

## 常問問題

### Frequently Asked Questions

**問1** 政府會否填取更多土地，使維多利亞港變成「維多利亞河」？

**答1** 絕對不會。維港是香港最寶貴的天然資產之一，無人希望維港變得越來越窄。中區填海第三期工程和灣仔發展計劃第二期是90年代初已開始的中環灣仔填海計劃的最後階段。當這兩項小型填海工程完成後，港島北岸將不會再填海。在九龍方面，唯一剩下的填海工程是機場搬遷後的東南九龍發展計劃。我們現正檢討灣仔和東南九龍的工程，確保是為應付社會上殷切需要的最小範圍填海。

**問2** 中區填海是否為了增加土地供商業用途？

**答2** 不是。目前進行中的中區最後一期填海，是以應付交通運輸需要為出發點。商業用地只有位於嚴格限制建築物高度的綜合發展區內和海濱長廊上。海濱長廊上的消閒設施，例如零售店和茶座/餐廳，將使海傍更富吸引力。

**問3** 我們可否採用交通管理措施，而避免興建中環灣仔繞道？

**答3** 不行。交通管理措施只有短期至中期的紓緩作用。根據交通增長預測，有必要興建繞道。繞道將連接林士街天橋和東區走廊，完整港島北岸的主幹路系統。

**問4** 高等法院裁定，所有填海工程都必須通過三項測試。為何政府仍繼續在中區填海？

**答4** 高等法院否決了保護海港協會有關要求暫停中區填海第三期工程的申請，因此，繼續上述工程是合法的。填海是為了提供所需的基礎設施和重置受工程影響的海傍設施。

**問5** 有些環保團體指出，中區填海第三期工程嚴重污染環境。這是真的嗎？

**答5** 不是。有關的環境影響評估證實工程對環境不會造成長遠的不良影響。中區填海第三期工程受環保署署長發出的環境許可證規管，按該許可證進行的環境監察和評審工作，至今並無顯示工程對環境造成不良的影響。中區填海第三期工程所挖的海泥，會運到東沙洲污泥傾卸區傾倒。該傾卸區亦受到全面的環境監察。傾卸區在1992年開始運作，至今已接受監察10年，結果顯示其運作沒有對環境造成任何不良的影響。

**問6** 維港填海既有爭議，我們為何不乾脆放棄中區填海第三期工程，重新考慮其他可代替的計劃？

**答6** 中區填海第三期工程已獲得批准，並完成了十分廣泛的諮詢工作和嚴謹的法定程序。我們急須進行工程，以提供道路紓緩中環和灣仔日益嚴重的交通擠塞情況。另外，工程合約已經批出，價值38億元，在未來4年內創造1100個職位。我們認為在現階段不惜代價和不顧對社會造成的其他影響而放棄中區填海第三期工程，並不是負責任和合理的做法。



**Q1** Is the Government going to reclaim more land and turn the Victoria Harbour into "Victoria River"?

**A1** Absolutely not. Victoria Harbour is one of Hong Kong's most precious natural asset. No one wishes to see the Harbour become narrower and narrower. CRIII and WDI are the final phases of an integrated Central and Wan Chai Reclamation project that started in the early 1990s. When these two small reclamations are completed, there will be no more reclamation on the northern shores of Hong Kong Island. On the other side of the Harbour, the only remaining project is the South East Kowloon Development arising from the relocation of the airport. Both the Wan Chai and South East Kowloon projects are being reviewed to ensure minimum reclamation to meet essential community needs.

**Q2** Is the Central Reclamation aimed at producing more land for commercial use?

**A2** No. The last phase of the Central Reclamation now under way is transport-led. Land for commercial use is restricted to a site zoned "Comprehensive Development Area", which is subject to stringent height restrictions, and promenade land meant for waterfront-related and leisure facilities such as retail shops, cafe/restaurants that will increase the attractiveness of the waterfront.

**Q3** Can the CWB be avoided by implementing traffic management measures?

**A3** No. Traffic management measures would provide only short and medium-term relief. In light of forecast traffic growth, it is essential that the CWB be built. By linking Rumsey Street Flyover and the Island Eastern Corridor, the CWB will complete a strategic trunk road along the northern shore of the Hong Kong Island.

**Q4** The High Court has judged that all reclamations should meet the three tests. Why is the Government still continuing with the Central reclamation?

**A4** As the High Court rejected an application by the Society for Protection of the Harbour Limited for an interim injunction over the CRIII works, the continuance of CRIII works is lawful. The reclamation is required to provide needed infrastructure and the reprovisioning of facilities affected by the works.

**Q5** Some green groups claim that CRIII works are seriously polluting the environment. Is this true?

**A5** No. An Environmental Impact Assessment confirms that the project will have no long-term adverse effects on the environment. CRIII is governed by an Environmental Permit issued by the Director of Environmental Protection. The results of current environmental monitoring and audit required under the permit have so far not shown any adverse environmental impacts arising from the works. The contaminated mud disposal ground at East Sha Chau, which received mud dredged from CRIII, is also subject to comprehensive environmental monitoring. The site has been monitored for ten years since it commenced operation in 1992. Monitoring results show that the operation has not caused any adverse impacts to the environment.

**Q6** Given the controversy over Harbour reclamation, why can't we drop the CRIII altogether and re-consider an alternative plan?

**A6** CRIII is a properly authorized project that has gone through very extensive consultations and an elaborate statutory procedure. It is urgently needed to provide the roads to relieve growing traffic congestion in Central and Wan Chai. It is the subject of an awarded contract of \$3.8 billion involving 1 100 jobs over the next four years. We do not believe it is reasonable to simply halt the project at this stage regardless of the cost and other implications to the community.