

**PUBLIC WORKS SUBCOMMITTEE
OF FINANCE COMMITTEE**

The Hong Kong – Zhuhai – Macao Bridge (“the Bridge”)

PURPOSE

The Clerk to the Public Works Subcommittee of the Legislative Council has referred two written submissions¹ from interested parties relating to the Bridge project to the Administration for its information and response. This paper seeks to provide Members with supplementary information on our consultation with the environmental sector on the Bridge project, and to summarise our response to the views expressed by various green groups and other interested parties regarding the project.

CONSULTATION

2. On 13 October 2003, the Administration consulted the Advisory Council on the Environment (ACE), which membership includes members of the major green groups in Hong Kong, on the Bridge, and in particular on the Environmental Impact Assessment (EIA) of the project that will be conducted as part of the Investigation and Preliminary Design

¹ The written submissions are a letter dated 17 October 2003 from Mr. Robert E.J. Bunker of the Living Islands Movement and a letter dated 17 October 2003 from Mr. Clive Noffke of the Green Lantau Association.

Study proposed in the paper PWSC(2003-04)49. Members of ACE were agreeable to the study area proposed for the conduct of the EIA, as shown in Enclosure 2 of the paper, and suggested that the Study should look into the impact on air quality of the traffic using the Bridge and the connecting roads linking the Bridge to the existing road network. Members of ACE also suggested that the Study should assess the traffic impact on the existing road network. These issues will be examined in the EIA and the Traffic Impact Assessment of the Investigation and Preliminary Design Study.

3. We have also consulted members of the four major green groups, i.e. the World Wide Fund for Nature, Friends of the Earth, the Conservancy Association, and Green Power, on the choice of location for the landing point and alignments for the Bridge. In addition, we have received comments from a number of other interested parties, including Save Our Shorelines, the Green Lantau Association and the Living Islands Movement. Their comments and our response are set out at **Annex** for Members' reference. We have replied to the above interested groups and will be pleased to discuss with them if they have further views.

Environment, Transport and Works Bureau

28 October 2003

Major Comments received from Green Groups and interested parties and the Administration's Response

Comments	Response
<p>➤ Suggest that the landing point should avoid the coastline of Lantau (e.g. landing directly on the airport platform should be considered.)</p>	<p>➤ We have considered the possibility of having an alignment approaching the southwestern tip of the Airport Island direct without touching any part of the Lantau coastline. This is however not feasible because of the airport height restriction.</p> <p>➤ Besides, any straight alignment parallel with the airport runway should be avoided as it may cause confusion to pilots and affect aviation safety.</p>
<p>➤ The proposed landing sites would likely intrude on Sites of Special Scientific Interest (SSSI).</p>	<p>➤ On Northwest Lantau, we have now identified two sites near San Shek Wan Headland as possible locations to provide the landing point for the Bridge, and two possible alignments for the connecting infrastructure to link the Bridge with the existing road network and strategic facilities. The two possible landing points and the two possible alignments are some distance from the existing SSSIs in Lantau.</p>

<p>➤ The Black Point site in Tuen Mun West has significant advantages over the Lantau sites.</p>	<p>➤ We have ruled out Tuen Mun West as a landing point for the bridge for a number of reasons :-</p> <ul style="list-style-type: none">(a) of the three possible areas, Tuen Mun West is the furthest away from Macao, hence resulting in the longest Bridge;(b) Tuen Mun West is close to the Hong Kong Shenzhen Western Corridor (HK-SWC) and would result in the Bridge duplicating the functions of the HK-SWC to a significant extent;(c) most of the existing and planned strategic facilities such as the Airport and the Disneyland are located on Lantau Island;(d) the traffic impact of the Bridge on the local network in Tuen Mun would be severe, bearing in mind that the area would already be taking in additional traffic from HK-SWC. Substantial investment on new connection infrastructure would be necessary in the early stage; and(e) an alignment with a landing point in Black Point would affect the feeding area of a comparatively denser population of Chinese White Dolphins.
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<p>➤ The connecting infrastructure which lands at or runs near Tung Chung would aggravate the air pollution problem of the area.</p>	<p>➤ The exact alignment of the connecting infrastructure for the Bridge will only be decided after completion of a detailed investigation study, which includes Traffic Impact Assessment and Environmental Impact Assessment (EIA). We will certainly take into account any potential air pollution problem in the decision making process.</p>
<p>➤ There is a need for sustainability assessment for the Bridge and its connecting infrastructure.</p>	<p>➤ Noted. The investigation and preliminary design study will include a sustainability assessment.</p>
<p>➤ There is a need to look into the cumulative impact of the whole Bridge.</p>	<p>➤ The study area of the EIA study to be carried out under this Assignment will be confined within the waters and territory of HKSAR. However the study will take into account the cumulative impact on Hong Kong of projects and construction on Mainland side as required under the Environmental Impact Assessment Ordinance (EIAO).</p> <p>➤ Close liaison will be maintained with the Mainland and Macao authorities for assessing the cumulative environmental impact of the Bridge on Hong Kong. We have found this approach successful in the EIA process for the HK-SWC project and consider that similar approach should be adopted here.</p>

<p>➤ There is a need to adopt a unified standard with the Mainland in environmental impact assessment.</p>	<p>➤ A joint study using unified standard is not feasible because we have to comply with the EIAO requirements whilst Mainland has different legal standards to comply with. We will maintain close liaison with Mainland authorities for assessing the cumulative environmental impacts of the Bridge on Hong Kong.</p>
<p>➤ There is a need to consider compensation for dolphins.</p>	<p>➤ Landing at Northwest Lantau should in fact result in less impact on the Chinese White Dolphins when compared to Tuen Mun West or Southwest Lantau. The possible impact on the dolphins and any necessary mitigation such as compensation will be examined in the EIA in accordance with the EIA requirements.</p>

Environment, Transport and Works Bureau

28 October 2003