

**Letterhead of S.O.S. Save Our Shorelines Society****Presentation to the Legislative Council Transport Panel  
Shenzhen Western Corridor, Deep Bay Link and Route 10  
8 November 2001**

Save Our Shorelines Society (SOS) has previously presented our views on Route 10 to this Panel on 8 April 2001. Our views on that project remain unchanged, namely that due to major changes in planning, the whole concept of Route 10 (R10) needs to be reviewed. The likely cancellation of the container port on Lantau and Green Island Reclamation make the Southern Section of R10 and the Chok Ko Wan Link Road particularly redundant and a waste of public resources, as well as being hugely environmentally damaging. The latter will destroy the remaining natural coastline of North-East Lantau and is entirely incompatible with the adjacent international theme park.

SOS is concerned at the way in which it is assumed that the Shenzhen Western Corridor (SWC) and Deep Bay Link (DBL) are going ahead, even before an Environmental Impact Assessment is carried out. The Administration should clarify whether any commitment has been made to the Shenzhen authorities in terms of implementing these projects.

SOS is also concerned at the way in which R10 and the other major highway infrastructure projects are being dealt with in isolation, and that R10 is further divided into a number of different sub-projects, making it difficult to assess the cumulative environmental and traffic impacts. Note that the Third Comprehensive Transport Strategy predicts significant and unacceptable increases in air and noise pollution, particularly in North West New Territories, simply due to the increased growth in road freight traffic.

The cumulative environmental impacts of the SWC and DBL cannot be viewed in isolation from R10. The Planning Department's Feasibility Study for Additional Cross Border Links acknowledges that if the SWC goes ahead, that both the DBL and the northern section of R10 are urgently required to relieve Route 3 and Tuen Mun Road. Thus, these projects should be reviewed as an infrastructure package rather than as individual projects and environmental and traffic studies and funding assessed on that basis.

SOS would also like the Administration to consider other alternatives to a 4<sup>th</sup> highway cross-border link. While there is obvious congestion at the existing 3 cross-border road links, efforts should be made to reduce the growth in cross border road freight traffic and optimise its efficiency. The Planning Department's Feasibility Study for Additional Cross Border Links noted the following

- There is considerable inefficiency in the current cross-boundary road freight traffic, with 44% of container truck trips and 28% of goods vehicle movements involving empty vehicle movements.
- Any excess demands (for freight traffic) could transfer to alternative choices (river or rail)

Rather than simply building more roads to meet projected demand, Hong Kong should be considering ways to implement more sustainable solutions including a freight rail line to Kwai Chung, river trade, and reducing the number of empty vehicle moves across the boundary. Simply building more cross border road links to meet ever increasing port capacity is not sustainable and will lead to significant deterioration of Hong Kong's quality of life.