

政府總部
運輸及房屋局

運輸科
香港花園道美利大廈



Transport and
Housing Bureau
Government Secretariat
Transport Branch
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本局檔號 Our Ref. THB(T) CR 3/1/4661/00

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Clerk to Public Works Subcommittee
Legislative Council Building
8 Jackson Road, Central
Hong Kong
(Attn: Ms Angel SHEK)

18 May 2009

Dear Angel,

Public Works Subcommittee
Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing Facilities

During the discussion of the captioned on 6 May 2009, Members requested the Administration to provide the following supplementary information:-

- (a) Progress of the feasibility study of the Tung Chung West Development;
- (b) Landuse at the Hong Kong Boundary Crossing Facilities;
- (c) Process of taking forward capital works projects; and
- (d) Mechanism of selecting consultant(s) for detailed design.

2. The requested information is attached. Grateful if you would circulate this letter to Members for their information.

Yours sincerely,



(Fletch CHAN)

for Secretary for Transport and Housing

c.c.

FSTB (Attn.: Ms Sandra LAM)

HyD (Attn.: Mr Albert CHENG)

CEDD (Attn. : Mr HON Chi-keung)

Notes on Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing Facilities and Work Process

Introduction

This note provides additional information about the Hong Kong Boundary Control Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge as requested by members of the Public Works Subcommittee at its meeting on 6 May 2009.

Tung Chung West Development

2. Taking into consideration the alignments and schemes of the nearby HZMB Hong Kong Link Road (HKLR) and the HKBCF, and the anticipated completion of their necessary statutory procedures in mid-2010, the Government will have a better picture of the latest planning circumstances of North Lantau. With these latest planning circumstances available, Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) will finalise the study brief for Tung Chung West Development, incorporating the statutory Environmental Impact Assessment (EIA) study requirements, for the appointment of consultants to undertake a detailed feasibility study on the proposed reclamation and town planning relating to the Tung Chung New Town extension. It is currently anticipated that the feasibility study would commence in 2010 for completion by 2013. CEDD and PlanD will engage the public in the course of the study.

Land Use at the HKBCF

3. The HKBCF of the HZMB, at the northeast of the Airport Island, is meant to be more than a typical control point for immigration and customs clearance for passengers and cargoes entering and leaving Hong Kong. It will also serve as a strategic multi-modal transport hub for international, cross-boundary and domestic traffic.

4. The following strategic highway network will be built around the

HKBCF :

- (a) a dedicated road link to the Hong Kong International Airport (HKIA) and an automated people mover (APM) to the airside of the airport;
- (b) the HZMB connecting Zhuhai, Macao and the Western Pearl River Delta (PRD);
- (c) northern connection of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) to Tuen Mun, Yuen Long and all the way to Shenzhen and the Eastern PRD; and
- (d) southern connection of the TM-CLKL to the North Lantau Highway for traffic to different parts of the Lantau Island, Kowloon and Hong Kong Island.

5. The layout design and planning of the HKBCF should allow it to perform the above functions effectively and efficiently.

6. Apart from immigration, customs and public transport facilities as in other boundary control points, the HKBCF will accommodate road sections for traffic to and from the North West New Territories, North Lantau, and most importantly, a second road linkage to the HKIA. In our current plan, the HKBCF will provide spatial provision to house facilities for air-bridge transit passengers, including an APM connecting to the HKIA for quick transfer to flights. Spatial provision will also be reserved for a station of the proposed Hong Kong-Shenzhen Airport Rail Link (ARL), a direct rail link between the HKIA and Shenzhen Airport. The ARL, if implemented, may be accommodated within the HKBCF and brought about even greater synergy effect. Air-rail transit passengers can share the above-mentioned transit facilities. This will also further enhance the effectiveness of the HKBCF as a transportation hub to all directions.

7. We will explore during detailed design stage for some commercial activities, such as retail and catering services to be accommodated within the HKBCF to meet immediate needs of passengers, drivers and staff working thereat. However, with the need to minimize the reclamation size (now estimated to be about 130 hectares), comply with the Airport Height Restrictions (varying from about 25-50 meters Principle Datum depending on the distance to HKIA) and avoid too bulky a structure which might invite concerns about visual

impact, we do not recommend large-scale commercial developments on the HKBCF.

8. Indeed, it is more important that we shall facilitate frequent and convenient transport services between the HKBCF and the HKIA, Tung Chung, other parts of the Lantau Island and Tuen Mun so that travellers via the HZMB will be encouraged to make use of the commercial facilities there (for example, the AsiaWorld-Expo at HKIA, hotels, shopping malls in Tung Chung, tourist attractions on the Lantau Island). The concentration of travellers at the HKBCF will also create abundant opportunities for new economic activities in these areas.

9. The main purpose of the land reclaimed under the HKBCF project is to accommodate the boundary crossing facilities. To obtain the best operational efficiency and at the same time achieve an economical and environmentally acceptable design, all the above facilities are currently closely juxtaposed into difference zones as shown in the attached preliminary layout (**Annex A**). More details of facilities are given in the attached schedule. We believe that the proposed arrangement above represents an appropriate balance of land use at the HKBCF and will bring good economic benefits to the nearby areas.

Process of taking forward capital works projects

10. In response to the demand of the community to accelerate project delivery under the Capital Works Programme, the Administration has introduced a number of streamlining measures to fast-track project implementation, one of which is to perform certain pre-construction activities in parallel with one another, in particular for projects under a fast track programme.

11. These measures were summarized in an information note PWSCI(2001-02)37 submitted to PWSC on 14 November 2001. The measures were subsequently promulgated via a technical circular ETWB TCW No. 13/2003. The circular is available on the website of the Development Bureau (DEVB). The above measures were also mentioned in another information note FCRI(2007-08)3 which was discussed in the FC meeting held on 1 June 2007.

12. A bar chart showing the typical activities involved in the delivery process of a capital works project including the EIA process, public engagement, gazettal, statutory procedures, detailed design, funding application, tendering etc. and the extent to which some of these activities may overlap with each other is shown on **Annex B**.

13. Following the spirit of the acceleration measures, gazetting of a project under the enabling legislation and detailed design work are often carried out in concurrence with the EIA process stipulated under the Environmental Impact Assessment Ordinance (EIAO) which came into effect on 1 April 1998. Examples of projects for which application for funding to commence detailed design work before completion of the EIA process are tabulated on **Annex C**.

14. For the HKBCF project, since it is implemented under a fast-track programme so as to achieve synchronized commencement of the HZMB Main Bridge and HKLR, and that its EIA was substantially completed, it is appropriate to commence the detailed design work in parallel with the EIA process.

Mechanism of selecting consultant(s) for detailed design

15. The selection of consultants for detailed design is governed by the Government's Store and Procurement Regulations and shall follow the procedures set out in the Handbooks on Selection, Appointment and Administration of Engineering or Architectural and Associated Consultants published by CEDD and Architectural Services Department respectively and appropriate Technical Circulars issued by DEVB on the appointment of consultants. At the final stage, consultants are normally selected through a combined comparative assessment of technical and fee proposals from the tenderers. It is a requirement that the fee proposals shall not be made known to the assessment panel members before marks on technical proposals are given.

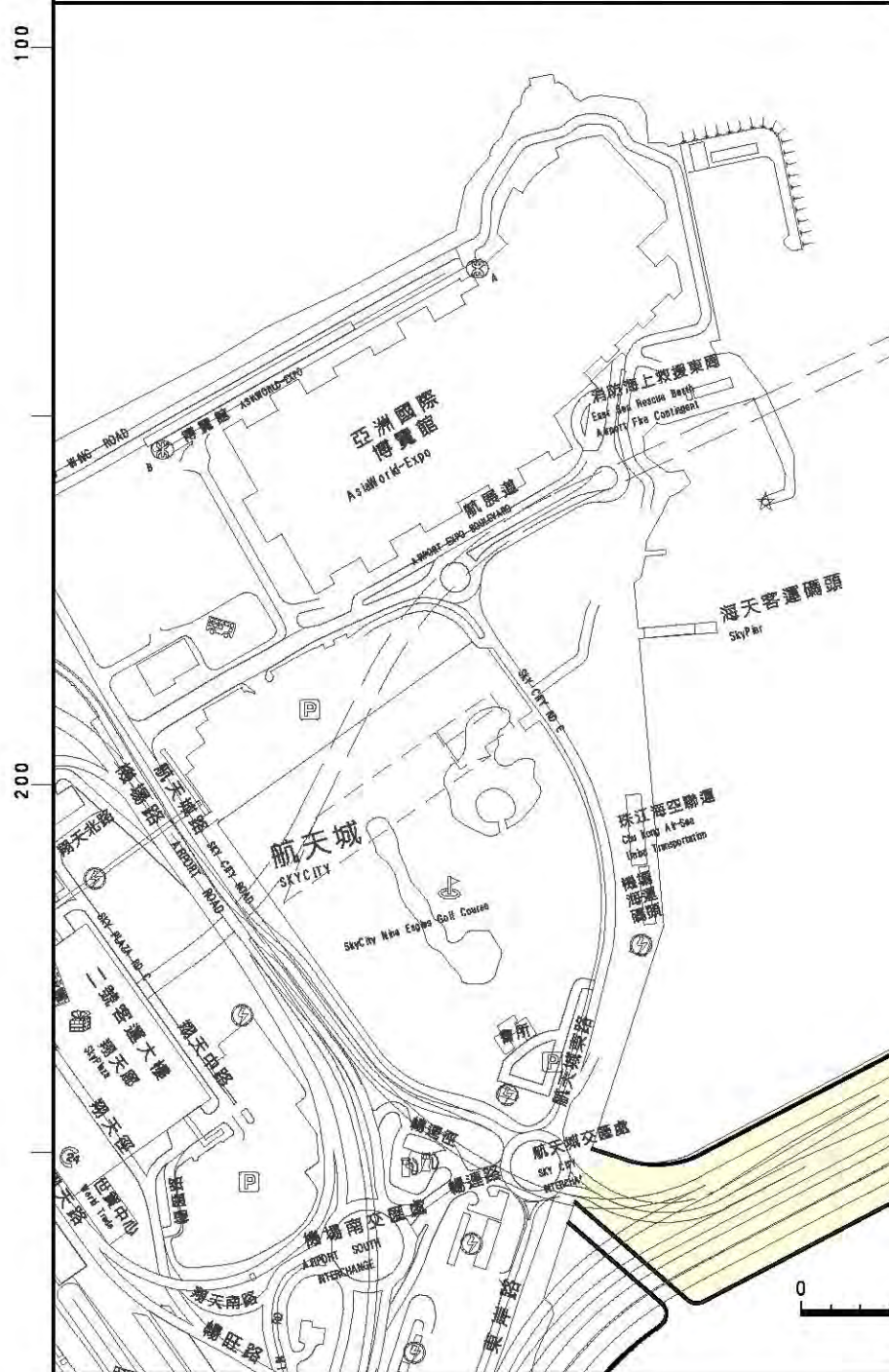
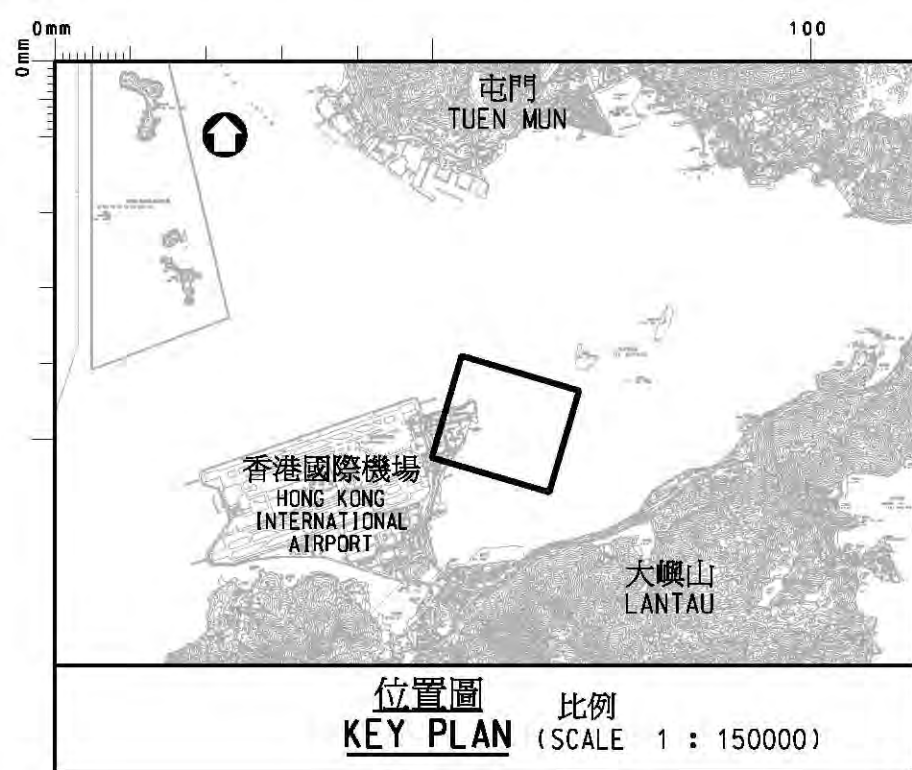
16. We will ensure that the selected consultant is capable of providing, among other essential services, an architectural design of the prominent buildings in HKBCF that will be of high aesthetic quality and in harmony with peripheral buildings and structures. There are various means to achieve this objective -

- (a) to conduct an open design competition to obtain reference design which will form the basis for the detailed design consultant to work with. The advantage is that we can collect the wisdom from a wider spectrum in the community or the profession. A major drawback is the whole design period will be lengthened;
- (b) to require the tendering consultants to submit conceptual architectural design on specific prominent buildings or structures as part of their Technical Proposals. The conceptual design would be assessed with due weighting so that greater emphasis may be given to those who can produce better design in architecture and environmental performance. We will consider inviting outside professionals to provide comments and/or score on the conceptual architectural design part when assessing the Technical Proposals; and
- (c) to give higher technical scores to those consultants with stronger design experience and who can produce better proposals on methodology, innovative ideas, environmental performance, architectural design, cost-effectiveness, etc. in their technical submissions during tender stage. This is the approach normally adopted by works departments.

17. As the HKBCF would be implemented under a fast-track programme, it is our current intention to adopt the second approach above but would not preclude the possibility of the first approach if time permits.

May 2009

Transport and Housing Bureau



PROVISIONAL

其他工程
(屯門至赤鱸角連接路)
OTHER PROJECT
(TUEN MUN - CHEK LAP KOK LINK)



- 註釋 NOTES:
- 圖例 LEGEND:
- 旅檢大樓區 PASSENGER CLEARANCE BUILDING ZONE
 - 旅遊巴士過關亭區 COACH KIOSKS ZONE
 - 轉乘大堂區 TRANSIT HALL ZONE
 - 旅遊巴士上落客區 COACH PICK-UP/DROP-OFF ZONE
 - 公共交匯處區 PUBLIC TRANSPORT INTERCHANGE ZONE
 - 入境貨車/私家車過關亭及輪候區 ZONE FOR INBOUND GOODS VEHICLE/PRIVATE CAR KIOSKS AND HOLDING AREAS
 - 出境貨車/私家車過關亭及輪候區 ZONE FOR OUTBOUND GOODS VEHICLE/PRIVATE CAR KIOSKS AND HOLDING AREAS
 - 貨物檢查區 CARGO CLEARANCE ZONE
 - 政府大樓區 GOVERNMENT BUILDINGS ZONE
 - 維修保養及公用設施區 ZONE FOR MAINTENANCE & UTILITIES FACILITIES
 - 道路區 ROADS ZONE

編號 no.	日期 date	詳情 description	簡簽 initial
修訂 REVISION			
設計 designed	繪圖 drawn		
K Y HD	07/05/09	Y L SHIU	18/05/09
覆核 checked	批准 approved		
K MA	K M BOK		

合約編號 contract no.	
檔案編號 file no.	
工程編號 project no.	6834TH
工程 project	工務計劃項目第834TH號 - 港珠澳大橋-香港口岸 PWP ITEM NO. 834TH - HONG KONG-ZHUHAI-MACAO BRIDGE HONG KONG BOUNDARY CROSSING FACILITIES

圖則名稱 drawing title	初步設計圖 PRELIMINARY LAYOUT PLAN
圖則編號 drawing no.	HZM6834TH-SK0050
比例 scale	1:7500

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港珠澳大橋香港工程管理處
HONG KONG - ZHUHAI - MACAO BRIDGE
HONG KONG PROJECT MANAGEMENT OFFICE





註釋 NOTES:

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HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING
FACILITIES

圖則名稱 drawing title
初步設施清單
PRELIMINARY FACILITY SCHEDULE

圖則編號 drawing no.	比例 scale
HZM6834TH-SK0049	NIL

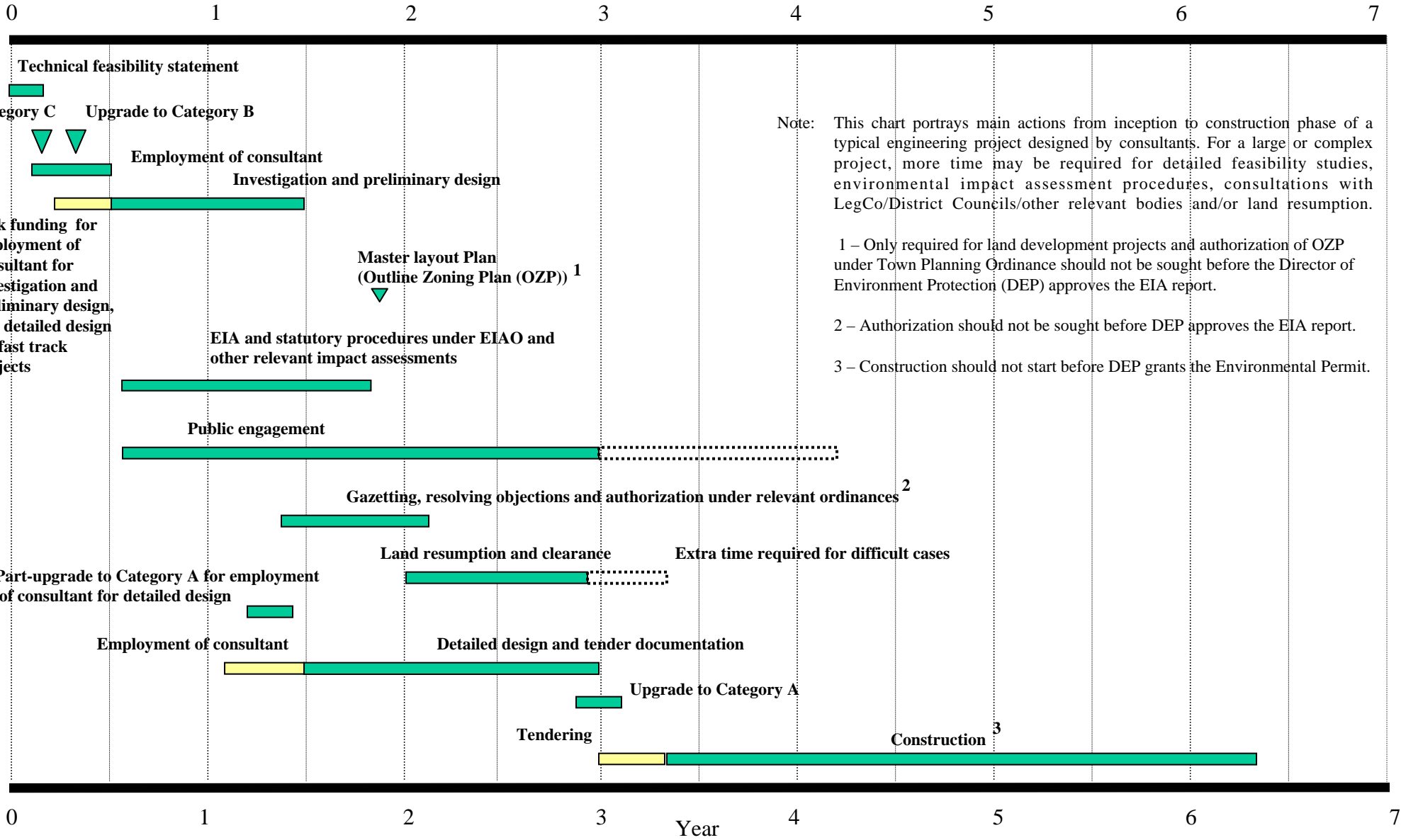
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PROVISIONAL



Year



Streamlined Programme (illustrative) for a Typical Engineering Project

**Examples of major highways projects for which EIA process is carried out
in parallel with the application for the detailed design funding to expedite project delivery process**

Project Item no. [design item no.]	Project title	PWSC/FC approval date for the detailed design fees	EIA process		Construction phase	
			EIA study brief issue date	Date of EIA as approved by DEP	FC approval date	Works start date
819TH [6100TX Cat D item]	Traffic improvements to Tuen Mun Road Town Centre Section	20 Apr 2007	19 Jan 2007	17 Feb 2009	Jun 2009 (forecast)	Dec 2009 (forecast)
718TH [783TH]	Improvement to Tung Chung Road between Lung Tseng Tau and Cheung Sha	12 Jun 2002/ 15 Jul 2002	28 Feb 2001	4 Jul 2002	18 Jul 2003	Jun 2004
759TH [772TH]	Shenzhen Western Corridor	30 Jan 2002/ 8 Mar 2002	5 Sep 2001	4 Nov 2002	21 Feb 2003	Aug 2003
736TH [773TH]	Deep Bay Link	30 Jan 2002/ 8 Mar 2002	20 Jan 1999	13 Sep 2002	21 Feb 2003	Jun 2003
711TH [734TH]	Route 8 between Tsing Yi and Cheung Sha Wan	11 Nov 1998/ 4 Dec 1998	Study Brief agreed prior to commencement of the EIA Ordinance (Cap. 499) on 1 Apr 1998	19 Oct 1999	21 June 2002	Apr 2003
757TH [734TH]	Route 8 between Tsing Yi and Cheung Sha Wan – Ngong Shuen Chau Viaduct and the associated works				6 July 2001	Apr 2002

Project Item no. [design item no.]	Project title	PWSC/FC approval date for the detailed design fees	EIA process		Construction phase	
			EIA study brief issue date	Date of EIA as approved by DEP	FC approval date	Works start date
461TH [582TH]	Central Kowloon Route (CKR)	25 Mar 1998/ 3 Apr 1998	19 Jan 1998 (prior to commencement of the EIAO)	2 nd Half of 2009 (forecast)	2012 (forecast)	2012 (forecast)
694TH [717TH]	Route 8 between Cheung Sha Wan and Sha Tin	17 Feb 1998/ 27 Feb 1998	9 Dec 1998	5 Nov 1999	21 June 2002	Nov 2002