

For Information

Legislative Council Panel on Transport

**Position on Route 10 (Northern Section) and Measures to Rationalise
the Utilization of Route 3**

PURPOSE

This paper provides the Administration's latest position on Route 10 (Northern Section) and reports progress on our discussions with the franchisee of Route 3 on possible measures to rationalize the utilization of Route 3 and Tuen Mun Road (TMR).

BACKGROUND

2. At the special Panel meeting held on 5 May 2007, Members requested the Administration to provide a progress report on discussions with the franchisee of Route 3 about possible ways to achieve a more balanced traffic distribution between Route 3 and the alternative, non-tolled TMR. Members also requested the Administration to state its position on Route 10 (Northern Section) to meet the transport needs of the traveling public.

IMPLEMENTATION OF ROUTE 10 (NORTHERN SECTION)

3. In 2002, the Administration submitted a paper to the Finance Committee of the Legislative Council for funding of the detailed design works of Route 10 (Northern section). However, the application was not approved. Subsequently, we included the proposed Route 10 (Northern section) into the "Northwest New Territories Traffic and Infrastructure Review" (The Review) as one of the possible highways options to be studied amongst other options.

4. The Review concluded that with the existing and committed road network, together with necessary improvement measures, we would be able to cope with the traffic (including those to be generated from Shenzhen Bay Port and the Hong Kong–Zhuhai–Macau Bridge) up to at least 2016. No new major highway infrastructure project will be required.

5. In the long run, to ensure that the new transport infrastructure beyond 2016 will be provided in a timely manner, we have been studying the long-term transport infrastructure proposals recommended in the Review. We have been conducting further investigation and engineering feasibility studies on the proposed road projects, including the Tuen Mun Eastern Bypass, the Tuen Mun Western Bypass and Tuen Mun – Chek Lap Kok Link, the Link Options between Tuen Mun and Lantau, and the Tsing Yi- Lantau Link. The objective is to get the necessary advance work done as much as possible at the present stage so that when the implementation programme for the various planned developments in the region becomes clearer, construction can start as soon as possible.

DISCUSSIONS WITH ROUTE 3

6. We are continuing our discussions with the franchisee of Route 3 on the option of extension of franchise upon its expiry in May 2025 in exchange for toll reduction. In the last couple of weeks, we have been focusing our efforts on establishing the parameters and assumptions for the option of a pilot scheme for a shorter toll reduction period of, say, 3 years. We consider that this approach has the merit of gathering more realistic traffic and financial data which would help to reach a solution in the longer term. Both the Government and the franchisee have adopted an open attitude and are engaging in an active dialogue with a view to reaching early consensus on the fundamental factors. We will keep Members informed about the progress of our discussions.

ADVICE SOUGHT

7. Members are invited to note the content of this paper.

Environment, Transport and Works Bureau
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