

**Association of Consulting Engineers of Hong Kong**

**Legco Panel on Transport  
Special Meeting on Friday, 11 January 2002  
Route 10**

Members of the Association of Consulting Engineers of Hong Kong (ACEHK) have been involved in the planning, design and construction of numerous highway projects in Hong Kong, including Route 10. ACEHK has expressed support for the Route 10 project proposed by the Administration through our letter of 12 December 2001. ACEHK believes that the Route 10 project will, amongst other things,:-

1. Help relieve traffic congestion along Tuen Mun Road, in Tuen Mun and all of the North West New Territories (NWNT)
  - Both Tuen Mun Road and Route 3 CPS will experience delay and congestion during the morning peak hour when Shenzhen Western Corridor (SWC) opens. The public, in particular residents of Tuen Mun and NWNT, will be concerned about traffic congestion and delay during the morning peak period when they have to go to work even though there might be sufficient capacity in the road network during the rest of the day.
  - Our members have carried out independent assessments of traffic forecasts for the road network based on various scenarios and are confident of the need for Route 10 to relieve traffic conditions for Tuen Mun and NWNT during the morning peak after the opening of SWC. The procedure and methodology employed for the traffic forecast are in line with international practice and standards for forecasting of traffic flow for such transport infrastructure projects. There is no reason to depart from such internationally adopted methodology and procedure for Route 10 or other road projects in Hong Kong.
  - A present, Tuen Mun Road is the more favorable route choice for motorists compared with Route 3CPS because it is toll free and more importantly it is the shortest route from most of the NWNT and Tuen Mun to urban areas of Kowloon and Hong Kong. Tuen Mun Road is currently heavily congested, particularly at peak times. Route 10 will provide relief for Tuen Mun Road by offering an alternative quicker and much safer route (see Figure 1).

2. Strengthen the infrastructure link with the mainland, which will create more commercial opportunities for Hong Kong based companies particularly in light of China's entry into World Trade Organization
  - The alignment of Route 10 is favorable in terms of its connection to the Pearl River Delta road network (see Figure 2) and NWNT. It offers savings in time and distance traveled for movement between the Pearl River Delta NWNT and urban areas of HKSAR.
  - Apart from the job opportunities created by the Route 10 project, it also offers economic benefit to HKSAR as a whole. The administration has estimated that economic benefits to the community over a 20 year period amount to HK\$175 billion.
3. Provide a fast and economic route for traffic from mainland to urban areas, Chek Lap Kok Airport and the new Disney Theme Park (see Figure 1)
  - From the technical point of view, the alignment of Route 10 is the most favorable. The latest alignment proposed by the administration also minimizes the impact of the road on environment.
  - Route 10 will provide an important second link to Lantau and our international airport at Chek Lap Kok. This strategic second link will be essential to ensure that connection to Lantau and the airport is uninterrupted during emergency situations.
  - As part of our strategic road network, Route 10 will form the important air freight link for the logistic development of Hong Kong. Route 10 will also strengthen HKSAR's position in the Pearl River Delta as a trade and logistic centre in Southern China.

We believe that Route 10 should proceed as soon as practical in order to reduce the time lag between the completion of SWC, Deep Bay Link and Route 10 to minimize traffic congestion on Tuen Mun Road.

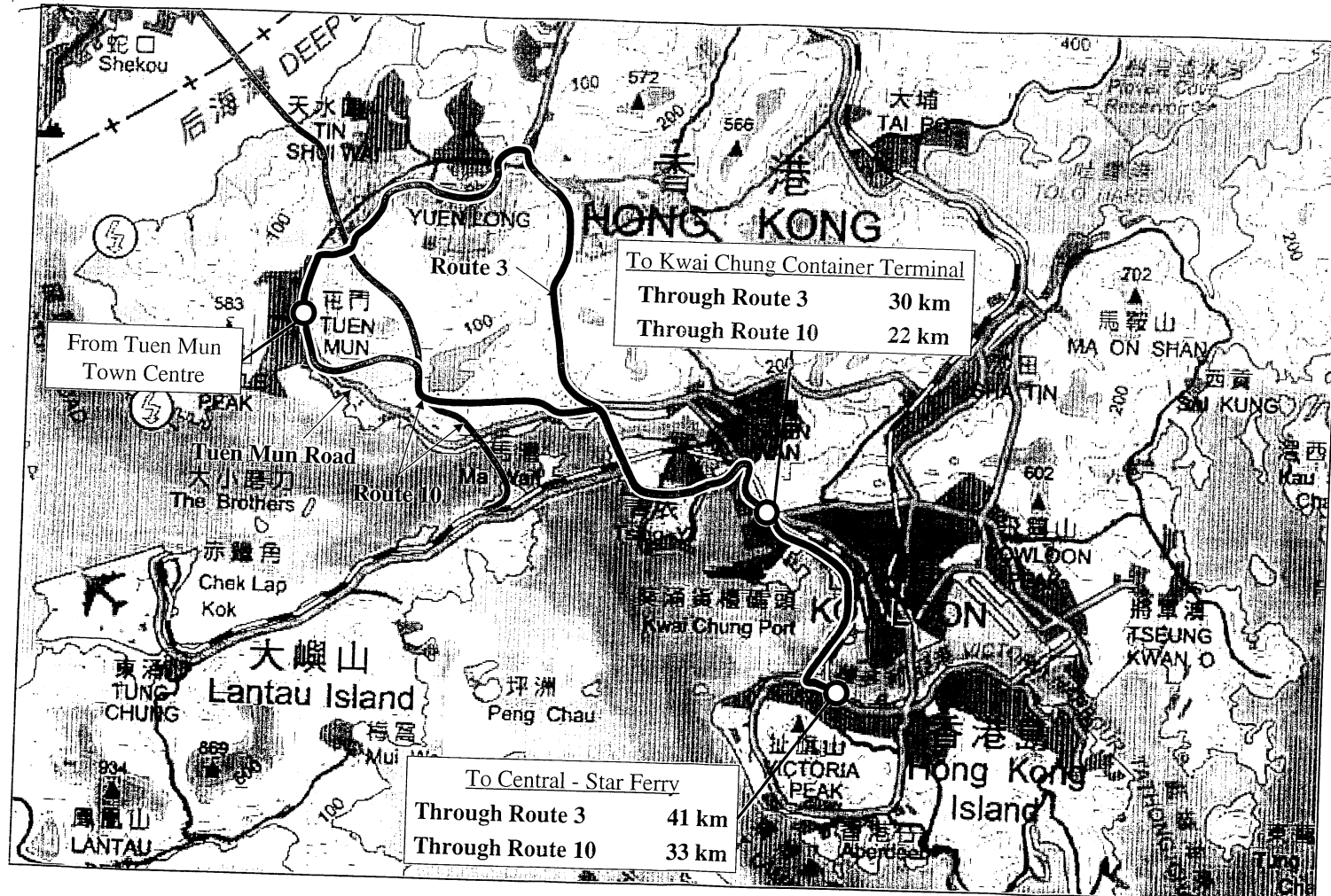


Figure 1

