

**立法會**  
**Legislative Council**

LC Paper No. CB(1)2454/06-07  
(These minutes have been seen  
by the Administration)

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**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**Minutes of special meeting on  
Monday, 16 July 2007, at 10:45 am  
in Conference Room A of the Legislative Council Building**

- Members present** : Hon Miriam LAU Kin-ye, GBS, JP (Chairman)  
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP  
Hon Mrs Selina CHOW LIANG Shuk-ye, GBS, JP  
Hon LAU Kong-wah, JP  
Hon Andrew CHENG Kar-foo  
Hon Tommy CHEUNG Yu-yan, JP  
Hon Albert CHAN Wai-yip  
Hon WONG Kwok-hing, MH  
Hon LEE Wing-tat  
Hon Jeffrey LAM Kin-fung, SBS, JP
- Members attending** : Hon James TO Kun-sun  
Hon CHAN Yuen-han, SBS, JP  
Hon TAM Heung-man
- Members absent** : Hon CHEUNG Hok-ming, SBS, JP  
Hon Ronny TONG Ka-wah, SC
- Public Officers attending** : **Agenda item III**  
  
Mr Philip YUNG  
Deputy Secretary for Transport and Housing  
  
Mr Henry CHAN  
Principal Assistant Secretary for Transport and Housing

Mr WAN Man-lung  
Principal Government Engineer/Railway Development  
Highways Department

**Attendance by invitation** : **Agenda item III**

Kowloon-Canton Railway Corporation

Mr Stephen CHIK  
General Manager – Capital Works Planning

MTR Corporation

Mr Malcolm GIBSON  
Chief Design Manager

**Clerk in attendance** : Mr Andy LAU  
Chief Council Secretary (1)2

**Staff in attendance** : Mr Noel SUNG  
Senior Council Secretary (1)4

Miss Winnie CHENG  
Legislative Assistant (1)5

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**I Confirmation of minutes of meeting and matters arising**  
(LC Paper No. CB(1)2056/06-07 - Minutes of meeting held on 4 May 2007)

The minutes of the meeting held on 4 May 2007 were confirmed.

**II Information papers issued since last meeting**

2. Members noted that no information paper had been issued since last meeting.

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**III Shatin to Central Link**

- (LC Paper No. CB(1)2058/06-07(01) - Information paper provided by the Administration  
LC Paper No. CB(1)1206/06-07 - Minutes of meeting held on 5 January 2007)

3. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Provision of discussion paper by the Administration

- Admin 4. Since the Administration had failed to observe the deadline for provision of discussion paper for the item, the Chairman sought members' view on the way to deal with the situation. Whilst agreeing to discuss the item in view of wide public concern about the planning and implementation of Shatin to Central Link (SCL), members reminded the Administration to adhere to the agreed deadlines to avoid late provision of papers for meetings in future. Mr LEE Wing-tat also suggested that the Subcommittee should write to the Secretary for Transport and Housing (the Secretary), conveying members' concern about the need for the Administration to adhere to the agreed arrangements for provision of papers for committee meetings. After deliberation, members agreed that the Chairman could raise the matter verbally with the Secretary after the meeting.

Briefing by the Kowloon-Canton Railway Corporation (KCRC)

5. Mr Stephen CHIK, the General Manager-Capital Works Planning of KCRC, apprised members, through a Powerpoint presentation, on the latest development on the planning of the SCL.

Discussion

*Financial arrangements*

6. Mr WONG Kwok-hing, Mr Andrew CHENG, Mr Albert CHAN, Mr LEE Wing-tat and Mr James TO were concerned about the funding arrangements for the SCL and enquired whether the Government would be required to provide financial support, either in the form of equity or granting property development rights, to the railway corporation for taking forward the SCL project. They pointed out that the KCRC had earlier undertaken to finance the whole project itself and the Government should not be required to render financial support to MTR Corporation Limited (MTRCL). The Deputy Secretary for Transport and Housing (DS/TH) responded that the Government and the railway corporations were still working on the financial arrangements for the SCL project and would report the detailed proposal to the Subcommittee in about six months' time.

*Implementation of project*

7. Mr LAU Kong-wah took the view that the SCL project should be implemented in one go rather than in phases so as to satisfy the transport needs of the traveling

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public in the territory.

8. Members of the Democratic Party were concerned that due to the rail merger, the SCL project had already been delayed for years. Now that it was still uncertain as to when residents in Tsz Wan Shan, Whampoa and Homantin could benefit from the Merger Scheme developed by the two railway corporations, and whether the whole SCL project including the rail harbour crossing could be implemented as a single project. Worse still, the post-merger corporation (MergeCo) might seek for Government funding support for taking forward the project. They remarked that after the passage of the merger-related legislation, members could no longer effectively alter the design and implementation of the SCL project for the maximum benefit of the general public.

9. Mr Albert CHAN also asked to put on record that judging from the revised design under the Merger Scheme developed by the two railway corporations, MTRCL had been reluctant, during the early planning stage, to render the necessary support to KCRC in order to maximize the transport benefits of the project. As a result, the interchanging arrangements in the early days were not conducive to efficient and effective passenger movement. However, after the rail merger, MTRCL had changed its stance and agreed to alter the design of SCL to maximize the interests of the Corporation. He regretted that MTRCL had all along ignored public interests but focused on its own.

10. DS/TH said that the planning of the SCL would be considered as one project as a whole, having regard to the overall transport needs of the community, and the latest positions regarding the amendments to the Outline Zoning Plans for Kai Tak and Wan Chai North and the related gazettal exercises. The Government and MergeCo would take about six months to work out the details of the project and would report the detailed arrangements to the Subcommittee in about six months' time. Mr Malcolm GIBSON supplemented that from a commercial point of view, the SCL should be built as one single project, but the construction programme had to interface with the Wan Chai reclamation and development programme.

11. Mr Andrew CHENG asked whether it was the Government's stance that it would not rule out the possibility that the SCL would be built by phases, namely by building the SCL section from Shatin to Hunghom first, and deferring the construction of the rail harbour crossing to a later date; that the Government would provide financial support to the railway corporations for taking forward the SCL project; and that the Kwun Tong Line Extension to Whampoa would not be built concurrently with the SCL.

12. DS/TH reiterated that the planning of the SCL would be considered as one project as a whole, and the detailed arrangements, including the financial arrangements, the implementation time-table and the construction of the Kwun Tong Line Extension to Whampoa, would be reported to the Subcommittee in about six months.

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*Proposed Diamond Hill depot*

13. Miss CHAN Yuen-han and Miss TAM Heung-man queried the need of building a SCL depot at Diamond Hill, given that there were already two depots at Kowloon Bay and Fo Tan for the MTR and KCR trains respectively. They were also concerned that the proposed Diamond Hill depot would adversely affect the environment of the surrounding areas including a heritage building in the area, and the property developments on top of the depot might also lead to wall effect. They asked why, if necessary, the depot could not be built in the Kai Tak area. Mr Malcolm GIBSON, the Chief Design Manager of the MTR Corporation Limited (MTRCL), explained that the Kowloon Bay and Tai Wai depots were at their full capacity and an additional depot had to be provided to cater for the operational need of the SCL. He pointed out that the railway corporations would also study using a "semi-depressed" design for the Diamond Hill depot which would be covered to alleviate its impact on the surroundings. Mr Stephen CHIK added that measures would be taken to minimize the noise and environmental impacts of the depot. DS/TH supplemented that the railway corporations had considered various options for the provision of the SCL depot but concluded that one had to be provided along the railway alignment. The development of a depot in the South East Kowloon area would affect the accessibility of the area with the nearby districts such as Kowloon City whereas a depot in Diamond Hill was considered technically feasible. On possible property developments above the depot, DS/TH said that the proposed Diamond Hill site for the SCL depot was zoned as Comprehensive Development Area. The Government had yet to decide on the funding arrangements of the project and the land use above the depot. The overall project plan for the SCL would be presented to the Subcommittee in about six months.

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14. At the request of the members, the Administration undertook to provide information regarding the existing capacity and usage of the depots in Kowloon Bay and Tai Wai, and the justifications for the need of building an additional depot at Diamond Hill.

*Whampoa Station*

15. Mr Albert CHAN and Ir Dr Raymond HO welcomed the proposal to replace the proposed automated people mover (APM) to link up Whampoa area with the Kwun Tong Line Extension. Mr LAU Kong-wah, Mr Andrew CHENG, Mr LEE Wing-tat, Mr James TO and Mrs Selina CHOW were deeply concerned that, in view of the large population and the great demand for a mass transport system in Whampoa area, there was not a fixed time-table for construction of the Kwun Tong Line Extension connecting with the Whampoa area.

16. Mr Malcolm GIBSON responded that the transport demand of Whampoa area was recognized, and the Kwun Tong Line Extension would be implemented as a separate MTR project. DS/TH supplemented that a detailed plan for the SCL and the related issues would be presented to the Subcommittee in about six months. The SCL and Kwun Tong Line Extension would be planned concurrently.

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*Tsz Wan Shan Station*

17. Mr LAU Kong-wah, Miss CHAN Yuen-han, Mr Andrew CHENG, Mr LEE Wing-tat, Ir Dr Raymond HO and Mr James TO were gravely concerned about the deletion of the Tsz Wan Shan station from the SCL project, as there was a large population in Tsz Wan Shan area and a demand for a mass transit system.

18. Mr Malcolm GIBSON explained that given the gradient and the spreading population of Tsz Wan Shan, there were technical difficulties in building a deep underground station or providing an APM in Tsz Wan Shan. However, consideration would be given to providing alternatives transport services to meet the transport need of Tsz Wan Shan residents.

19. Members queried why the Tsz Wan Shan station had been included in the KCRC's Draft Final Proposal (DFP) and yet the latest assessment revealed that the Tsz Wan Shan station had to be deleted because of technical difficulties.

20. Mr Stephen CHIK explained that it was an APM and not the Tsz Wan Shan station which had been included in the DFP for further studies. Nevertheless, residents of Tsz Wan Shan also had divergent views on the provision of APMs in the area. DS/TH supplemented that, in view of Members' comments, the feasibility of building a railway station at Tsz Wan Shan would be further ascertained.

*Kai Tak Station*

21. Mr Tommy CHEUNG was concerned whether there was any underground passage linking up the railway station in Kai Tak with the old Kowloon City area, and remarked that the Kai Tak station should cater for the need of residents in the Kai Tak and nearby areas, tourists and users of the recreational facilities in the area. Mrs Selina CHOW also remarked that in planning for the SCL project, there was a need to ascertain the development plans in South East Kowloon so as to meet the sudden surge in passenger demand.

22. Mr Malcolm GIBSON responded that, according to the Kai Tak OZP, there would be underground walk-ways connecting the Kai Tak station with the Kowloon City area, so as to attract more passengers and facilitate the commuters.

*Causeway Bay North (CBN) Station*

23. Mr LAU Kong-wah, Mr Albert CHAN, Mr LEE Wing-tat, Ir Dr Raymond HO and Mr James TO were of the view that as the existing MTR Island Line had reached saturation and Causeway Bay was a busy area, the CBN station should not be deleted. Further, in the absence of CBN Station, it would cause great inconvenience to interchanging passengers on various railway lines. Mr Albert CHAN also remarked that the CBN station could be built by reclaiming a small part of the shelter area, if necessary, and the new CBN station should be linked with the existing Causeway Bay MTR station in consideration of the significant huge transport benefits associated with the CBN station.

Action

24. Mr Malcolm GIBSON explained that railway service was operated as a network and it was impossible to provide stations at every single point but to rely on transfer for passengers to reach their destinations. Under the present planning, the existing MTR Admiralty station and the Exhibition station of SCL in Wanchai would provide a convenient interchange link of the SCL with the existing Hong Kong Island Line and future MTR North Island Line respectively.

*Central South (CES) Station*

25. Mr Andrew CHENG and Ir Dr Raymond HO were concerned about the future of the CES station. They were worried that MergeCo would drop the proposal in the end. DS/TH explained that the original site of CES station was found to be unsuitable for building an underground station, and a new location had to be found for the CES station. Mr Malcolm GIBSON supplemented that passengers of the SCL could in future use the Admiralty station of the Island Line for interchange to the Central station without paying a second boarding charge. Members urged the Administration to speed up the review work.

*Public consultation*

26. Members were of the view that the public should be consulted on the SCL project. DS/TH responded that consultation with the public, including the District Councils and relevant local organizations, would continue to be made regarding the SCL project.

**IV Provision of public lavatories in MTR railway stations**

(LC Paper No. CB(1)2058/06-07(02) - Information paper provided by the MTR Corporation)

27. In view of time constraint, members agreed to defer the item to the next meeting.

**V Any other business**

28. There being no other business, the meeting ended at 12:50 pm.

## Panel on Transport

## Subcommittee on Matters Relating to Railways

**Proceedings of the special meeting  
on Monday, 16 July 2007, at 10:45 am  
in Conference Room A of the Legislative Council Building**

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
<i>Agenda Item I – Confirmation of minutes and matters arising</i>			
000256 – 000320	Chairman	Confirmation of minutes of the meeting held on 4 May 2007 (LC Paper No. CB(1)2056/06-07)	
<i>Agenda Item II – Information papers issued since last meeting</i>			
000321 – 000349	Chairman	Members noted that no information paper had been issued since last meeting	
<i>Agenda Item III – Shatin to Central Link</i>			
000350 – 001230	Chairman Mr Tommy CHEUNG Mr LEE Wing-tat The Administration Mr WONG Kwok-hing Mr Andrew CHENG Mr Albert CHAN	Discussion on how to deal with the late submission of paper by the Administration (LC Paper No. CB(1)2058/06-07(01))	
001231 – 003333	Kowloon-Canton Railway Corporation (KCRC)	KCRC's briefing, through a Powerpoint presentation, on the latest planning of the Shatin to Central Link (SCL)	
003334 – 003835	Mr WONG Kwok-hing Administration	Discussion on the financial arrangements for the SCL project	
003836 – 004427	Mr LAU Kong-wah Administration MTR Corporation (MTRCL)	Discussion on the implementation of the SCL project as a whole, and the deletion of the Tsz Wan Shan and Causeway Bay North Stations	
004428 – 005110	Miss CHAN Yuen-han Administration MTRCL	Discussion on the provision of a depot at Diamond Hill and a railway station for Tsz Wan Shan area	The Administration to provide information regarding the existing capacity and usage of the depots in Kowloon Bay and Tai Wai, and the justification for the need to build an additional depot at Diamond Hill.
005111 – 005452	Mr Tommy CHEUNG MTRCL	Discussion on the linkage between the Kai Tak station and the Kowloon City area	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
005453 – 010041	Miss TAM Heung-man Administration MTRCL	Discussion on the development of a depot at Diamond Hill	
010042 – 010659	Mr Andrew CHENG Administration	Discussion on the implementation of the SCL project as a whole, the financial arrangements for the project, and the provision of automated people mover (APM) for residents in the Tsz Wan Shan and Whampoa areas	
010700 – 011239	Mr Albert CHAN Administration	Discussion on the financial arrangements for the SCL project, and the provision of the Causeway Bay North Station	
011240 – 011827	Mr LEE Wing-tat MTRCL KCRC Administration	Discussion on the provision of a railway station and APM in Tsz Wan Shan	
011828 – 012517	Ir Dr Raymond HO Administration MTRCL	Discussion on the construction of the Tsz Wan Shan, Causeway Bay North, Central South Stations, and the Kwun Tong Line Extension	
012518 – 013057	Mr James TO Administration	Discussion on the financial arrangements for the SCL project, and the impact of the revised building plan on residents of various districts, e.g. Tsz Wan Shan, Whampoa and Homantin	
013058 – 013509	Chairman Mr LAU Kong-wah Mr Andrew CHENG Mrs Selina CHOW	Members agreed to defer agenda item IV to the next meeting	
013510 – 014010	Mr LAU Kong-wah Administration MTRCL	Discussion on the construction of the SCL as one complete project	
014011 – 014502	Miss CHAN Yuen-han Administration	Discussion on the construction of the Diamond Hill depot and the Tsz Wan Shan station	
014503 – 015011	Mr Andrew CHENG Administration	Discussion on the time-table for implementation of the SCL	
015012 – 015414	Mr LEE Wing-tat Administration	Discussion on the financial arrangements for implementation of the SCL project, and the construction of the Tsz Wan Shan and Whampoa stations	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
015415 – 020042	Mr James TO Administration MTRCL	Discussion on the work undertaken by the Administration in the past two years after receiving the revised project proposal under the merger scenario from the two railway corporations	
020043 – 020554	Mrs Selina CHOW	Discussion on the financial arrangements for the SCL project, and the provision of stations at Kai Tak and Whampoa	
<i>Agenda Item IV – Provision of public lavatories in MTR railway stations</i>			
	Subcommittee	The Subcommittee agreed to defer the item to the next meeting	
<i>Agenda Item V – Any other business</i>			
020555 – 020728	Chairman Administration	There being no other business, the meeting ended at 12:50 pm	

Council Business Division 1  
Legislative Council Secretariat  
 8 October 2007