

Legislative Council Panel on Transport

Subcommittee on matters relating to the implementation of railway development projects

Progress Report on the Shatin to Central Link

INTRODUCTION

1. This report informs Members of the latest progress regarding the Shatin to Central Link (SCL).

BACKGROUND

2. Government announced the award of SCL to KCRC on 25 June 2002. On the same day, we invited KCRC to examine the technical and financial viability of adding more stations or linkages to SCL to serve more population centres.

3. In August 2002, KCRC proposed a revised scheme. This is further explained in the following paragraphs.

THE NEW SCHEME

4. The modified SCL scheme follows essentially that outlined in the SCL Project Brief comprising ten stations viz Tai Wai, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin or Gilles Avenue, Hung Hom, Exhibition, Admiralty and Central West. KCRC has proposed to add a new station at Tsz Wan Shan. Also added is an underground people mover system which will link the Hung Hom Station to the Whampoa area. KCRC further proposes to make provision for future station at Hin Keng. The approximate alignment and station locations are at **Annex A**.

Annex A

5. The SCL scheme will allow passengers from Ma On Shan to travel to and from Central without interchange. East Rail passengers will also be able to interchange with the SCL either at Tai Wai or Hung Hom.

6. The future West Rail passengers will be able to travel from Tuen Mun via the proposed Kowloon Southern Link to Hung Hom for interconnection with the SCL to Central.

7. Hung Hom Station will undergo major reconfiguration to become a Mass Transportation Centre, which will provide a convenient interchange for the SCL, West Rail, and East Rail and also a direct link to the intercity and cross boundary train services.

HIN KENG STATION

8. The current population within the rail catchment area of Hin Keng is about 30,000. As Hin Keng is mostly developed, the population is only expected to reach about 35,000 by 2016. KCRC considers this to be below the minimum threshold of 50,000 to justify a station and proposes to make provision in the design for the construction of a station in future when the passenger levels justify that.

TSZ WAN SHAN STATION

Annex B

9. The proposed Tsz Wan Shan Station is located under Wan Wah Street as shown at **Annex B**. There will be about 95,000 people within the rail catchment area in future.

10. To allow for the new station, the section of SCL between Tai Wai Station and Diamond Hill Station has been realigned. SCL will have to go through a double bend and its length increased by about 1 km. With the new station and a longer alignment, SCL's journey time will be increased by about two minutes. KCRC will have to purchase an additional train set to maintain the required rail service.

11. The station will be about 100 meters below ground. Escalators and lifts from ground level will be provided for passengers to access the station.

WHAMPOA AND HUNG HOM RAIL LINK

12. KCRC's proposal for this rail link is an underground automated people-mover (APM) shuttle train system similar to the automated shuttle train system used in Chek Lap Kok Airport. The train will be operated at a frequency of

about three minutes and the estimated journey time will be about two to three minutes.

13. Apart from Hung Hom Station, two new stations, one at Tak Man Street and the other at Man Yue Street in Whampoa area will be provided as shown at **Annex C**. About 85,000 people will be within the rail catchment area in future.

Annex C

OTHER CHANGES

14. While the exact alignment and station locations will be refined subject to further detailed study, members may wish to note that KCRC's proposed alignment and station locations, other than as explained above, follow essentially those indicated in the Project Brief. The Project Brief indicates two alternative locations for the station between Hung Hom and Ma Tau Wai. One is at Valley Road Estate and the other at Gilles Avenue. KCRC has chosen the Valley Road Estate location in the bidding Proposal. KCRC is also considering shifting the Central West Station slightly eastward so that it will be closer to the center of the Central Business District.

COST IMPLICATIONS

15. KCRC estimates that the Tsz Wan Shan Station and APM system require an additional cost of about \$4 billions (MOD). The total project costs of SCL will therefore be increased from \$31 billions (MOD) to \$35 billions (MOD). KCRC has agreed to absorb these additional costs in full by way of internal resources and borrowing. Government's financial support is not required.

FARES

16. KCRC indicates that the additional project cost for Tsz Wan Station and APM system will not lead to higher rail fare on SCL itself. Obviously, people using the APM will have to pay a reasonable fare, which will be set at a competitive level. The higher project cost will be partly offset by the additional revenue from the increase in ridership, and partly absorbed by the Corporation.

IMPLEMENTATION PROGRAMME

17. In the tender submission, KCRC proposes to complete SCL in phases with the section between Tai Wai and Diamond Hill by early 2008 and the rest

by end 2008. With the introduction of Tsz Wan Shan Station, early opening of the section from Tai Wai to Diamond Hill Stations will not be possible. The current plan is to complete the whole project by end 2008/early 2009.

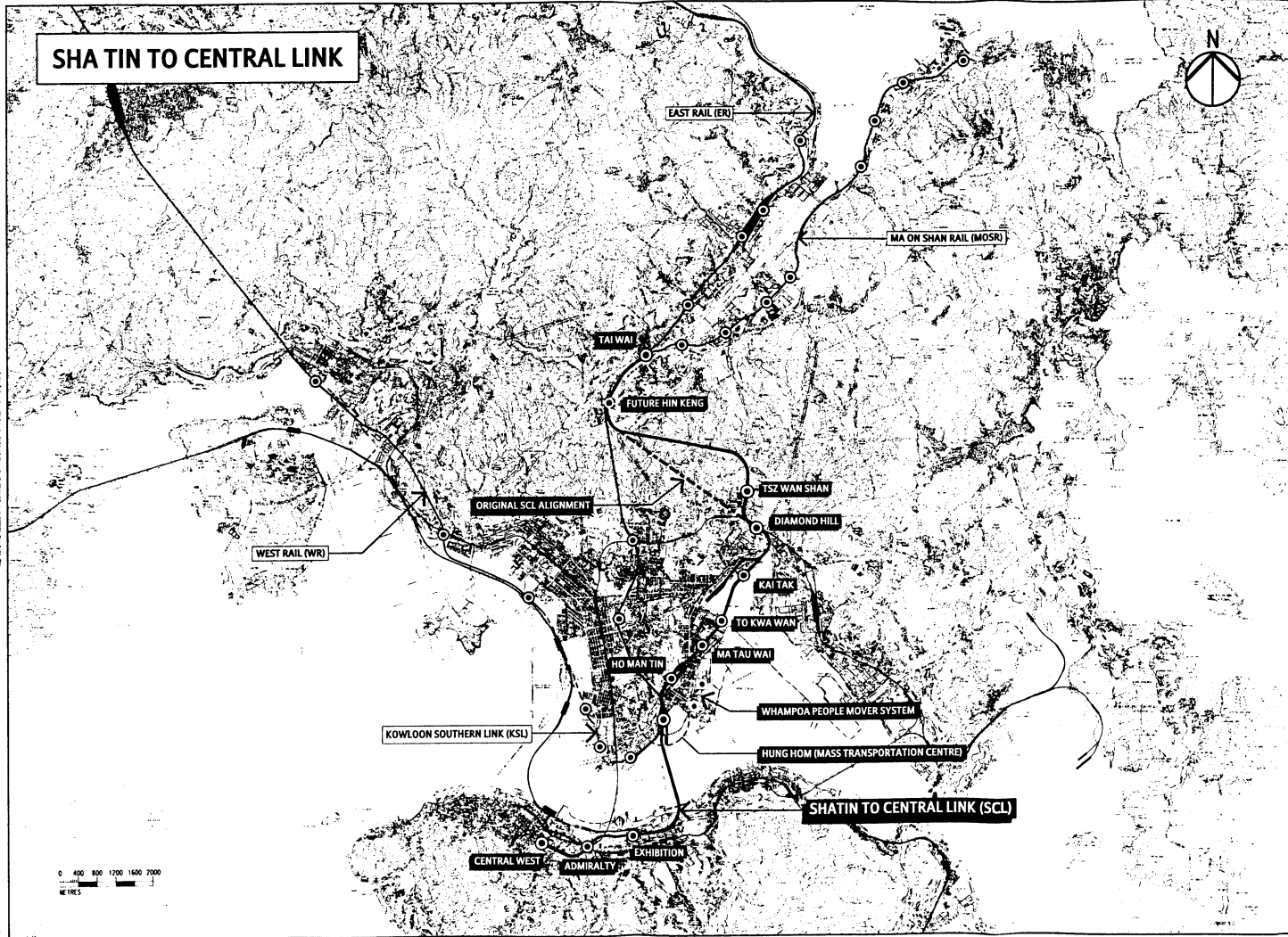
NEXT STEP

18. We are in discussion with KCRC to refine the implementation programme as well as the details for the revised scheme. The intention is to finalize the alignment by the end of this year for the construction work to commence in 2004 and opening of the rail line by end 2008/early 2009.

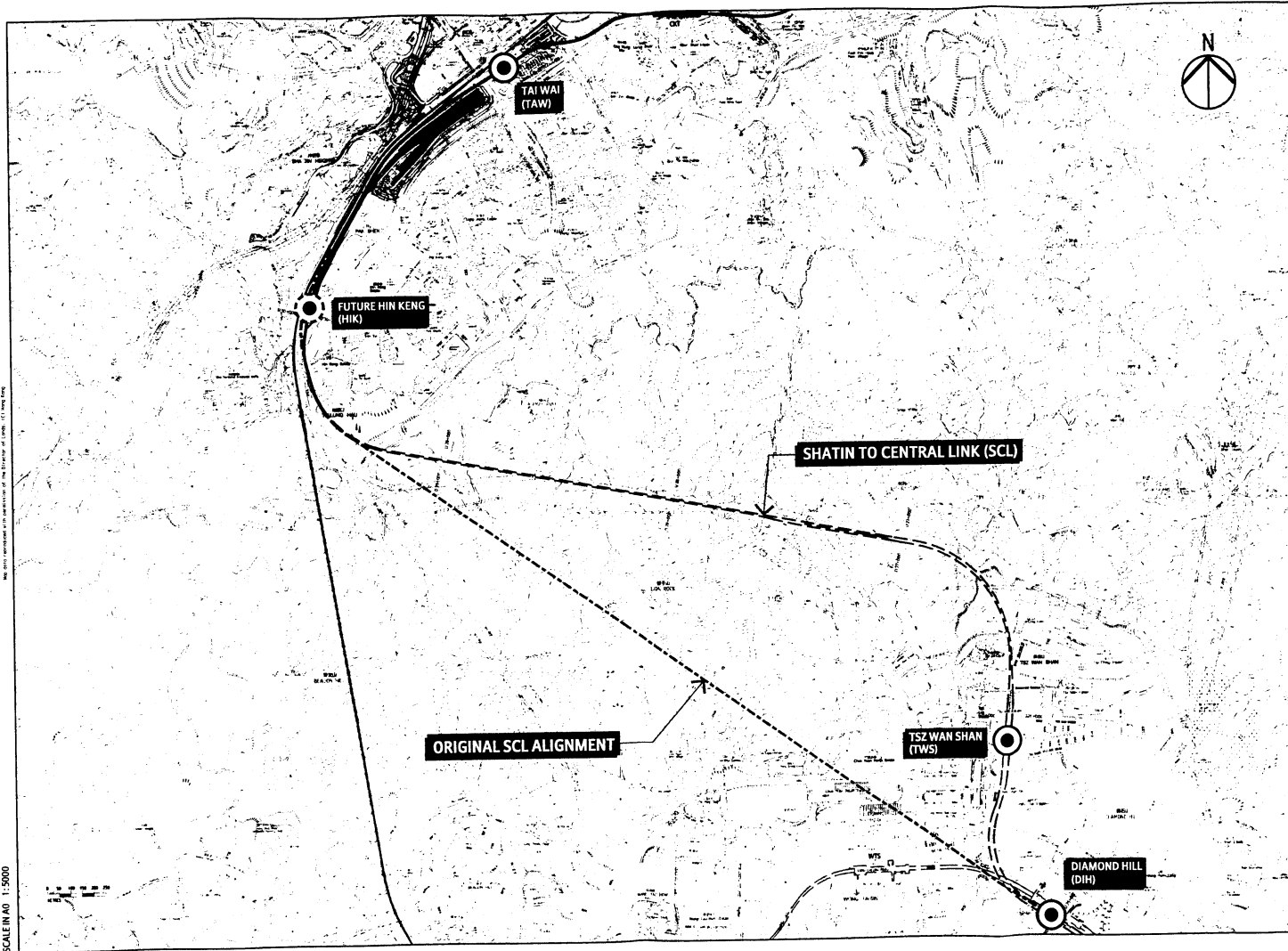
CONCLUSION

19. Members are requested to note the latest progress of the implementation of the SCL.

Environment, Transport and Works Bureau
19 September 2002
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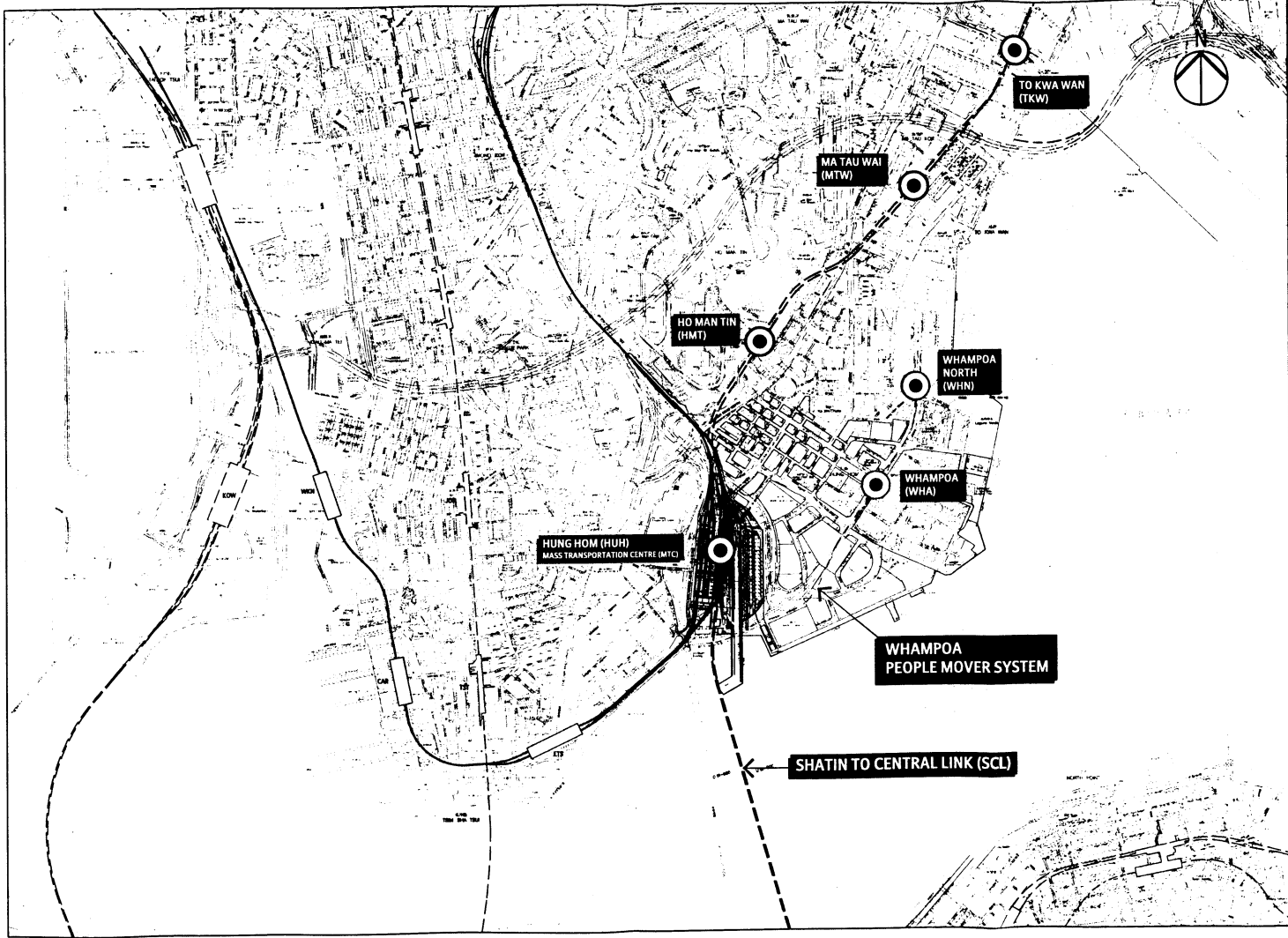


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Map data represented in accordance with the Director of Land's (L) Land Map



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