

CB(1)1985/03-04(05)

西港島綫及南港島綫

West Island Line and South Island Line



地鐵公司
MTR Corporation

原建議 (2002年5月) Original Proposal (May 2002)



最新建議 (2004 年 3 月) Latest Proposal (March 2004)



建造方式 Form of Construction

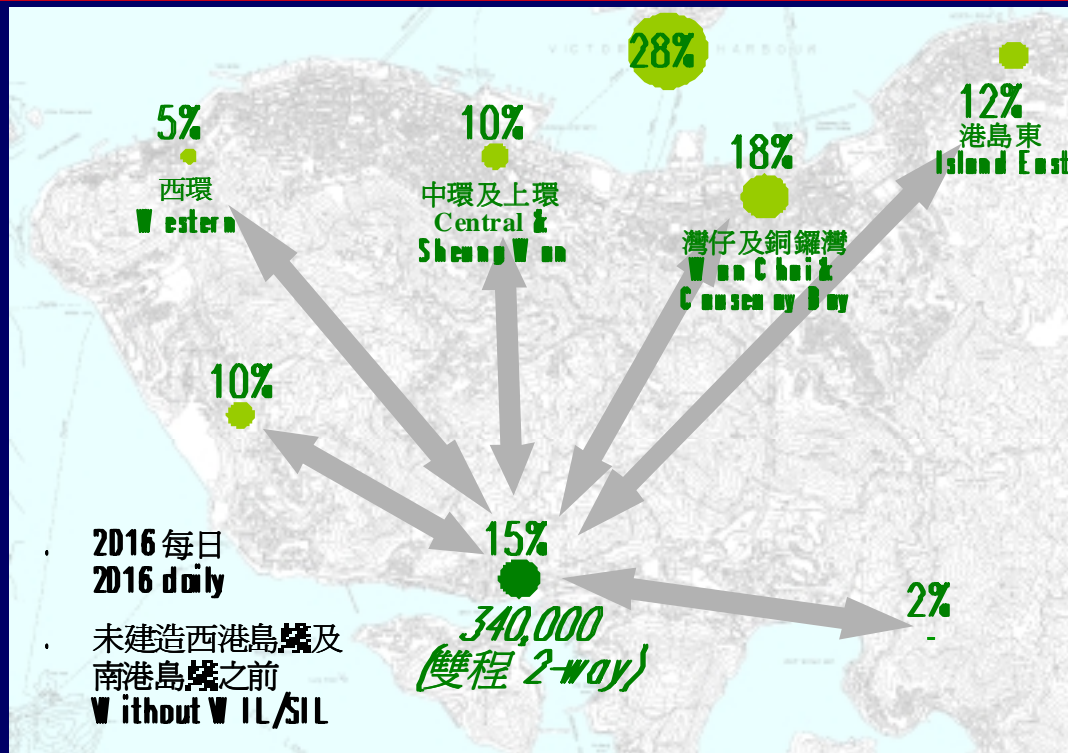


乘客量 Patronage

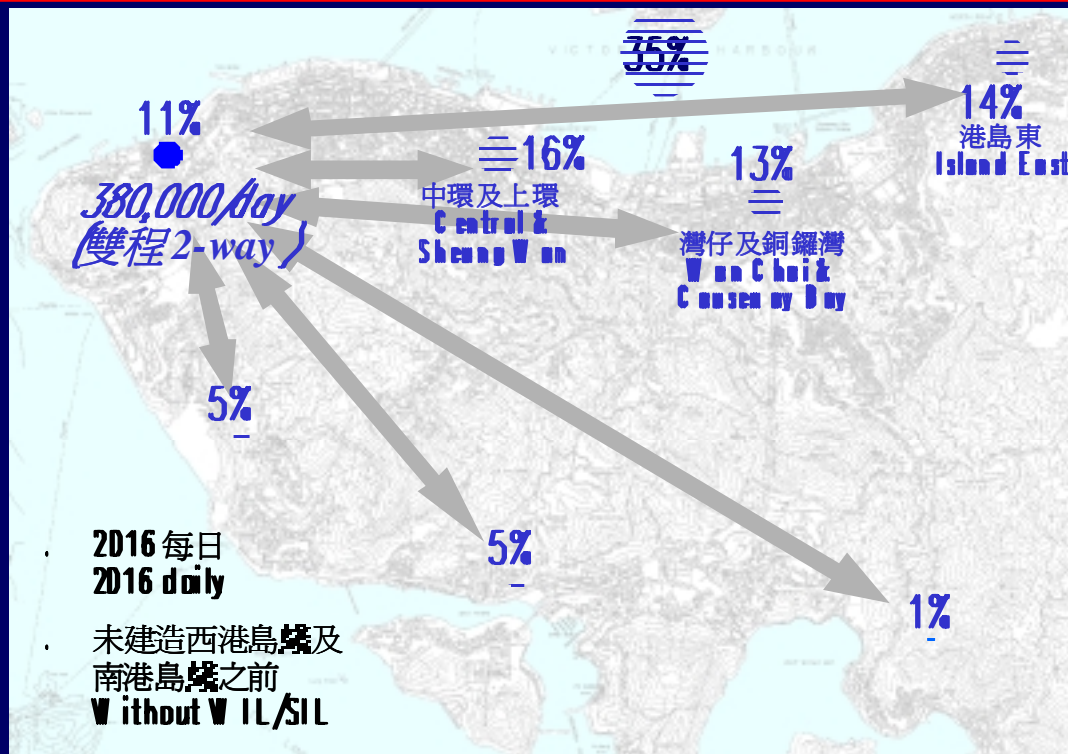
- 每日 300,000 – 330,000 人次
300,000 – 330,000 passengers / day
- 85% 居民人口及 75% 就業人口在車站步行範圍內
85% of population and 75% of employment within walking distance of a station



香港仔及鴨脷洲的公共交通需求 PT Demand to/from Aberdeen/Ap Lei Chau



西區的公共交通需求 PT Demand to/from Western



西港島綫及南港島綫列車 West Island Line and South Island Line Train



西港島綫車程 (分鐘)

West Island Line Journey Times (minutes)



南港島綫車程 (分鐘)

South Island Line Journey Times (minutes)



時間表 Programme

- 政府在2003年1月要求地鐵公司進一步規劃西南港島綫
MTR asked to carry out further planning in January 2003
- 項目建議書已於2004年3月提交政府
Project proposal to Government in March 2004



票價

Fare

- 與現有票價系統一致
In line with existing MTR fare structure
- 現時港島綫之票價為 \$ 3.8 – \$ 6.8
Current Island Line fares are \$3.8 – \$6.8



財務

Finance

- 造價 \$ 1 4 6 – \$ 1 6 5 億
Construction Cost = \$14.6B to \$16.5B
- 建議政府資助少於一半的建造費
Proposes Government funding support less than half the capital cost
- 地鐵承擔餘下建造費及營運開支
MTR to bear remaining capital costs and operating costs
- 票價收入預測已預期與其他公共交通工具全面競爭
Revenue forecast assumed full competition with other modes of transport



外部效益

External Benefits

- 全面的效益評估
Comprehensive study on external benefits
- 改善交通及環境，減低醫療開支
Improved accessibility, better environment and health benefits
- 總效益達 4 0 0 億
Total benefits of \$40B
- 政府直接收入達 4 0 億
\$4B captured directly by Government



就業機會

Employment Opportunities

- 在建造其間創造 5,000 份新職位
5,000 new jobs during construction
- 推動各行業，創造不少於 20,000 份新職位
20,000+ new jobs to be generated by new economic activities



交通效益 Transport Benefits

- 鐵路是快捷、安全、可靠及方便的交通工具
Fast, safe, reliable and convenient mode of transport
- 縮短交通時間
Reduces journey time
- 減輕交通擠塞，特別是中心商業區
Relieves traffic congestion, especially Central Business District



環境效益

Environmental Benefits

- 改善路面的空氣質素
Improves air quality on roadside
- 八成路段在隧道，大大減少對環境的影響
80% underground structure allows minimum visual intrusion
- 保存優美的西南海岸綫
Preserves the beautiful south-western shoreline



社會效益

Social Benefits

- 促進旅遊業發展
Promotes tourism developments
- 更新舊區
Revitalises old areas
- 改善居住環境
Enhances the living quality



公眾諮詢

Public Consultation

- 2003年開始
Commenced in 2003
- 很多團體已被諮詢，例如立法會、區議會、社區組織、居民、專業團體、建造及運輸業等
Legislative Council, District Councils, community groups, residents, professional bodies, construction and transport industries, etc. consulted
- 巡迴展覽
Roving exhibitions
- 居民會
Resident briefings



公眾諮詢 Public Consultation



公眾諮詢 - 巡迴展覽

Public Consultation - Roving Exhibitions



公眾諮詢 - 居民會

Public Consultation – Resident Briefings



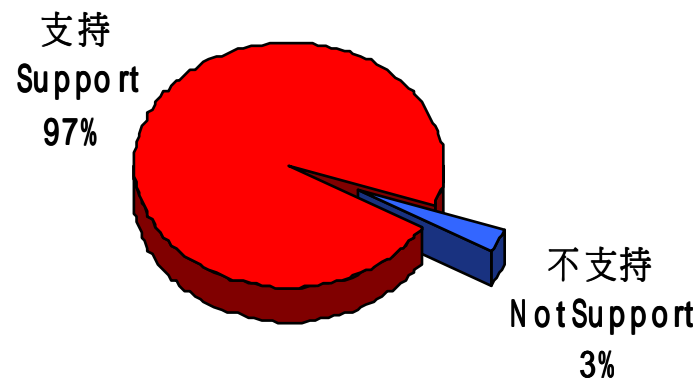
公眾諮詢 – 回應 (1)

Public Consultation – Feedback (1)

- 居民以至專業團體普遍支持
Overwhelming support – from local community to professionals
- 其他交通營運者和相關之商會關注新綫對其業務及就業之影響
Other transport operators and related trade unions concern about loss in business and jobs



公眾諮詢－回應 (2) Public Consultation – Feedback (2)



公眾對西港島纜／南港島纜的意見
Public Views on WIL/SIL Proposal

超過
6,000份
書面回覆
Over 6,000 written
replies



與其他交通配套 Inter-model Coordination

- 以鐵路為運輸系統的骨幹
Railway will form backbone of passenger transport network
- 須協調其他交通工具的角色以達致一個互相配合的交通系統
Co-ordination of other modes of transport to provide an integrated transport system



總結

Conclusions

- 改善交通配套及提供多一種選擇
Better transport provisions with additional choice of transport mode
- 西南港島纜不單解決交通問題
WIL/SIL is more than just a transport solution
- 創造巨大經濟及社會效益
WIL/SIL brings immense transport, economic and social benefits

