

立法會

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Panel on Transport

Updated background brief on Hong Kong-Zhuhai-Macao Bridge

Purpose

This paper provides background information on the Hong Kong - Zhuhai - Macao Bridge (HZMB) and summarizes concerns expressed by Legislative Council (LegCo) Members about the HZMB project in past discussions.

Hong Kong – Zhuhai – Macao Bridge

2. The HZMB Main Bridge will be a 29.6 km dual three-lane carriageway in the form of a bridge-cum-tunnel structure comprising an immersed tunnel of about 6.7 km. It will run within Mainland waters from the artificial islands off Gongbei of Zhuhai and A Pérola of the Macao Special Administrative Region (Macau SAR) to the eastern artificial island west of the Hong Kong Special Administrative Region (HKSAR) boundary.

Background

3. In January 2003, the National Development and Reform Commission and the HKSAR Government jointly commissioned the Institute of Comprehensive Transportation to conduct a study entitled "Transport Linkage between Hong Kong and Pearl River West". The study confirmed the strategic significance of and urgent need for the construction of a land transport link between HKSAR and the Pearl River West.

4. The governments of Guangdong, HKSAR and Macao SAR have since 2003 formed an HZMB Advance Work Coordination Group (AWCG) to commence the preparatory work of HZMB. The HKSAR Government also engaged consultants to carry out investigation and preliminary design (I&PD) of HZMB Hong Kong Section and North Lantau Highway Connection for linkage to the local road network.

5. In February 2004, AWCG commissioned the China Highway Planning and Design Institute (HPDI) to conduct a feasibility study for HZMB, covering a wide range of topics including navigation clearance, hydrology, environment, traffic,

economic benefits and financial viability. Numerous expert panel meetings had been held to solicit views from experts from the Mainland, Hong Kong and Macao. The various topical studies under the feasibility study were substantially completed in 2005.

6. Various alignment options had been put forward by HPDI for evaluation. In April 2005, the National Development and Reform Commission organized an Expert Panel Meeting on HZMB Alignment in Zhuhai. The Expert Panel unanimously recommended the Northern bridge-cum-tunnel alignment option with landings at San Shek Wan of HKSAR, Gongbei of Zhuhai, and A Pérola of Macao SAR.

7. Geographically, HZMB has to land in the western part of Hong Kong. The Administration recommended North West Lantau as the landing point, in view of its lesser environmental impact and closer proximity to Hong Kong International Airport and the Disneyland, which could directly bring cross boundary traffic to these destinations through a shorter connecting infrastructure.

8. In June 2005, the Finance Committee (FC) approved the Administration's funding application to fund the HKSAR Government's share for the conceptual design and advance technical studies for HZMB at an estimated cost of \$26.8 million in money-of-the-day (MOD) prices.

9. At the 8th AWCG Meeting on 28 February 2008, the three governments reached a consensus on the financing arrangement for the HZMB project. In particular, it was agreed that the three governments would be responsible for the construction, operation and maintenance of their own boundary crossing facilities (BCFs) in their respective territories (三地三檢).

10. In June 2008, FC approved the Administration's funding proposal to engage consultants to undertake I&PD for HZMB Hong Kong BCFs at an estimated cost of \$86.9 million in MOD prices, and another funding proposal to fund HKSAR's share for the preconstruction works for HZMB at an estimated cost of \$46.6 million in MOD prices.

Discussions held by the Panel on Transport on the HZMB project

11. The Administration briefed the Panel on Transport (the Panel) on the progress of the HZMB project on 29 September and 24 October 2003. On 25 June 2004, the Administration briefed the Panel on the commissioning of HPDI by AWCG to conduct the feasibility study for HZMB and the setting up of a Project Office in Guangzhou to monitor the conduct of the feasibility study. On 27 May 2005, the Administration briefed the Panel on the latest developments of HZMB and consulted members on the proposed conceptual design and advance technical studies for HZMB.

12. On 25 April 2008, the Administration briefed the Panel on the progress of the planning work for HZMB, the Hong Kong BCFs and the link road in Hong Kong, and consulted members on the funding proposals for the preconstruction works for HZMB and the I&PD study for Hong Kong BCFs. On 16 May 2008, the Administration further briefed the Panel on the traffic projection and economic benefits of HZMB, the split of government subsidy for HZMB as well as a cost breakdown of the preconstruction works for the project.

Major concerns expressed by LegCo Members on the HZMB project

13. During previous discussions of the Panel and at relevant meetings of the Public Works Subcommittee and FC, LegCo Members had expressed the following concerns -

(a) Financing arrangement and economic benefits

- Some Members were concerned about the proposal made in the feasibility study report for HZMB of inviting private investment to undertake the Main Bridge under a "Build-Operate-Transfer" (BOT) franchise for a period of 50 years, in view of the inherent problems associated with the BOT tunnels where tunnel operators aimed at profit maximization only;
- some Members had doubts whether the HZMB project was in the best interest of Hong Kong or would end up benefiting the neighbouring region, as the commissioning of HZMB would provide greater convenience for Hong Kong residents to travel to Macao and the Mainland for consumption activities there. They were not convinced that the estimated direct benefits brought to Hong Kong by HZMB, as compared to those to neighbouring regions, would justify a differential cost contribution of 50.2%, 35.1% and 14.7% by Hong Kong, the Mainland and Macao respectively;
- whether the same ratio would be used in determining the three governments' respective share of ownership of HZMB, thereby giving the HKSAR Government the largest share of ownership after the expiry of the BOT concession period;
- given the low traffic forecast of only up to 14 000 vehicles per day in 2016, some Members considered that the project was unlikely to attract private operators unless they were assured of certain guaranteed profits or government subsidy to hedge against possible losses. Moreover, the Administration had not given a clear indication whether further financial commitment would be required to cover possible losses in the future operation of HZMB; and

- some members considered that the project should be taken forward as a public works project funded by the three governments instead of involving private investment through a BOT approach.
- (b) Control of the three governments over the future toll level adjustment mechanism
- (c) Cross-boundary vehicle quota system
 - Some members called on the HKSAR Government to formulate measures in collaboration with the Mainland and the Macao authorities to boost the traffic flow of HZMB, such as by relaxing the issue of cross-boundary vehicle licences or issuing one-day or two-day passes to enable more Hong Kong motorists to use HZMB.
- (d) Implementation timetable for the HZMB project
 - Some Members considered that the logistics and freight forwarding industries had been longing for the expeditious implementation of the project, without which Hong Kong would be marginalized as goods from the Western PRD could not be transported via Hong Kong's logistics network.
- (e) Choice of alignment and location for the landing point of HZMB in Hong Kong
- (f) Traffic impact of HZMB on the existing local road network and implementation plan for connecting transport infrastructure for HZMB
- (g) Locations of Hong Kong BCFs and the mode of "separate locations of BCFs" to serve HZMB
- (h) Cumulative environment impacts of HZMB on Hong Kong, e.g. the impacts on the habitat of the Chinese White Dolphin and the marine culture as well as the need to adopt a unified standard with the Mainland in conducting environmental impact assessment
- (i) Measures to safeguard the employment opportunities for local construction workers in the HZMB project

Recent developments

14. Members' concern about the proposal of inviting private investment to undertake the HZMB Main Bridge under a BOT franchise and the inherent problems

associated with BOT tunnels was addressed when the governments of Guangdong, Hong Kong and Macao reached a consensus in August 2008 to take up the responsibility for the construction of the HZMB Main Bridge. According to the Administration, by switching to this model of government financing to cover the construction cost, the three governments will have better control over the toll level and lower tolls can be secured. The Central People's Government will also make contribution to the construction cost of the Main Bridge. Together with the contribution of Guangdong, the Mainland will be contributing a total of RMB 7 billion, whilst Hong Kong and Macao will contribute RMB 6.75 billion and RMB 1.98 billion respectively. The total contribution of the three sides will be RMB 15.73 billion, which is about 42% of the total construction cost of the Main Bridge. The remaining funding required will be financed by loans. It is planned that the construction of the Bridge will commence not later than 2010.

15. At the 9th AWCG Meeting on 27 November 2008, the feasibility study report for the project was endorsed. The report will be submitted by Guangdong Province by the end of 2008 for the consideration of the Central People's Government, which means the whole HZMB project entering design and construction stage. As agreed by the three governments, the AWCG Project Office on the Mainland started inviting tenders on 1 December 2008 for the preliminary design of HZMB. According to the Administration, the preliminary design is expected to be launched in April 2009 so as to strive for the early construction of the project.

16. The Administration will consult the Panel on a funding proposal for launching the preliminary design for the HZMB Main Bridge at the Panel meeting on 19 December 2008.

Relevant motion passed at Council meeting

17. The Council passed a motion at its meeting on 7 February 2007 on "Expediently implementing the construction of cross-boundary transport infrastructures between Hong Kong and the Mainland". The wording of the motion is in **Appendix A**.

Relevant papers

18. A list of relevant papers is in **Appendix B**.

(Translation)

**Motion on
“Expeditiously implementing the construction of cross-boundary
transport infrastructures between Hong Kong and the Mainland”
moved by Hon CHEUNG Hok-ming
at the Legislative Council meeting
of Wednesday, 7 February 2007**

Motion as amended by Hon Albert HO Chun-yan

"That, as the Government has announced its Action Agenda to tie in with the National Eleventh Five-Year Plan and fully affirmed the importance of cross-boundary cooperation between Hong Kong and the Mainland, this Council urges the Government to expedite the construction of various cross-boundary transport infrastructures between Hong Kong and the Mainland, such as the Guangzhou-Shenzhen-Hong Kong Express Rail Link, Liantang Eastern Corridor and Hong Kong-Zhuhai-Macao Bridge, and to resume the ferry services between Shatin and Eastern Guangdong, etc; at the same time, the Government should expeditiously review and expedite the construction of ancillary facilities for cross-boundary transport infrastructures within Hong Kong's territory, including:

- (a) Route 10 (Northern Section), the Tuen Mun Western Bypass, Tuen Mun-Chek Lap Kok Link, Tuen Mun Eastern Bypass and the easterly link road connecting Deep Bay Link with Route 3, and taking proactive measures to optimize the use of Route 3; and
- (b) expeditiously completing the extension of Tuen Mun Road and widening part of its expressway section to four-lane carriageway;

to comprehensively enhance the integration with the Mainland's transport infrastructures, so as to promote sustainable and steady development of Hong Kong's economy."

Hong Kong-Zhuhai-Macao Bridge

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
29.9.2003	Panel on Transport (TP)	Administration's paper on Hong Kong-Zhuhai-Macao Bridge	LC Paper No. CB(1)2346/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0929cb1-2346-1e.pdf LC Paper No. CB(1)2492/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0929cb1-2492-1e.pdf LC Paper No. CB(1)128/03-04(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0929cb1-128-1e.pdf
		Minutes of the meeting	LC Paper No. CB(1)174/03-04 http://www.legco.gov.hk/yr02-03/english/panels/tp/minutes/tp030929.pdf
24.10.2003	TP	Administration's paper on Hong Kong-Zhuhai-Macao Bridge	LC Paper No. CB(1)192/03-04(01)] http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tp1024cb1-192-1e.pdf
		Minutes of the meeting	LC Paper No. CB(1)404/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/minutes/tp031024.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
25.6.2004	TP	Administration's paper on Hong Kong–Zhuhai–Macao Bridge and the Northwest New Territories Traffic and Infrastructure Review	LC Paper No. CB(1)2180/03-04(02) http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tp0625cb1-2180-2e.pdf
		Minutes of the meeting	LC Paper No. CB(1)2501/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/minutes/tp040625.pdf
27.5.2005	TP	Administration's paper on Hong Kong–Zhuhai–Macao Bridge and North Lantau Highway Connection	LC Paper No. CB(1)1605/04-05(03) http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0527cb1-1605-3e.pdf LC Paper No. CB(1)1742/04-05(01) http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0527cb1-1742-1e.pdf
		Administration's paper on Hong Kong–Zhuhai–Macao Bridge	LC Paper No. CB(1)1992/04-05(01) http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0527cb1-1992-1e.pdf
		Minutes of the meeting	LC Paper No. CB(1)1853/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050527.pdf
7.2.2007	Council	Motion debate on "Expediently implementing the construction of cross-boundary transport infrastructures between Hong Kong and the	http://www.legco.gov.hk/yr06-07/english/counmtg/hansard/cm0207-translate-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Mainland".	
25.4.2008	TP	Paper on Hong Kong-Zhuhai-Macao Bridge prepared by the Legislative Council Secretariat (Background brief)	LC Paper No. CB(1)1348/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0425cb1-1348-e.pdf
		Administration's paper on Hong Kong - Zhuhai - Macao Bridge, Hong Kong Boundary Crossing Facilities and the Link Road in Hong Kong	LC Paper No. CB(1)1317/07-08(04) http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0425cb1-1317-4-e.pdf
		Minutes of the meeting	LC Paper No. CB(1)1975/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080425.pdf
16.5.2008	TP	Administration's paper on update on Hong Kong-Zhuhai-Macao Bridge	LC Paper No. CB(1)1520/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0516cb1-1520-1-e.pdf
		Administration's paper on Hong Kong-Zhuhai-Macao Bridge (Follow-up paper)	LC Paper No. CB(1)1605/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0516cb1-1605-1-e.pdf
		Minutes of the meeting	LC Paper No. CB(1)2205/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080516.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
5.8.2008	Press release	11th Plenary of the Hong Kong/Guangdong Co-operation Joint Conference today	http://www.info.gov.hk/gia/general/200808/05/P200808050328.htm
20.10.2008	Press release	Expression of Interest invited for Hong Kong-Zhuhai-Macao Bridge project	http://www.info.gov.hk/gia/general/200810/20/P200810200163.htm
27.11.2008	Press release	Bridge feasibility report to be submitted to Central Government	http://www.info.gov.hk/gia/general/200811/27/P200811270286.htm

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