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29 June 2015

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

By Email and Fax
(Fax. no.: 2978 7569)

Dear Ms Chung,

**Legislative Council Public Works Subcommittee under
the Finance Committee
Meeting on 9 June 2015
845TH – Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing Facilities
Reclamation and Superstructures**

Supplementary Information

At the meeting of the Legislative Council (LegCo) Public Works Subcommittee under the Finance Committee held on 9 June 2015, some members requested the Government to provide supplementary information about the captioned project. Our reply is as follows.

Tuen Mun Western Bypass (TMWB)

2. The Highways Department (HyD) proceeded with the preliminary design and related assessments for the TMWB after obtaining local support for its original alignment in 2010. However, subsequently, some members of the local community expressed concerns that the northern viaduct section of the TMWB and the portal of its southern tunnel section at Tsing Tin Interchange would affect nearby residents, and raised strong objections

against the project. In the light of their views, the HyD has been endeavouring to examine if there would be room for changes to its proposed alignment, with a view to formulating a road scheme that would strike a balance in terms of technical feasibility, environmental concerns of residents, traffic performance and economic benefits. The HyD completed a preliminary review of the TMWB project early this year and presented a revised proposed alignment of the TMWB connecting Tuen Mun Area 40 with Tsing Tin Road to the Tuen Mun District Council (TMDC) in March 2015. We will further review the TMWB project, including the works programme and estimated cost, having regard to the latest views of the TMDC.

3. The Government's traffic study revealed that, after the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Tuen Mun-Chep Lap Kok Link (TM-CLKL), the traffic condition of the existing road network in Tuen Mun, including the Wong Chu Road and Tuen Mun Road (Town Centre Section), would remain manageable up to 2026.

4. At the same time, the Government will continue to monitor the traffic demand in the road network of Tuen Mun and will timely provide appropriate road infrastructure to cope with the traffic conditions of Tuen Mun as well as the overall road network of Northwest New Territories.

Environmental impact of HZMB local projects

5. According to the Environmental Impact Assessment (EIA) Reports of the HZMB local projects, with the implementation of the proposed mitigation measures, major environmental parameters including air quality, noise, water quality, etc. could be controlled within acceptable level during construction.

6. The Government has formulated Environmental Monitoring and Audit (EM&A) Programmes to ensure the mitigation measures during the construction stage have been properly implemented and are effective. The EM&A Programmes for the projects are implemented by the Resident Site Staff, Environmental Teams, Independent Environmental Checkers (IEC) and the Environmental Project Office (ENPO) of the projects. This multi-tier monitoring system ensures that the construction works have been carried out in compliance with the EIA Reports, the Environmental Permits and the requirements stipulated in EM&A Manuals. According to the environmental monitoring data and analysis, there is no significant difference observed between the actual environmental conditions and the predicted conditions under the EIA Reports.

7. The Government will continue to monitor and review regularly the implementation of the environmental mitigation measures to ensure the contractors' compliance with contractual requirements and relevant environmental legislations and regulations during construction.

8. Furthermore, during the construction stage of the HZMB local projects, the Government has followed the relevant requirements in monitoring the Chinese White Dolphins (CWDs) in the waters near the project sites. This includes conducting line transect surveys for CWDs twice per month to evaluate the CWDs' activities in the concerned waters. As per the relevant requirements in the EM&A Manuals, all the environmental monitoring data are verified by IEC and uploaded to the dedicated website of the ENPO (www.hzmbenpo.com) regularly for public inspection. The Environmental Protection Department (EPD) and the Agriculture, Fisheries and Conservation Department (AFCD) also review the EM&A reports on a monthly basis.

9. In the past five years, the AFCD's monitoring results of the CWDs in the western waters of Hong Kong are as follows:

Year	Monitoring results of CWDs in the western waters of Hong Kong (Total number)
2010	75
2011	78
2012	61
2013	62
2014	61

10. The Hong Kong Boundary Crossing Facilities (HKBCF) reclamation contract commenced in end 2011. As shown in the AFCD's monitoring data, the CWD monitoring results have remained stable since the commencement of marine works for the HKBCF in 2012.

Container throughput of Hong Kong Port as a whole and the throughput related to South China handled by Hong Kong Port

11. Container throughput of Hong Kong Port as a whole and the throughput related to South China handled by Hong Kong Port from 2010 to 2014 are provided in the table below.

Year	Throughput of Hong Kong Port (Twenty-foot equivalent units)(TEUs)	Throughput related to South China handled by Hong Kong Port (TEUs)
2010	23.7 million	17.5 million
2011	24.4 million	17.0 million
2012	23.1 million	15.9 million
2013	22.4 million	15.6 million
2014	22.2 million	15.7 million

12. Based on the results of the "Study on the Strategic Development Plan for Hong Kong Port 2030", container throughput of Hong Kong Port and the throughput related to South China handled by Hong Kong Port are forecast to be 27.2 million TEUs and 16.6 million TEUs in 2020 respectively.

Yours sincerely,



(Jessica LEE)

for Secretary for Transport and Housing

c.c.

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