cycles, Motor Tricycles, Private Cars and Taxis**

Time slot	Toll for vehicles other than motor cycles, motor tricycles, private cars and taxis
Whole day	\$50

(8) Schedule 2, after Part 3A—

**Add**

**“Part 3B**

**Tolls (for Western Harbour Crossing)**

Column 1	Column 2	Column 3
Item	Vehicle	Tolls
1.	Motor cycles, motor tricycles	\$25
2.	Taxis	\$25
3.	Private cars	\$60
4.	Public and private light buses	\$85
5.	Light goods vehicles and special purpose vehicles of a permitted gross vehicle weight not exceeding 5.5 tonnes	\$85
6.	Medium goods vehicles and special purpose vehicles of a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes	\$110

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1469

Column 1	Column 2	Column 3
Item	Vehicle	Tolls
7.	Heavy goods vehicles and special purpose vehicles of a permitted gross vehicle weight exceeding 24 tonnes but not exceeding 38 tonnes	\$140
8.	Public and private single-decked buses	\$140
9.	Public and private double-decked buses	\$200
10.	For vehicles with more than 2 axles—	
	(a) if the tunnel is a booth mode tunnel	\$30 for each additional axle in excess of 2
	(b) if the tunnel is a boothless mode tunnel	No additional toll”.
(9)	Schedule 2— <b>Repeal Part 3B</b> <b>Substitute</b>	

**“Part 3B**

**Tolls (for Western Harbour Crossing)**

**Division 1—Motor Cycles, Motor Tricycles and Private Cars (Monday to Saturday (Excluding Public Holiday))**

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1471

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
Off-peak (a.m.)	00:00	07:30	\$8	\$20
Transitional (off-peak to peak)	07:30	08:08	\$8.8 for the first 2-minute interval with increase of \$0.8 for each successive 2-minute interval	\$22 for the first 2-minute interval with increase of \$2 for each successive 2-minute interval
	Intervals			
	07:30	07:32	\$8.8	\$22
	07:32	07:34	\$9.6	\$24
	07:34	07:36	\$10.4	\$26
	07:36	07:38	\$11.2	\$28
	07:38	07:40	\$12	\$30
	07:40	07:42	\$12.8	\$32
	07:42	07:44	\$13.6	\$34
	07:44	07:46	\$14.4	\$36
	07:46	07:48	\$15.2	\$38
	07:48	07:50	\$16	\$40
	07:50	07:52	\$16.8	\$42
	07:52	07:54	\$17.6	\$44
	07:54	07:56	\$18.4	\$46
	07:56	07:58	\$19.2	\$48
	07:58	08:00	\$20	\$50
08:00	08:02	\$20.8	\$52	

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1473

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
	08:02	08:04	\$21.6	\$54
	08:04	08:06	\$22.4	\$56
	08:06	08:08	\$23.2	\$58
Peak (a.m.)	08:08	10:15	\$24	\$60
Transitional (peak to normal)	10:15	10:43	\$23.2 for the first 2-minute interval with decrease of \$0.8 for each successive 2-minute interval	\$58 for the first 2-minute interval with decrease of \$2 for each successive 2-minute interval
	Intervals			
	10:15	10:17	\$23.2	\$58
	10:17	10:19	\$22.4	\$56
	10:19	10:21	\$21.6	\$54
	10:21	10:23	\$20.8	\$52
	10:23	10:25	\$20	\$50
	10:25	10:27	\$19.2	\$48
	10:27	10:29	\$18.4	\$46
	10:29	10:31	\$17.6	\$44
	10:31	10:33	\$16.8	\$42
	10:33	10:35	\$16	\$40
	10:35	10:37	\$15.2	\$38
	10:37	10:39	\$14.4	\$36
10:39	10:41	\$13.6	\$34	



Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1475

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
	10:41	10:43	\$12.8	\$32
Normal	10:43	16:30	\$12	\$30
Transitional (normal to peak)	16:30	16:58	\$12.8 for the first 2-minute interval with increase of \$0.8 for each successive 2-minute interval	\$32 for the first 2-minute interval with increase of \$2 for each successive 2-minute interval
	Intervals			
	16:30	16:32	\$12.8	\$32
	16:32	16:34	\$13.6	\$34
	16:34	16:36	\$14.4	\$36
	16:36	16:38	\$15.2	\$38
	16:38	16:40	\$16	\$40
	16:40	16:42	\$16.8	\$42
	16:42	16:44	\$17.6	\$44
	16:44	16:46	\$18.4	\$46
	16:46	16:48	\$19.2	\$48
	16:48	16:50	\$20	\$50
	16:50	16:52	\$20.8	\$52
	16:52	16:54	\$21.6	\$54
	16:54	16:56	\$22.4	\$56
16:56	16:58	\$23.2	\$58	
Peak (p.m.)	16:58	19:00	\$24	\$60

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1477

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
Transitional (peak to off-peak)	19:00	19:38	\$23.2 for the first 2-minute interval with decrease of \$0.8 for each successive 2-minute interval	\$58 for the first 2-minute interval with decrease of \$2 for each successive 2-minute interval
	Intervals			
	19:00	19:02	\$23.2	\$58
	19:02	19:04	\$22.4	\$56
	19:04	19:06	\$21.6	\$54
	19:06	19:08	\$20.8	\$52
	19:08	19:10	\$20	\$50
	19:10	19:12	\$19.2	\$48
	19:12	19:14	\$18.4	\$46
	19:14	19:16	\$17.6	\$44
	19:16	19:18	\$16.8	\$42
	19:18	19:20	\$16	\$40
	19:20	19:22	\$15.2	\$38
	19:22	19:24	\$14.4	\$36
	19:24	19:26	\$13.6	\$34
	19:26	19:28	\$12.8	\$32
	19:28	19:30	\$12	\$30
19:30	19:32	\$11.2	\$28	
19:32	19:34	\$10.4	\$26	
19:34	19:36	\$9.6	\$24	

Road Tunnels (Government) (Amendment) Ordinance 2023

Part 3  
Section 20

Ord. No. 18 of 2023  
A1479

Time slot	Starting time	End time (immediately before)	Toll for motor cycles and motor tricycles	Toll for private cars
	19:36	19:38	\$8.8	\$22
Off-peak (p.m.)	19:38	00:00 (next day)	\$8	\$20

**Division 2—Motor Cycles, Motor Tricycles and Private Cars (Sunday and Public Holiday)**

Time slot		Toll for motor cycles and motor tricycles	Toll for private cars
Starting time	End time (immediately before)		
00:00	10:11	\$8	\$20
10:11	10:13	\$8.4	\$21
10:13	10:15	\$9.2	\$23
10:15	19:15	\$10	\$25
19:15	19:17	\$9.2	\$23
19:17	19:19	\$8.4	\$21
19:19	00:00 (next day)	\$8	\$20

**Division 3—Taxis**

Time slot	Toll for taxis
Whole day	\$25

**Division 4—Vehicles other than Motor Cycles, Motor Tricycles, Private Cars and Taxis**

Time slot	Toll for vehicles other than motor cycles, motor tricycles, private cars and taxis
Whole day	\$50

(10) Schedule 2, Part 4, section 2, Table—

**Add in alphabetical order**

“Western Harbour Crossing            \$140    \$175    \$215”  
( 西區海底隧道 )

(11) Schedule 2, Part 5—

**Add in alphabetical order**

“Western Harbour Crossing ( 西區海底隧道 )            \$82”

**21. Schedule 2A added**

After Schedule 2—

**Add**

## **“Schedule 2A**

[reg. 12AAA]

### **Adjustments of Starting and End Time, Duration and Tolls etc. for Various Time Slots as a Result of Adjustments to Peak Time Slots by Authority**

#### **Part 1**

##### **Intervals for Transitional Time Slots**

**1. Determination of number of intervals—where toll difference is multiple of \$2**

For a tunnel, where the toll difference for private cars between—

- (a) an off-peak time slot (a.m.) and a peak time slot (a.m.);
- (b) a peak time slot (a.m.) and a normal time slot;
- (c) a normal time slot and a peak time slot (p.m.);  
or
- (d) a peak time slot (p.m.) and an off-peak time slot (p.m.),

is a multiple of \$2, the number of intervals (*NI*) for the transitional time slot concerned between the respective time slots mentioned in paragraph (a), (b), (c) or (d), for motor cycles, motor tricycles and private cars, is determined by dividing the toll difference between the respective time slots by \$2, and then by subtracting 1 from the quotient.

**2. Determination of number of intervals—where toll difference is not multiple of \$2**

For a tunnel, where the toll difference for private cars between—

- (a) an off-peak time slot (a.m.) and a peak time slot (a.m.);
- (b) a peak time slot (a.m.) and a normal time slot;
- (c) a normal time slot and a peak time slot (p.m.);  
or
- (d) a peak time slot (p.m.) and an off-peak time slot (p.m.),

is not a multiple of \$2, the number of intervals ( $N/2$ ) for the transitional time slot concerned between the respective time slots mentioned in paragraph (a), (b), (c) or (d), for motor cycles, motor tricycles and private cars, is determined by dividing the toll difference between the respective time slots by \$2, and then by rounding down the quotient to the nearest integer.

**Part 2**

**Time Slots other than Peak Time Slots**

**Division 1—Off-peak Time Slot (A.M.)**

**1. End time**

The end time of an off-peak time slot (a.m.) of a tunnel is the time immediately before the starting time of the transitional time slot (off-peak to peak) of the tunnel.

**2. Duration**

The duration of an off-peak time slot (a.m.) of a tunnel is the difference between 00:00 and the starting time of the transitional time slot (off-peak to peak) of the tunnel.

**Division 2—Transitional Time Slot (Off-peak to Peak)**

**1. Starting time**

The starting time of a transitional time slot (off-peak to peak) of a tunnel is the time, when adding the duration of the time slot (determined in accordance with section 4 of this Division), that corresponds to the time immediately before the starting time of the peak time slot (a.m.) of the tunnel.

**2. End time**

The end time of a transitional time slot (off-peak to peak) of a tunnel is the time immediately before the starting time of the peak time slot (a.m.) of the tunnel.

**3. Number of intervals**

The number of intervals for a transitional time slot (off-peak to peak) of a tunnel is N1 or N2 (as the case may be).

**4. Duration**

The duration of a transitional time slot (off-peak to peak) of a tunnel is the product of 2 minutes multiplying N1 or N2 (as the case may be).

**5. Toll for each interval**

- (1) Where N1 is the number of intervals determined under Part 1 of this Schedule in relation to a transitional time slot (off-peak to peak) of a tunnel—
  - (a) for motor cycles and motor tricycles, the toll for the first interval of the transitional time slot (off-peak to peak) is the toll for motor cycles and motor tricycles for the off-peak time slot (a.m.) of the tunnel plus \$0.8 with an increase of \$0.8 in the toll for each successive interval; and
  - (b) for private cars, the toll for the first interval of the transitional time slot (off-peak to peak) is the toll for private cars for the off-peak time slot (a.m.) of the tunnel plus \$2 with an increase of \$2 in the toll for each successive interval.
- (2) Where N2 is the number of intervals determined under Part 1 of this Schedule in relation to a transitional time slot (off-peak to peak) of a tunnel—
  - (a) for motor cycles and motor tricycles, the toll for the first interval of the transitional time slot (off-peak to peak) is the toll for motor cycles and motor tricycles for the off-peak time slot (a.m.) of the tunnel plus \$0.4 with an increase of \$0.8 in the toll for each successive interval; and
  - (b) for private cars, the toll for the first interval of the transitional time slot (off-peak to peak) is the toll for private cars for the off-peak time slot (a.m.) of the tunnel plus \$1 with an increase of \$2 in the toll for each successive interval.



### **Division 3—Transitional Time Slot (Peak to Normal)**

#### **1. Starting time**

The starting time of a transitional time slot (peak to normal) of a tunnel is the time immediately after the end time of the peak time slot (a.m.) of the tunnel.

#### **2. End time**

The end time of a transitional time slot (peak to normal) of a tunnel is the time, when deducting the duration of the time slot (determined in accordance with section 4 of this Division), that corresponds to the time immediately after the end time of the peak time slot (a.m.) of the tunnel.

#### **3. Number of intervals**

The number of intervals for a transitional time slot (peak to normal) of a tunnel is N1 or N2 (as the case may be).

#### **4. Duration**

The duration of a transitional time slot (peak to normal) of a tunnel is the product of 2 minutes multiplying N1 or N2 (as the case may be).

#### **5. Toll for each interval**

(1) Where N1 is the number of intervals determined under Part 1 of this Schedule in relation to a transitional time slot (peak to normal) of a tunnel—

- (a) for motor cycles and motor tricycles, the toll for the first interval of the transitional time slot (peak to normal) is the toll for motor cycles and motor tricycles for the peak time slot (a.m.) of

- the tunnel minus \$0.8 with a decrease of \$0.8 in the toll for each successive interval; and
- (b) for private cars, the toll for the first interval of the transitional time slot (peak to normal) is the toll for private cars for the peak time slot (a.m.) of the tunnel minus \$2 with a decrease of \$2 in the toll for each successive interval.
- (2) Where N2 is the number of intervals determined under Part 1 of this Schedule in relation to a transitional time slot (peak to normal) of a tunnel—
- (a) for motor cycles and motor tricycles, the toll for the first interval of the transitional time slot (peak to normal) is the toll for motor cycles and motor tricycles for the peak time slot (a.m.) of the tunnel minus \$0.8 with a decrease of \$0.8 in the toll for each successive interval (except the last interval) and a decrease of \$0.4 in the toll for the last interval; and
  - (b) for private cars, the toll for the first interval of the transitional time slot (peak to normal) is the toll for private cars for the peak time slot (a.m.) of the tunnel minus \$2 with a decrease of \$2 in the toll for each successive interval (except the last interval) and a decrease of \$1 in the toll for the last interval.

#### **Division 4—Normal Time Slot**

##### **1. Starting time**

The starting time of a normal time slot of a tunnel is the time immediately after the end time of the transitional time slot (peak to normal) of the tunnel.

**2. End time**

The end time of a normal time slot of a tunnel is the time immediately before the starting time of the transitional time slot (normal to peak) of the tunnel.

**Division 5—Transitional Time Slot (Normal to Peak)**

**1. Starting time**

The starting time of a transitional time slot (normal to peak) of a tunnel is the time, when adding the duration of the time slot (determined in accordance with section 4 of this Division), that corresponds to the time immediately before the starting time of the peak time slot (p.m.) of the tunnel.

**2. End time**

The end time of a transitional time slot (normal to peak) of a tunnel is the time immediately before the starting time of the peak time slot (p.m.) of the tunnel.

**3. Number of intervals**

The number of intervals for a transitional time slot (normal to peak) of a tunnel is N1 or N2 (as the case may be).

**4. Duration**

The duration of a transitional time slot (normal to peak) of a tunnel is the product of 2 minutes multiplying N1 or N2 (as the case may be).

**5. Toll for each interval**

- (1) Where N1 is the number of intervals determined under Part 1 of this Schedule in relation to a transitional time slot (normal to peak) of a tunnel—
  - (a) for motor cycles and motor tricycles, the toll for the first interval of the transitional time slot (normal to peak) is the toll for motor cycles and motor tricycles for the normal time slot of the tunnel plus \$0.8 with an increase of \$0.8 in the toll for each successive interval; and
  - (b) for private cars, the toll for the first interval of the transitional time slot (normal to peak) is the toll for private cars for the normal time slot of the tunnel plus \$2 with an increase of \$2 in the toll for each successive interval.
- (2) Where N2 is the number of intervals determined under Part 1 of this Schedule in relation to a transitional time slot (normal to peak) of a tunnel—
  - (a) for motor cycles and motor tricycles, the toll for the first interval of the transitional time slot (normal to peak) is the toll for motor cycles and motor tricycles for the normal time slot of the tunnel plus \$0.4 with an increase of \$0.8 in the toll for each successive interval; and
  - (b) for private cars, the toll for the first interval of the transitional time slot (normal to peak) is the toll for private cars for the normal time slot of the tunnel plus \$1 with an increase of \$2 in the toll for each successive interval.

## **Division 6—Transitional Time Slot (Peak to Off-peak)**

### **1. Starting time**

The starting time of a transitional time slot (peak to off-peak) of a tunnel is the time immediately after the end time of the peak time slot (p.m.) of the tunnel.

### **2. End time**

The end time of a transitional time slot (peak to off-peak) of a tunnel is the time, when deducting the duration of the time slot (determined in accordance with section 4 of this Division), that corresponds to the time immediately after the end time of the peak time slot (p.m.) of the tunnel.

### **3. Number of intervals**

The number of intervals for a transitional time slot (peak to off-peak) of a tunnel is N1 or N2 (as the case may be).

### **4. Duration**

The duration of a transitional time slot (peak to off-peak) of a tunnel is the product of 2 minutes multiplying N1 or N2 (as the case may be).

### **5. Toll for each interval**

(1) Where N1 is the number of intervals determined under Part 1 of this Schedule in relation to a transitional time slot (peak to off-peak) of a tunnel—

- 
- (a) for motor cycles and motor tricycles, the toll for the first interval of the transitional time slot (peak to off-peak) is the toll for motor cycles and motor tricycles for the peak time slot (p.m.) of the tunnel minus \$0.8 with a decrease of \$0.8 in the toll for each successive interval; and
  - (b) for private cars, the toll for the first interval of the transitional time slot (peak to off-peak) is the toll for private cars for the peak time slot (p.m.) of the tunnel minus \$2 with a decrease of \$2 in the toll for each successive interval.
- (2) Where N2 is the number of intervals determined under Part 1 of this Schedule in relation to a transitional time slot (peak to off-peak) of a tunnel—
- (a) for motor cycles and motor tricycles, the toll for the first interval of the transitional time slot (peak to off-peak) is the toll for motor cycles and motor tricycles for the peak time slot (p.m.) of the tunnel minus \$0.8 with a decrease of \$0.8 in the toll for each successive interval (except the last interval) and a decrease of \$0.4 in the toll for the last interval; and
  - (b) for private cars, the toll for the first interval of the transitional time slot (peak to off-peak) is the toll for private cars for the peak time slot (p.m.) of the tunnel minus \$2 with a decrease of \$2 in the toll for each successive interval (except the last interval) and a decrease of \$1 in the toll for the last interval.

### **Division 7—Off-peak Time Slot (P.M.)**

**1. Starting time**

The starting time of an off-peak time slot (p.m.) of a tunnel is the time immediately after the end time of the transitional time slot (peak to off-peak) of the tunnel.

**2. Duration**

The duration of an off-peak time slot (p.m.) of a tunnel is the difference between the starting time of the off-peak time slot (p.m.) of the tunnel and the time immediately before 00:00 of the next day.”

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## **Part 4**

### **Related Amendments**

#### **Division 1—Amendment to Prevention of Bribery Ordinance (Cap. 201)**

**22. Schedule 1 amended (public bodies)**

Schedule 1—

**Repeal item 70.**

#### **Division 2—Amendment to Magistrates Ordinance (Cap. 227)**

**23. Third Schedule amended (offences to which defendant may plead  
guilty by letter)**

Third Schedule—

**Repeal paragraph 15.**

#### **Division 3—Amendment to Road Traffic Ordinance (Cap. 374)**

**24. Schedule 11 amended (offences specified for the purposes of  
section 72A)**

Schedule 11—

**Repeal**

**“37A, 37D, 37G, 37J, 37K, 38, 42.”**



**Division 4—Amendments to Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D)**

**25. Schedule 5 amended (taxi fares)**

- (1) Schedule 5, item 4(iii)—

**Repeal**

“or the Eastern Harbour Crossing”

**Substitute**

“, the Eastern Harbour Crossing or the Western Harbour Crossing”.

- (2) Schedule 5, item 4(iii)—

**Repeal**

“or 3A”

**Substitute**

“, 3A or 3B”.

- (3) Schedule 5, item 4(iiiia)—

**Repeal**

“or the Western Harbour Crossing”.

- (4) Schedule 5, item 4(iiiia)—

**Repeal**

“concerned”.

- (5) Schedule 5, item 4(iv)(a)—

**Repeal**

“\$10.00”

**Substitute**

“An amount equivalent to the appropriate toll for the use of the tunnel, as specified in Part 2 of Schedule 2 to the Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A).”.

- (6) Schedule 5, item 4(iv)(b)—

**Repeal**

“\$15.00”

**Substitute**

“An amount equivalent to the appropriate toll for the use of the tunnel concerned, as specified in Part 3 or 3B of Schedule 2 to the Road Tunnels (Government) Regulations (Cap. 368 sub. leg. A).”.

**Division 5—Amendments to Road Traffic (Driving-offence Points) Ordinance (Cap. 375)**

**26. Schedule amended (offence)**

- (1) The Schedule, before item 37A, column 2—

**Repeal**

“Western Harbour Crossing Bylaw (Cap. 436 sub. leg. D)”.

- (2) The Schedule—

**Repeal items 37A, 37B, 37C, 37D, 37E, 37F, 37G, 37H, 37I, 37J and 37K.**

- (3) The Schedule—

**Repeal**

“Western Harbour Crossing Bylaw (Cap. 436 sub. leg. D) as it was in force immediately before 20 July 2012”.

- (4) The Schedule—  
Repeal items 38, 39, 40 and 42.

**Division 6—Amendment to Legislative Council Ordinance  
(Cap. 542)**

27. Schedule 1A amended (composition of the transport functional constituency)  
Schedule 1A—  
Repeal item 152.

**Division 7—Amendment to Chief Executive Election  
Ordinance (Cap. 569)**

28. Schedule amended (Election Committee)  
The Schedule, Annex 1—  
Repeal item 119.

**Division 8—Amendment to Road Traffic (Public Service  
Vehicles) (Amendment) Regulation 2005 (L.N. 83 of 2005)**

29. Section 2 amended (taxi fares)  
Section 2—  
Repeal paragraph (b).

**Division 9—Amendments to Resolution Made and Passed  
by Legislative Council under Section 72A(10) of Road  
Traffic Ordinance and Section 4(3) of Road Traffic  
(Driving-offence Points) Ordinance on 29 May 2013  
(L.N. 100 of 2013)**

**30. Paragraph (d) amended**

(1) Paragraph (d)—

**Repeal**

“1(7), (9), (11)”

**Substitute**

“1(11)”.

(2) Paragraph (d)—

**Repeal**

“1(14), (15), (20)”

**Substitute**

“1(20)”.

**31. Schedule 1 amended (amendments to Road Traffic Ordinance)**

Schedule 1, section 1—

**Repeal subsections (7) and (9).**

**32. Schedule 2 amended (amendments to Road Traffic (Driving-offence Points) Ordinance)**

Schedule 2, section 1—

**Repeal subsections (14) and (15).**