

# \$6b bridge to China plan

## Now Gordon Wu dreams of driving to Macau in 30 mins!

By TAD STONER

A MULTI-billion-dollar plan to link Hongkong and Macau by a bridge spanning 38 km across the Pearl River Estuary has been proposed by tycoon Mr Gordon Wu.

The mammoth project, which would cut transport time between Hongkong and Macau to about 30 minutes, would also ease access to Guangdong counties such as Zhongshan, Xinhui and Shunde where the territory's businessmen have substantial investments.

The managing director of Hopewell Holdings suggested that the \$6 billion crossing could also support pipes to bring water from the West River, solving Hongkong's chronic supply problems.

Mr Wu is the initiator of such gigantic undertakings as the 302-km Pearl River delta highway network and a combined port and airport development in Hongkong.

Last month, he received the Building and Construction Award in London for the construction of the Shajiao B power station in China.

Mr Wu said he was now discussing the project with Guangdong and Beijing officials.

"We started talking last month, and the indications are that they think it's a good idea. They're going to say yes," Mr Wu said. "After we finish talking to the Chinese, we'll have to come and talk to the Hongkong Government, and I don't know how long those negotiations will take, but before I start I want to have everything in place with China."

Hongkong transport officials said they had not been informed of the plan. The proposed crossing would tie in with Hopewell's Pearl River delta highway network (see adjacent map).

Mr Wu said construction of the link would take three years and could begin after completion of the first phase of the Guangzhou-Shenzhen superhighway by late 1990.

territories for major highway development, which Mr Wu said he would be willing to undertake as a private project.

Mr Wu said the Hongkong Government paid \$80 million for each kilometre of road it built, but that he could do it for between \$72 million and \$73 million.

"There are 12 million crossings each year now to Macau, and people spend \$800 million on ferry fares," he said.

"We will make a profit from a toll of \$60 or \$70, and can count on \$1 billion per year with both people and freight."

Mr Wu claimed that Macau casino magnate Stanley Ho had expressed interest in acquiring 20 per cent of the project, which would virtually eliminate his ferry service between the two territories.

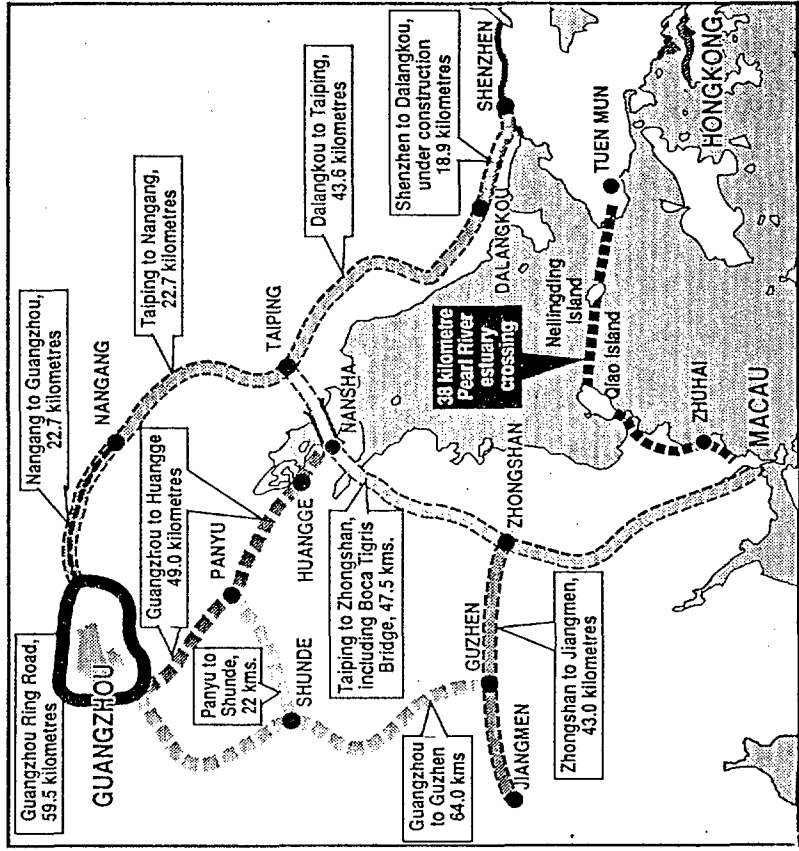
Mr Ho, however, could not be reached for comment.

Bay Bridge-Tunnel spans the huge body of water between Maryland and Virginia by means of a system of bridges and tunnels.

Mr Wu's scheme, however, would not employ any tunnel links, but bridge the 8.5 km between Black Point in the western New Territories and the tiny Neilingding Island, then cross another 12.5 km of water to Qiao Island, lying across a narrow strait from the mainland village of Tangjia.

From Tangjia, the road would wind south through the Zhuhai Special Economic Zone, terminating at the gate to Macau.

The Pearl River crossing would require opening the extreme west of the New Ter-



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