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By Fax

8 January 2014

Secretary General  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn.: Ms. Connie SZETO)

Dear Ms. SZETO,

**Legislative Council Establishment Subcommittee  
Follow-up actions arising from the meeting on 4 December 2013**

**Supplementary information on the retention of three supernumerary posts and extension of the redeployment of one permanent post in the Hong Kong-Zhuhai-Macao Bridge Hong Kong Project Management Office of the Highways Department**

At the above meeting, the Administration was requested to provide supplementary information on the following four items regarding the local projects related to the Hong Kong-Zhuhai-Macao Bridge (“HZMB”). Our reply is set out in the ensuing paragraphs for Members’ reference.

- (a) **Construction accidents relating to the HZMB-related local projects, including figures on accidents and casualties (including numbers of death, seriously injured and slightly injured persons).**

Since the commencement of the Hong Kong Link Road (“HKLR”) project in May 2012, there have been a total of four construction accidents, causing injuries to four persons<sup>1</sup> but no death. As regards the artificial island for accommodating the Hong Kong Boundary Crossing Facilities (“HKBCF”), subsequent to the start of the reclamation works in November 2011, there have been 14 construction accidents, causing one death and 27 injuries<sup>1</sup>. As for the Tuen Mun-Chek Lap Kok Link (“TM-CLKL”) project, no construction accident has been reported after the construction began in mid-2013.

The Highways Department (“HyD”) will closely monitor the safety condition at work sites and review regularly with the contractors the effectiveness of the safety measures. The HyD attaches importance to construction safety, which is always considered as the prime concern and will never be compromised even under a tight schedule. Appropriate measures have been implemented by the contractors to enhance safety during works, and additional machinery and manpower have been deployed to ensure that the works are taken forward in a safe manner. We will continue to enhance the designs of the works and the construction methods for enabling the related projects to proceed in full swing, with a view to catering for the target commissioning of the HZMB in 2016.

**(b) Number of inspections conducted by the Labour Department (“LD”) at the construction sites of the HZMB-related projects, frequency of such inspections, and follow-up actions taken including enforcement and prosecution.**

Between the commencement of the HKLR project in May 2012 and end-November 2013, the LD made 21 site visits / inspections, issued a total of 16 construction site inspection reports and did not initiate

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<sup>1</sup> As defined in the “Construction Site Safety Manual” issued by the Development Bureau, a serious injury means that a dangerous occurrence or construction accident results in the incapacity of a worker for more than three days, and the injured worker is admitted to a hospital immediately afterwards for observation or treatment for more than 24 hours. Following this definition, among the injuries of the four construction accidents in the HKLR project, two persons were seriously injured and two others slightly injured; as for the reclamation works of the HKBCF artificial island, 24 persons were seriously injured and three others slightly injured.

prosecution. Between the commencement of reclamation works of the HKBCF artificial island in November 2011 and end-November 2013, the LD made 49 inspections; issued 17 construction site inspection reports, four improvement notices and six suspension notices; and initiated four prosecutions against the contractors and sub-contractors. HyD has been closely monitoring the safety condition at work sites, and reviewing regularly with the contractors and sub-contractors the effectiveness of the safety measures, as well as enhancing the designs of the works and the construction methods when needed. Furthermore, between the commencement of the TM-CLKL works in mid-2013 and end-November 2013, the LD made one inspection and did not initiate prosecution.

**(c) Handling of claims made by fishermen affected by the HZMB-related projects, including the case referred to by Hon Steven HO at the meeting.**

The black plastic tube that Hon Steven HO referred to at the meeting of the Establishment Subcommittee (“ESC”) is a component of the silt curtain installed for the HKBCF reclamation works to contain sediment within the works area. Regarding the drifting of the black plastic tube reported in early 2013, the HyD has already instructed the contractor concerned to step up inspection of the silt curtain for ensuring that it is structurally secure and effective in containing sediment generated during the works.

As indicated by the inspection records of the HyD’s resident engineers, the silt curtain is functioning properly, and no complaint or claim has been received from fishermen. At a meeting with fisherman representatives in March 2013, the HyD explained in detail the structure and functions of the silt curtain, and briefed them on the implementation timeframe and latest progress of the HKBCF reclamation works.

The HyD also advised fisherman representatives to call the HyD’s hotline immediately if works materials are found floating near the works area for prompt arrangement of clean-up by the contractor concerned. Any related claims received by the HyD will be dealt with according to the established mechanism and procedures.

**(d) Timetable for the delivery of (i) the major infrastructure works of the HZMB-related projects; (ii) planning of the artificial island for accommodating the HKBCF; (iii) various transport links for the HZMB; and (iv) tourism planning for the HZMB and its neighbouring regions.**

- (i) As we mentioned in Enclosure 2 to the ESC discussion paper (EC(2013-14)9), the works of the tunnel section and artificial islands in the Mainland waters for the Main Bridge commenced in December 2010, while the eastern and western artificial islands for the tunnel section were formed in end 2011. The construction of the immersed tunnel and superstructures on the artificial islands as well as bridges are in progress with a view to completing the HZMB Main Bridge project in 2016.

As regards the HZMB-related local projects (including the HKBCF, HKLR and TM-CLKL), they have proceeded to the construction stage as planned. The HKBCF project commenced in November 2011, and the HKLR project started in May 2012. The TM-CLKL works began in mid-2013, and its Southern Connection is targeted for completion substantially by end 2016 in tandem with the commissioning of the HZMB Main Bridge. Its Northern Connection is targeted for completion by end 2018 to satisfy the local traffic demand timely. In general, the local projects are progressing as scheduled and we endeavour to complete them by 2016.

- (ii) The HKBCF of the HZMB is under construction by reclamation in the waters off the northeast of the Hong Kong International Airport (“HKIA”). About 150 hectares of land will be developed in the artificial island reclamation works (including about 130 hectares for the HKBCF and about 20 hectares for the southern landfall of the TM-CLKL) for accommodating boundary crossing and transport facilities of the HZMB.

Facilities for the convenience of visitors will be provided at the passenger clearance building of the HKBCF, including arrival and departure halls on the ground floor and the first floor respectively to serve visitors travelling via the HZMB. Commercial facilities of a

suitable scale, including duty free shops, convenience stores, money exchangers, restaurants, fast food shops and automated teller machines will also be provided at the passenger clearance building to facilitate visitors. In addition to the passenger clearance building, the HKBCF will provide car parks, public transport interchanges, clearance buildings / facilities for coaches and their drivers, clearance buildings / facilities for goods vehicles and their cargoes and drivers, and office accommodation for government departments providing relevant services.

The Transport and Housing Bureau is pressing ahead with the HKBCF and other HZMB-related local projects in tandem with the target commissioning of the HZMB by end 2016.

- (iii) To tie in with the commissioning of the HZMB by end 2016, corresponding planning has been made for the overall transport network to cope with any increased vehicular traffic. The related road planning design includes the new TM-CLKL with its southern section connecting the HKBCF of the HZMB and North Lantau Highway by way of a viaduct. This section will be commissioned simultaneously with the HZMB. By then, vehicles travelling between the HKBCF of the HZMB and the urban areas can route through this viaduct direct, instead of going through the roads in the Tung Chung area.

The northern section of the TM-CLKL, which will connect the HKBCF of the HZMB and Tuen Mun in the form of a sub-sea tunnel, is scheduled for commissioning by end 2018. Upon its completion, the traffic between areas of Northwest New Territories and the HKBCF of the HZMB and Lantau (including the HKIA) can make direct use of the sub-sea tunnel. The TM-CLKL will serve the purpose of traffic diversion, helping to alleviate the traffic load of North Lantau Highway, Lantau Link and Tuen Mun Highway. Furthermore, new roads connecting the HKBCF of the HZMB and the adjacent HKIA are also included in the relevant road planning design in order to facilitate visitors.

- (iv) Once the HZMB is open to traffic, visitors can come to Hong Kong via the HZMB conveniently and enjoy the commercial, sightseeing and hotel facilities in north Lantau and its neighbouring areas. The Government will leverage on the commissioning of the HZMB and maintain close contact with various stakeholders, with a view to further developing the tourism potential of Lantau Island.

Currently, the HKBCF project does not include any sizable shopping malls or hotels. However, the Government understands that Members and the public wish to tap the economic benefits arising from the HKBCF artificial island. As such, the Government will give full consideration to options for capitalising on the opportunities brought by the artificial island and the HZMB after its opening, so long as such options do not affect the target commissioning of the HZMB by end 2016.

(Sheena YAP)  
for Secretary for Transport and  
Housing

c.c. Director of Highways (Attn.: Mr. CHAN Tak-yeung)