

File Ref: ETWB(T)CR 10/1016/99
For Information
18 July 2003

Legislative Council Panel on Transport
Subcommittee on Matters relating to Railways
Shatin to Central Link

INTRODUCTION

Further to the paper circulated to the Transport and Security Panels on 27 May 2003, this paper provides Members with further information on the implication of the decision not to allow for any railway station or tunnel directly underneath the new Central Government Complex (CGC) and the LegCo Complex (LCC) at Tamar on the planning and implementation of the Shatin to Central Link (SCL), and the resulting financial implication.

BACKGROUND

2. KCRC submitted its bid proposal on SCL to Government in July 2001, which included a SCL Admiralty Station at Tamar. In April 2002, Government proposed to develop the site at Tamar for the Central Government Complex (CGC) and Legislative Council Complex (LCC) with the associated works scheduled for completion in 2007. In June 2002, the SCL was awarded to KCRC.

3. Although a station at Tamar would have potential merits on transport grounds, the proposal would not meet the security requirement of not allowing any underground railway facilities directly underneath the footprint of the CGC and LCC. Furthermore, additional works for the SCL project would be required to ensure proper interface with the proposed facilities in Tamar. These works (estimated

to be about \$0.36 billion) would be costly and difficult. Hence, KCRC was asked to relocate its SCL Admiralty Station away from the Tamar site.

PLANNING IMPLICATION

4. KCRC has proposed to locate the SCL Admiralty Station east of the MTRCL Admiralty Station, which is in line with the Government's SCL Project Brief. This new location will totally avoid the Tamar site and will not be affected by the review on the CGC and LCC announced on 26 May 2003.

5. The SCL Admiralty East Station will be able to serve the areas around Admiralty and Pacific Place and provide a convenient interchange with the MTR system. Design of the SCL Admiralty East Station involves more direct interface with the MTR facilities and more accommodation works for the adjacent developments.

6. KCRC is now firming up the design of the SCL Admiralty East Station. We will also facilitate collaboration between the two railway corporations on the interchange at Admiralty.

COST IMPLICATION

7. KCRC estimates that the relocation of the SCL Admiralty Station from Tamar to Admiralty East will incur an additional cost of about \$1 billion to the project. Notwithstanding the relocation of the SCL Admiralty Station and other adjustments to the project to be made in the light of further investigations, KCRC has indicated that the SCL remains financially viable and can be wholly financed by internal resources and debts. It is expected that the estimate of \$35 billion indicated in the last report to Members will not be exceeded. The project cost will be refined as planning of the project progresses.

PROGRAMME

8. KCRC is currently working on the basis of finalizing the scheme design in late 2003/early 2004 in the light of various adjustments. Statutory procedure under Railway Ordinance and Environment Impact Assessment Ordinance will then follow. In line with the recommendation in the Railway Development Strategy 2000, the development window for SCL remains between 2008 and 2011. A more definitive construction programme will emerge after the scheme design has been finalized.

Environment, Transport and Works Bureau
18 July 2003