

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

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11 June 2013

Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong
(Attn : Ms Sophie Lau)

Dear Ms Lau,

**Matters Relating to the Subcommittee on
Proposed Resolution under the Road Traffic Ordinance
and the Road Traffic (Driving-offence Points) Ordinance**

During the discussion at the meeting of the Subcommittee for the Proposed Resolution held on 30 April 2013, Members requested the Administration to inform the Subcommittee of the enforcement arrangement against speeding at the four “Build-Operate-Transfer” (“BOT”) tunnels, namely the Eastern Harbour Crossing (“EHC”), Tate’s Cairn Tunnel (“TCT”), Western Harbour Crossing (“WHC”) and Tai Lam Tunnel and Yuen Long Approach Road (known as “Route 3”). We hereby provide below the required information.

(1) Enforcement against Speeding

The operators of the four BOT tunnels carry out speeding enforcement work in the tunnels and on the roads within the tunnel areas from time to time. In the past year, i.e. between May 2012 and April 2013, there were about 800 speeding cases prosecuted by the tunnel operators (231 cases at EHC; 405 cases at WHC; 158 cases at TCT and 8 cases at Route 3).

(2) Devices for Detecting Speeding Vehicles and their Maintenance

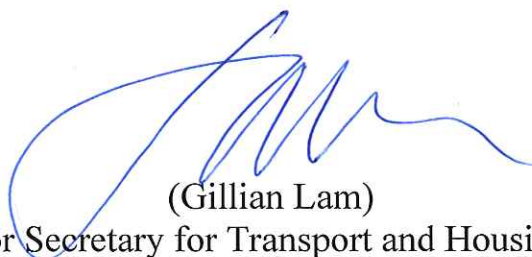
The tunnel operators use laser guns or speed radars to detect speeding vehicles. Trained tunnel staff are responsible for the speeding detection work. They will check the laser guns and speed radars before every enforcement operation to ensure that the devices function properly. Depending on the types of devices being used, the tunnel operators arrange regular maintenance and calibrations by recognised maintenance agents or the Police to ensure that such devices meet the required standards. On request by the Court, the tunnel operators may invite specialists to appear before the Court to provide expert opinion on the operation of laser guns or speed radars.

(3) Number of Speeding Prosecutions Challenged

In the past year, none of the prosecution cases concerning speeding at the four BOT tunnels was challenged.

We hope that the above information would help the Subcommittee understand clearly the current arrangement for detecting speeding vehicles at the four BOT tunnels.

Yours sincerely,



(Gillian Lam)
for Secretary for Transport and Housing

c.c. Commissioner for Transport (Attn: Mr Simon Chan) 2519 8094