

File Ref : ETWB(T)CR 12/1016/99

**Legislative Council Panel on Transport**  
**Subcommittee on Railway Development Projects**  
**Kowloon Southern Link**

**INTRODUCTION**

1. This paper provides some supplementary information regarding the Kowloon Southern Link (KSL) and advises Members of the progress of its implementation.

**BACKGROUND**

2. The KSL is one of the six rail projects recommended in the Railway Development Strategy 2000. The suggested completion window is 2008-2013.

3. KCRC submitted a proposal on KSL on 13 July 2001. We have completed the assessment on the proposal and decided on 24 September 2002 to invite KCRC to proceed with the detailed planning and design of the project.

**RAIL SERVICES ALONG NATHAN ROAD CORRIDOR**

4. The KSL will greatly improve the accessibility of people living in the North West New Territories (NWNT) to urban Kowloon. Passengers can travel directly from Yuen Long and Tuen Mun to the Southern part of the Kowloon Peninsula and via the East Rail Tsim Sha Tsui Extension reach destinations served by the East Rail; and use the Shatin to Central Link to go to East Kowloon and the Hong Kong Island. In short, KSL will provide a strategic link between West Rail and East Rail in the Kowloon Peninsula.

5. Upon completion of KSL, there will be three railway lines, Tung Chung Line (TCL), Tsuen Wan Line (TWL) and KSL serving West Kowloon. The KSL serves a different catchment from the TCL and will help reduce the loading at TWL's Nathan Road corridor.

6. The KSL will bring additional patronage to the overall railway network. The transport forecasts indicate that the total weekday patronage for the railway networks of KCRC and MTRCL will increase by about 60,000 (about 1%). Furthermore, in 2016, there will be 35% (about 120,000) increase in the number of passengers using the four railway stations in the area, namely the Kowloon Station of TCL, Tsim Sha Tsui Station of TWL, the West Kowloon Station and Canton Road Stations of KSL. Thus, the implementation of KSL will further promote our transport policy that rail be adopted as the backbone of our transportation network.

## **PROGRESS**

7. KCRC has arranged two scheme design consultancies to undertake the scheme review and detailed design for the KSL. The scheme design consultants were appointed in December 2002 and the work of the scheme design is near completion.

8. KCRC has also started to work on the Environmental Impact Assessment Study, the Geotechnical Investigation, and the Topographical and Tree Survey

9. KCRC has also undertaken some advanced works to ensure that the construction of the KSL will not be jeopardized. This includes protection works of a footbridge foundation along Sham Mong Road near the MTR Olympic Station. Other advanced work, such as advanced utility diversion is under planning.

### **Annex**

10. A detailed progress report prepared by KCRC is at the **Annex**.

## **NEXT STEP**

11. Once the scheme design of the KSL is completed, we will brief Members on the details. Public exhibition of the EIA Report and gazettal of the scheme under Railways Ordinance will follow. Consultation with District Council and parties concerned will also be arranged in due course. The present programme is for construction works to start in 2004. The target opening of the rail line is 2008/2009.

## **CONCLUSION**

12. Members are requested to note the latest progress of the implementation of the KSL.

**Environment, Transport and Works Bureau**

**6 June 2003**

**ETWB(T)CR 12/1016/99**

**KOWLOON SOUTHERN LINK**  
**Paper for the Panel on Transport**  
**Subcommittee on Railway Development Projects**

**INTRODUCTION**

On 27 September 2002, after considering Paper ETWB(T)CR12/1016/99, Members requested to be given an update on the progress of the Kowloon Southern Link (KSL) project about six to eight months later. This paper sets out the latest situation.

**STUDIES AND SITE INVESTIGATION**

Environmental Impact Study

2. An environmental impact study, which has been in progress since the middle of 2002, has now reached the draft final report stage. The Corporation will shortly submit the report to the Environmental Protection Department, and will seek its approval to release the report for public inspection and comment.

Railway Ordinance Procedures

3. The alignment plans for the KSL have been prepared in accordance with the requirements set down under the Railways Ordinance. These have been circulated to the relevant Government departments, and the Corporation expects agreement in the near future to proceed to the next stage of the process, which involves gazetting the plans for public comment.

Site investigation and topographical survey

4. Site investigations have been carried out. This work has primarily consisted of drilling boreholes to obtain core samples for testing and examination in laboratories. This stage of work is nearing completion. A topographical survey has also been undertaken to identify significant trees and other important features which could have an impact of the alignment and design of the KSL.

Schematic Design consultancies

5. Two major consultancy contracts were awarded in December 2002 to enable the Corporation to prepare schematic designs and tender

documents for the construction works. The Corporation currently plans to let design-build contracts for the detailed design and construction works. One consultancy deals with the works necessary from the West Rail Nam Cheong Station southwards through West Kowloon to Canton Road, near Austin Road. The second consultancy covers the works along Canton Road through Salisbury Road to the Tsim Sha Tsui East and Hung Hom Stations. The inception stage of these two consultancies has just been completed and the Managing Board of the Corporation will be considering the findings and recommendations at its meeting in June.

### **CONSTRUCTION AND OPERATING IMPACTS**

6. As explained in the previous paper last September, the alignment of the KSL passes through a very densely developed urban area containing some sensitive locations such as the Cultural Centre. The Corporation is giving very careful attention to minimising to the maximum practicable extent any possible adverse impacts on the public, traffic flows and sensitive buildings, both during the construction phase and in the longer term when the line is an operating railway.

7. The northern section of the KSL from Nam Cheong Station to Austin Road presents the least difficulties as the area is less densely developed and the need for this line was taken into account by the Government when planning and implementing the roads and related underground services in the area. South of Austin Road, however, the only viable route for KSL is along Canton Road and then into Salisbury Road. The current schematic design envisages cut and cover methods of excavation and construction. Canton Road and Salisbury Road will be temporarily decked for traffic and construction purposes for a period of about 48 months. During this period at least two through lanes will be maintained for road users, with additional space provided for vehicle loading/unloading and for entry/exit into commercial buildings and car parks.

8. A station will also be provided along Canton Road. Members were previously advised that constructing this station might have affected playgrounds and other amenities in the area. The Corporation has developed a design which avoids this problem by keeping the station and associated plant room areas entirely within and below Canton Road.

9. The only section where cut and cover will not be used is that part of the KSL alignment below the hill accommodating the former Marine Police Headquarters. This is a protected site and the works will be constructed by tunnelling under the hill.

10. Along Salisbury Road, the major construction concern is where the KSL tunnels cross Nathan Road very close to the MTR operating tunnels below. The Corporation is liaising closely with the Mass Transit Railway Corporation Ltd. on this issue. Following the construction phase, the main concern will be to mitigate any noise or vibration arising from the operation of trains. A special double-floating track slab will be provided inside tunnels to ensure that the adjacent Cultural Centre facilities do not suffer noise or vibration which exceed statutory limits.

### **IMPLEMENTATION PROGRAMME**

11. When this matter was last considered, Members had some concern that construction of KSL would overlap with the construction work now in progress for the East Rail Tsim Sha Tsui Extension (TSTE). However, Members also recognised the benefit of connecting West Rail with East Rail at the earliest possible date.

Appendix  
A1&A2

12. The Corporation shares these concerns, and has kept them at the forefront of its planning to date. As shown by the programme at **Appendix A1** and **A2**, actual construction will not commence until the second quarter 2004. By this time the construction of TSTE will be substantially complete, with revenue operations commencing by August 2004. There will be a short overlap period, however, during which the KSL contractor will be commencing the detailed design phase of the design-build contract as well as establishing a presence on site in preparation for a physical start on construction.

13. A short period of trial running will follow completion of construction to ensure reliability of systems and of punctuality of services. The current target for full opening to the public is December 2008. Nevertheless, the Corporation continues to examine ways in which this date might be advanced. As the KSL stations will take more time to complete than the line itself, one option might be to run through trains from Nam Cheong Station to Tsim Sha Tsui East Station to complete the KSL link to Hung Hom Station. The KSL stations would be opened for operation upon completion at a later stage. A route alignment and station location plan is at

Appendix B **Appendix B.**

### **COMMUNITY LIAISON**

14. With a major project of this nature, the Corporation is highly conscious of the need to establish strong two-way communication links with

the community and, in particular, those most likely to be affected by the works. Contacts have already been established with local community groups and leaders, building on the extensive consultations and community briefings conducted for the public and the same groups during the construction of TSTE. Two of the concerned District Councils have been briefed so far, and the Corporation will continue to inform and consult various community groups and district leaders. Further, prior to starting construction next year, more formal Community Liaison Groups will be established. These Groups will meet regularly to consider and comment on construction phase issues.

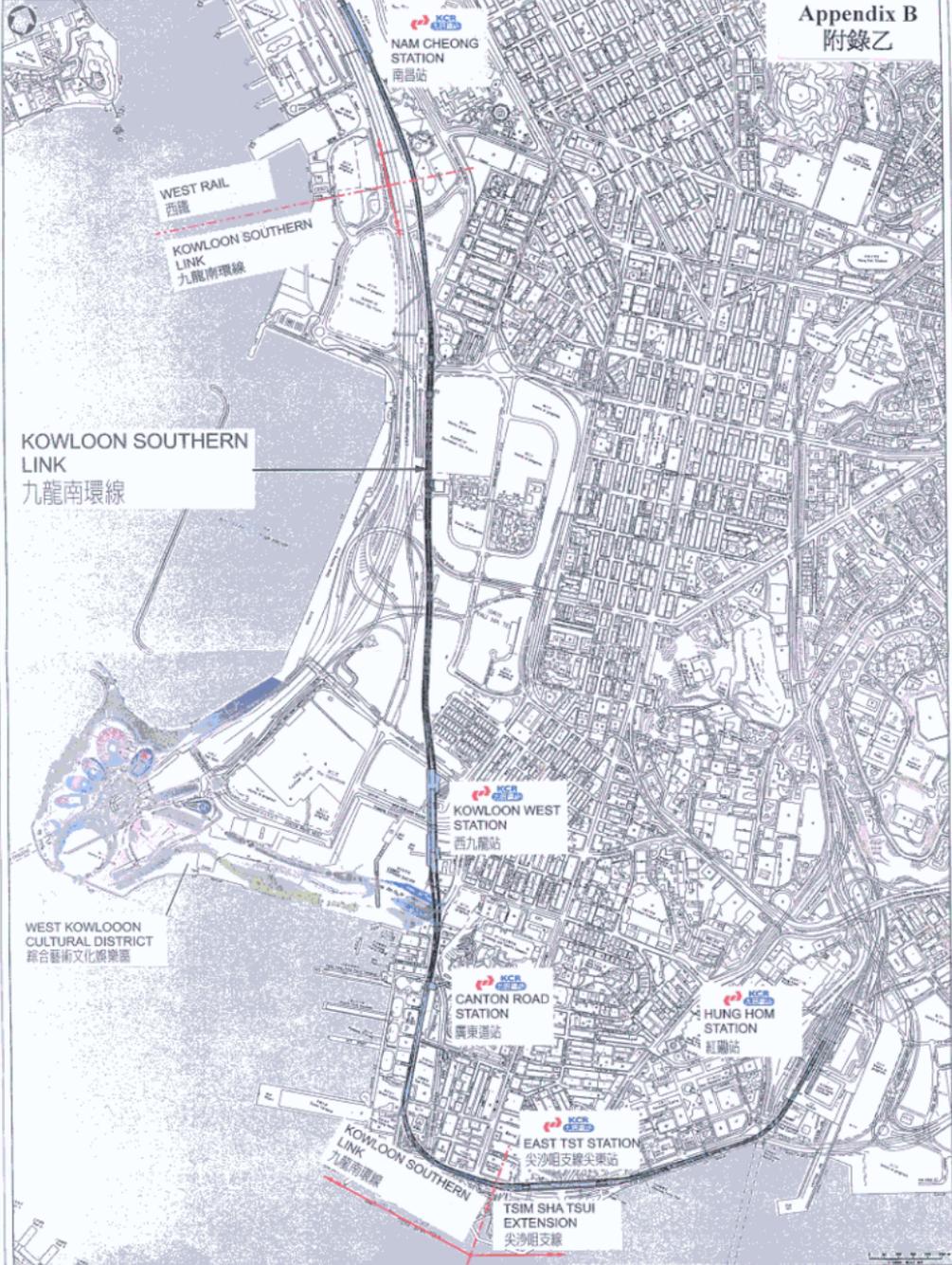
Kowloon-Canton Railway Corporation

June 2003



## KSL Project Implementation Dates

	From	To
<b>* Project Initiation</b>		
- Government Instruction to Proceed	24-Sep-02	
-Environmental Impact Assessment Ordinance (EIAO)		
• EIAO Procedure	Mar-02	Oct-03
• Public Exhibition of EIA Report	May-03	
• Issue Environmental Permit	Oct-03	
- Railways Ordinance (RO)		
• Gazettal of Railway Scheme	Jul-03	
• Objection Period	Jul-03	Sep-03
• RO Procedure	Jul-03	Apr-04
• Authorization of the Scheme	Apr-04	
- Project Agreement	Sep-02	Oct-04
<b>* Design / construction / Commissioning</b>		
- Preliminary Design	Dec-02	Apr-03
- Scheme Design	May-03	Aug-03
- Land Resumption / Clearance	May-04	Oct-04
- Prequalification / Tender / Contract Award	Aug-03	Sep-04
- Civil Design and Construction	Apr-04	Apr-08
- Railway System Design, Manufacturing and Installation	May-04	Apr-08
- Testing / Commissioning / Trial Running	May-08	Jan-09



KOWLOON SOUTHERN LINK  
九龍南環線

WEST KOWLOON CULTURAL DISTRICT  
綜合藝術文化娛樂區