



註：本圖中所有圖則及圖色均採用 WGS84 投影坐標  
 Note: The gridlines, labels, and the base map shown on this sheet are based on the WGS84 datum.

**Alternative to Route 7 – South Island Line**  
*Medium Rail System Proposed by*  
*Save Our Shorelines Society*

**Legend**

- Proposed Western District Reclamation by Government
- Proposed Route 7 alignment
- Existing MTR Island line & stations
- MTR western extension & stations in OZI\*
- MTR western extension & stations in WDDS
- Alternative medium capacity rail & station
- Potential links & stations to MTR lines





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## 保護海港協會有限公司的信頭

立法會交通事務委員會  
二零零一年九月二十一日之會議

### 反對興建七號幹線

七號幹線之興建，將會把香港島美麗的西南海岸環境破壞。但若然是興建一條中型鐵路的話，是既可以解決港島南區的交通需要，而又不會帶來如此巨大負面環境影響的。我們故此強烈要求政府方面，首先進行一個七號幹線對比中型鐵路方案的合適比較評估。

我們希望下列事項可以受到特別的注意及考慮：—

- 甲. 在最近環境評估委員會有關墾原地的決議中，強調了對於基建工程，是需要考慮所有其他可行方法的，包括其他路線、設計、運輸模式，甚至其他非運輸選擇。
- 乙. 1999 年的施政報告中（第 104 段），行政長官決意引入一個新的全面性交通策略，鼓勵使用較少污染的運輸方式，包括改良鐵路服務。
- 丙. 於 1999 年 10 月印發的第三份全面性運輸研究報告中，亦認定了“較環保”的運輸方式，如鐵路將會成為乘客運輸的骨幹”。
- 丁. 於 2000 年 5 月，運輸局發表的鐵路發展策略 2000 訂明，其中的一個目標為“增加鐵路於全個運輸系統中所佔的份數，以減少對道路運輸的依賴”。
- 戊. 於 2000 年的施政方針中，運輸局局長宣佈了一個新的策略“邁步前進：未來運輸策略”，誓言給予鐵路優先考慮，及“發展鐵路，作為未來乘客運輸網絡骨幹的概念”。

一條中型鐵路，正符合現行上述政府以鐵路為主的運輸政策，因為它可以提供一個較少污染和更有效的運輸系統，配合著未來港島南區的規劃需要。該中型鐵路亦可以服務更多的市民，和有更大的服務範圍。

我們認為，政府方面未經全面分析中型鐵路的優點，而進行興建七號幹線是不負責任的。令人驚奇的是，直至現在，政府從未進行一個如此的研究。

## Letterhead of Society for Protection of the Harbour Limited

Legco Panel on Transport  
Meeting on 21<sup>st</sup> September 2001

### Objection To Route 7

The construction of Route 7 will destroy the environment of the beautiful South-West Coastal Regions of Hong Kong Island whereas a medium railway may better serve the transport needs of the Island Southern District without as great an adverse impact on the environment.

We therefore strongly urge the Government to conduct a proper comparative evaluation of Route 7 versus a medium railway option.

We invite attention to the following:-

- A. The recent decision of the Environmental Impact Assessment Appeal Board on Long Valley highlights the need to consider ALL possible alternatives to infrastructure projects, including alternative routes, designs, transport modes and even non-transport options.
- B. In his 1999 Policy Address (Paragraph 104), the Chief Executive committed to a New Comprehensive Transport Strategy of encouraging the use of less polluting modes of transport including improving railway services.
- C. The Third Comprehensive Transport Study published in October 1999 promised that 'more environmentally friendly transport modes such as railway should become the backbone of passenger transport'.
- D. In May 2000, the Transport Bureau issued the Railway Development Strategy 2000 which states that one of its main objectives is 'to increase the share of rail in the overall transport system to reduce reliance on road-based transport'.
- E. In the 2000 Policy Objectives, The Secretary for Transport announced a new transport strategy "Hong Kong Moving Ahead: A Transport Strategy for the Future" and pledged to accord priority to railways and 'To develop the concept that railway should form the backbone of the future passenger transport network'.

A medium railway will accord with the above-mentioned rail-led transport policy now adopted by the Government as it will provide a less polluting and more efficient transport system compatible with the future planning needs of the Island Southern District. The medium railway will also serve more people and larger catchment areas.

We believe that it would be irresponsible of the Government to proceed with Route 7 without a full analysis of the benefits of the obvious alternative of a medium railway. Indeed, it is surprising that up-to-now, the Government has not carried out such a study.