

For information on
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**Lantau Development Advisory Committee
Traffic and Transport Subcommittee**

Road Projects Related to the Hong Kong-Zhuhai-Macao Bridge

PURPOSE

This paper briefs Members on the road projects related to the Hong Kong-Zhuhai-Macao Bridge (“HZMB”) and the proposed topside development at Hong Kong Boundary Crossing Facilities (“HKBCF”).

OVERVIEW

2. The HZMB is a cross-boundary cross-sea road infrastructure project providing direct land transport connection between the two shores of the Pearl River Delta (“PRD”), linking Hong Kong in the east to Macao and Zhuhai in the west. Comprising the HZMB Main Bridge and the respective link roads and boundary crossing facilities of the three places, the HZMB will be the first cross-boundary transport infrastructure connecting the three places that brings the Western PRD within a reachable three-hour commuting radius of Hong Kong, and thus it is strategically important to the future development of Hong Kong. The vast human and land resources in Western PRD will provide opportunities for Hong Kong businesses to expand their operation in the Mainland. The commissioning of the HZMB will also benefit various sectors in Hong Kong, such as tourism, finance and commerce.

3. The HZMB will result in a significant reduction in the travelling time between Hong Kong and the Western PRD, cutting costs and time for passengers and freight transport on roads. It will enhance Hong Kong’s position as a trade and logistics hub as goods from places like the Western PRD, Western Guangdong and Guangxi can better make use of the airport and container ports in Hong Kong.

(Translated Version)

4. Compared to other parts of the PRD, there is currently no direct land transport link between the Hong Kong Special Administrative Region (“HKSAR”) and the Western PRD and their link relies primarily on waterborne traffic. Upon its commissioning, the HZMB will provide direct land transport connection between the two shores of the PRD, strengthening the ties between Hong Kong, Zhuhai and Macao.

5. In May 2010, the three governments established the Joint Works Committee of the Three Governments to implement the HZMB project. The HZMB Authority was also established in July 2010 to co-ordinate the design and construction of the HZMB, as well as its subsequent operation, maintenance and management.

6. Apart from the HZMB Main Bridge which construction is financed by the three governments and by loan, the construction of the related local projects such as the HKBCF, Hong Kong Link Road (“HKLR”) and Tuen Mun-Chek Lap Kok Link (“TM-CLKL”) will be financed solely by the HKSAR Government. **Annex 1** shows the locations of the HZMB and the related connecting roads.

ROAD CONSTRUCTION

(A) The HZMB Main Bridge

7. Located within the waters of the Guangdong Province, the HZMB Main Bridge connects the western end of the HKLR at the HKSAR boundary and the Zhuhai Macao Boundary Crossing Facilities. As a dual three-lane expressway with a total length of 29.6 km, it comprises a sea viaduct of 22.9 km and a sub-sea tunnel of 6.7 km.

8. Construction works for the Main Bridge has commenced in phases since end-2009. Various project items such as the viaduct, artificial island and sub-sea tunnel are all under construction as scheduled.

(Translated Version)

(B) HKBCF

9. Involving 130 hectares of reclaimed land, the HKBCF project mainly includes reclamation works and construction of the following buildings and infrastructures:

- (a) passenger clearance building;
- (b) cargo clearance facilities;
- (c) vehicle clearance facilities;
- (d) office accommodation and facilities for government departments;
- (e) public transport interchange;
- (f) transport drop-off and pick-up areas and vehicle holding areas;
- (g) car parks;
- (h) road networks; and
- (i) footbridges etc.

10. Reclamation works of the HKBCF commenced in November 2011. Its construction and infrastructural works, including the related Traffic Control and Surveillance System, passenger clearance building and parts of the road network commenced in January, April and July 2014 respectively. Remaining works will be carried out progressively.

11. Moreover, a planning, engineering and architectural ('PEA') study of the proposed topside development at the HKBCF island will be conducted. For details, please refer to paragraphs 16 to 18.

(C) HKLR

12. The HKLR is a dual three-lane carriageway of 12 km long, connecting the eastern end of the HZMB Main Bridge with the HKBCF. It comprises a sea viaduct of about 9 km long from HKSAR boundary to the Airport Island, a tunnel of about 1 km long passing through Scenic Hill on the Airport Island, and at-grade roads of about 2 km long connecting the reclamation area at the east coast of the Airport Island with the HKBCF. Construction of the HKLR project commenced in May 2012.

(Translated Version)

(D) TM-CLKL

13. The TM-CLKL is a dual two-lane carriageway of about 9 km long divided into southern and northern sections. The northern section is about 5.5 km long (including approximately 5 km of sub-sea tunnel) linking Tuen Mun Area 40 and the HZMB HKBCF; the southern section is about 3.5 km long, linking the HKBCF and the road network of North Lantau. Construction works of the southern and northern sections commenced in June and August 2013 respectively.

14. The southern connection is expected to be substantially completed in 2016 whereas the northern connection will be completed in 2018. **Annex 2** shows the connecting road network of the HKBCF.

15. According to planning, the HKBCF will be accessible by public transport services direct or through interchange from different parts of the territory. Such public transport services are now being planned by the TD, and Members and the public transport sector will be consulted in due course.

TOPSIDE DEVELOPMENT AT THE HKBCF ISLAND

16. With its proximity to the Hong Kong International Airport (“HKIA”), the HKBCF island will serve as a gateway for Hong Kong to the western PRD and has potential for development of “bridgehead economy”.

17. Utilisation of land at the HKBCF island for commercial development and the development of other economic activities, such as retailing, dining, entertainment, hotel facilities, creative industries and logistics industries can capitalise on its unique locational advantage and create synergy among the HKIA, AsiaWorld-Expo, the North Commercial District on airport island, the HKIA’s Third Runway Project under planning and other tourist and business destinations on Lantau. The development can also create job opportunities on Lantau and Hong Kong as a whole.

18. The Administration plans to carry out a planning, engineering and architectural study and the associated site investigation works for the proposed commercial development and the development of other economic activities at

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the HKBCF island to ascertain the technical feasibility (including the traffic and transport impact study) and the financial viability of the proposed development. Proposals for expediting the availability of the development sites will also be recommended. The implementation of the proposed development will be on the premise of not delaying the commissioning of the HZMB and maintaining the daily operation of the HKBCF during construction. The Administration has submitted funding application to the Legislative Council. Subject to funding approval, the study will commence in the first quarter of 2015.

ADVICE SOUGHT

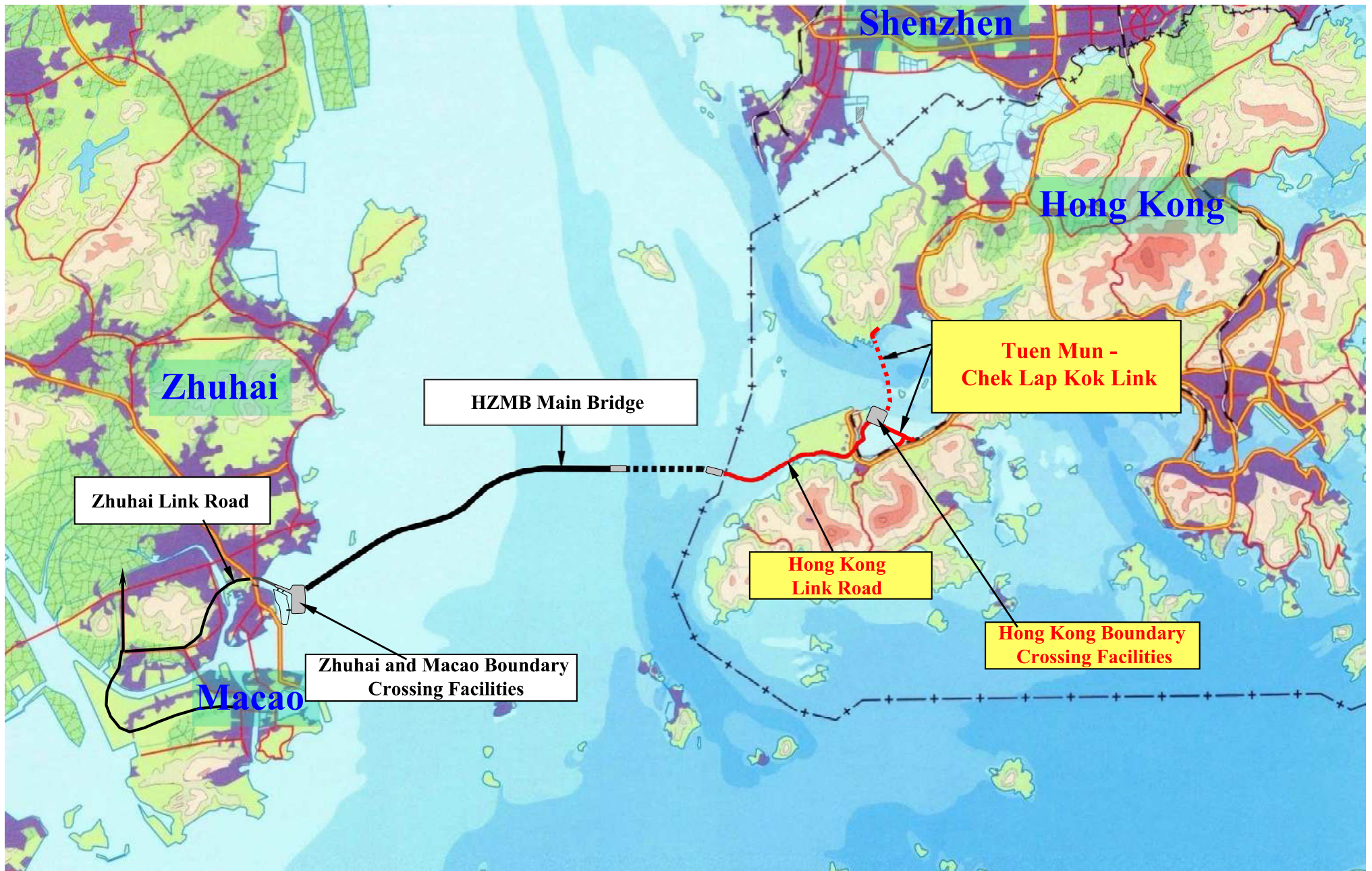
19. Members are invited to note the paper.

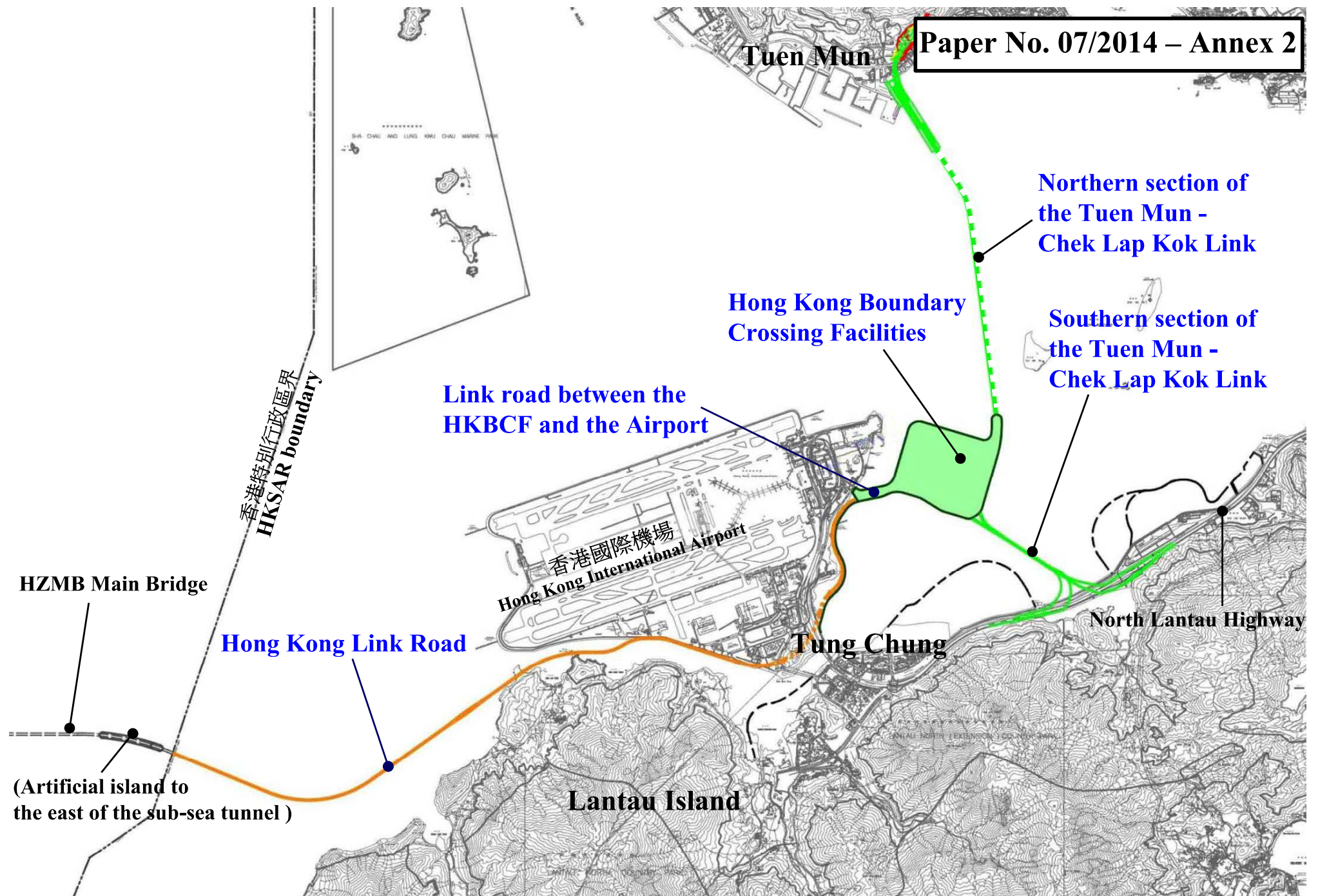
Transport Department

Civil Engineering and Development Department

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Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Related Road Projects





Connecting Road Network of the Hong Kong Boundary Crossing Facilities (HKBCF)