

CONTROLLING OFFICER'S REPLY

THB(T)028

(Question Serial No. 3043)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (1) Capital Projects
Controlling Officer: Director of Highways (Daniel K W CHUNG)
Director of Bureau: Secretary for Transport and Housing

Question:

The Hong Kong-Zhuhai-Macao Bridge (HZMB) is expected to be commissioned within this year. In 2008, the Government stated that the traffic forecast of the HZMB at its initial commissioning stage is 9 200 to 14 000 vehicles per day. Later it said "the growth rate of cross-boundary passengers has decreased" and anticipated that the traffic flow upon the commissioning of the HZMB would be lower than the then forecast. Will the Government advise this Committee on the following:

1. What are the projections on traffic flow and the number of passengers in the first year of commissioning made by the Government?
2. What are the arrangements for the management, the maintenance as well as the rights and responsibility in relation to various sections of the HZMB after the commissioning?
3. What is the composition of the HZMB Authority? In what ratio is the decision-making power divided between the three sides? What is the decision-making process? What role does the Hong Kong Government play?
4. What are the arrangements for sharing of the revenues from the HZMB by the three sides? How can the Government ensure that the interests of Hong Kong people are safeguarded?
5. What kind of quotas will be issued for driving on the HZMB? What are the respective numbers of quotas issued by the three sides?
6. What is the latest progress, the expenses and staffing establishment involved as well as the anticipated commissioning date of the HZMB project?

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 45)

Reply:

1.
As the HZMB is about to be commissioned, the practical value of making projections on vehicular and passenger flow for the initial stage of commissioning is perhaps limited. In board terms, given that it is situated at Lantau Island and adjacent to the Hong Kong

International Airport, the Hong Kong Port of the HZMB is expected to be the geographical converging point of Guangdong, Hong Kong and Macao. With the development of the Bay Area, we anticipate that the HZMB will play an important function of fostering the smooth flow of people, capital and technology within western Pearl River Delta and the Bay Area. The Government will keep in view the utilisation rate of the HZMB and will consider, as necessary, suitable measures to maximise the potential benefits of HZMB.

As regards mid to long term projections on the vehicular flows of the HZMB, the consultant engaged by the three sides has estimated that the daily traffic volume of the HZMB would be around 29 100 and 42 000 vehicles in 2030 and 2037 respectively, while the daily passenger flow would be 126 000 and 175 000 passenger trips respectively. However, since the afore-mentioned mid to long term projections focus on a timeframe that is ten to 20 years from now, the estimations may vary as a result of external factors such as the respective developments of the three places and new planning initiatives.

2. to 4.

The entire HZMB project consists of two parts: (i) the HZMB Main Bridge (i.e. a 22.9 km-long bridge and a 6.7 km-long subsea tunnel) situated in Mainland waters which is being taken forward by the HZMB Authority; and (ii) the link roads and boundary crossing facilities under the respective responsibility of the three governments.

The HZMB Authority was jointly established by the governments of Guangdong, Hong Kong and Macao pursuant to the Mainland laws. According to the agreement of the three governments, the HZMB Authority, as a non-profit-making public institution legal person, is responsible for the construction, operation, management and maintenance of the Main Bridge. It has to report the works progress during construction and the operation matters after commissioning to the three governments from time to time. The senior management of the HZMB Authority mainly comprises a Director, three Deputy Directors and a Chief Engineer. For the Director and the Chief Engineer positions, the three sides each recommended a representative for nomination by the Guangdong side. As for the Deputy Directors, the three sides each nominated one representative. Currently, Hong Kong's representative is a Senior Engineer of the Highways Department (HyD) on secondment to the HZMB Authority as a Deputy Director.

The income of the HZMB Main Bridge will be used to repay the bank loan and to meet the expenses of daily operation and maintenance during the operation period.

5.

Hong Kong, Mainland and Macao Governments have agreed that cross-boundary transport arrangements for the HZMB should be based on the existing cross-boundary transport arrangements between Guangdong and Hong Kong. Cross-boundary vehicles travelling between Guangdong and Hong Kong (“GD/HK”) or between Hong Kong and Macao (“HK/Macao”) must hold valid quotas (except cross-boundary shuttle buses, Hong Kong cross-boundary goods vehicles travelling to Guangdong, Hong Kong cross-boundary private cars under the HZMB Macao Port Park-and-Ride Scheme and cross-boundary goods vehicles travelling between Macao and Hong Kong the arrangements of which are still under discussion) and relevant documents issued by the GD/HK or HK/Macao authorities. The numbers of quotas for the HZMB (in terms of vehicles or trips) for different types of cross-boundary vehicles are summarised as follows:-

Cross-boundary vehicle type	No. of quota/vehicle	
	GD/HK	HK/Macao
Private Car	Mainland: 1 000 quota Hong Kong: 10 000 quota	Hong Kong: 300 quota Macao: 600 quota
Coaches	350 quota	50 quota
Hire Car	150 quota	100 quota
Shuttle Bus	Not subject to quota; the basic schedule is every 5 minutes during peak hours, and every 10 to 20 minutes during non-peak hours.	
Goods Vehicle	Mainland: 800 quota Hong Kong: Not subject to quota; currently there are around 12 000 Hong Kong cross-boundary goods vehicles	Arrangements are still under discussion

6.

For the HZMB Main Bridge, works have been basically completed. The remaining works mainly include the joint testing of the Traffic Control and Surveillance System of the three sides, as well as the final works of some ancillary facilities.

For the Hong Kong projects (i.e. the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR)), the structural works of the Passenger Clearance Building in the HKBCF were completed in 2017. All ancillary buildings in the vehicle clearance plaza have been topped out. The remaining works being carried out mainly include indoor fitting-out works, building services works, electrical and mechanical works and road surfacing works. Installation of clearance facilities is also in progress.

Further to the complete connection of the viaduct, tunnel and at-grade roads of the HKLR in May 2017, road surfacing works and road facilities were completed in January 2018. The final works of some ancillary facilities are in progress.

The Government has established mechanisms to monitor the implementation of works projects. At present, for major infrastructure projects, works departments will engage professional engineering consultants, including engineers, architects, quantity surveyors and other cross-discipline professional teams to assist the departments concerned to closely supervise the progress and quality of works. During the construction of the HKBCF and the HKLR, the consultant engineers engaged by the HyD deploy resident site staff to manage the daily operations of various works contracts, including supervising the contractors' performance in works progress, material testing, site safety, implementation of environmental protection measures, etc.

The approved project estimates for the HKBCF and the HKLR are \$35,895 million and \$25,047 million respectively.

As regards the commissioning date of the HZMB, the governments of the three places are striving to improve the clearance conditions of the boundary crossing facilities. The

commissioning date of the HZMB will be reported to the Central authorities and will be announced once confirmed.

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