

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

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

**KOWLOON SOUTHERN LINK
CANTON ROAD STATION**

INTRODUCTION

This paper is to update Members on the current developments of the Canton Road Station (CAR) under the proposed Kowloon Southern Link (KSL).

BACKGROUND

2. At the meeting of this Subcommittee on 3 June 2004, there were deputations asking for the provision of the CAR Station under KSL. Kowloon Canton Railway Corporation (KCRC) pointed out that the construction of the CAR Station should best be constructed in conjunction with the redevelopment of the adjacent lots. However, KCRC would be prepared to explore other options, provided that the station would be able to meet the operation and safety requirements and it would be commercially viable to do so. Based on the **A & B** latest proposal (as shown in **Annexes A & B**) developed by Wharf Estates Development Limited (Wharf), which according to Wharf should have addressed the comments raised by KCRC on Wharf's previous proposal, the Government agreed to facilitate the discussions between KCRC and Wharf to see whether and how this proposal could be further developed.

LATEST POSITION

3. Since the last Subcommittee meeting, all parties concerned have devoted much effort to develop this proposal further. A Steering Group chaired by the Environment, Transport and Works Bureau and a Working Group chaired by Highways Department with members from both KCRC and Wharf were set up. The Steering Group meets weekly to oversee the progress, whereas the Working Group meets at regular intervals of about 2 to 3 days to address the technical issues.

4. Currently, an integrated team from KCRC and Wharf is working in earnest to further develop the proposal within a very tight programme.

5. It was agreed that the deliberations would be conducted in three stages. The first stage would see the development of a concept plan, which would be able to meet the station operation and safety requirements. This would take about three weeks. In the second stage lasting for a few weeks, we would examine the constructability of the station design and establish costing implications. The commercial viability and arrangements and land issues would be addressed at the final stage. We target to complete the final stage work by September 2004 so that the implementation programme for the KSL will not be affected.

6. Members are requested to note the latest development.

Environment, Transport and Works Bureau

June 2004

MARCO POLO PRINCE

WORLD FINANCE CENTRE (NORTH)

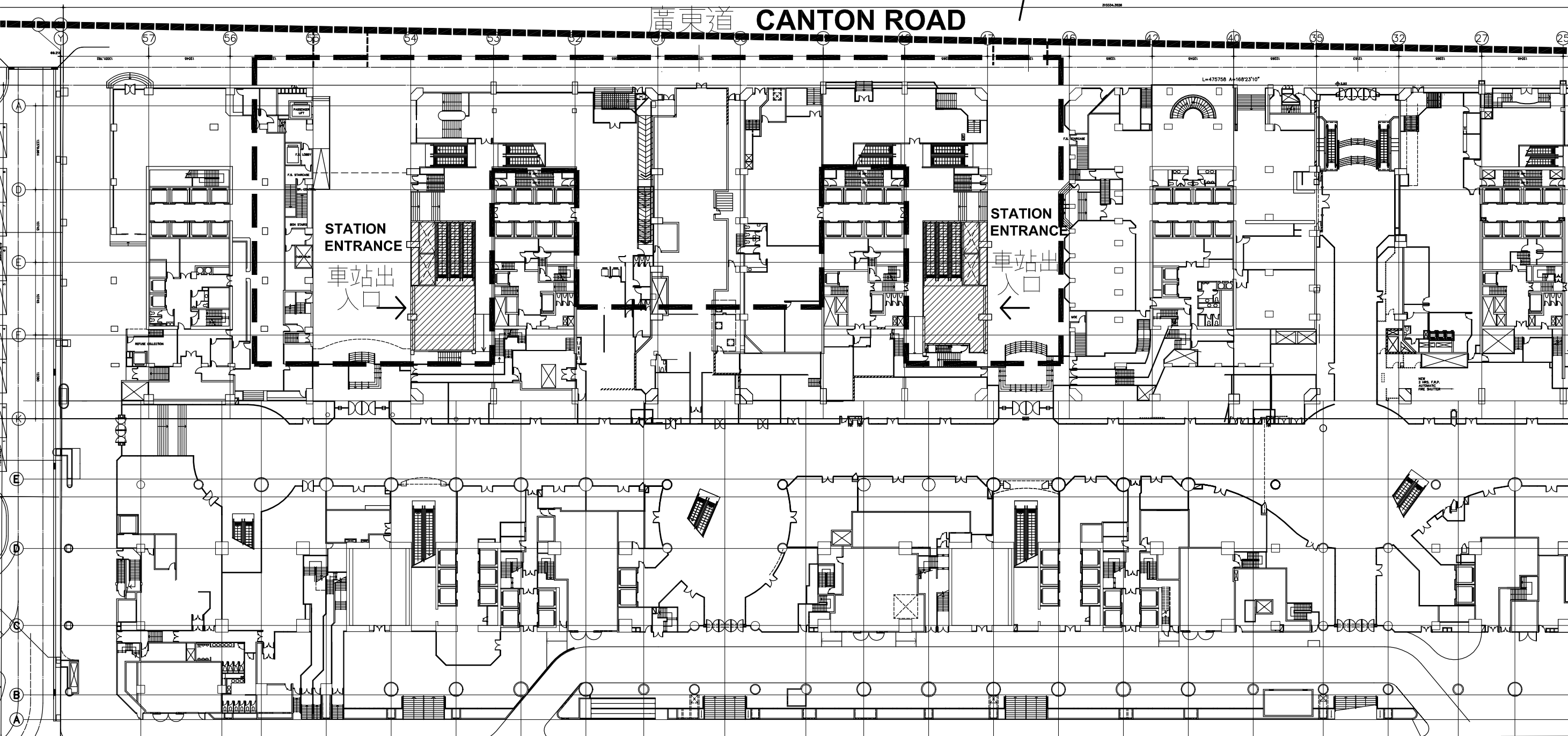
WORLD FINANCE CENTRE (SOUTH)

九龍南線 KSL

MARCO POLO GATEWAY

ANNEX A 附件 A

廣東道 CANTON ROAD

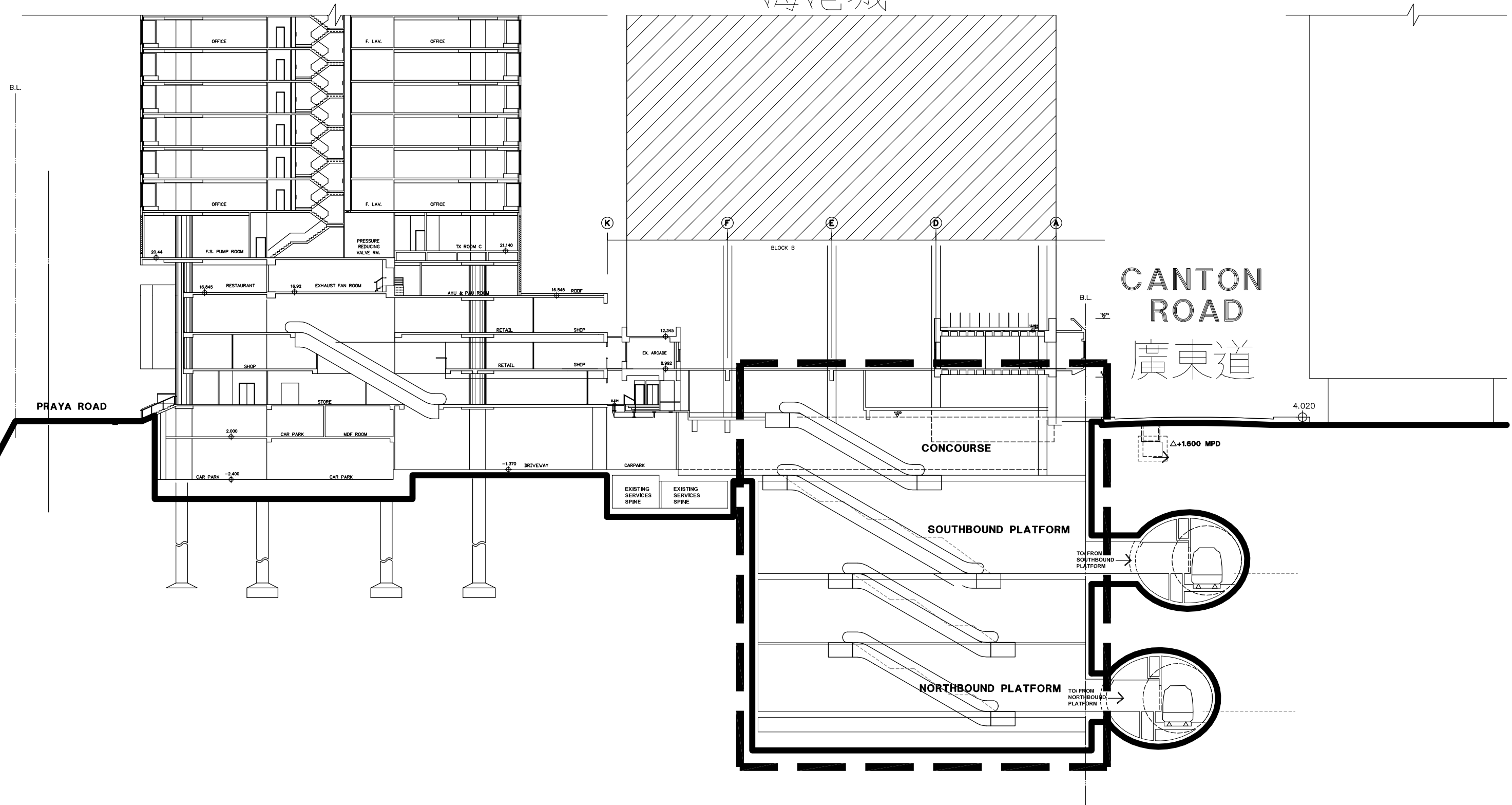


PROPOSED CANTON ROAD STATION CONCOURSE
UNDER EXISTING BUILDINGS - PLAN

在現有建築物內的建議廣東道車站 — 平面圖

L=475504 A=34877507

EXISTING HARBOUR CITY
海港城



PROPOSED CANTON ROAD STATION CONCOURSE
UNDER EXISTING BUILDINGS - SECTION
在現有建築物內的建議廣東道車站 — 剖面圖