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**Legislative Council Panel on Transport  
Subcommittee on matters relating to Railways**

**KOWLOON SOUTHERN LINK  
INFORMATION PAPER**

**INTRODUCTION**

This paper provides an update to Members on the latest development of the KSL.

**THE KSL SCHEME**

2. The KSL will extend the West Rail from its terminal at Nam Cheong Station, through the West Kowloon reclamation to Hung Hom Station. It will provide an efficient east-west link in the southern part of the Kowloon peninsula and enable some one million population to have more direct access to the main employment areas in urban Kowloon.

3. Based on the layout discussed at this subcommittee in November 2003, the Government gazetted the railway scheme under Railways Ordinance on 26 March 2004. The details of the gazetted scheme are given in the **Annex**, which is prepared by KCRC.

Annex

4. At the end of the gazettal period on 25 May 2004, a total of 64 objections/enquiries were received.

**NEXT STEP**

5. The Government will process the objections received according to the procedures set down in the Railways Ordinance. Meetings will be arranged with the objectors to see if and how the objections can be accommodated in the railway scheme leading to the withdrawal of the objections. For any unwithdrawn objections, hearings will be conducted by the independent Railway Objection Hearing Panel who will then recommend to the Government as to how these objections should be dealt with.

6. The report on the Environmental Impact Assessment Report is near completion and should be available for public inspection in mid-2004.

7. Subject to the processing of the objections under the Railways Ordinance, works are presently programmed to start in early 2005 for target completion by 2009.

8. In the meantime, KCRC will continue to finetune the railway scheme and the associated construction method and sequence so that the impact of the construction works on the nearby businesses and residents can be minimized.

## **CONCLUSION**

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

**Environment, Transport and Works Bureau**  
**May 2004**

## **Kowloon Southern Link (KSL)**

The purpose of this — paper is to brief members on the gazetted scheme of the Kowloon Southern Link (KSL).

### **Proposed Alignment**

2. The KSL will provide a 3.8-km passenger rail line, linking up the West Rail terminus at Nam Cheong Station (NAC) with the East Tsim Sha Tsui Station (ETS) being constructed under the Tsim Sha Tsui Extension project. The KSL will have one station at West Kowloon. On completion of the KSL, the West Rail will be extended from NAC to Hung Hom Station (HHS) via West Kowloon Station (WKN) and ETS, and both East Rail and West Rail will terminate at HHS with convenient cross-platform interchanges provided. The latest layout plan for the KSL is shown at **Appendix**.

Appendix

### **West Kowloon Station**

3. The West Kowloon Station is located within the West Kowloon reclamation area to the west of Canton Road and just east of Lin Cheung Road. The station box stretches between Jordan Road in the north and Austin Road extension in the south. The underground station is approximately 20 metres deep, which accommodates an island platform and concourse below ground.

### **Land Use Implications**

4. Approximately 27 hectares of government land and 0.2 hectare of private land, made up of 7 private lots, will be required for the implementation of the KSL. Only a small piece of land under the CLP Canton Road Substation will be required for underground strata resumption while the remaining land will be required for temporary occupation until the completion of the project.

## Implementation Programme

5. It is expected that construction of the KSL will begin in the first quarter of 2005. The current target date for opening to the public is 2009.

Kowloon-Canton Railway Corporation

May 2004



九龍南線定線圖  
Alignment Map of Kowloon Southern Link