

CB(1)165/03-04(01)

# 西港島線第一期及 南港島線

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地鐵公司  
MTR Corporation

# 二〇〇二年五月的建議

## May 2002 Proposal



# 中型鐵路系統

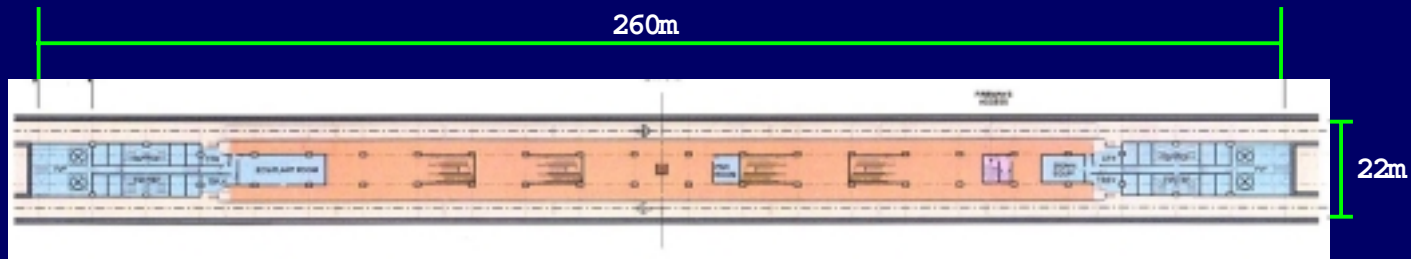
## Medium Capacity Railway System

- 每小時 20,000 至 25,000 人次  
Capacity : 20,000 to 25,000 passengers per hour
- 繁忙時段每兩分鐘一班  
Frequency : 2 minutes in peak hours
- 列車長度約 60 米  
Length of trains : approx. 60m
- 轉彎及爬坡能力較強  
Flexibility in negotiating tight curves and gradients
- 成本較低  
Lower cost



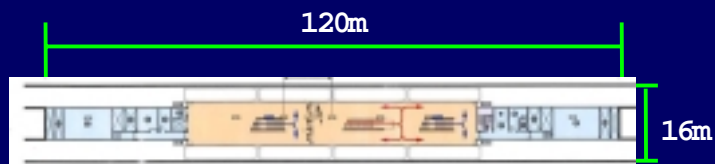
# 車站的比較

## Comparison of Stations



### 高運量鐵路車站

Station for Heavy Rail (MTR) System



### 中型鐵路車站

Station for Medium Capacity System



# 交通流量資料

## Travel Characteristics

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如沒有鐵路，二〇一六年西區和南區的公共交通流量每天為  
860,000行程

860,000 PT trips/day from Southern and Western Districts (2016, before SIL)

- 40%的行程往返港島北岸  
40% are to north shore of Hong Kong Island
- 30%的行程往返九龍及新界  
30% are cross harbour
- 30%在區內往來  
30% are internal trips

在香港仔隧道，干諾道及進入中心商業區都會持續有交通擠塞

Traffic congestion at Aberdeen Tunnel, Connaught Road and entry to Central Business District



# 公眾諮詢

## Public Consultation

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得到區議會普遍支持：

District Councils generally support the railway extension. Specific issues raised include:

- 堅尼地城和香港仔均應設站  
Must serve Kennedy Town and Aberdeen
- 設計應配合當地社區特色  
Respect the character of the local communities
- 在可行情況下，以金鐘作轉車站  
Prefer interchange at Admiralty if possible
- 要適當處理視覺及噪音的影響  
No visual or noise problems
- 應儘早興建  
Implement the railway extension as soon as possible



# 路綫方案甲

## A lignment Option A



# 路綫 方案乙

## A lignment Option B





# 路綫 方案丙

## A Light Rail Option C



# 社會效益

## Social Benefits

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- 為西區和南區提供鐵路的選擇  
Provides rail service to Southern & Western Districts – giving passengers a choice
- 紓緩中心商業區的路面擠塞  
Relieves congestion in Central Business District
- 節省交通時間（海怡半島至金鐘，只須 10 分鐘）  
Saves travel time (10m in. journey time by SIL, from South Horizons to Admiralty)



# 環保效益

## Environmental Benefits

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- 空氣污染和交通噪音得以紓緩  
Reduces air and noise pollution
- 有助保存優美的海岸線  
Preserves the shore line



# 經濟效益

## Economic Benefits

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- 消除西區及南區的發展限制  
Relieves development constraints of Southern and Western Districts
- 促進海洋公園及香港仔旅遊區的發展  
Facilitates development of Ocean Park and Aberdeen into major tourism attractions
- 節省新公路的建造支出  
Reduces need for Government spending on new road infrastructure
- 增加沿線物業價值  
Increases property values along railway corridor



# 財務

## Finance

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- 以車費收入計算，項目在財務上並不可行  
Project not financially viable on fare revenue alone
- 項目可帶來龐大社會經濟效益  
Will generate enormous economic benefits
- 需要政府在資金上的支持  
Will need Government funding support
- 實施此項目可以節省新公路和有關基建的開支  
Reduced need for Government spending on new road infrastructure



# 時間表

## Programme

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- 研究將在二〇〇四年初完成  
Study to be completed in early 2004
- 項目建議將在二〇〇四年第二季提交  
Project Proposal to Government in second quarter 2004
- 項目協議簽定，四至五年即可通車  
Railway opening 4 ~ 5 years after signing Project Agreement



多謝  
Thank You

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