

**Letterhead of World Wide Fund For Nature Hong Kong**

**LEGCO PANEL ON TRANSPORT  
MEETING ON 8 NOVEMBER 2001**

**A. WWF Hong Kong's Comments on Shenzhen Western Corridor (SWC)**

1 Noting that the environmental impact assessment (EIA) cannot address the issue of the need for the project, WWF Hong Kong contends that nonetheless the EIA should fully evaluate the environmental performance of different alternatives. Alternatives should include possible variation in terms of transport form and management measures, alignment, and construction form (such as underground tunnel or overland bridge).

2 **WWF Hong Kong remains gravely concerned about the potential impacts of the proposed SWC project:-**

**2.1 It is unclear how the total impacts arising from the whole construction and operation of the SWC (including both Hong Kong and Shenzhen portions)** and the cumulative impacts from the whole SWC project on the Deep Bay ecology would be properly assessed. In particular the proposed reclamation at Shenzhen Bay for the immigration facilities, and any further reclamation induced by the major infrastructure could be substantial.

2.2 The benthic organisms in the mudflats form an important food prey for over 50,000 migratory birds over-wintering at Deep Bay and Mai Po each year. The foundation piles of bridge structure could cause **changes in sedimentation and hydrological patterns in Deep Bay, in addition to direct reduction in mudflat area** (and hence reduction in available feeding area for migratory birds). However the benthic ecology in Deep Bay area remains poorly understood.

2.3 Moreover the mudflats along the coast from Tsim Bei Tsui to Pak Nai is also used by the globally endangered **Black-faced Spoonbills**. The coast is also the only known remaining breeding habitat for the locally endangered **Chinese Horseshoe Crabs**.

3. The operational impacts from the SWC (e.g., visual impacts and increased noise and air pollution from the increased vehicular flow across Deep Bay) on the ecology of the migratory birds of the internationally important Mai Po and Inner Deep Bay Ramsar Site are likely to be significant and adverse. Minimum illumination of the bridge at night is recommended to reduce visual impacts on wildlife using Deep Bay.

**B. WWF Hong Kong's Comments on Route 10**

1. WWF Hong Kong notes that the government has conducted a review on Route 10 project and concluded that the Southern Section should be completed by 2007 whereas the Northern Section is not urgently required as previously envisaged but may still be needed in the future.
2. However, as the Northern section would not be needed till after 2010, WWF Hong Kong is concerned about how the cumulative impacts from both the Southern and Northern sections of Route 10 project would be properly assessed if the detailed planning for the Northern section has yet to be finalised.
3. WWF Hong Kong is also concerned that the partial endorsement of the Southern Section EIA in early 2000 by DEP will help justify the construction of Northern Section and other connecting links in the future.