

Bills Committee on Shenzhen Bay Port Hong Kong Port Area Bill

**Maintenance Arrangement of the Shenzhen Bay Bridge and
Public Transport Arrangement for the commissioning
of the Shenzhen Bay Port**

Purpose

This paper sets out the Administration's response to Members' concerns on the maintenance arrangement of the Shenzhen Bay Bridge (SBB) (i.e. Hong Kong-Shenzhen Western Corridor) and the public transport arrangement for the commissioning of the Shenzhen Bay Port raised at the Bills Committee meeting held on 1 March 2007.

Maintenance Arrangement

2. The Highways Department (HyD) of the Hong Kong Special Administrative Region Government (HKSARG) will be responsible for the maintenance of the Hong Kong Section of the SBB and all roads within the Hong Kong Clearance Area.

3. Different maintenance arrangements will be applied to different parts of the Shenzhen Section of the SBB (SSBB) (including Ramps A - E) according to the demarcation of the Hong Kong Port Area (HKPA) boundary. The SSBB within the HKPA (mainly including the superstructures e.g. bridge surface, bridge deck, bridge tower, etc.; and bridge facilities e.g. parapet, road lighting, etc.) will be maintained by the HyD under an entrustment arrangement from the Shenzhen Municipal People's Government to the HKSARG. The Shenzhen Municipal People's Government will be responsible for the maintenance of the SSBB outside the HKPA (mainly including substructures such as columns, foundations, etc.).

4. We are discussing with the Shenzhen Municipal People's Government on detailed maintenance arrangements. To ensure effective maintenance of the whole bridge, the SSBB Maintenance Technical Group has been set up jointly by both governments for co-ordinating maintenance matters. Both sides will share information on maintenance. Hong Kong will provide technical advice to Shenzhen where necessary.

Public Transport Services

5. Cross-boundary passengers can cross the boundary through the SSBB by taking cross-boundary coaches and public transport services. For cross-boundary coaches, we plan to issue 300 quotas before the commissioning of Shenzhen Bay Port. As regards other public transport services, a public transport interchange (PTI) of about 8,000 square metres will be provided in the HKPA.

6. We have agreed with the Mainland authorities to provide complementary public transport services at each side of the control point. We have planned one franchised bus route to/from Yuen Long East, one franchised bus route to/from Tuen Mun, one green minibus route to/from Tin Shui Wai and the provision of urban and New Territories taxi services in the PTI.

Indication of the HKPA Boundary

7. We are considering erecting signage for indicating the road section within the HKPA on the SSBB. As for the vehicular accesses inside the Hong Kong Clearance Area, the demarcation of the Hong Kong and Shenzhen Port Areas boundary will be indicated by a white road marking. However, no signage will be erected in order not to confuse drivers.

Environment, Transport and Works Bureau

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