

**File Ref: ETWB(T)CR 10/1016/99**

**For Information**

**7 January 2005**

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

**Shatin to Central Link**

**INTRODUCTION**

This paper briefs Members on the current position of the proposed Shatin to Central Link (SCL).

**BACKGROUND**

2. The SCL is one of the priority rail projects recommended in the Railway Development Strategy 2000 that the Government promulgated in May 2000. It will be a new strategic rail link between North-East New Territories (NWNT) and the Hong Kong Island. It will comprise three rail lines: the Tai Wai to Diamond Hill Link (TDL); the East Kowloon Line (EKL) from Diamond Hill to Hung Hom; and the Fourth Rail Harbour Crossing (FHC) from Hung Hom to Central. In January 2001, both the MTR Corporation Limited (MTRCL) and the Kowloon-Canton railway Corporation (KCRC) were invited to submit project proposals, as the SCL could be implemented and operated by either railway corporation. After a deliberated tender assessment, we awarded the SCL project to the KCRC in June 2002.

3. Subsequently, we invited the KCRC to study various improvement options such that the SCL would serve more population centres, including the Whampao, Tsz Wan Shan and Hin Keng areas, and bring more transport benefits to the travelling public. Consequently, in August 2002, the KCRC proposed, as an additional part of the SCL, the provision of an Automated People Mover (APM) to serve the Whampao areas, a railway station at Tsz Wan Shan and making allowance for future provision of a station at Hin Keng. The

KCRC had since then made further refinements to improve its proposed SCL scheme.

4. In February 2004, the KCRC presented to Members of the Sub-committee its Preferred Scheme for the SCL. Thereafter, it consulted the various District Councils on its Preferred Scheme. The District Councils were in general supportive of the proposed SCL project. Their main concern was over the possible traffic disruptions during the construction period. In June 2004, Members of the Subcommittee were briefed on the outcome of the consultation.

5. Alongside with the planning for the SCL, the Government invited the MTRCL and the KCRC to discuss the possible merger of the two railway corporations in February 2004. One of the key issues for their merger discussion is the early resolution of the interchange arrangements for the SCL. The MTRCL and the KCRC submitted a Joint Merger Report (JMR) to the Government on 16 September 2004.

## **CURRENT POSITION**

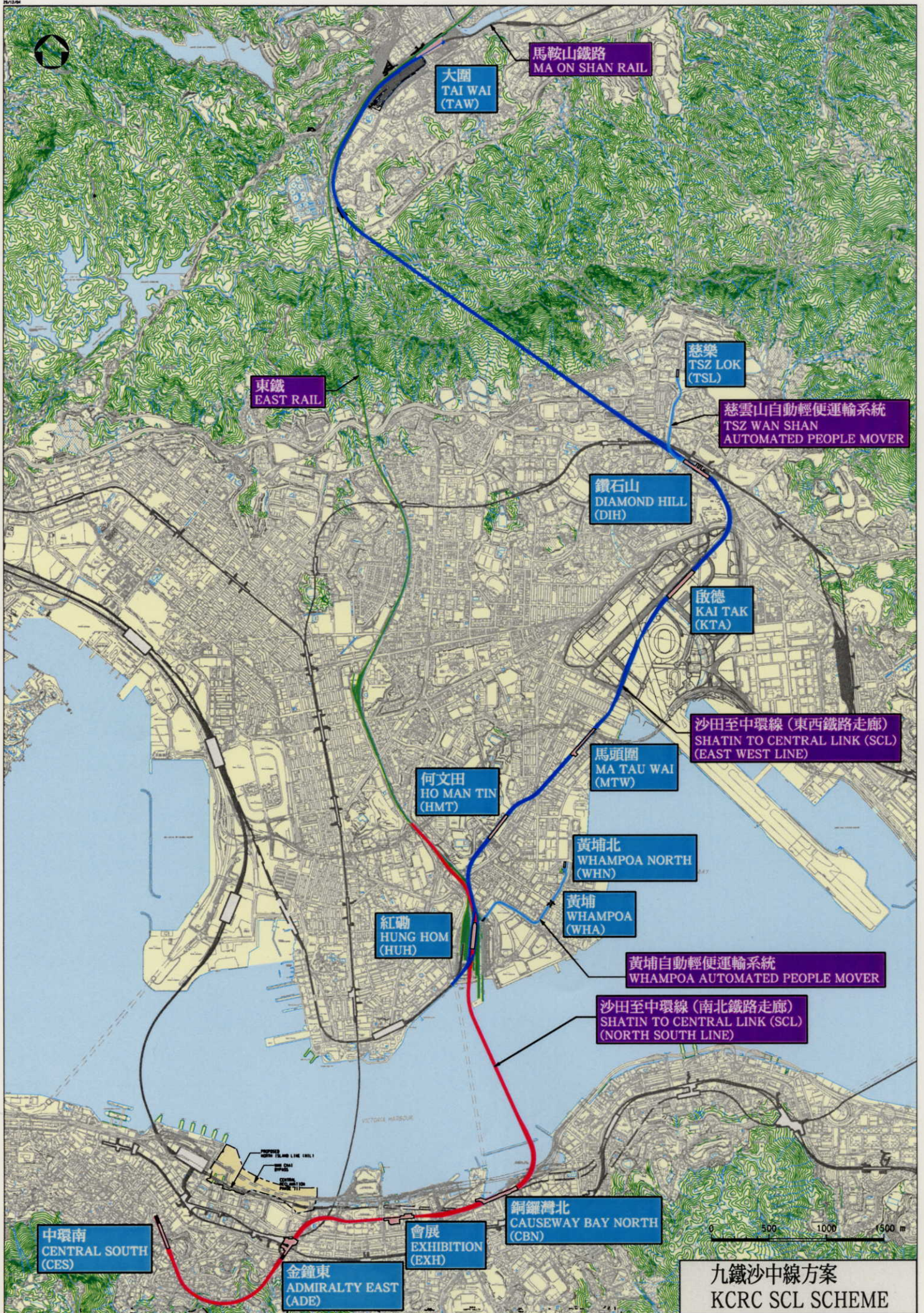
6. In late September 2004, the KCRC submitted to the Government a draft Final Proposal (DFP) for the SCL setting out how they would like to deliver the SCL project on a standalone basis. A sketch map showing the DFP is at the **Annex**. The DFP is largely the same as the Preferred Scheme that has been presented to Members before. The two major changes are –

- (a) the proposed alignment of the FHC has been shifted slightly westwards to avoid the provision of a ventilation building on the waterfront in order to reduce the visual impact; and
- (b) the size of the proposed depot at Kai Tak has been substantially reduced.

The KCRC will elaborate on these changes through a PowerPoint presentation at the subcommittee's meeting on 7 January 2005.

7. We are examining the KCRC's DFP as well as the proposed SCL scheme in the JMR, and would report to Members of the Subcommittee as soon as we have completed the assessment.
8. Members are invited to note the contents of this paper.

**Environment, Transport and Works Bureau  
January 2005**



九鐵沙中線方案  
KCRC SCL SCHEME