

**For discussion
on 17 November 2020**

Legislative Council Panel on Economic Development

**The Intermodal Transfer Terminal Development Project
at the Hong Kong International Airport and the associated
fitting-out works for Government facilities**

PURPOSE

To reinforce and enhance Hong Kong's competitiveness as an international and regional aviation hub, the Airport Authority Hong Kong (AAHK) is developing the Intermodal Transfer Terminal (ITT) with a bonded vehicular bridge linking up the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB) with Hong Kong International Airport (HKIA), with a view to providing hassle-free travelling experience for bridge-to-air/air-to-bridge transfer passengers. To support the operation of the ITT, it is necessary for the Customs and Excise Department (C&ED), the Immigration Department (ImmD), the Hong Kong Police Force (HKPF), the Department of Health (DH) to be provided with additional facilities. This paper briefs Members on the proposal to upgrade the Public Works Programme (PWP) project **3403IO** "Fitting-out works for Government facilities associated with Intermodal Transfer Terminal Project at Hong Kong International Airport" to Category A.

BACKGROUND

Intermodal Connectivity

2. It is AAHK's strategy to enhance the intermodal connectivity by expanding the catchment of HKIA in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) and consolidating the function of HKIA as the international and regional aviation hub. With the opening of the HZMB in October 2018 providing a new land transport link between Hong Kong, the Mainland and Macao, the development of ITT allows the HKIA to further capitalise the opportunities in the catchment areas of western GBA and provide a hassle-free experience for GBA travellers to fly via HKIA.

3. The Government fully support the AAHK in enhancing and further developing its intermodal facilities and tapping into the expansion in intermodal code-sharing arrangements and connectivity with a view to reinforcing the HKIA as the leading aviation hub of the GBA market. SkyPier at HKIA connects with nine Pearl River Delta (PRD) ports with high-speed ferry services for air-to-sea/sea-to-air transfer passengers. AAHK offers off-airport check-in services at the Passengers Clearance Building at the HKBCF and the West Kowloon Station which provide additional convenience to users of the HZMB and passengers of the Guangzhou-Shenzhen-Hong Kong Express Rail Link to use the HKIA in connecting to destinations around the world. On the other hand, AAHK has set up upstream check-in services at 19 locations¹ in the GBA and the coverage of such services will continue to expand in response to market demand in the future.

ITT Project

4. The commissioning of the HZMB further promotes the economic development of Hong Kong, the western PRD region and Macao, and drives the growth of international aviation demand in the region. To capitalise on the opportunities brought about by the HZMB, modelling on the well-established intermodal operation of SkyPier, AAHK is developing the ITT project², comprising –

- (a) an ITT building adjacent to SkyPier;
- (b) a bonded vehicular bridge linking up the Airport Island and the HKBCF Island;

1 Upstream check-in services are set up at 19 locations, including nine ferry ports and 10 city terminals. Locations of the nine ferry ports are: Shenzhen Shekou, Shenzhen Fuyong, Dongguan, Guangzhou Lianhuashan, Guangzhou Nansha, Zhongshan, Zhuhai Jiuzhou, Macao Maritime and Macao Taipa. Locations of the 10 city terminals are: Shenzhen International Airport, Shenzhen Kingkey Banner Centre, Dongguan Tangxia, Guangzhou Yingbin Hotel, Guangzhou East Station, Guangzhou Pazhou (Canton Fair), Foshan Chancheng, Venetian Macao, HZMB Zhuhai Port and HZMB Macao Port.

2 Section 37 of the Airport Authority Ordinance (AAO) (Cap. 483) provides that the Director-General of Civil Aviation, after consultation with the AAHK, may by an order published in the Gazette describe and delineate by reference to a map for the Airport Area and Restricted Area. The existing Map of Restricted Area Order and Map of Airport Area Order under the AAO need to be amended in order to reflect the changes arising from the ITT project.

- (c) an HKBCF Staging Area for C&ED and ImmD's coach kiosks, C&ED's Mobile X-ray Vehicle Scanning System operation area and office; and
 - (d) ancillary works including roadworks, drainage, landscaping, electrical and mechanical, lighting and facilities, etc.
5. Targeting to commission in end 2022, the ITT will enable the provision of bonded bus service for bridge-to-air/air-to-bridge transfer passengers travelling between HKIA and Mainland/Macao via the HZMB. Transfer passengers from the GBA may check-in their baggage and obtain boarding passes at the airline counters at the Zhuhai/Macao BCF, and then take the ITT bonded bus to HKIA. Their checked baggage will be handled and delivered by authorised agents directly to the outbound flights at the HKIA. It offers a hassle-free travel experience for passengers as they do not need to carry their baggage across the boundary and check-in again at the HKIA. Travellers will get off the bonded bus at the ITT building located within the Restricted Area of the HKIA. Similar to the existing SkyPier users, these passengers do not need to go through Hong Kong immigration clearance and will proceed directly to the boarding gates via Automated People Mover for their outbound flights. Passengers from overseas will also enjoy the same convenience by travelling on ITT bonded buses via HZMB to their Mainland/Macao destinations.
6. AAHK will self-finance the ITT project with its scope as described in paragraph 4 above, except the fitting-out works for additional Government facilities and equipment for the provision of customs, immigration, quarantines and port health control services and law enforcement, which are necessary to support the operation of ITT. As such, the Government will seek funding approval from Legislative Council (LegCo) for the fitting-out works for additional Government facilities and equipment under the PWP project 3403IO, with project scope and nature described in paragraphs 7 and 8.

PROJECT SCOPE AND NATURE

7. The scope of the 3403IO project comprises –
- (a) the fitting-out/refurbishment works of the Government premises/facilities in AAHK's buildings of SkyPier, ITT and

HKBCF staging area. The proposed work mainly comprises the following facilities -

(i) C&ED:

- baggage examination rooms, personal search rooms, X-ray checker areas, coach kiosks, mobile X-ray vehicle scanning system operation area, dog kennel, and other office and operational areas to be administered by the C&ED;

(ii) ImmD:

- coach kiosks, duty office, computer rooms, and other office and operational areas to be administered by the ImmD;

(iii) HKPF:

- police reporting centre, interview rooms, file storage room and police operation rooms to be administered by the HKPF; and

(iv) DH:

- kiosks, client waiting room, health screening room, consultation room, control room and operational areas to be administered by the DH; and

- (b) construction of underground cable duct and containment system with communication cabling works linking the new premises/ facilities of C&ED, DH, ImmD and HKPF with their existing premises/ facilities at HKBCF, Integrated Airport Centre (IAC) and Terminal 1 (T1) of HKIA.

8. The locations of relevant buildings of the proposed works are shown at **Enclosure 1**, while the underground cable duct and containment layout is shown at **Enclosure 2**.

JUSTIFICATION

9. The ITT is a strategic project which will enhance HKIA's intermodal connectivity and catchment in the GBA and further secure its position as the leading international aviation hub in the region. By establishing a direct linkage with the Restricted Area of HKIA, the ITT

would not only significantly shorten the connecting time of transfer passengers travelling from the western GBA region, or vice versa, but also do away with the immigration clearance and transfer process between the HZMB Hong Kong Port and HKIA for passengers who have no intention to enter into Hong Kong. The significant reduction of connecting time coupled with a more hassle-free travel experience, we believe that the ITT would make the choice of using HKIA for international travel yet more attractive for air passengers travelling to/from western GBA. The anticipated growth in passenger traffic via the ITT will benefit the aviation industry as a whole, including airlines and aviation support services, businesses operating in the terminal such as restaurants and shops, transport operators and providers of a broad range of other ancillary services at the airport.

10. To support the smooth operation of the ITT and the bonded bus service as well as the enhancement of SkyPier ferry service for transfer passengers, the proposed provision of Government premises/facilities is necessary to enable C&ED to perform customs clearance duties for the bonded bus, baggage and passengers; ImmD to conduct spot checks on passengers and immigration clearance for bonded bus drivers; HKPF to perform patrol, crime and emergency handling duties; and DH to perform necessary port health measures in times of public health emergencies. Besides the provision of Government premises/facilities, in order to enable effective operation and communication between various equipment and facilities in the ITT and HKBCF Staging Area, it is necessary to integrate all the new and existing systems/facilities of the C&ED, ImmD, HKPF and DH located on the Airport Island. As such, the 3403IO project also comprises the construction of underground cable duct and containment systems with communication cabling works linking all the new and existing systems/facilities at IAC, T1 of HKIA, ITT/SkyPier and HKBCF Staging Area.

PROPOSED ENTRUSTMENT TO AAHK

11. In view of the exceptionally high degree of integration required amongst the airport facilities under the ITT project and various Government facilities located at different parts of the ITT project area, and the critical interfacing issues such as overlapping works sites, construction sequences, and programme dependence among the proposed works, we plan to entrust the design and construction of the 3403IO project to AAHK. The entrustment approach would enable both the ITT works and the Government facilities at the same location to be designed

and constructed in a holistic and seamless manner. Such arrangement will not only ensure design integration, enable efficient coordination and facilitate control of construction progress under a single managing party, but also ensure timely commissioning of facilities for commencing operation of the ITT.

PROJECT ESTIMATE AND PROGRAMME

12. The project cost of the PWP project 3403IO is estimated to be about \$380.9 million in money-of-the-day prices.

13. To tie in with the construction programme of the ITT project, we plan to commence the proposed works under PWP project 3403IO upon obtaining funding approval from the Finance Committee for completion in around one and a half year so as to meet the planned commissioning of the ITT in end 2022.

ENVIRONMENTAL IMPLICATIONS

14. The 3403IO project will not cause long term environmental impact. We have included in the project estimates the cost to implement suitable mitigation measures to control short term environmental impacts.

15. The proposed fitting-out works for Government facilities will only generate very little construction waste. The contractors will be required to implement effective measures to minimise the generation of construction waste and to reuse/recycle construction waste as much as possible.

HERITAGE IMPLICATIONS

16. The 3403IO project will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

17. The 3403IO project does not require any land acquisition.

PUBLIC CONSULTATION

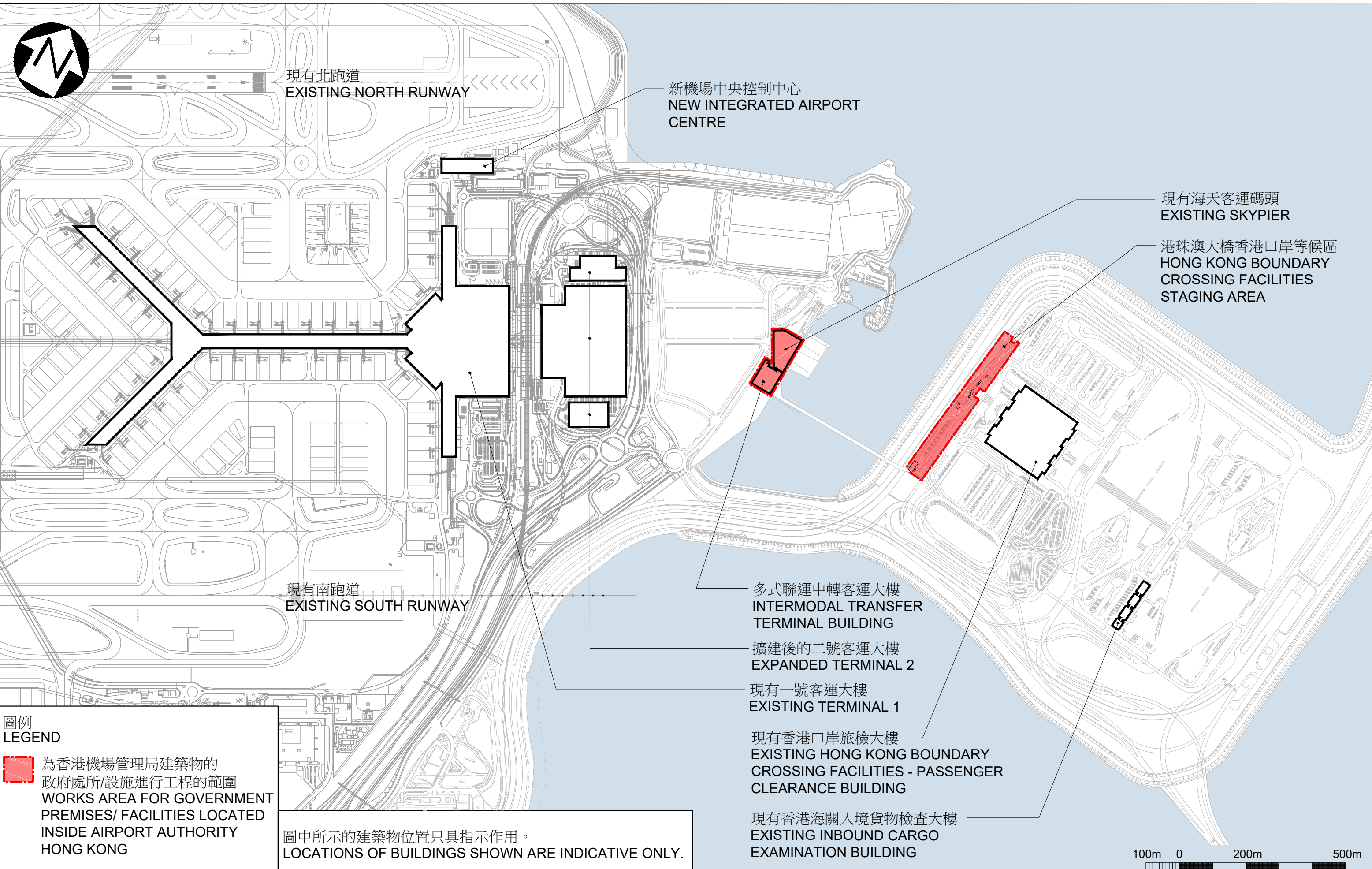
18. AAHK briefed the community leaders from the neighbouring districts in two rounds of its Community Liaison Group meetings on the ITT project and its associated works, among other topics, in July and December 2018. The Islands District Council (IDC) was also briefed on 17 December 2018. There were also meetings with IDC members and Area Committee members of the neighbouring districts from time to time to update them on the key developments at HKIA, including the ITT project. Members noted that the ITT project and its associated works would be conducive to enhancing the service for transfer passengers and shortening their travelling time.

WAY FORWARD

19. We plan to seek funding approval from the LegCo according to established procedures, including submitting the PWP project to the PWSC in around January 2021 and seeking funding approval from the Finance Committee afterwards. Members are invited to comment on the proposed funding application.

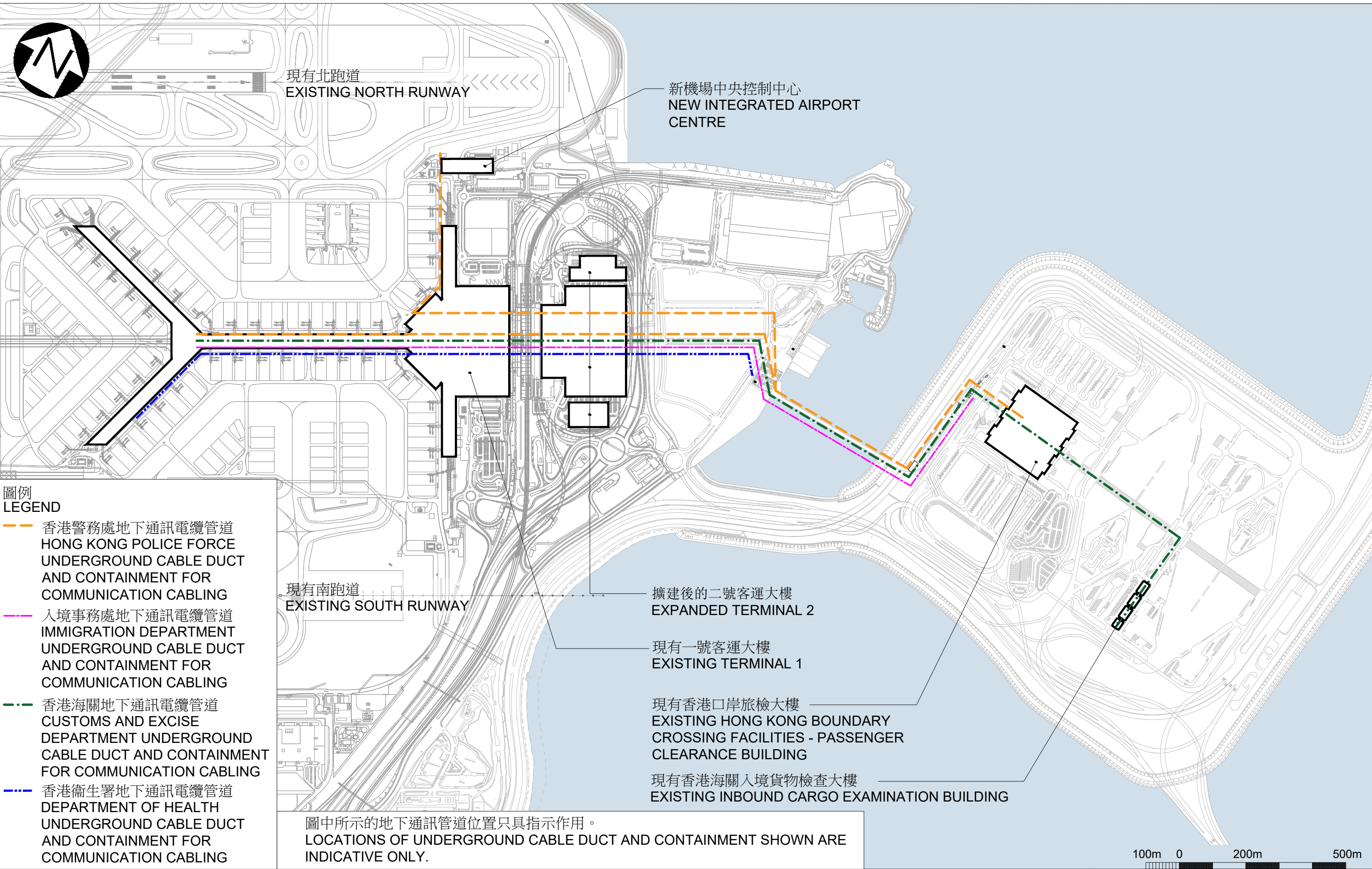
**Transport and Housing Bureau
Architectural Services Department
Customs and Excise Department
Department of Health
Hong Kong Police Force
Immigration Department**

November 2020



位置圖
LOCATION PLAN

3403IO
香港國際機場多式聯運中轉客運大樓發展計劃相關的政府設施工程
FITTING-OUT WORKS FOR GOVERNMENT FACILITIES ASSOCIATED WITH INTERMODAL TRANSFER TERMINAL PROJECT AT HONG KONG INTERNATIONAL AIRPORT



地下通訊電纜管道平面圖
UNDERGROUND CABLE DUCT
AND CONTAINMENT LAYOUT FOR
COMMUNICATION CABLING

3403IO
香港國際機場多式聯運中轉客運大樓發展計劃相關的政府設施工程
FITTING-OUT WORKS FOR GOVERNMENT FACILITIES ASSOCIATED WITH INTERMODAL
TRANSFER TERMINAL PROJECT AT HONG KONG INTERNATIONAL AIRPORT