

LEGISLATIVE COUNCIL BRIEF

Railways Ordinance
(Chapter 519)

KOWLOON SOUTHERN LINK

AUTHORIZATION OF SCHEME FOLLOWING RECEIPT OF OBJECTIONS

INTRODUCTION

At the meeting of the Executive Council on 21 June 2005, the Executive Council ADVISED and the Acting Chief Executive ORDERED that, under section 11(4) of the Railways Ordinance, the Kowloon Southern Link (KSL), as described in the scheme as amended by the amendments thereto (the Scheme) at **Annex A**, with the proposed changes as described at **paragraph 52** below and shown on the plans at **Annex B**, should be authorized.

A
B

BACKGROUND

2. On 9 January 2001, the Executive Council decided that the Kowloon-Canton Railway Corporation (KCRC) should be invited to submit a Project Proposal for the KSL project. KCRC subsequently submitted a Project Proposal to the Administration on 13 July 2001. On 24 September 2002, the Executive Council decided that KCRC should proceed with the detailed planning and design of the KSL project. We issued a Legislative Council Brief on the decision and briefed the Legislative Council Panel on Transport's subcommittee on matters relating to railways (Railway Subcommittee) on the details on 27 September 2002.

3. On 25 November 2003, we briefed the Railway Subcommittee on a revised preliminary KSL scheme that was subsequently gazetted on 26 March 2004. To address some of the concerns expressed in the objections received during the gazettal period, and to minimize the disturbance to the public arising from the KSL works, minor amendments to the KSL scheme were gazetted on 7 January 2005. We informed the Railway Subcommittee about the gazettal of the amendments in a paper discussed by the subcommittee on the same day.

The Railways Ordinance

4. Enacted in June 1997, the Railways Ordinance (the Ordinance) provides a legal framework for the implementation of new railway projects and contains provisions for the preparation and publication of a railway scheme, submissions of objections, claims for and assessment of compensation, resumption of land, etc. Under the Ordinance, any person may object to a gazetted scheme by writing to the Secretary for the Environment, Transport and Works (the Secretary) within 60 days after its first publication in the Gazette.

5. To provide greater certainty to any railway project programme, a statutory time limit is imposed under section 11(2) of the Ordinance for the handling of objections. This provides that the Secretary shall submit the scheme and all unwithdrawn objections to the Chief Executive in Council for consideration not later than nine months after the expiry of the 60-day objection period or, where the scheme is amended, three months after the expiry of the statutory period of lodging objections to the amendments, unless the Chief Executive allows an extension.

The Scheme

6. The KSL is one of the railway projects recommended in the Administration's Railway Development Strategy 2000 for implementation. The strategic function of the KSL is to provide an efficient east-west link in the southern part of the Kowloon peninsula so that about one million population along the West Rail's catchment in the Northwest New Territories (NWNT) can directly access the urban Kowloon area by rail. They can also gain access to the Northeast New Territories (NENT) through the interchange with the East Rail at the existing Hung Hom station. The KSL will improve the accessibility of residents along the rail corridor and attract more people to use the railway network. It will alleviate traffic congestions on urban roads, improve air quality and bring huge economic benefits to the vast travelling public in Hong Kong. Construction is expected to start in mid-2005 for completion by 2009.

7. The KSL scheme gazetted on 26 March 2004 (the original scheme) covers a length of approximately 3.8 km of railway system comprising –

- (a) a railway station and associated railway and passenger facilities in Yau Tsim Mong District;
- (b) an approximately 1.4 km long railway tunnel connecting the existing overrun tunnel at East Tsim Sha Tsui (ETS) station to the proposed West Kowloon (WKN) station;

- (c) an approximately 2.0 km long railway tunnel from the proposed WKN station to connect to the existing overrun tunnel of KCR Nam Cheong station;
- (d) reprovisioning of New World Subway No.1 across Salisbury Road;
- (e) construction of ventilation/plant buildings, emergency access and emergency egress between the proposed WKN station and the two existing stations (KCR Nam Cheong station and ETS station);
- (f) construction of rail track formation works, earthworks, civil and structural works, mechanical and electrical works, and railway facilities including railway trackwork, train control and communication facilities, ventilation shafts, electrical and mechanical plants, tunnel cooling plants, emergency vehicle accesses and electrical catenary installations;
- (g) reconstruction, modification and realignment of associated existing roads, preventive or remedial works including underpinning the foundations of existing bridges, subways and buildings; and
- (h) ancillary works including associated drainage works, waterworks, slope works and landscaping works.

8. In the light of the objectors' concerns and the updated design, amendments to the scheme were subsequently gazetted on 7 January 2005. The amendments mainly include changes to the scheme boundary to –

- (a) minimize encroachment into private properties;
- (b) reduce the requirements of temporary works sites/areas for construction works; and
- (c) provide two new temporary emergency vehicular accesses adjacent to the proposed WKN station.

Moreover, minor amendments are made to the above-ground structure of the proposed WKN station and to the locations of the subway connections to the station.

Land Requirements

9. Approximately 26 hectares of government land and 1,500m² of private land will be used as works sites/areas by KCRC under short-term tenancies. The Scheme affects eight private lots, two amenity areas and one

pedestrian subway. Nine existing government allocations are affected and two short-term tenancies have to be terminated.

10. The Scheme covers a total area of about 42 hectares. Only two small pieces of underground strata (approximately 62 m²) under the Canton Road Substation of the CLP Power Hong Kong Limited (CLP) and under the Access Subway to TKV Building of Mass Transit Railway (MTR) Lantau and Airport Railway are required to be resumed under the Ordinance for the construction of the railway tunnels.

11. Rights of temporary occupation of private land affecting seven lots are required to be created under the Ordinance. They are required for carrying out ground treatment works, road traffic and utility diversion works. The land will be returned to the landowners concerned after the works for the KSL have been completed.

12. An existing pedestrian subway (New World Subway No.1) across Salisbury Road at Nathan Road will need to be demolished to make way for the construction of the railway tunnels along Salisbury Road. Furthermore, the amenity area attached to KIL 11151 (MTR Corporation Limited's property development at Tai Kok Tsui to be known as Canary West) will be temporarily occupied for the KSL works.

THE OBJECTIONS

13. A total of 70 objections, including 57 objections to the original scheme and 13 objections to the amendments to the scheme gazetted on 7 January 2005 were received. One objection to the original scheme was a group objection case. Two objections to the original scheme were subsequently withdrawn unconditionally, leaving 68 unwithdrawn objections.

14. The objections relate mainly to the following issues –

- (a) traffic impact during construction of the railway;
- (b) environmental impact arising from the construction works;
- (c) loss of business;
- (d) consideration of alternative or additional station(s) along the KSL alignment;

- (e) temporary occupation of land;
- (f) possible impact on private properties including impact on building integrity;
- (g) construction methods in particular the cut-and-cover method to be adopted along Salisbury Road;
- (h) need for the KSL project;
- (i) reprovisioning of New World Subway No.1; and
- (j) construction of the emergency egress point at Canton Road.

15. Following receipt of the objections, the Administration and KCRC have carefully reviewed whether any changes to the railway scheme could be made to accommodate the objections. In doing so, KCRC and the relevant government departments have examined possible design options and taken into account all pertinent factors. KCRC has also undertaken technical studies and the statutory environmental impact assessment studies.

Criteria for Meeting an Objection

16. As a general rule, where an objection is considered valid, every effort will be made to ameliorate or avoid the effects of the scheme by amendments to the scheme, having regard to the following factors –

- (a) the objector's concerns are substantiated by justifiable reasons, facts and submissions;
- (b) the objector's reasonable concerns can be addressed from technical angle or other pertinent aspects, without compromising public safety including safety of the construction and operation of the railway system;
- (c) the amendments will not result in additional costs of disproportionate degree or cause undue delay to the KSL project; and
- (d) the amendments will not unduly generate further objections or, on the whole, will not cause greater disturbance and inconvenience to the local community.

Assessment of Objections

(A) Traffic Impact

17. 48 objectors have raised concerns over the traffic impact arising from the ground level construction works. Most of them consider that the use of cut-and-cover construction method and temporary occupation of works sites will adversely affect pedestrian circulation, block the access to their shops and aggravate traffic congestion during the KSL construction.

18. To minimize traffic impact on the surrounding area, KCRC will adopt bored tunnelling method to construct the railway tunnels at Canton Road. Where ground level works cannot be avoided or bored tunnelling method is not feasible, such as the ground treatment works at Canton Road and the tunnel construction works at Salisbury Road and Tai Kok Tsui, KCRC has conducted extensive traffic impact assessment and surveys on existing pedestrian traffic flow, and will develop appropriate temporary traffic management schemes (TTMS) to maintain effective traffic flow around the works sites.

19. To minimize traffic disruption along Salisbury Road, three traffic lanes in each direction of Salisbury Road will generally be maintained. Temporary traffic deck will be installed along Salisbury Road at street level to maintain traffic flow so that excavation and other construction works will be carried out underneath the deck with a view to minimizing public disturbance. Similar arrangement will also be made for the tunnel construction at Tai Kok Tsui.

20. Site Liaison Group(s) with members from relevant government departments will be set up during the KSL construction to examine the detailed TTMS submitted by KCRC's contractors. Relevant parties will be consulted and trial runs will be carried out. Some objectors have requested that a trial run be conducted now along Canton Road to demonstrate the feasibility of the proposed lane closure. We do not consider this proposal necessary, as similar TTMS have been instituted in the past for the drainage and utility works along Canton Road. With the implementation of the appropriate TTMS for those works, the traffic at Canton Road could still be effectively maintained.

21. Furthermore, KCRC will establish Community Liaison Group(s) (CLG) to maintain effective two-way communication with the local community. Representatives of the affected residential buildings, shops, hotels and the lot owners in the vicinity will be invited to attend the regular meetings. The CLG will be briefed on the forthcoming construction activities and their suggestions

will be suitably incorporated into the planning and construction plan for the railway works. Furthermore, KCRC will set up a Community Liaison Office in the district to improve communication with the public.

(B) Environmental Impact

22. 48 objectors have raised concerns over the environmental impact (including noise, air, visual and landscape) arising from the construction and operation of the Scheme.

23. In accordance with the Environmental Impact Assessment (EIA) Ordinance, KCRC has completed an EIA study to identify the environmental impact, including air quality, noise, water quality, waste management, landscape and visual impact that the construction and operation of the KSL scheme may cause. KCRC has proposed appropriate mitigation measures to address the various environmental concerns. We have informed the objectors of the EIA development, and how they can inspect the EIA report.

24. Having approved the EIA report, the Director of Environmental Protection (DEP) issued an Environmental Permit (EP) with conditions to KCRC for the KSL scheme on 3 May 2005. KCRC is required to ensure that the construction and operation of the KSL scheme will comply with the conditions contained in the EP, the provisions under the EIA Ordinance and other relevant statutory requirements and standards.

25. As regards the objectors' concerns over the visual and noise impact, KCRC will consult the business operators along Canton Road and Salisbury Road, and at Olympian City 2 (OC2) regarding the design and arrangement of the hoarding, e.g. the use of partially translucent hoardings, to minimize their visual impact and to maintain good visibility of the nearby buildings. KCRC will use low-vibration and low-noise plant to minimize the vibration and airborne noise generated during the construction. KCRC will adopt proper site management practice to mitigate the environmental impact from the construction works and minimize disturbance to the surrounding area.

(C) Loss of Business

26. 47 objectors are concerned that the KSL construction works will affect their business. These objectors are mainly property owners, retail shop operators and hoteliers along Salisbury Road and Canton Road.

27. We have informed the objectors that any person who has a compensatable interest and is affected by the railway scheme may be eligible to claim compensation under the Railways Ordinance. In this connection, the objectors have been given information materials covering the procedures for making compensation claims under the Ordinance.

(D) Additional Railway Station(s)

28. 30 objectors have requested building additional station(s) near Harbour City and/or near Charming Garden in Tai Kok Tsui. Some of them have suggested that the proposed WKN station should be shifted to the existing Tsim Sha Tsui Fire Station site on Canton Road.

29. The request for an additional station near Harbour City in Canton Road mainly comes from the property owners or business operators near Canton Road. We have explained to the objectors that the strategic function of the KSL will not be affected without an additional railway station near Harbour City. The Tsim Sha Tsui area near Ocean Centre is already well served by the East Rail ETS station and the MTR Tsim Sha Tsui station. The WKN station to be built as part of the KSL scheme is in fact on Canton Road, at the site now occupied by the Canton Road Government Offices. Walking from the WKN station to the present China Hong Kong City would take only about five minutes.

30. The Railway Subcommittee has requested KCRC and the Administration to study the proposal of building an additional station inside Harbour City. KCRC and the Administration have examined the proposal in conjunction with the landowner concerned. Initially, the examination focused on an option to build the station underneath Harbour City. However, the parties agreed not to pursue this option because the works would be highly risky and technically very complicated. Another option under which the additional station would be built as part of the redevelopment of Harbour City was then examined. As the additional station would bring very marginal additional patronage to the KSL, and the provision or otherwise of the additional station would not affect the strategic function of the KSL, we have come to the view that the additional station should not be provided.

31. We have also considered other suggestions to build the additional station on the eastern side of Canton Road, either at Kowloon Park Drive Children's Playground or within Kowloon Park. This option would require resumption of several existing private buildings nearby. As the additional station cannot be justified on transport grounds, there is no justification for resumption.

32. Seven objectors have requested the Administration to consider shifting the WKN station closer to China Hong Kong City, i.e. to the existing Tsim Sha Tsui Fire Station site. It will not be possible, from the railway operation point of view, to locate the station at this location, because the railway alignment will be on a tight horizontal curve and at a steep vertical gradient. Furthermore, this proposal will also greatly affect the planning of the West Kowloon Cultural District project.

33. Four objectors have proposed building an additional station at Tai Kok Tsui district near Charming Garden. KCRC has studied this option in detail, and concluded that it is neither technically feasible nor financially viable to build the station. There is insufficient population in the area and the area is well served by the existing MTR Olympic station. Furthermore, some existing buildings/structures will be affected, and resumption of some private lots will be necessary to make way for the station construction.

34. As far as the overall planning of the KSL scheme is concerned, a scheme with the single WKN station at the existing Canton Road Government Offices site will be the most appropriate solution for the KSL scheme for delivering its intended strategic function.

(E) Temporary Occupation of Land

35. 14 objectors have raised objections to the temporary occupation of part of the Yellow Area¹ of OC2, particularly the public amenity area between OC2 and Cherry Street as the works site for the KSL scheme. Their major concerns are –

- (a) the amenity area is a prominent local landmark for holding festival functions for the enjoyment by the residents and visitors of OC2, and the temporary occupation of the area as construction site will adversely affect the environment and cause nuisance to the nearby residents; and
- (b) one objector has claimed that the construction works in this temporary occupation will block the main access to the shopping centre and the existing LED display board at the external facade of the shopping centre. There will be potential business loss, and a drop in advertising and rental income.

¹ The Yellow Area is a piece of government land being formed and managed by the grantee of KIL No. 11090 under the lease conditions for the purpose of amenity area open for public use.

36. The Administration has explained to the objectors that the temporary occupation of the area is critical to the construction works. Other works sites will be too far away to support the construction works in this area. In addition, the area is required for the diversion and maintenance works of the existing box culvert underneath the amenity area.

37. To address the objectors' concerns, KCRC has agreed to reduce the size of the temporary occupation area of the Yellow Area from about 8 900m² as shown in the original scheme gazetted on 26 March 2004 to about 6 900m² as shown in the amendments thereto gazetted on 7 January 2005, and to shorten the occupation period from 42 months to 35 months. To further address the objectors' concerns, KCRC has agreed to further reduce the temporary occupation area to about 6 500m² as referred to in **paragraph 52** below. During the construction period, KCRC will install a new LED monitor, maintain access to the buildings and reinstate the works site upon completion of works. KCRC will also minimize disturbance and the environmental impact on the surrounding area with appropriate mitigation measures, such as installation of hoarding for dust and noise control.

(F) Impact on Private Property and Building Integrity

38. Five objectors have claimed that the construction works of the KSL scheme will probably encroach upon their private properties.

39. In respect of the concerns about the encroachment of the KSL tunnels underneath an existing electricity substation on Canton Road raised by an objector, investigation by KCRC has confirmed that the tunnels will be routed through sound rock and there will be sufficient segregation between the existing foundation of the substation and the physical confines of the railway tunnels. The impact on the stability of the substation will therefore be within acceptable limits. Subsequently, the objector has conditionally withdrawn its objection on the understanding that KCRC will include the allowable vibration limits of the electricity substation at Canton Road and the tolerable limits of the no-dig pipes across Canton Road in the specifications for the KSL works, and KCRC will also liaise with the landowner during the construction stage to safeguard the existing cables and equipment in the vicinity.

40. Regarding the concern raised by an objector about the impact of the KSL works on a proposed electricity substation site at Lai Cheung Road, KCRC has revised the scheme boundary of the KSL scheme to avoid the

proposed electricity substation site. In addition, KCRC will co-ordinate the cable laying with the power company concerned during the KSL construction works and also provide vehicular access during the development of the substation. The objector has also conditionally withdrawn its objection subject to the above arrangement.

41. Regarding the concern over the impact of the construction of the KSL railway tunnels near Nathan Road on the MTR, KCRC has carefully designed the KSL alignment along Salisbury Road to work around the MTR tunnels, the KCR ETS station and an existing pedestrian subway in the area. As the KSL tunnels will be in close proximity with the MTR Tsuen Wan Line tunnels, KCRC has carried out an assessment of the construction effect on the MTR tunnels and found that the integrity and safety of the MTR tunnels will not be affected by the KSL works.

42. 11 objectors are concerned that the construction works will affect the structural integrity of their premises. KCRC has explained to the objectors that the structural integrity of their premises will not be affected by the KSL works. Furthermore, these buildings will be closely monitored so that public safety will be safeguarded.

(G) Construction of Tunnels along Salisbury Road

43. Nine objectors are concerned about the use of cut-and-cover method for the construction of railway tunnels along Salisbury Road, as the works will seriously affect the pedestrian access and business activities. Some objectors have requested KCRC to employ the bored tunnelling method to reduce the social, economic and environmental impact.

44. As the Salisbury Road especially at its junction with Nathan Road has been laden with very congested underground utilities and very important transport infrastructure, such as the MTR Tsuen Wan Line tunnels and the Salisbury Road Underpass, it will be very risky for bored tunnelling to go through all these facilities. Unless the KSL contractor can propose alternative construction method that will overcome these site constraints, the cut-and-cover method will be the most appropriate method for use at Salisbury Road.

45. The Administration has commissioned the City University of Hong Kong to re-examine and explore the feasibility of other tunnelling methods along Salisbury Road. The independent study, completed in end 2004, has confirmed that the cut-and-cover method would be the most preferable option

for constructing the tunnels along Salisbury Road. The Administration has informed the objectors concerned of the study results and that the full reports of the relevant studies are available for inspection at the Highways Department.

(H) Justifications for the KSL Project

46. Seven objectors believe that it would not be necessary to implement the KSL project, particularly in view of the possible traffic and environmental impact on the surrounding area during the railway construction. We have explained to the objectors the strategic function of the KSL, and the huge economic benefits that KSL will bring to the vast travelling public in Hong Kong.

47. Seven objectors have proposed suspension of the KSL project until after the conclusion of the possible merger of KCRC and MTR Corporation Limited. We have explained to the objectors that the KSL is urgently required and will bring significant economic and transport benefits to the community. The progress of the possible merger should not affect the progress of the KSL scheme.

(I) Reprovisioning of New World Subway No.1

48. Six objectors are concerned about the demolition of the existing New World Subway No.1. One of the objectors, who is a landowner concerned, is required under the conditions of the lease covering his site to provide and maintain the subway, which runs across Salisbury Road and serves as a major pedestrian route to the Amazon. To make way for the construction of the KSL tunnels along Salisbury Road, it will be necessary to demolish this subway after a temporary replacement subway is completed as shown on the Scheme. Upon completion of the KSL project, the subway will be reinstated to its original configuration. This arrangement should be acceptable from the traffic point of view. During the discussion with the objectors, some objectors proposed that the temporary subway be made permanent and suitably extended to connect to another point in the Amazon basement. As the proposal is still at a very preliminary stage, it is not advisable to accept this proposal.

(J) Emergency Egress Point (EEP) at Canton Road

49. One objector is concerned about the visual impact and the disruption to the pedestrian traffic that the proposed EEP at Canton Road may cause to the Former Marine Police Headquarters (FMPHQ) development. The objector, who owns the redevelopment site, has offered to surrender

unconditionally an area of land within his site to the Administration so that the EEP can be relocated to within the site. KCRC and the Administration consider the offer, which will be made at no cost to the Administration, acceptable and propose that the EEP be relocated within the FMPHQ site as referred to in **paragraph 52** below.

Hearings Regarding Unwithdrawn Objections

50. In scrutinizing the Railways Bill in 1997, Members of the Legislative Council were generally in favour of a more open, fair and transparent mechanism for handling objections. We have therefore agreed that administrative arrangements should be made for independent panels to conduct hearings on objections lodged.

51. Four hearing sessions by independent panels were conducted on 18 and 20 to 22 April 2005 on the unwithdrawn objections to the Scheme. The panels are satisfied that the handling of objections by the Administration has been fair, open and transparent. The panels also agree that the objectors have been given ample opportunities to express their views and that the Administration has properly reviewed the Scheme having regard to the objectors' views.

Proposed Changes to the Scheme

52. To address the objections mentioned in **paragraph 35** above, KCRC has further reviewed the use of the proposed temporary works site in the Yellow Area adjacent to OC2 and arranged some non-critical activities to be carried out elsewhere. We propose that the temporary occupation area be further reduced to approximately 6 500m² as shown on the plan at **Annex B-1**. To address the objection mentioned in **paragraph 49**, we propose that the EEP be relocated to the location within the FMPHQ site as shown on the plan at **Annex B-2**. The Secretary is satisfied that the adverse effects of the Scheme will be lessened by these proposed changes.

B-1

B-2

FINANCIAL AND STAFFING IMPLICATIONS

53. KCRC has estimated that the capital cost of the KSL is about \$8.3 billion in money of the day (MOD) prices. KCRC does not require any financial support from the Administration for the KSL project, except for the essential public infrastructure works (EPIW) to be funded by the Administration and carried out by KCRC in conjunction with the KSL. We will discuss with KCRC on the arrangement of EPIW and seek funding approval following the established procedures for public works projects. KCRC undertakes to bear all land resumption, compensation and related cost under

the Ordinance arising from the implementation of the Scheme, save for those arising from the EPIW.

54. In the past few years, provision for annual staff costs and operating expenses for the implementation of the KSL has been earmarked for various bureaux/departments including the Environment, Transport and Works Bureau, Highways Department, Transport Department, Civil Engineering and Development Department, Fire Services Department, Planning Department and Lands Department.

ENVIRONMENTAL IMPLICATIONS

55. The KSL is a designated project under the EIA Ordinance and an EP is required for the construction and operation of the KSL. In accordance with the EIA Ordinance, KCRC completed an EIA study on this project and submitted an application for approval of EIA report to DEP on 21 July 2004. KCRC was advised of the suitability of the EIA report for public inspection on 7 September 2004. The EIA report was made available for public inspection from 18 January to 16 February 2005. The EIA report was subsequently endorsed by the Advisory Council on the Environment (ACE) without any condition on 16 March 2005.

56. Having considered the views of the ACE and the public, DEP approved the EIA report with conditions on 30 March 2005 and issued an EP with conditions to KCRC for the KSL on 3 May 2005. KCRC will implement all the recommended mitigation measures in the approved EIA report and comply with the conditions in the EP and other relevant statutory requirements for environmental protection.

57. Regarding the control to ensure the smooth operation of the Hong Kong Cultural Centre and the Hong Kong Space Museum, KCRC has agreed with the Leisure and Cultural Services Department (LCSD) for more stringent control on the impact on the ground-borne noise and vibration during construction and operation of the KSL.

ECONOMIC IMPLICATIONS

58. The KSL, as one of the rail projects recommended in the RDS-2000 for implementation, is essential for meeting the transport needs of the community and to serve the continuing economic and social development in Hong Kong. The KSL will serve as a strategic link between the West Rail and the East Rail and to improve the accessibility of NWNT to the main employment/business areas in urban Kowloon. We estimate that the KSL will

yield an economic internal rate of return of about 14% in real terms. The quantifiable economic benefits mainly include the time savings to public transport users, operating cost savings for operators and safety benefits. It is estimated that some 2 800 job opportunities in the construction and related fields will be created during the project implementation.

SUSTAINABILITY IMPLICATIONS

59. According to our sustainability assessment, the proposed KSL will provide a more direct and efficient east-west link in the southern part of Kowloon, and also help improve mobility and air quality in the long term. The identified potential environmental problems have been addressed in detail in the EIA report approved by the DEP. KCRC will implement the mitigation measures in accordance with the EP to minimize possible adverse impact. Temporary traffic arrangements will also be put in place to minimize disruptions during the construction period.

PUBLIC CONSULTATION

60. Since the announcement of the decision to proceed with the KSL project in September 2002, the Administration and KCRC have carried out extensive consultation and briefing on the KSL scheme.

PUBLICITY

61. A notice of authorization of the Scheme will be gazetted on 24 June 2005 and a press release will be issued.

SUBJECT OFFICER

62. The subject officer is Mr Raymond HO, Principal Assistant Secretary for Transport (Tel: 2189 2187).

Environment, Transport and Works Bureau
21 June 2005

KOWLOON SOUTHERN LINK

AUTHORIZATION OF SCHEME
FOLLOWING RECEIPT OF OBJECTIONS

LIST OF ANNEXES

- Annex A - Kowloon Southern Link Location Plans

- Annex B - Proposed Change to the Scheme

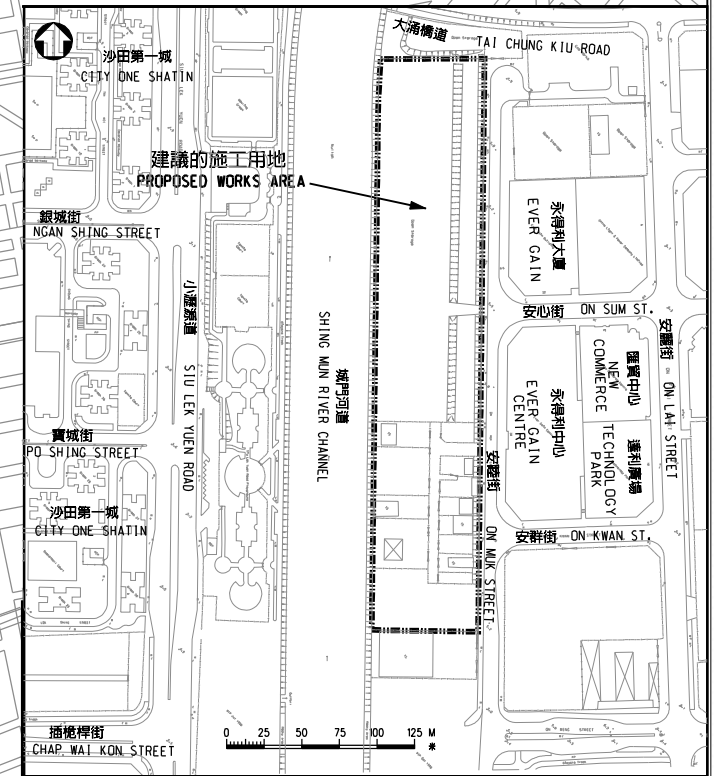
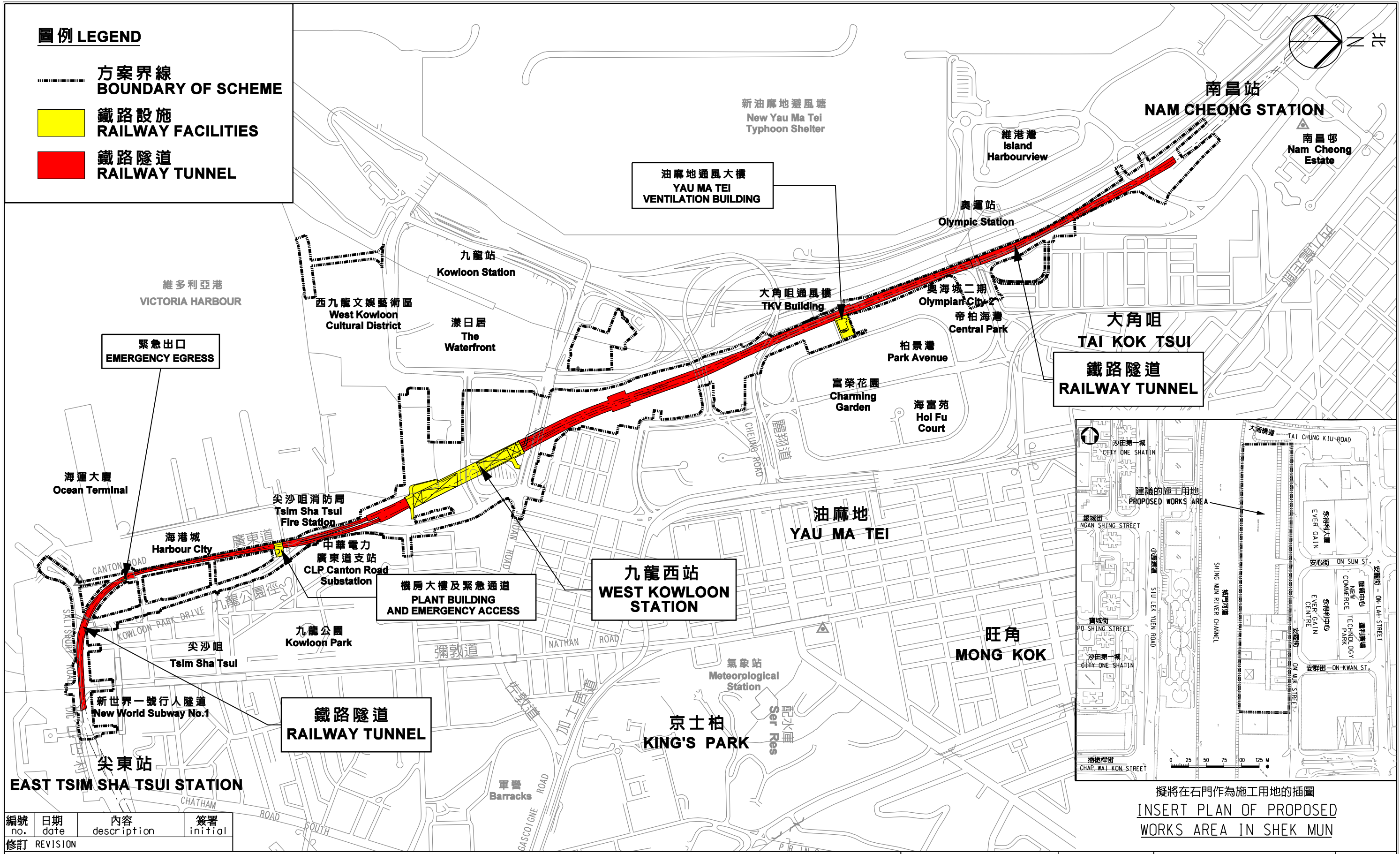
KOWLOON SOUTHERN LINK LOCATION PLANS

Location Plan for the KCRC Kowloon Southern Link Annex A-1
gazetted on 26 March 2004

Location Plan for the amended KCRC Kowloon Annex A-2
Southern Link gazetted on 7 January 2005

圖例 LEGEND

-  方案界線
BOUNDARY OF SCHEME
-  鐵路設施
RAILWAY FACILITIES
-  鐵路隧道
RAILWAY TUNNEL



擬將在石門作為施工用地的插圖
INSERT PLAN OF PROPOSED WORKS AREA IN SHEK MUN

編號 no.	日期 date	內容 description	簽署 initial
修訂 REVISION			

圖則名稱 drawing title






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KOWLOON SOUTHERN LINK - ORIGINAL SCHEME GAZETTED ON 26 MARCH 2004

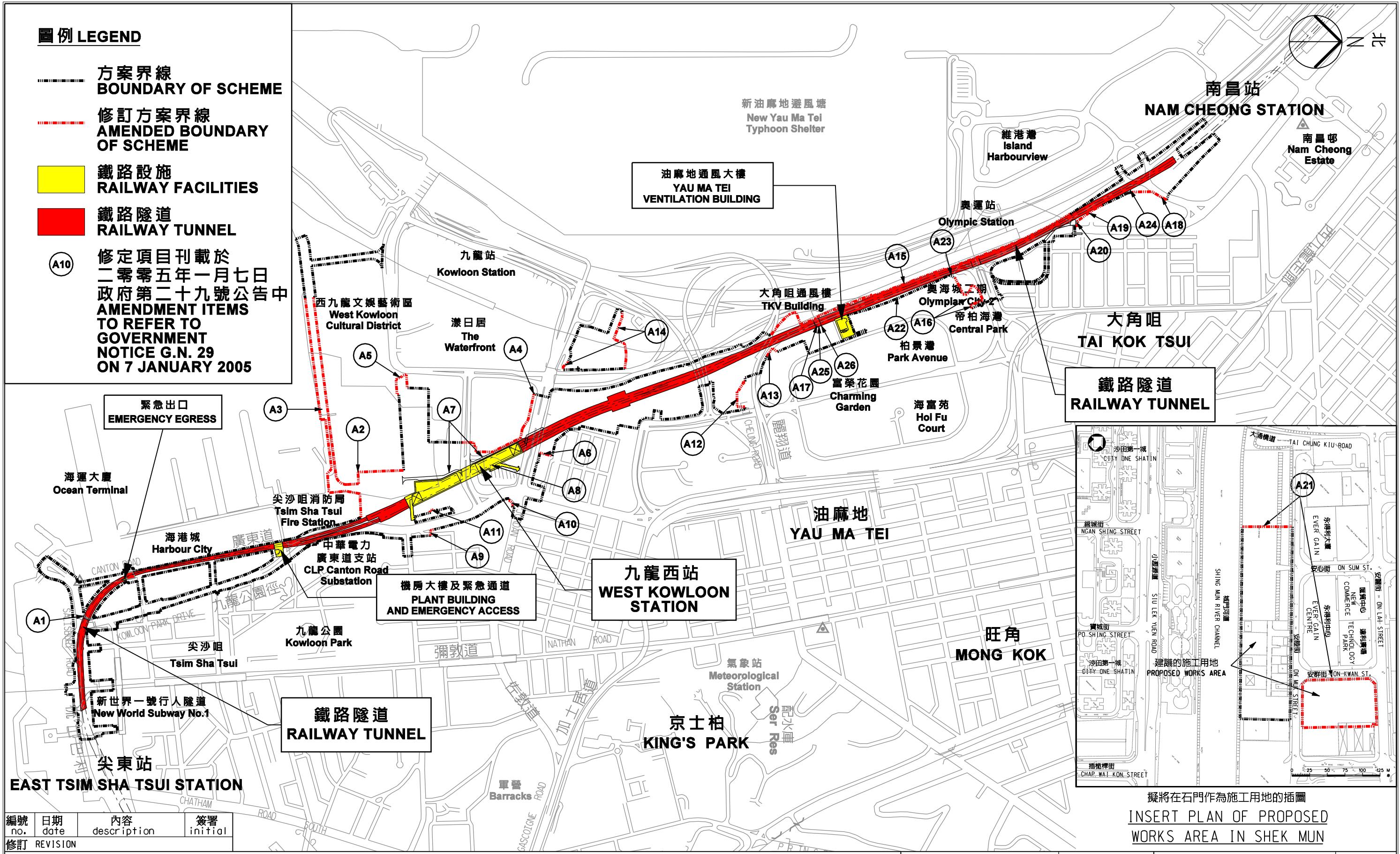
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繪劃 drawn	F. FAN	日期 date	5 MAY 2005
核對 checked	C.K.LIN	日期 date	5 MAY 2005
核准 approved	P.K.HO	日期 date	5 MAY 2005
辦事處 office	鐵路拓展處 RAILWAY DEVELOPMENT OFFICE		

圖號 drawing no.	比例 scale
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圖例 LEGEND

-  方案界線
BOUNDARY OF SCHEME
-  修訂方案界線
AMENDED BOUNDARY OF SCHEME
-  鐵路設施
RAILWAY FACILITIES
-  鐵路隧道
RAILWAY TUNNEL
-  A10 修定項目刊載於
二零零五年一月七日
政府第二十九號公告中
AMENDMENT ITEMS
TO REFER TO
GOVERNMENT
NOTICE G.N. 29
ON 7 JANUARY 2005



編號 no.	日期 date	內容 description	簽署 initial
修訂 REVISION			

圖則名稱 drawing title

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KOWLOON SOUTHERN LINK - AMENDMENTS TO SCHEME GAZETTED ON 7 JANUARY 2005

設計 designed	W.F.WONG	日期 date	5 MAY 2005
繪劃 drawn	F. FAN	日期 date	5 MAY 2005
核對 checked	C.K.LIN	日期 date	5 MAY 2005
核准 approved	P.K.HO	日期 date	5 MAY 2005
辦事處 office	鐵路拓展處 RAILWAY DEVELOPMENT OFFICE		

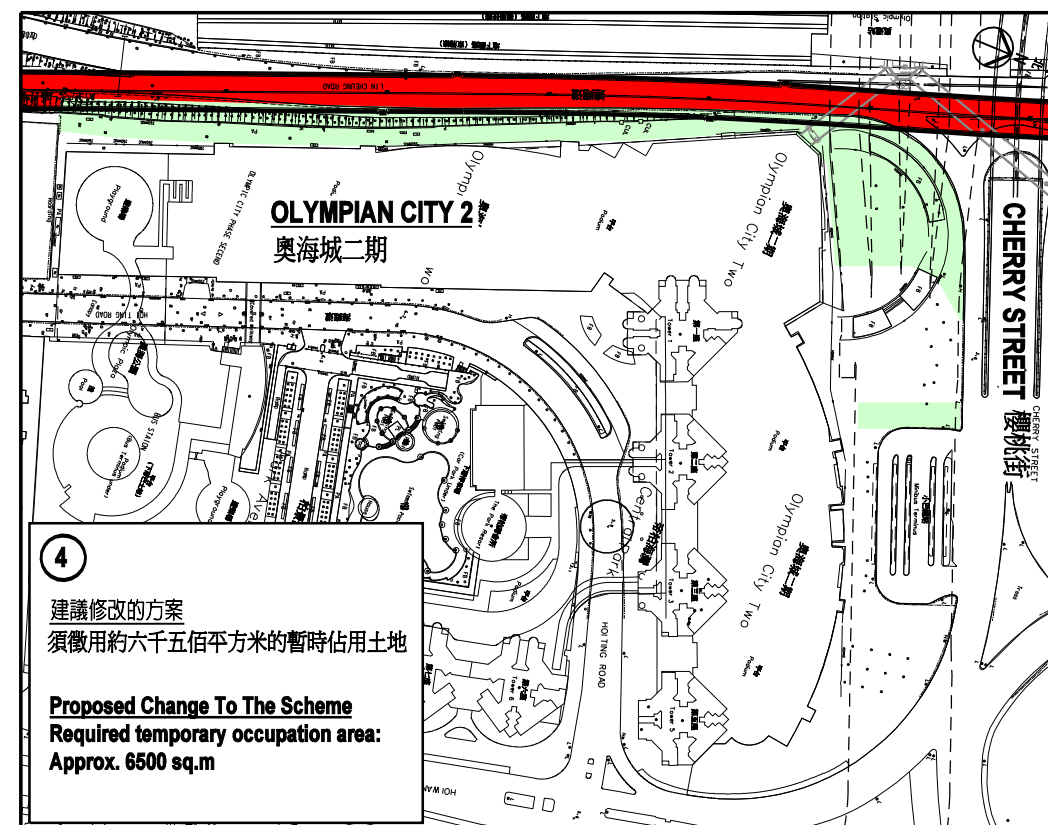
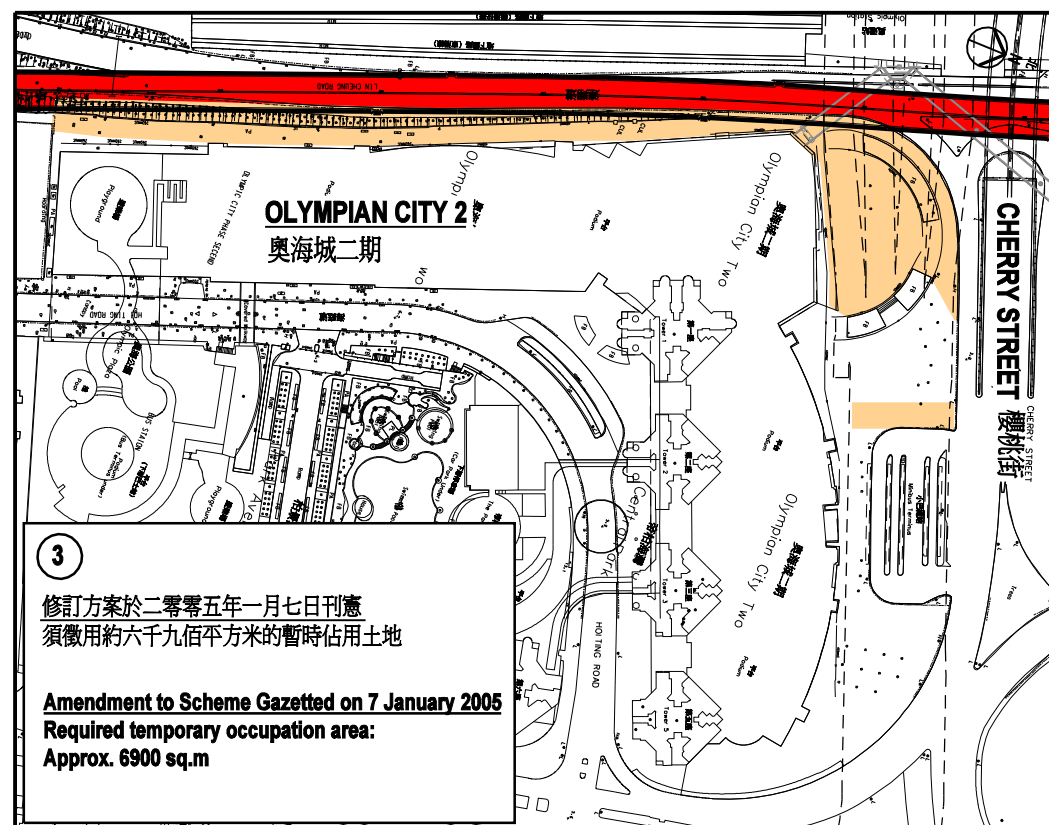
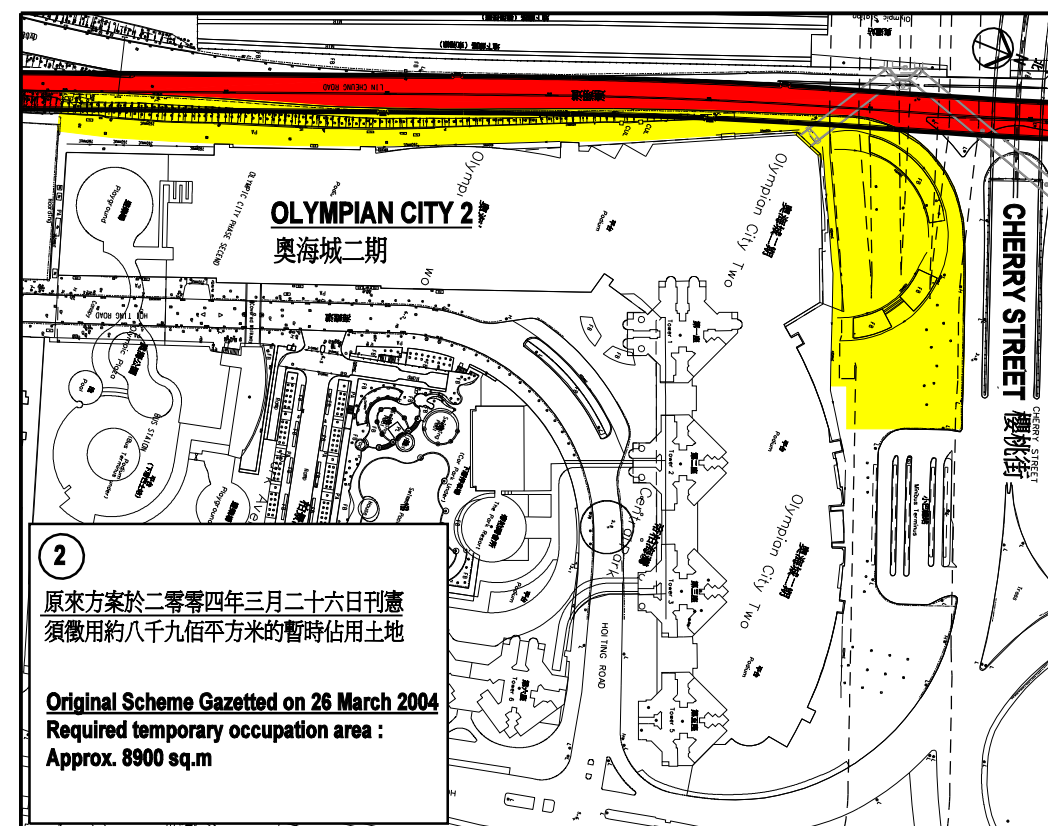
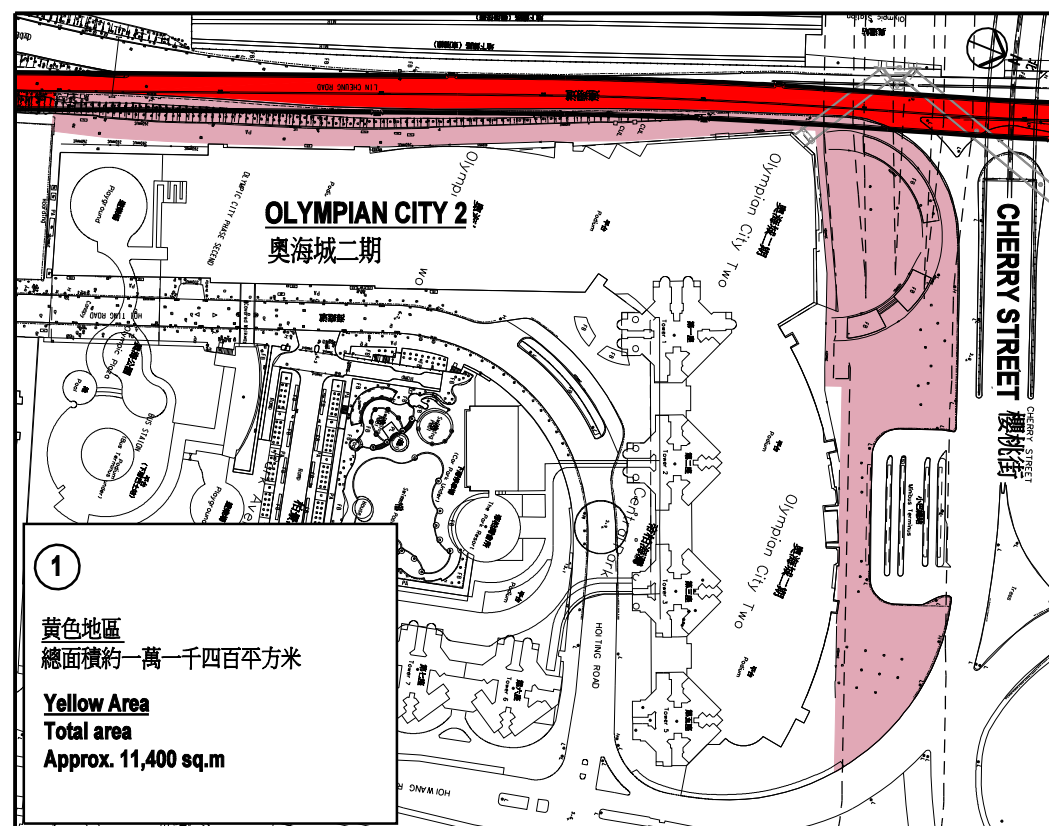
圖號 drawing no.	比例 scale
HRWKS LGAZ-SP0002	1:10000@A3
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PROPOSED CHANGE TO THE SCHEME

Kowloon Southern Link – Temporary Occupation Area
in front of Olympian City 2 Annex B-1

Kowloon Southern Link – Emergency Egress Point Annex B-2




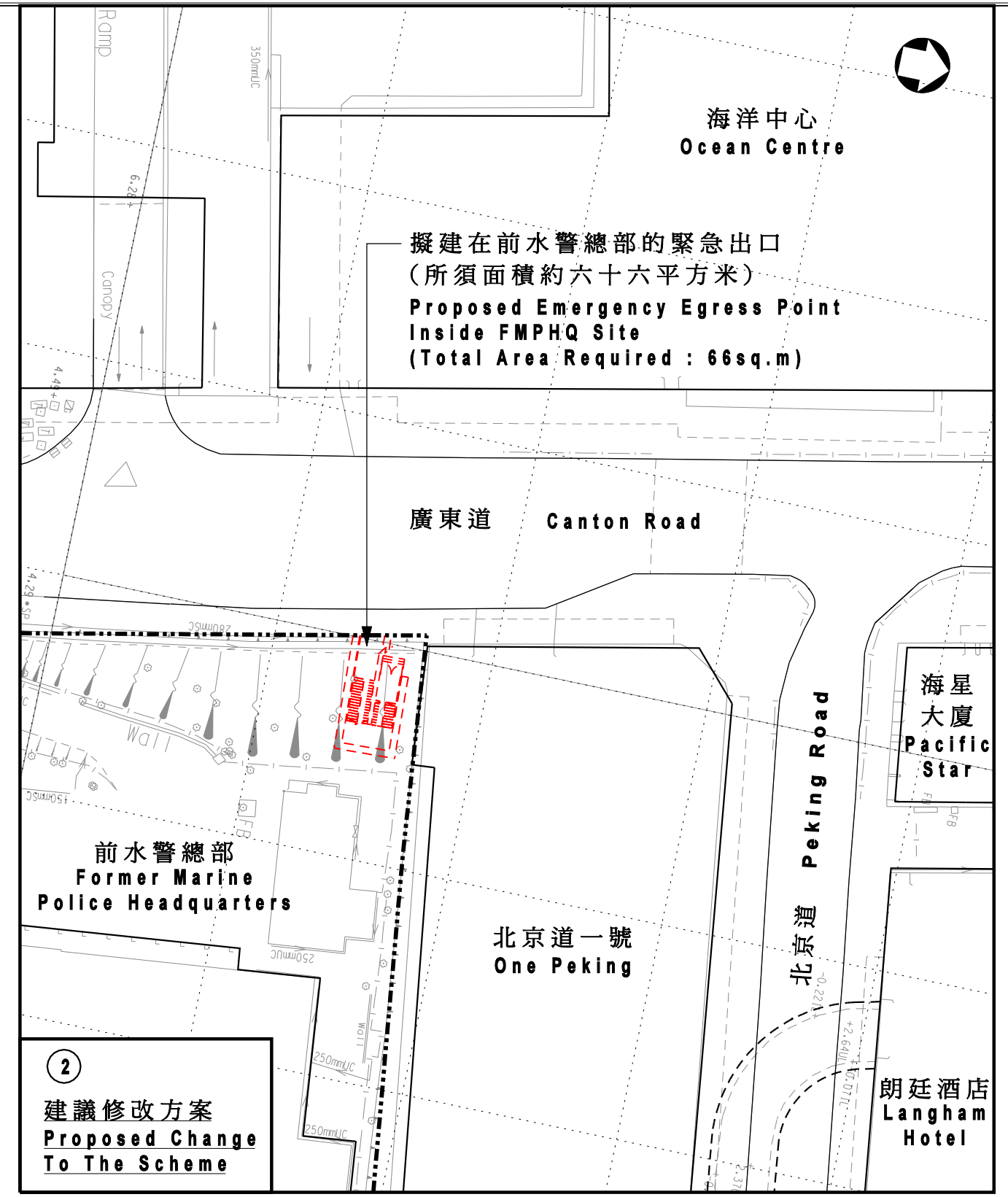
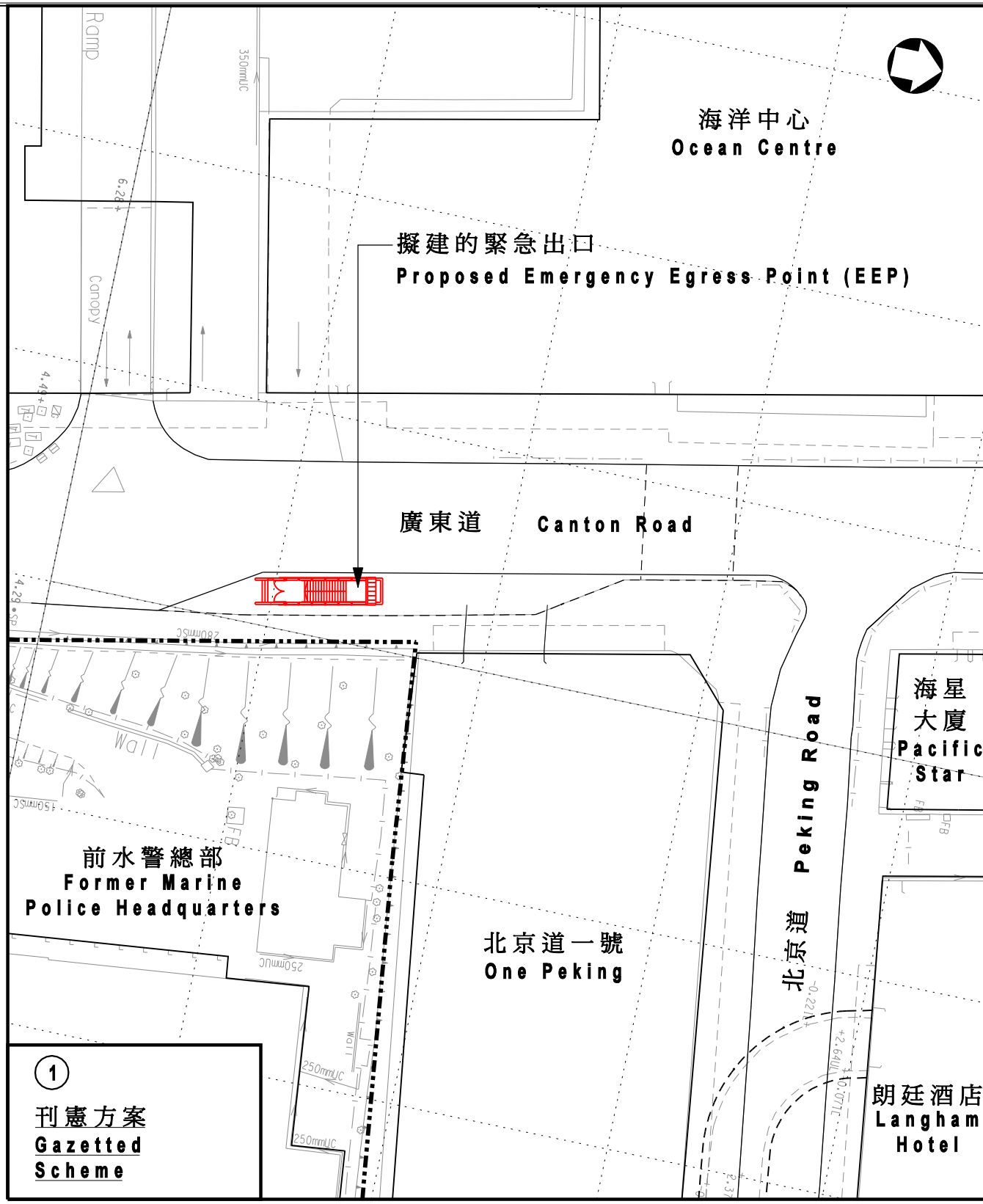
編號 no.	日期 date	內容 description	簽署 initial
修訂	REVISION		

圖則名稱 drawing title

九龍南線 - 暫時佔用奧海城二期對出的用地

KOWLOON SOUTHERN LINK - TEMPORARY OCCUPATION AREA IN FRONT OF OLYMPIAN CITY 2

設計 designed	W.F.WONG	日期 5 MAY 2005	圖號 drawing no.	比例 scale
繪劃 drawn	F. FAN	日期 5 MAY 2005	HRWKS LGAZ-SP0004	
核對 checked	C.K.LIN	日期 5 MAY 2005	版權所有翻印必究	COPYRIGHT RESERVED
核准 approved	P.K.HO	日期 5 MAY 2005	 香港路政署 HIGHWAYS DEPARTMENT HONG KONG	
辦事處 office	鐵路拓展處 RAILWAY DEVELOPMENT OFFICE			




編號 no.	日期 date	內容 description	簽署 initial
修訂 REVISION			

圖則名稱 drawing title

圖例 Legend :

----- 地段界線
Lot Boundary

九龍南線 - 緊急出口
KOWLOON SOUTHERN LINK - EMERGENCY EGRESS POINT

設計 designed	W.F.WONG	日期 17 MAY 2005	圖號 drawing no.	HRWKS LGAZ-SP0005	比例 scale	1:500
繪劃 drawn	F. FAN	日期 17 MAY 2005	版權所有翻印必究 COPYRIGHT RESERVED			
核對 checked	C.K.LIN	日期 17 MAY 2005	 香港路政署 HIGHWAYS DEPARTMENT HONG KONG			
核准 approved	P.K.HO	日期 17 MAY 2005				
辦事處 office	鐵路拓展處 RAILWAY DEVELOPMENT OFFICE					