

Examination of Estimates of Expenditure 2007-08
CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION

Reply Serial No.

ETWB(T)028

Head : 60 - Highways Department
Subhead (No. & title) :

Question Serial No.

1559

Programme : (1) Capital Projects

Controlling Officer : Director of Highways

Director of Bureau : Secretary for the Environment, Transport and Works

Question :

The Highways Department has investigated the possible alignment options for the North Lantau Highway Connection for the Hong Kong-Zhuhai-Macao Bridge and shortlisted two options for further consideration. Please provide information on:

- (a) the expenditure involved in the investigation;
- (b) the alignments of these two options;
- (c) the reasons for shortlisting these two options and their respective merits; and
- (d) the completion date of the investigation and the commencement date of the construction works of the project.

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The estimated cost of the study for the investigation and preliminary design of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Section and the North Lantau Highway Connection (NLHC) is \$58.9 million in money-of-the-day prices.
- (b) NLHC comprises two sections i.e. the western and eastern sections. For the western section, the alignment would be in the form of a viaduct, which spans the headland between San Shek Wan and Sha Lo Wan, runs along the Airport Channel and lands on the Airport Island near Scenic Road/Scenic Hill. For the eastern section, two alignment options have been shortlisted:
 - (i) Sea Viaduct Option - the alignment runs from the Airport Island along Scenic Road/Scenic Hill to an offshore viaduct seaward of Tung Chung and connects with the North Lantau Highway at Tai Ho.
 - (ii) Land Tunnel Option - the alignment runs from the Airport Island through the Wong Nai Uk Hill at the back of Tung Chung in the form of a tunnel and connects with the North Lantau Highway near Kei Tau Kok.

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- (c) The two options have been shortlisted after taking into account the views and comments received in the relevant public consultation exercises as well as findings of a technical evaluation of the possible alignment options for the NLHC. The result indicates that the Sea Viaduct Option and Land Tunnel Option are the more favourable options from the engineering and environmental perspectives.
- (d) There is a need to ensure a proper interface between the progress of the NLHC study and the programme of the HZMB project. The HZMB Advance Work Co-ordination Group (AWCG) set up by the three governments of Guangdong, Hong Kong and Macao has already reached agreement on the alignment and landing points of the HZMB. The feasibility study for the HZMB, which covers over 20 different topical studies, has also been substantially completed. Currently, the two remaining issues that require further studies are the locations of boundary crossing facilities (BCF) and financing arrangements. The AWCG has commissioned the China Highway Planning and Design Institute to conduct the relevant studies, with a view to finalising the feasibility study report and submitting it for approval by the Central People's Government (CPG) as soon as possible. We will continue to monitor the progress of the preparatory work for the NLHC and ensure that the construction of the NLHC ties in with the progress of the HZMB project.

Signature _____

Name in block letters _____ WAI CHI SING

Post Title _____ Director of Highways

Date _____ 19 March 2007