

====09/03/2012====

News background: LRT's route came out of thorough study and consideration.

During the construction of Macao's LRT system, the Government is paying great attention and respect to residents' opinions about the project. As to the location of the LRT's route in the Nape District, the Transportation Infrastructure Office has gone through and assessed several opinions and proposals on it, including the ones that suggest moving it to the seaside streets and under the ground, but there are technical limitation to it and the LRT's reaching area would be reduced in a large degree.

Relocating the LRT's route on the new reclaimed land B would make the rail unable to reach the commercial area of the Nam Van District, nor the central or the northern area of the Nape District.

Under the current construction scheme, the LRT's route along its station at Dr. Carlos D'Assumpção Park and at Sai Van Lake cover some areas of the new reclaimed land B; if it was relocated on the land B, the station at the Nam Van Lake and at the Art Garden would not exist. In that case, the crowded central and the north area of the Nape District, even the downtown Nam Van District and Senado Square would not be reached. It would be unfavorable to easing the traffic downtown; an analysis for passenger volume shows that the passenger volume would be of 80 percent less than that with the current scheme at the initial stage, while of nearly less than half in a long-term, slashing the benefits of the LRT system. On the other hand, there are technical difficulties with moving the route to the outer ring roads on land B. Be it underground or is elevated, the LRT's route is incompatible with the tunnel on the outer ring road; building a route passing the Governor Nobre de Carvalho Bridge is also a technical challenge and it would block the view of the tourist spots on the seaside such as the statue of Kun Iam.

Relocating the route under the ground would not go with a large deal of underground infrastructures of the area.

There are technical difficulties with moving the route under the ground. Below the Avenida Dr. Sun Yat-Sen, Alameda Dr. Carlos d'Assumpção, Avenida 24 de Junho and Art Garden and Praça de Ferreira do Amaral, there are a lot of foundation beam infrastructure such as the foundation of the bridge, three large-scale car parks and sewerage facilities. All the underground facilities of the area could hardly give way to the route going down or relocated in Avenida Dr. Sun Yat-Sen.

Building the LRT under the ground requires massive demolition and reconstruction of

sewerage infrastructure, car parks and underground tunnels; the car parks, which have a total of 1320 light vehicle parking spaces and 446 motorcycle, in Alameda Dr. Carlos d'Assumpção, Art Garden and Praça de Ferreira do Amaral would be affected seriously. The road sections aforesaid are traffic arteries in Macao Peninsula. Conducting an underground project would lead to longstanding seal-off of a large area, putting a huge pressure on Macao's traffic as a whole, especially during the Grand Prix when the Avenida da Amizade was closed off, Macao peninsula's west eastbound traffic would likely be interrupted.

If the LRT project was delayed, the traffic would worsen, posing challenges.

If the LRT project went down the ground or pass the outer ring roads of the new reclaimed land B on the otherwise schedule, taking into account the problems they would cause as mentioned above, the construction works would be severely delayed. It would not only bring problems with the work contract, pushing up the construction cost, but would also impose a heavy cost on the community, particularly yielding to more serious traffic issues and plunging Macao into a place being marginalized as it failed to act in line with the regional development. The Office understands the residents' concern, so while it is improving the construction scheme, it will continue rational talks with them in order to strike a balance between residents' needs and the city's overall development.