

## MACAO ELEVATED LIGHT RAIL TRANSIT (feasibility study and technical assistance)



<b>Client / Employer</b>	Government of the Macao Special Administrative Region Office for the Development of Infrastructures
<b>Service</b>	Feasibility Study and Technical Assistance by CONSULASIA, LDA.
<b>Investment</b>	Approx. MOP 16,000 Million
<b>Contract Price</b>	MOP 4,163,000
<b>Time Schedule</b>	September 2004 to July 2005

**Description of the Project** This phase is the second stage of the feasibility study of constructing or taking into consideration building a system that can boost the transportation system in Macao.



The 20km of tracks suggested route would cover the main boundary checkpoints and then on to Taipa, with 23 stations and operating 19 hours a day

Compared with other systems, the advantages for LRT system includes simpler construction, shorter period of construction, lower costs for construction and operation and less disruption to traffic and public life.

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### Description of the Project (cont)

The LRT system is to meet the increasingly demand for public transportation due to Macao's rapid development, in addition to promoting the sustainable development of Macao, advancing the visitors carrying capacity, and facilitating the integration of the Pearl River Delta.

The LRT system, which will be the backbone of the entire transportation network, might facilitate personal transportation as auxiliary tools and increase the total passenger carrying capacity.



With Macao being an open economy, especially in terms of mobility of people and visitors, the MSAR Government has been working towards increasing the capacity in its air, sea, and road transports that connect Macao with its neighboring cities.

Because as far as internal transport is concerned, Macao is among the cities in Asia with the highest vehicle density and this has a negative impact on tourism and social development. Thus, it is important to promote the use of public transport services. Macao transport services are quite extensive, compared to other Asian cities. With the development of the islands, three bridges are now in operation and further connectivity is to be enhanced by a number of projects. Improvements in pedestrians' mobility would also be given priority.

The transport development for a tourism oriented city like Macao is more complicated than those of some other cities as the transport system does not only serve the residents but also need to accommodate visitors. Effective external transport services should be provided to bring various kinds of tourists from different origins to Macao. In addition, transport options should also be affordable and reasonable to visitors. New and efficient technological solutions will be brought into enhancing Macao's transport networks.

An original strategic routing was defined to cover the outer Macao area starting from Portas do Cerco to the Cotai area and ending at the Taipa Ferry Terminal. Nevertheless, a future plan of connecting the inner area of Macao was also taken into consideration.