

Letterhead of The Chartered Institute of Logistics & Transport

December 15, 2001

Ms. Miriam Lau  
Panel Chair  
Legislative Council Panel on Transport  
HKSAR Government

Dear Ms. Lau,

**Response to LegCo Panel on Transport's Call  
for a Special Meeting on December 17, 2001**

Thank you for inviting the Chartered Institute of Logistics and Transport in Hong Kong (CIL THK) to the Panel's special meeting to be held on December 17 to present our views on the Shenzhen Western Corridor, Deep Bay Link and Route 10.

Our Institute's Transport Policy Committee met on December 12 to discuss the Transport Bureau's paper "For discussion on 23 November 2001 to the Legislative Council on Transport: Shenzhen Western Corridor, Deep Bay Link and Route 10".

After much discussion, we feel that the Government's objectives are met and the overall planning of the ventures generally fine. The completion of the projects would help heighten the status of Hong Kong as a business-trade-logistics hub in the Greater China region.

We are pleased to see the Crosslinks Further Study reported the estimated net benefit figures for the Shenzhen Western Corridor of \$175 billion (1998 prices) over a 20 year planning horizon from 2000 to 2020. While we are cognizant of the need for the three projects and are supportive of them, we wonder whether the Bureau could provide us with comparable figures for the Deep Bay Link and Route 10. It would be helpful to separate out the benefit and cost figures for each project over the planning horizon, enabling us to come up with benefit-cost ratio figures. We fully support the Chief Executive's imperative to pull Hong Kong out of the recession doldrums as presented in the Policy Address of October 10. Doing so via infrastructure investment, for instance, would still necessitate selecting and implementing the most worthwhile projects and not pursue uneconomic projects.

We are glad to see the urgent attention paid to the provision of the Tsing Lung Bridge, whose construction date is set for 2003. When completed in five years' time, the bridge would dovetail with the opening of Route 10 in 2008. After all, Disneyland is due to come on board in 2004. In view of the advent of the Shenzhen Western Corridor thoroughfare in 2005 - a mutually agreed-upon date with authorities of our neighboring Guangdong province - the

launch of the Tsing Lung Bridge would serve as a crucial link and alternative overland route to the airport in emergency situations. We would appreciate it very much if this important alternative bridge route to Tsing Ma Bridge could be expedited as far as possible for safety reasons. The completion of all three projects - if demonstrated to yield high net benefit figures - would maintain and buttress Hong Kong's position as a regional transportation and logistics hub by expediting high-valued air freight, sapping up unemployed human resources in the process.

We are very concerned with the likely traffic snarls arising from the already congested Tuen Mun Highway upon completion of the Shenzhen Western Corridor and Deep Bay Link in 2005/2006, a couple of years before Route 10 and Tsing Lung Bridge are completed. We hope that Government would find ways to deal with this problem as soon as possible before the Shenzhen Western Corridor is completed.

Sincerely,

Timothy Hau, Ph.D.  
Chair, Transport Policy Committee  
Chartered Institute of Logistics and Transport in Hong Kong