

**Report on the 81st
Environmental Impact Assessment Subcommittee Meeting**

Introduction

At its meeting held on 19 November 2003, the Environmental Impact Assessment (EIA) Subcommittee discussed the information note on the Hong Kong-Zhuhai-Macao Bridge.

Advice Sought

2. Members are requested to note the points raised by Members at the meeting.

Views of the EIA Subcommittee

3. The information note provides the major findings of the Preliminary Environmental Review commissioned earlier by the Administration on the possible landing points of the Hong Kong-Zhuhai-Macao Bridge and the alignments of the connecting infrastructure in Hong Kong.

Members' views

4. Members' discussion at the meeting focused mainly on the desirability of adding an extra landing point in Tuen Mun; the impact of the project on the air quality at Tung Chung; whether the capacity of the project had taken into account the growth of the industrial area in western Pearl River Delta; and the need for risk assessment.

Additional landing point in Tuen Mun

5. A Member proposed building an additional landing point in Tuen Mun so as to direct container traffic away from the North Lantau Highway. The main objectives of the proposal were to adhere to the planning concept that Lantau Island was primarily an area for recreational use, and to meet the transportation needs of the Tuen Mun industrial area. It was pointed out that heavy container traffic along the

North Lantau Highway would compromise the planning concept mentioned above and give negative impressions to tourists arriving at Hong Kong. In response, the project proponent team explained that Tuen Mun west had been ruled out as a landing point of the Bridge for both environmental and traffic grounds. Landing at Tuen Mun would have significant impact on the feeding areas of a comparatively denser population of the Chinese White Dolphin as compared to landing in Northwest Lantau. In addition, the traffic impact of the Bridge on the local network in Tuen Mun would be severe, bearing in mind that the area would already be taking in additional traffic from the Hong Kong-Shenzhen Western Corridor. Furthermore, giving the Bridge an additional landing point would increase the cost of the project significantly and affect its financial viability.

Air quality impact on Tung Chung

6. A Member pointed out that the ozone zone level at Tung Chung sometimes exceeded the Air Quality Objectives. The increased traffic arising from the proposed project might further affect the air quality level at Tung Chung. The project proponent team advised the meeting that the overall air quality impact of the project would be assessed in detail during the EIA study.

The estimated traffic volume of the project

7. In reply to a Member's enquiry, the project proponent team advised that the estimated traffic volume of the project were provided by the Institute of Comprehensive Transport under the National Development and Reform Commission. The projections had taken into account the future development of western Pearl River Delta, including development likely to be induced by the Bridge.

Need for risk assessment

8. A Member was of the view that the Overall Assessment Matrix on the eight alignment options had focused on the environmental impacts of the options, and had not compared the options in terms of their merits. It was suggested that Tuen Mun might have certain merits over other options and might worth further consideration. Another Member suggested that there was a need for risk assessment for the options. The project proponent team advised that apart from comparing the environmental impacts of the three options, the government had also compared the three landing points in terms of their traffic impact on the existing transport network, and their position vis-à-vis the existing and planned strategic facilities such as the Airport and the

Disneyland. It had been concluded that the Northwest Lantau option outperformed the Tuen Mun option. The Council had also endorsed the proposal to focus on the Northwest Lantau as the study area of the EIA Study. The project proponent team also advised that a risk assessment would be conducted in the Investigation and Preliminary Design Study.

Conclusion

9. The project proponent was requested to consider Members' views when taking forward the proposed project.

**EIA Subcommittee Secretariat
December 2003**