



Environmental Impact Assessment Ordinance
(CAP 499) S.5(1)(b)

Operation of Shenzhen Section of
Shenzhen Bay Bridge

Project Profile

August 2007

Major Works Project Management Office
Highways Department

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1. Basic Information

1.1 Project Title

Operation of Shenzhen Section of Shenzhen Bay Bridge (SSBB)

1.2 Purpose and Nature of the Project

The Shenzhen Bay Bridge (SBB) (previously known as Hong Kong-Shenzhen Western Corridor) project is a dual-3 lane elevated highway across Deep Bay that links up Hong Kong with Shekou, Shenzhen. The total length of the SBB is approximately 5.5 km with 3.5 km in Hong Kong and 2 km in Shenzhen.

The environmental impacts of the Hong Kong section of the SBB have been assessed under Agreement No. CE 39/2001 (Shenzhen Western Corridor Investigation and Planning EIA Report No. EIA-082/2002) (SBB EIA Report) and was approved by the Director of Environmental Protection (DEP) on 4 November 2002, (letter ref. () in EP2/G/A/119Pt II) under the EIA Ordinance (EIAO). The associated Environmental Permit (EP) (No. EP-162/2003) for the construction and operation of the Hong Kong section of SBB was issued by DEP on 2 April 2003.

SSBB was constructed by the Shenzhen side under the Mainland regulatory regime, which included an environmental assessment. The Co-operation Agreement for the Operation and Maintenance of the SSBB signed between the Hong Kong and Shenzhen governments agreed that Hong Kong would maintain and operate the SSBB.

The Shenzhen Bay Port Hong Kong Port Area Ordinance (Cap. 591) enacted in April 2007 extends the Hong Kong Port Area (HKPA) to cover, amongst others, the SSBB. Under this Ordinance, all laws of Hong Kong became applicable to the HKPA including the SSBB on the date of its opening on 1 July 2007. The operation of the SSBB thus requires an EP issued under the EIAO. The statutory process to apply the requisite EP under the EIAO could not be duly exercised before the laws of Hong Kong became applicable to the SSBB.

