

Bills Committee on Shenzhen Bay Port Hong Kong Port Area Bill

Boundary of the Hong Kong Port Area

Purpose

This paper sets out the Administration's response to the questions concerning the boundary of the Hong Kong Port Area (HKPA) raised at the Bills Committee meeting on 1 March 2007.

Particularized Description of the HKPA

2. Clause 3 of the Bill declares the area delineated by the Particularized Description in Schedule 1 to the Bill as the Shenzhen Bay Port (SBP) HKPA. The Particularized Description comprises:

- (a) the description of the area of the Clearance Area set out in Part 1 of that Schedule; and
- (b) the description of the area of the Shenzhen section of the Shenzhen Bay Bridge set out in Part 2 of that Schedule.

3. The Particularized Description of the area of the HKPA covers its vertical and horizontal limit.

Coordinate map of HKPA

4. The coordinates of the Clearance Area are set out in Section I, Part 1, Schedule 1 of the Bill, whereas the coordinates of the Shenzhen section of the Shenzhen Bay Bridge are set out in Section I, Part 2, Schedule 1 of the Bill.

5. Taking into account the views of Members, we intend to add a coordinate map in the Bill to facilitate public understanding of the area of HKPA. The draft coordinate map is attached for Members' reference.

Vertical Limit of the HKPA

6. The Particularized Description of the area of the HKPA (including its vertical limit) in the Bill reflects the consensus reached by the Shenzhen side and the Hong Kong side. The delineation of the vertical limit of the area of the HKPA can avoid the separation of the air space above and the waters below the Shenzhen Section of the Shenzhen Bay Bridge and the roads below the Bridge into two parts, which will obstruct the traffic on the Shenzhen side. It can also avoid the division of the deep underground space of the Clearance Area into two parts, which will obstruct future possible constructions by the Shenzhen side (e.g. the laying of underground pipelines).

7. Regarding the vertical limit of the Clearance Area, the upper limit is set at an elevation of +60 m (National Vertical Datum 1985, the same below) and the lower limit is set at an elevation of -60 m, except for the link roads for passenger vehicles (i.e. roads linking the Hong Kong Clearance Area for goods and the Hong Kong Clearance Area for passengers). As far as the link roads for passenger vehicles are concerned, vertically, the upper limit is set at an elevation of +60 m and the lower limit is set at an elevation of -10 m.

8. As for the vertical limit of the Shenzhen section of the Shenzhen Bay Bridge, the upper limit of Ramps A – E (i.e. flyovers for changing over of lanes) is set at an elevation of +60 m and the lower limit is the bottom parallel edge lines of the bridge box girders. The upper limit of the remaining portion of the Shenzhen section of the Bridge is set at an elevation of +160 m and the lower limit is the bottom parallel edge lines of the bridge box girders.

9. The Particularized Description of the area of the HKPA covers the facilities and buildings within the HKPA that are above and below the ground, on and above the bridge surface or within the bridge box girders; and any air space (above and below the ground or surrounding the bridge) and subterranean soil reasonably necessary for the operation, repair and maintenance of the facilities and buildings. According to the current planning, these facilities and buildings include:

- (a) police observation tower which is the tallest among the facilities and buildings in the Clearance Area;
- (b) the piled foundation of the facilities in the HKPA, the location of which is the deepest among the facilities and buildings in the Clearance Area (except for the link roads for passenger vehicles), and the temporary steel sheet piles driven in for the future maintenance of the facilities in the HKPA, the location of which is the deepest among the facilities and buildings in the area of the link roads for passenger vehicles;
- (c) the cable-stayed bridge (i.e. the bridge tower) which is the tallest among the facilities and buildings in the Shenzhen section of the Shenzhen Bay Bridge (except for Ramps A – E); and the street lights which are the tallest among the facilities and buildings on Ramps A – E;
- (d) the facilities of the Hong Kong side within the bridge box girders in the Shenzhen section of the Shenzhen Bay Bridge including telecommunication ducts (there are no facilities installed by the Hong Kong side below the bridge box girders).

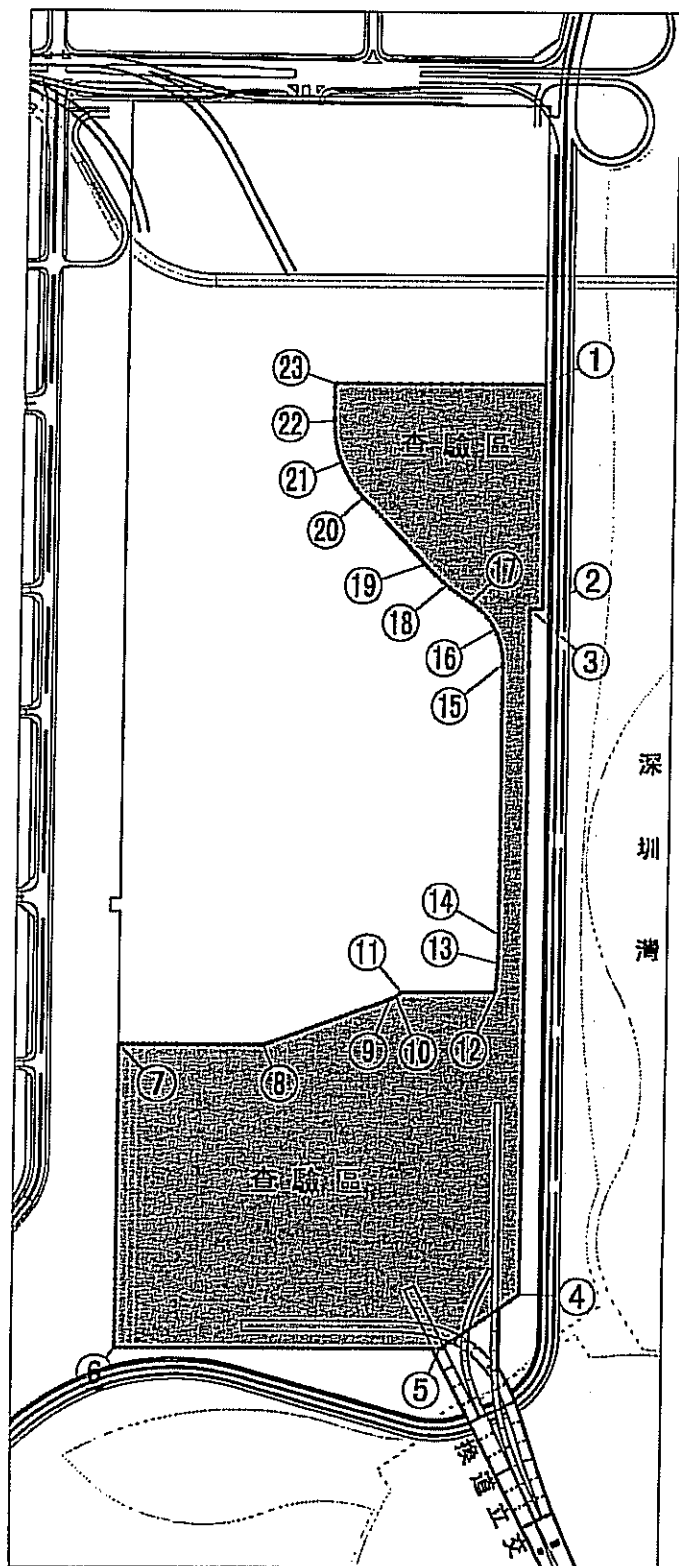
To reflect the area of the HKPA in the lease contract between the Shenzhen and Hong Kong sides

10. Both sides will sign a lease contract on the land use right of the HKPA at the SBP. We intend to reflect the Particularized Description of the area of the HKPA in the lease contract.

Security Bureau

5 March 2007

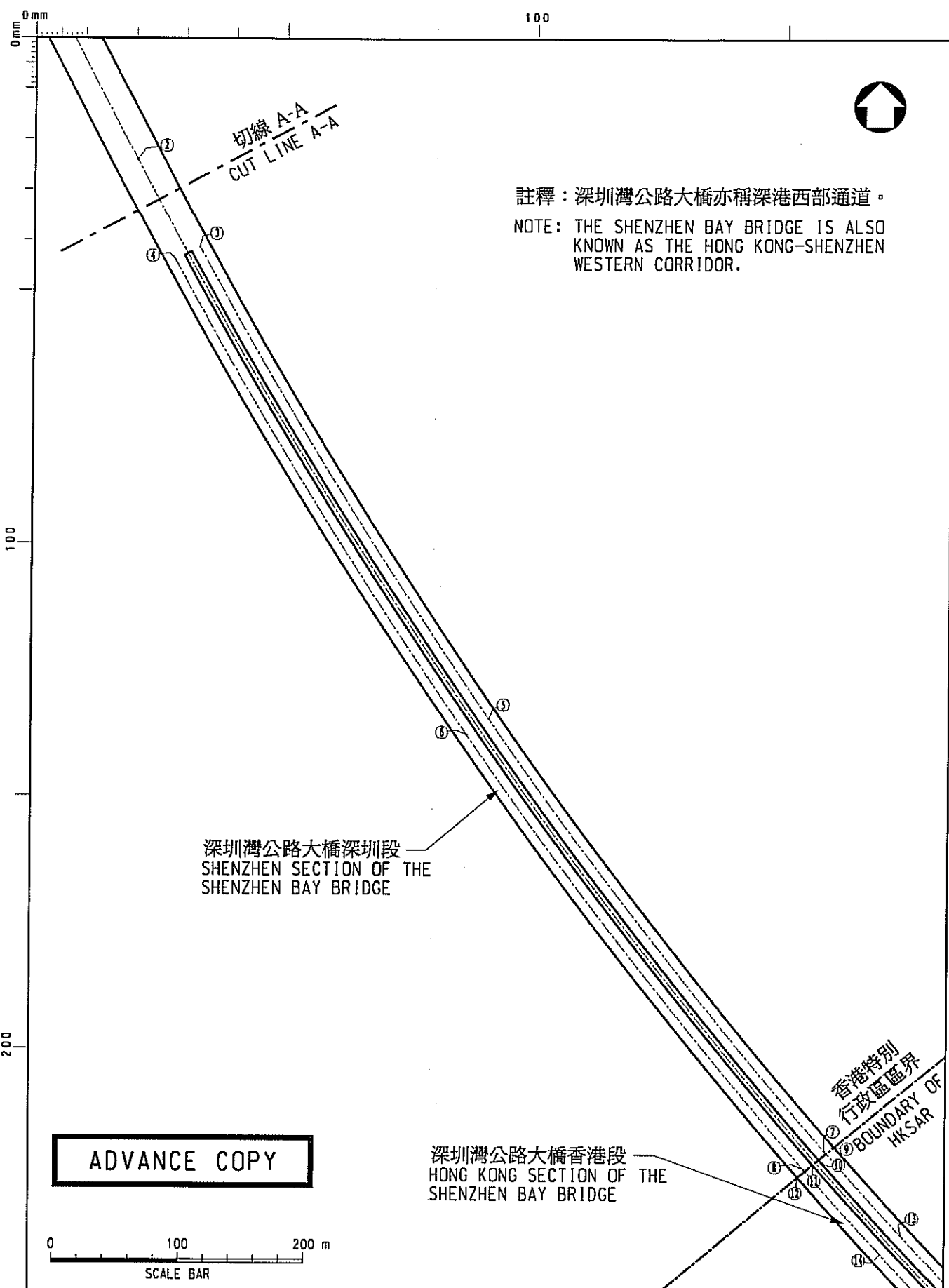
附表1: 深圳灣口岸港方口岸區的查驗區界址點坐標圖



深圳灣口岸港方口岸區的
查驗區界址點坐標

坐標編號	X坐標	Y坐標	說明
1	15172.500	103655.000	
2	14829.000	103655.000	
3	14829.000	103635.000	
4	13787.489	103635.000	
5	13704.935	103513.076	
6	13704.935	103017.000	
7	14164.800	103017.000	
8	14164.800	103235.660	
9	14235.669	103427.917	圓曲線起點
10	14239.958	103436.862	圓曲線中點, 半徑48.25米
11	14246.091	103444.715	圓曲線終點
12	14246.091	103591.249	圓曲線起點
13	14290.205	103593.687	圓曲線中點, 半徑1200.25米
14	14334.379	103594.500	圓曲線終點
15	14745.300	103594.500	圓曲線起點
16	14798.342	103580.722	圓曲線中點, 半徑109米
17	14837.975	103542.873	圓曲線終點及起點
18	14854.925	103505.153	圓曲線中點, 半徑351米
19	14895.614	103471.314	圓曲線終點
20	14998.347	103376.131	圓曲線起點
21	15052.372	103341.950	圓曲線中點, 半徑171米
22	15115.175	103330.000	圓曲線終點
23	15172.500	103330.000	

注: 1. 坐標系統為深圳獨立坐標系統。
2. 查驗區佔地面積為41.5654公頃。



註釋：深圳灣公路大橋亦稱深港西部通道。
 NOTE: THE SHENZHEN BAY BRIDGE IS ALSO KNOWN AS THE HONG KONG-SHENZHEN WESTERN CORRIDOR.

深圳灣公路大橋深圳段
 SHENZHEN SECTION OF THE SHENZHEN BAY BRIDGE

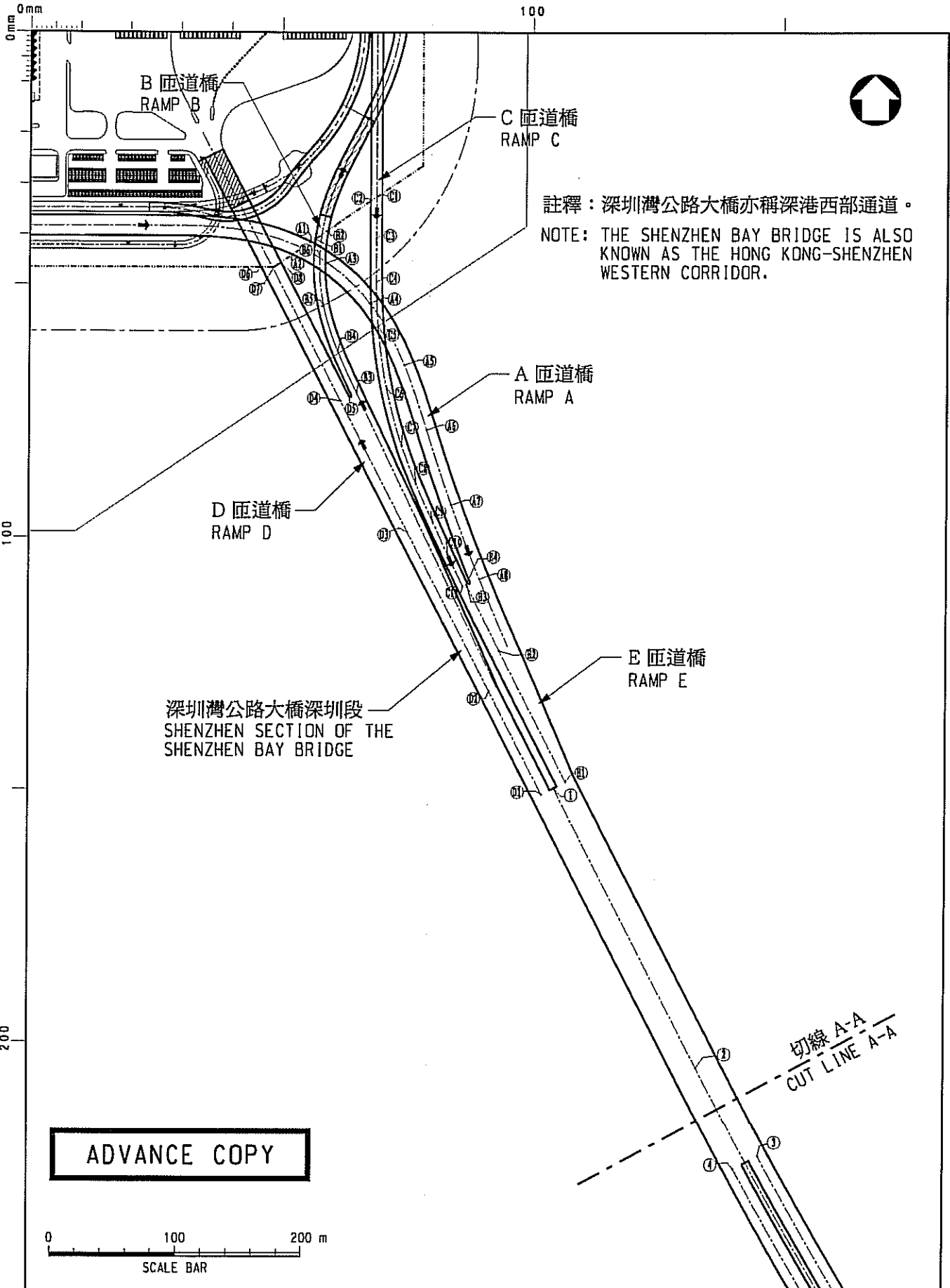
深圳灣公路大橋香港段
 HONG KONG SECTION OF THE SHENZHEN BAY BRIDGE


香港特別行政區區界
 BOUNDARY OF HKSAR

ADVANCE COPY



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