

Our ref : MCC/AL/L032/02

3 September 2002

The Honourable Mrs Miriam LAU Kin-ye, JP  
The Chairman  
Panel on Transport, Legislative Council  
Legislative Council Building  
Hong Kong

Dear Chairman

**Re: Objection to Route 10 - Southern Section**

We are pleased to enclose for your attention a copy of our letter addressed to the Secretary for Environment, Transport and Works with regard to our objection to the gazettal of Route 10 - Southern Section.

We are of the opinion that construction of Route 10 - Southern Section should be withheld pending a comprehensive review of the whole Route 10 road scheme. In this review, a comparison of the costs and benefits of all possible alternative road schemes should be made. Moreover, we also think that a detailed study of Hong Kong's future transport links with the Pearl River Delta region, e.g. the recently much talked about bridge linking Hong Kong with Macau and Zhuhai should be carried out immediately before any decision on the construction of new strategic road networks in the northwest New Territories is made.

Even if after the comprehensive review and study, Route 10 – Southern Section is still decided to be built, the section from So Kwun Wat to Tsing Lung Tau should be taken out from the gazetted plan because of its redundancy due to the reasons we stated in our objection letter.

Yours faithfully  
ROUTE 3 (CPS) COMPANY LIMITED

Gary Luk  
General Manager

Encl

cc : Members of the Panel on Transport

Our ref : GM/GKL/L061/02

22 August 2002

**By Fax & By Hand**  
**(Fax: 2537 3231)**

Secretary for the Environment, Transport and Works  
Environment, Transport and Works Bureau  
Transport and Works Branch  
16/F Murray Building  
Garden Road  
Hong Kong

Dear Madam

**G.N. 3864**  
**Roads (Works, Use and Compensation) Ordinance (Chapter 370)**  
**(Notice under section 8(2))**  
**PWP Item No. 6519TH**  
**Route 10-North Lantau to Yuen Long Highway (Southern Section)**

We write to raise our objection to the above gazettal.

Under the gazetted plan, an interchange between Tsing Lung Bridge and Tuen Mun Road is provided at Tsing Lung Tau. With this provision, the section of the gazetted Route 10 from So Kwun Wat to Tsing Lung Tau, which was originally designed to channel traffic from Tuen Mun Road to Tsing Lung Bridge, and vice versa, has now become redundant in the short to medium term. The need for this section in the long term will very much depend on whether Route 10 (Northern Section) and Sham Tseng Tunnel Link Road are built or not.

In the circumstances, we are of the opinion that the section between So Kwun Wat and Tsing Lung Tau should be taken out from Route 10 (Southern Section) especially when the Government's coffers are experiencing huge deficits.

The Legislative Council Finance Committee voted against the funding application for the detailed design of Route 10 (Northern Section) on 8 March 2002 and requested the whole Route 10 road scheme be comprehensively reviewed. We object strongly to the construction of Route 10 (Southern Section), in particular the section from So Kwun Wat to Tsing Lung Tau, in advance of this review. The parameters to be taken into account in the review include the future port development, needs of the logistics trade, traffic and population growth, cost effectiveness of alternative road schemes, actual impact of West Rail after it becomes operational by end 2003, etc.

Besides the present Lantau Link, i.e. Tsing Ma Bridge and Kap Shui Mun Bridge, arguably, Hong Kong has a strategic need for a second road link to Lantau Island and Chek Lap Kok Airport. Recently, suggestions for this second road link that differ from Government's proposed Route 10 have been put forward by different sectors of the community. We believe it is in the best interest of Hong Kong that all these alternative possibilities be comprehensively examined in the context mentioned in the previous paragraph. They could then be compared with Government's proposed Route 10 such that a more mature decision with regard to the second road link to Lantau Island can be made.

Lately a number of the appointed Secretaries under Government's new Accountability System for Principal Officials have indicated their support for the development of stronger transport links between Hong Kong and the Pearl River Delta region, and the development of West Lantau into a logistics hub. One proposal that has been put forward to address such issues is to link the western tip of Lantau with Macau and Zhuhai by means of a bridge to be built a lot sooner than the timetable of year 2020 as previously suggested by the Administration. If this proposal is to be implemented, the construction of Route 10 (Southern Section) now will pre-empt the Tuen Mun – Chek Lap Kok Link – a road tunnel considered in the Third Comprehensive Transport Study. Many proponents have suggested bringing this road tunnel forward from the original time frame of 2016, and replacing Tsing Lung Bridge outright.

The present gazetted plan has one further deficiency. Traffic between Tsing Lung Bridge and Route 3 Country Park Section will need to be routed via Tsing Yi or Tsuen Wan. This undesirable routing for traffic from Northern New Territories to Lantau Island, and vice versa will seriously undermine the intended functions of Tsing Lung Bridge. To address this deficiency, we strongly request that a full interchange between Route 3 Country Park Section and Tuen Mun Road at Ting Kau be provided. Moreover, its completion date should also be concurrent with that of Tsing Lung Bridge if, after reviewing all the options as proposed above, this bridge is eventually built.

In closing, we strongly demand that construction of Route 10 (Southern Section) should not proceed before the review and comparison of all possible alternative road schemes as well as study of future transport links with the Pearl River Delta region are carried out. Meanwhile, we shall maintain our objection as things stand.

Yours faithfully  
ROUTE 3 (CPS) COMPANY LIMITED

Gary Luk  
General Manager

GKL/mf