

**Panel on Transport  
Legislative Council**

**Shenzhen Western Corridor and Deep Bay Link**

**Purpose**

This paper sets out the current position on the Shenzhen Western Corridor and Deep Bay Link.

**Background**

2. Hong Kong has benefited from China's economic growth enabling herself to perform better than most of the neighbouring places, such as Singapore, Indonesia etc., during the recent economic recession that has occurred in Asia.

3. However, this economic advantage is not without worry since the three existing vehicular boundary crossings at Lok Ma Chau, Man Kam To and Sha Tau Kok are nearly saturated and it is expected that they will exceed their handling capacity within the next five years. In fact, the public has raised concerns on the frequent occurrence of traffic congestion and long waiting times at these crossings. (A map showing the location of these crossings and photographs showing their conditions are at Annex A.)

4. Both the governments of the HKSAR and Shenzhen recognise the need to remove these potential bottle-necks to trade and traffic. However, there are difficulties in expanding the existing three crossings because they are located within the city centre of Shenzhen. Over 80% of the cross-boundary traffic has to go through the main roads within the Shenzhen city centre causing serious traffic congestion and environmental impacts. On account of this, the Shenzhen authority considers the fourth land boundary crossing – Shenzhen Western Corridor should be built as soon as possible.

5. On Hong Kong's part, the 'Feasibility Study for Additional Cross-border Links' also confirmed the need for constructing SWC together with the connecting road, Deep Bay Link for the following reasons:

- (a) to alleviate the nearly saturated existing land boundary crossings at Lok Ma Chau, Man Kam To and Sha Tau Kok;
- (b) to enhance trade between Hong Kong and South China, to facilitate Hong Kong's economic development and to enable Hong Kong to become the business hub of the Pearl River Delta area.

6. We have reached agreement with the Shenzhen authority that in accordance with the boundary of Guangdong and Hong Kong, each side will finance and manage its portion of the SWC, while the construction of the bridge will be a joint effort. Both sides have also agreed to implement the project as soon as possible.

7. At the 4<sup>th</sup> Plenary of the Hong Kong / Guangdong Cooperation Joint Conference held on 25 July 2001, further agreement has been reached on the principle of co-locating the boundary crossing facilities for immigration and customs clearance procedures on the Shenzhen side in planning SWC.

## **Proposal**

### *Shenzhen Western Corridor*

8. We propose to implement Shenzhen Western Corridor, which is a dual 3-lane bridge spanning Deep Bay. The length of the whole bridge is 5.1 km, 3.2 km of which is within the HKSAR and 1.9 km within Shenzhen. The bridge lands at Ngau Hom Shek in Hong Kong, and in Dong Jiao Tou in Shenzhen. (A map showing the proposed alignment is at Annex B.)

### *Deep Bay Link*

9. We also propose to implement Deep Bay Link, which links up the SWC and our local road network. Deep Bay Link is proposed to be a dual 3-lane road of 5.4 km in length. (A map showing the proposed alignment is at Annex C.) The scope of works include –

- (a) a short tunnel in Hung Shui Kiu to reduce environmental impacts;
- (b) slip roads linking DBL to the proposed Hung Shui Kiu New Development Area and the local road network in Yuen Long; and
- (c) an interchange at Lam Tei linking Yuen Long Highway. The DBL will be linked to the Yuen Long Highway in its initial years of operation.

10. Our traffic forecasts indicate that the existing road network including Yuen Long Highway and Route 3 should be able to cater for the traffic of DBL in the initial stage. In the longer term, Route 10 between Yuen Long Highway and So Kwun Wat will be required. While our current planning is that this section of Route 10 would be completed after 2010, we will closely monitor the traffic situation and continue to review regularly its need and timing.

11. We propose to commence detailed design for the SWC and DBL in early 2002.

### **Financial Implications**

12. The total cost of the section of the SWC within the HKSAR is estimated to be HK\$2.8 billion. The cost of the DBL is estimated to be HK\$7.723 billion.

## **Land Acquisition**

13. A part of an existing oyster bed may have to be resumed under the SWC project. As to the DBL, it may require resumption and clearance of some private lots and graves, a private batching plant and Hing Tak Public School. In the course of finalising the alignment, we will try to minimise the extent of the area to be affected.

## **Environmental Implications**

### *Shenzhen Western Corridor*

14. The feasibility of the SWC project was established by the Feasibility Study for Additional Cross-border Links. No insurmountable adverse impact was identified but a further detailed assessment would be necessary to address all the issues thoroughly.

15. We are applying for an environmental impact assessment study brief for the SWC under the EIA Ordinance. Deep Bay is known to be an ecologically sensitive area. We will take due care in choosing an alignment with appropriate structural form and construction methods, which are acceptable from the environmental point of view. Also, we will fulfil the requirements under the EIA Ordinance and devise mitigation measures to minimise impact on the environment.

### *Deep Bay Link*

16. An environmental impact assessment has been carried out under the Feasibility Study for Additional Cross-border Links, which concludes that the DBL will unlikely cause insurmountable adverse impact on the ecological and water quality of the environment. The DBL might have localised impact on individual areas and the issues identified would be assessed in a detailed environmental impact assessment.

17. A more thorough EIA is being carried out. The initial finding is that with proper mitigation measures, impacts on noise, air, visual and water qualities etc. can be abated to acceptable levels. Moreover, we will plant trees to compensate loss during construction. We will also avoid damage to concerned archaeological heritage.

18. We will submit the EIA report for the Director of Environmental Protection's approval under the EIA Ordinance and will follow the statutory procedures of making the EIA report available for comments by the public and the Advisory Council on the Environment.

19. The DBL is a designated project under Schedule 2 of the EIA Ordinance and an environmental permit is required for the construction and operation of the project. We will incorporate the recommended mitigation measures into the detailed design and shall apply for an environmental permit for the project prior to commencement of construction.

### **Drainage Impact Assessment**

20. A Drainage Impact Assessment for DBL is being undertaken. We will take all necessary precautions and mitigation measures to ensure that the project will not affect the existing local drainage system either during construction or when the road is in service.

### **Public Consultation**

21. We will be consulting the following bodies –

- (a) Tuen Mun District Council;
- (b) Tuen Mun Rural Committee;
- (c) Yuen Long District Council Traffic and Transport Committee;
- (d) Ha Tsuen Rural Committee;
- (e) Advisory Council on the Environment.

## **The Way Forward**

22. We will seek the approval of the Public Works Sub-Committee of the Finance Committee in November 2001 to upgrade the detailed design works of the SWC and DBL to Category A. The construction programme will be confirmed after commencement of the detailed design and consultation with the Mainland. The Hong Kong and Shenzhen authorities will endeavour to complete the project in 2005.

## **Advice Sought**

23. Members are invited to provide comments on the projects before we seek the approval of the Public Works Sub-Committee.

Transport Bureau  
31 August 2001  
**TBCR 1/1916/98 Pt.15**