

## **A Comparison of the Merits of Route 10 and the Tuen Mun – Chek Lap Kok Link**

In its original form Route 10 was envisaged to fulfil four key roles:

- Connecting NWNT/Shenzhen to Hong Kong Island
- Provision of access to the South Lantau Container Port
- Connecting NWNT/Shenzhen to Lantau/Airport
- Provision of a second crossing to Lantau in case of emergencies/incidents

Recent policy changes, including the deletion of the South Lantau Container Port and the deletion of the Hong Kong – Lantau Link, mean that these objectives have been overtaken by events and only two of the original four remain valid.

It is therefore necessary to take a step back and look at the wider picture of transport provision in the Pearl River Delta region. West Shenzhen/West Hong Kong is located in a pivotal position with respect to development of the Pearl River Delta region. This area will become the critical node in the wider transport network following the likely implementation of a Pearl River Crossing. It is also the location for key development opportunities in terms of Ports, Airports and Logistics.

The Tuen Mun – Chek Lap Kok Link would play a significant role in developing and enhancing the role of West Hong Kong/West Shenzhen, as well as meeting the remaining objectives of Route 10. The TM-CLK Link would provide a wholly separate transport corridor to the Airport and Lantau which is not subject to closure during severe weather. It is compatible with either a Macau-Lantau Link or a Lingdingyang Bridge and require no widening of the North Lantau Expressway. Furthermore the TM-CLK Link would enhance the role of Lantau as a future logistics hub and as a location of a future container port as well as increasing Airport patronage. The TM-CLK Link also provides the potential to be a rail corridor.

The need for and location of future container ports in Hong Kong has been the subject of much debate recently. It seems clear that the deep water port at Yantian will capture much of the trade generated in the eastern part of the PRD region. Thus Hong Kong Port must seek to capture trade generated in the western part of the PRD region. The TM-CLK Link would significantly enhance the connectivity of a future Lantau container port, particularly in conjunction with a Macau-Lantau Link or a Lingdingyang Bridge.

In terms of cost Route 10 is estimated to cost around HK\$23 billion. However, this sum does not take account of the associated widening of the North Lantau Expressway which would be required, and is estimated to cost around HK\$7 billion. By comparison the TM-CLK Link is estimated to cost around HK\$20 billion.

In summary, there is no convincing logic left to support Route 10 and a comprehensive review must be undertaken before committing funds in excess of HK\$20 billion to such a major project. Such a review should incorporate the wider PRD picture including the possible Pearl River crossings, the role of Lantau as a logistics hub and the port before funds are committed.

I am not saying that in the longer term Route 10 may not have a role, but in present circumstances we need to consider the big picture first – the PRD crossings under study by Beijing – the port – and the whole logistics zone BEFORE WE COMMIT.

## SLIDES INDEX

### 投影片簡介

- Slide 1      Sets out original objectives for the Route 10 highway – they made sense at the time.  
投影片 1      展示十號幹線原先的目標 – 它們附合當時的須要。
- Slide 2      Indicates that two of the four original objectives have been overtaken by events – this happens – so time to think again.  
投影片 2      指出四項目標中的兩項已經過時，因此有須要重新考慮。
- Slide 3      Need to take a step back and look at the wider picture. Shows the location of the ocean and river ports in the Pearl River Delta.  
投影片 3      現應要退回一步，從更宏觀國度重看。展示珠江三角洲內海運及河運碼頭的位置。
- Slide 4      Shows the pivotal position of West Shenzhen and West Hong Kong in the development of the Pearl River Delta and the strategic opportunities that exist.  
投影片 4      展示深圳西及香港西在珠江三角洲發展的樞軸地位及所擁有的策略性機遇。
- Slide 5      Indicates how the TM-CLK Link can play a major role in seizing these strategic opportunities.  
投影片 5      展示屯門 – 赤鱗角幹線在把握這些策略性機遇時如何發揮那重要的角色。
- Slide 6      Highlights the fact that Yantian deep water port is likely to capture the majority of cargo generated by the eastern part of the PRD – future HK Port should seek to capture cargo from the western part of the PRD.  
投影片 6      指出鹽田深水港將會吸納大部份珠江三角洲東面的貨運。因此，未來香港港口發展應有效地吸納珠江三角洲西面的貨運。
- Slide 7      Shows the key role that the TM-CLK Link would play both in terms of enhancing the HKSAR road network and creating new links to the wider PRD transport network.  
投影片 7      重點是屯門 – 赤鱗角幹線不單可以加強香港特區以內的道路網絡，還可以建立與珠江三角洲的連繫。
- Slide 8      Provides a comparison of costs for Route 10 and the TM-CLK Link. Route 10 option would cost significantly more when the cost of widening the North Lantau Expressway is taken into account.  
投影片 8      比較十號幹線和屯門 – 赤鱗角幹線的建造成本。如把北大嶼山的擴闊工程也計算在內，興建十號幹線的建造成本將遠超於屯門 – 赤鱗角幹線。
- Slide 9      No convincing logic left for Route 10 thus a comprehensive review must be undertaken before committing funds to such a major project.  
投影片 9      並無有力的邏輯來支持興建十號幹線。在落實撥款興建此等大型基建項目時，必須先進行全面性檢討報告。

# 比較十號幹線和屯門赤鱸角幹線

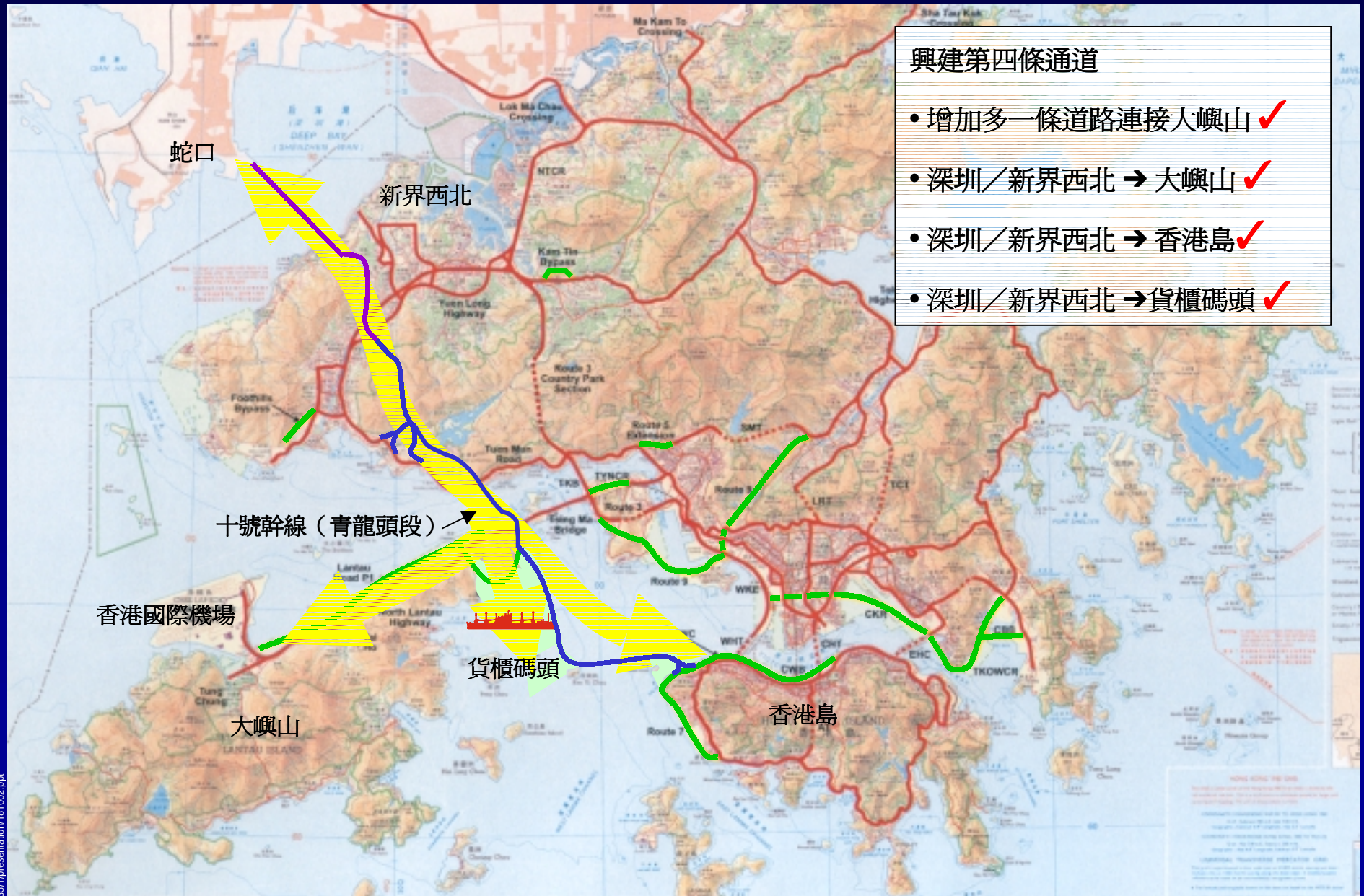
立法會交通事務委員會

二零零二年十月十八日

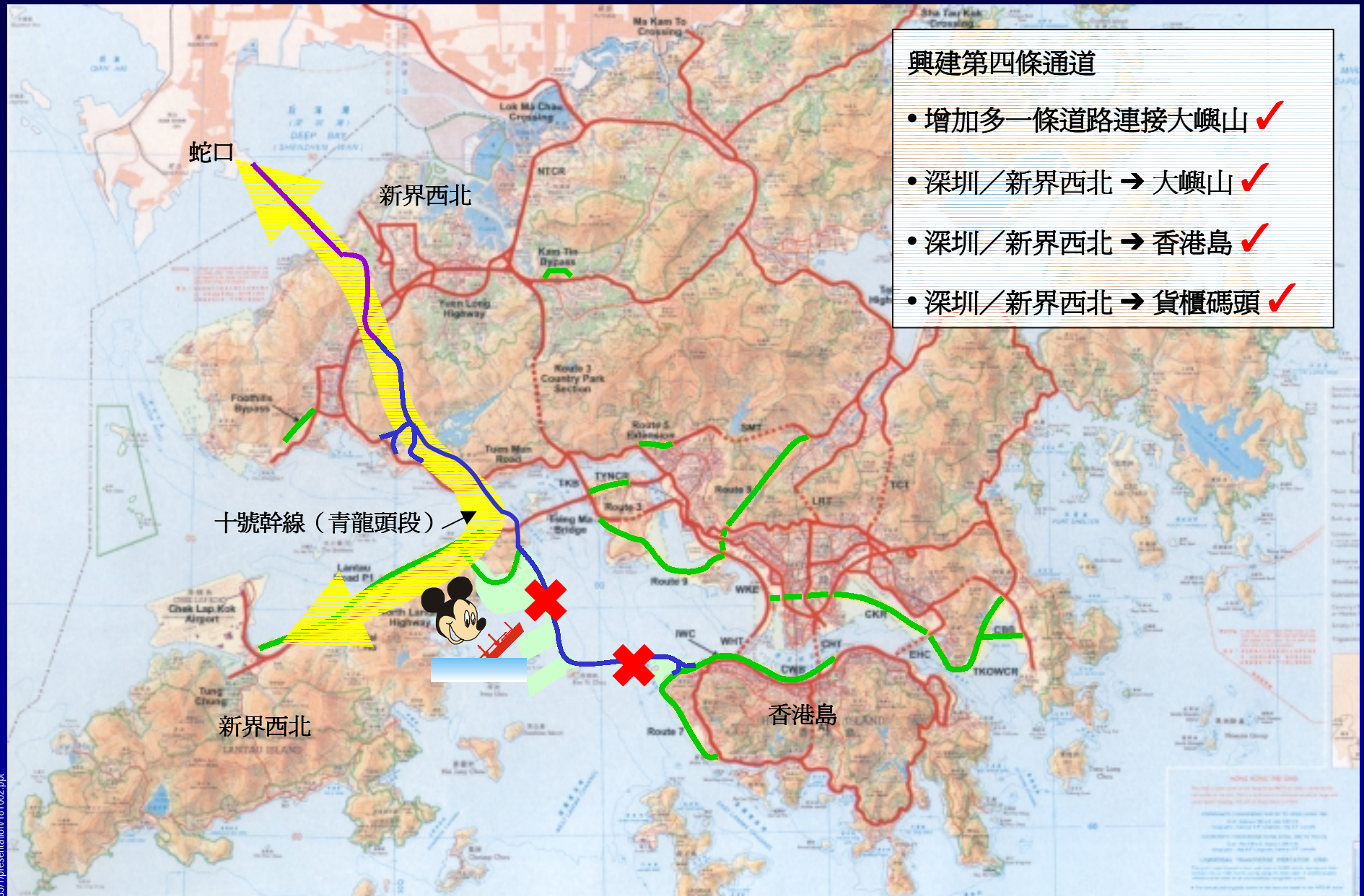
# 十號幹線原先目標

## 興建第四條通道

- 增加多一條道路連接大嶼山 ✓
- 深圳／新界西北 → 大嶼山 ✓
- 深圳／新界西北 → 香港島 ✓
- 深圳／新界西北 → 貨櫃碼頭 ✓



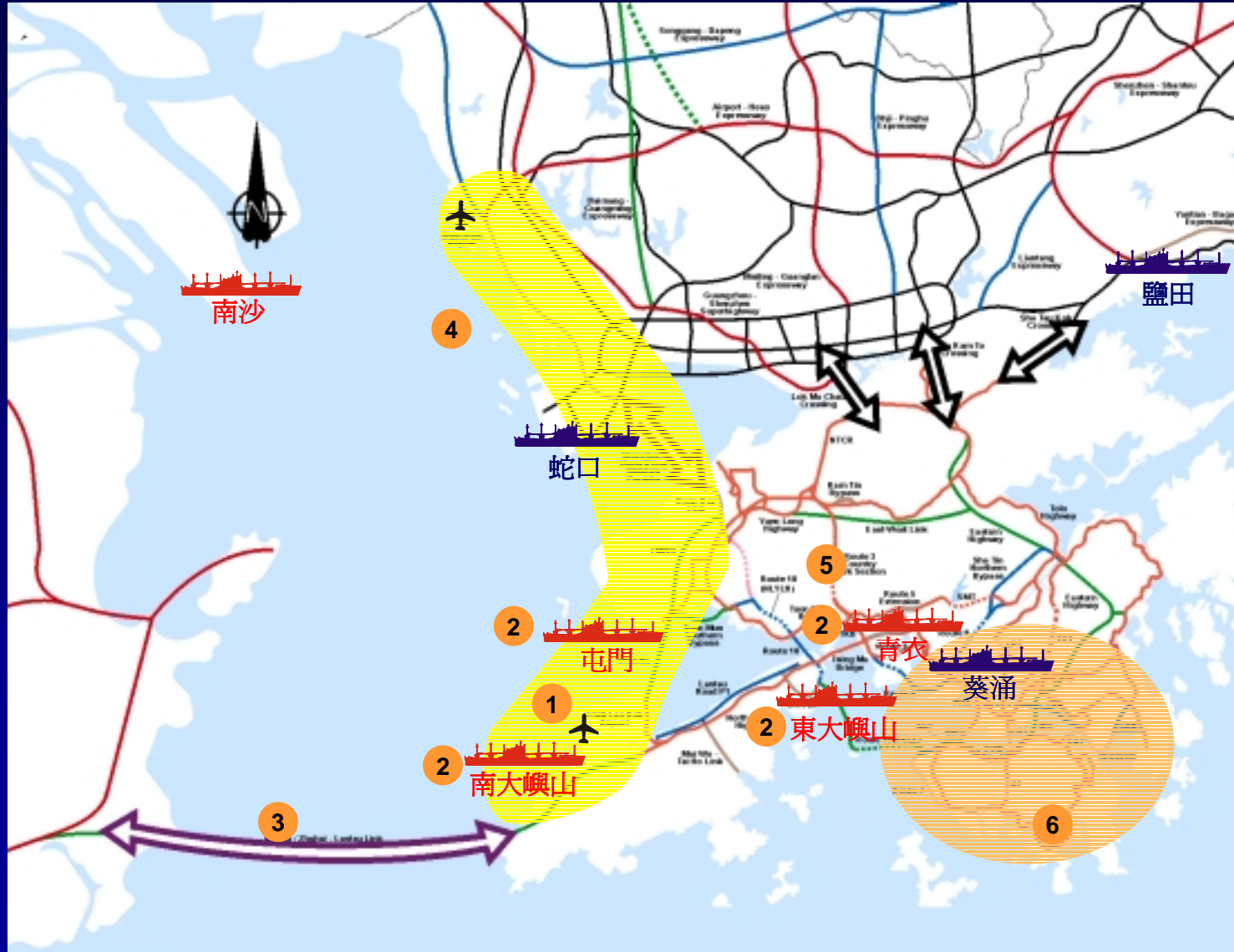
# 改變了的規劃環境



# 珠江三角洲港口



# 檢討策略性機遇



- 1 物流樞軸於赤鱲角及北大嶼山
- 2 新貨櫃碼頭機遇
- 3 珠三角跨海通道  
• 港珠澳大橋
- 4 深圳西及香港西  
物流區域
- 5 有效運用現有資源 (如三號幹線)  
及對西鐵的影響
- 6 市中心的交通及  
環境限制



# 其它方案及策略－屯門至赤鱸角：機場幹線



- 第二條通道往赤鱸角
- 全天候幹線
- 直接連接大嶼山 - 新界西 - 深圳
- 加強赤鱸角／大嶼山的物流中心地位
- 可配合港珠澳大橋
- 無需改善現有的北大嶼山公路
- 具有發展鐵路的潛力

# 廣東省發展趨勢



# 珠江三角洲基礎建設



# 建造成本



# 檢討策略的逼切性

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- 原先興建十號幹線的規劃概念已經過時
- 出現了新的可能性及機遇 – 如物流、港口、跨海通道等...
- 加強與珠江三角洲的策略性的規劃及發展聯繫

在落實超過三百億港元的十號幹線  
或其它於特區西部的大型基建項目前，  
必須進行全面性檢討工作

# 轉變了的規劃環境

- 興建第四條通道
- 增加多一條道路連接大嶼山 ✓
  - 深圳/新界西北 → 大嶼山 ✓
  - 深圳/新界西北 → 香港島 ✓
  - 深圳/新界西北 → 貨櫃碼頭 ✓



# 廣東省發展趨勢



## 珠江三角洲基礎建設

