

# LCQ1: Clearance capacity of ports of Hong Kong-Zhuhai-Macao Bridge

Following is a question by the Hon Luk Chung-hung and a written reply by the Secretary for Security, Mr Tang Ping-keung, in the Legislative Council today (April 24):

Question:

It has been reported that since the implementation of the Quota-free Scheme for Hong Kong Private Cars Travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge (the Scheme), the number of trips by Hong Kong single-plate private cars entering and leaving the territory via the Hong Kong-Zhuhai-Macao Bridge (HZMB) Zhuhai Port has exceeded 500 000. However, there are views pointing out that at present, congestion occurs invariably at the HZMB Hong Kong Port and Zhuhai Port during long holidays or even weekends, underscoring the ports' insufficient clearance capacity to maximise the benefits of HZMB. In this connection, will the Government inform this Council:

(1) of the design capacity of HZMB and the estimated traffic flow of private cars at HZMB;

(2) whether it has assessed, based on the existing manpower and facilities at the HZMB Hong Kong Port, the maximum numbers of outbound and inbound private cars that the port can handle per day; of the respective daily average numbers of (i) outbound and (ii) inbound private cars handled by the port since the implementation of the Scheme, and whether such numbers have reached the port's maximum handling capacity; if not, whether it has examined the reasons for the port's congestion at present;

(3) whether it has compiled statistics on the respective (a) average time and (b) longest time taken (with the relevant dates) for (i) outbound and (ii) inbound private cars to complete the clearance process at the HZMB Hong Kong Port from the time of entering the clearance plaza since the implementation of the Scheme (set out in the table below);

Outbound and inbound private cars	(a)	(b)
(i)		
(ii)		

(4) whether the authorities have studied how to increase the clearance capacity of the HZMB Hong Kong Port; if so, of the specific measures and the relevant implementation timetable; if not, the reasons for that; and

(5) whether the authorities have held discussions with the Zhuhai municipal

authorities on increasing the clearance capacity of the HZMB Zhuhai Port; if so, of the specific measures and the relevant implementation timetable; if not, the reasons for that?

Reply:

President,

The Quota-free Scheme for Hong Kong Private Cars Travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge (the Scheme) has been well received by the public since its implementation on July 1 last year. Cross-boundary passengers and vehicles using the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port have been on the rise. In view of the increasing service demand for the HZMB Hong Kong Port brought by the Scheme, the Government has been closely monitoring the passenger flow and vehicular flow at the control point to make necessary arrangements.

In consultation with the Transport and Logistics Bureau, my reply to the question raised by Hon Luk Chung-hung is as follows:

(1) The design handling capacity of HZMB Hong Kong Port is around 60 000 vehicles per day. For private cars, the estimate in 2008 expected that 8 000 private cars would be crossing the HZMB per day.

(2) The number of cross-boundary private cars using the HZMB Hong Kong Port has been growing since the implementation of the Scheme on July 1 last year. In March 2024, the daily average of private cars crossing the HZMB Hong Kong Port was about 9 620 (including 5 010 outbound and 4 610 inbound private cars). If we take into account other cross-boundary vehicles (including shuttle buses, coaches and goods vehicles), the total daily average traffic flow was about 12 200 vehicles, yet to meet the design handling capacity.

It is noted that more cross-boundary private cars travel via the HZMB Hong Kong Port in weekends and holiday periods. During weekends and holiday periods in March this year, there were about 11 900 private cars crossing the HZMB Hong Kong Port on average per day (including 6 250 outbound and 5 650 inbound private cars). As observed by the relevant departments at the control point, queuing of departing private cars during peak periods was in order, without affecting other roads of the Port or traffic in the proximity.

(3) Since the implementation of the Scheme, relevant departments of the HZMB Hong Kong Port have endeavoured to provide quality clearance services to cross-boundary passengers and vehicles. Except those selected for customs examination, arrival and departure clearance for cross-boundary vehicles can be completed within a few minutes in general. Although vehicles need to queue up for clearance at the vehicle clearance plaza of the HZMB Hong Kong Port when the traffic is relatively busy at peak periods during holidays, normally it takes less than 30 minutes to complete the arrival and departure clearance.

(4) In view of the increasing passenger and vehicular flow, the relevant departments of the HZMB Hong Kong Port have been taking various measures to

enhance the control points' handling capacity, such as deploying manpower flexibly, optimising workflow, making effective use of information technology, and operating more private car clearance kiosks during peak periods to meet the cross-boundary demand.

In order for the public to get familiarised with the arrival and departure clearance procedures of private cars at the HZMB Hong Kong Port in advance, relevant department has prepared short videos and leaflets to introduce the routes leading to the arrival and departure clearance kiosks, clearance processes at the HZMB Hong Kong Port and points to note, with an aim to expedite the clearance processes at the HZMB Hong Kong Port.

In addition, the Hong Kong Special Administrative Region Government has been maintaining close liaison with relevant Mainland and Macao authorities in respect of clearance and enforcement matters at HZMB Hong Kong Port. A hotline and notification mechanism for sharing the latest situation of passenger flow and vehicular flow of Hong Kong, Macao and Zhuhai ports have been established among the three parties such that necessary arrangements could be made to cope with any emergencies that may arise at the control points.

In view of the surge in passenger and vehicular flow during holiday periods, the Inter-departmental Joint Command Centre, composed of relevant departments including Customs and Excise Department, the Hong Kong Police Force, and the Immigration Department, etc, will be activated during the periods to monitor the situation at each boundary control point (BCP) and take contingency actions where necessary to ensure the smooth operation of BCPs.

(5) Since the commissioning of the HZMB, the governments of Guangdong, Hong Kong and Macao have been working closely to take forward various new cross-boundary transport measures having regard to the capacity of relevant BCPs and the respective connecting roads, with a view to increasing the number of vehicles using the HZMB in a progressive and orderly manner; as well as closely monitor the operation of the HZMB and continue to explore and introduce feasible enhancement measures to ensure smooth traffic flow at the HZMB for better utilisation.