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Panel on Transport

Subcommittee on Matters Relating to Railways

Meeting on 5 January 2007

**An update on the background of
Shatin to Central Link**

This paper provides an update on the planning and design of the Shatin to Central Link (SCL). The background of SCL has been provided in the Background Brief issued to Members for the meeting of the Subcommittee on Matters Relating to Railways on 4 March 2005 (LC Paper No. CB(1)610/04-05).

Background

2. In January 2001, the Government invited the two railway corporations to submit proposals for SCL based upon a design, construct, operate and finance arrangement. According to the Project Brief for SCL, SCL will be a through running line between Tai Wai and the Central Business District of Hong Kong Island. Under the requirements specified in the Project Brief (Conforming Proposal), SCL effectively comprises three elements:

- (a) the Tai Wai to Diamond Hill Link which comprises a new station at Tai Wai or an integrated station with the existing Kowloon-Canton Railway (KCR) Tai Wai Station, together with a running line through to the proposed Diamond Hill SCL Station;
- (b) the East Kowloon Line (EKL) which comprises a running line, with stations at Diamond Hill, Kai Tak on the South East Kowloon Development site, To Kwa Wan, Ma Tau Wai, either Ho Man Tin or Gillies Avenue, and Hung Hom; and

- (c) the Fourth Rail Harbour Crossing (FHC) which comprises a running line crossing Victoria Harbour with new stations at Exhibition, Admiralty and Central West.

3. Having regard to the technical and financial merits of the two Conforming Proposals submitted by the two railway corporations, the Government announced the award of SCL to the Kowloon-Canton Railway Corporation (KCRC) on 25 June 2002. Details of the technical and financial assessments of the Conforming Proposals are set out in the Legislative Council Brief issued by the Administration under File Ref. TBCR 10/1016/99.

Scheme design development for SCL

Original proposal

4. Under the provision in the Project Brief, the awardee is allowed to propose changes or additional details to arrive at the Final Scheme for the SCL. In August 2002, KCRC proposed a revised scheme as follows:

- (a) The alignment would follow essentially that outlined in the SCL Project Brief comprising ten stations viz. Tai Wai, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin or Gillies Avenue, Hung Hom, Exhibition, Admiralty and Central West;
- (b) KCRC proposed to add a new station at Tsz Wan Shan;
- (c) KCRC proposed to build an automated people mover system (APM) linking the Hung Hom Station to the Whampoa area; and
- (d) KCRC proposed to make provision for a future station at Hin Keng.

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

Preferred scheme

5. On 16 February 2004, KCRC presented its Preferred Scheme on SCL which adopted the East Rail (ER) across the harbour option. The railway line would consist of a north-south railway from Lo Wu to Central by extending ER across the harbour; and an extension of the Ma On Shan Rail from Tai Wai to Hung Hom Mass Transportation Centre via EKL to serve the population in the southeast Kowloon.

6. Major developments in relation to the Preferred Scheme are summarized as follows:

- (a) For ER, the existing 12-car trains would be modified to 9-car trains with an enhanced signalling system to increase the maximum hourly train frequency from 27 trains to an ultimate of 34 trains during peak hours.
- (b) Instead of providing an underground Tsz Wan Shan Station, a dedicated above ground APM link would be provided between Diamond Hill Station and Tsz Wan Shan area.
- (c) Due to passenger safety, site and engineering constraints, To Kwa Wan Station would be combined with Mau Tau Wai Station.
- (d) The provision of APM for the Whampoa area would depend on the Government's decision on whether it would accept MTR Corporation Limited (MTRCL)'s proposal to extend the Kwun Tong Line to Whampoa.
- (e) Planning would be made for the construction of a new Causeway Bay North Station along Gloucester Road to serve the busy commercial and shopping centre.
- (f) Instead of providing a station at the Tamar site, the Admiralty East Station would be constructed to the east of the MTR Admiralty Station.
- (g) Instead of providing a station in Central West, consideration was being given to constructing a Central South Station at the south of Upper Albert Road.
- (h) Implementation of the Preferred Scheme would be fully funded by the Corporation with no need for financial support from the Government.

Draft final proposal

7. In September 2004, KCRC submitted to the Government a draft Final Proposal (DFP) for the SCL setting out how the SCL would be delivered on a standalone basis (**Annex A**). The DFP is substantially the same as the Preferred Scheme and the two major changes are:

- (a) the proposed alignment of 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 SCL depot at Kai Tak has been substantially reduced.

8. In October 2006, the Administration advised the Panel on Planning, Lands and Works that during the consultation on the Kai Tak Planning Review, there were strong objections from the local community regarding the proposed at-grade train depot at Kai Tak which might have land use and environmental implications. The Administration had been requested to discuss with KCRC on possible relocation of the train depot.

Rail Merger

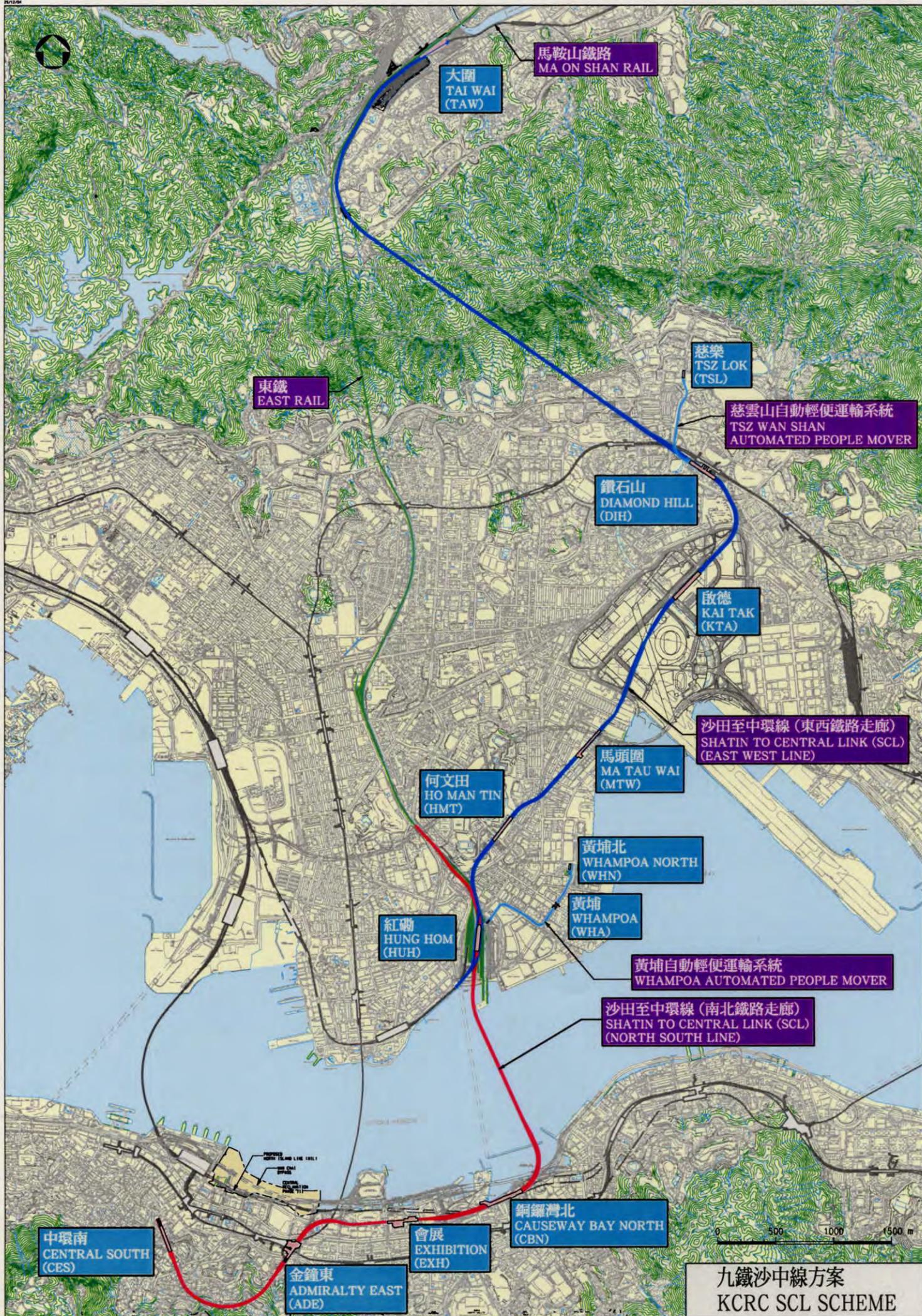
9. Alongside with the planning for SCL, the Government invited MTRCL and KCRC to discuss the possible merger of the two railway corporations in February 2004. One of the key issues for their merger discussion is the early resolution of the interchange arrangements for SCL. MTRCL and KCRC submitted a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

10. On 11 April 2006, the Government announced that it had reached an understanding with MTRCL on the structure and terms of the merger. The Government has entered into a non-binding Memorandum of Understanding with MTRCL on this basis.

11. Under the rail merger proposal, Government would have the right in future to determine whether the "ownership approach" (under which the post-merger Corporation (MergeCo) would fund, construct and operate the new railway) or the "concession approach" (under which Government would fund the construction of the new railway and MergeCo would be granted a service concession to operate the new railway based on financial terms to be determined according to a pre-agreed mechanism) should be adopted for individual new railway projects which are not natural MTR-extension projects.

12. The proposed SCL scheme in the context of the rail merger would provide for fully integrated interchange stations and interchanging passengers would not be required to pay any second boarding charge. The Government is discussing with MTRCL on the funding and implementation details of the SCL.

13. A list of relevant papers is in **Annex B**.



九鐵沙中線方案
KCRC SCL SCHEME

Annex B

Shatin to Central Link

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
31.5.00	Council meeting	Hon Andrew CHENG raised a question on Sha Tin – Central Rail Corridor	Hansard http://www.legco.gov.hk/yr99-00/english/counmtg/agenda/ord3105.htm#q_6
6.12.00	Council meeting	A motion moved by Hon LAU Chin-shek's motion as amended by Hon LAU Kong-wah and Dr Hon TANG Siu-tong on railway development strategy was passed	Hansard http://www.legco.gov.hk/yr00-01/english/counmtg/agenda/cmtg0612.htm#m_2
14.3.01	Council meeting	Hon LAU Kong-wah raised a question on early completion of Rail Link from Sha Tin to Central	Hansard http://www.legco.gov.hk/yr00-01/english/counmtg/agenda/cmtg1403.htm#q_1_2
6.12.01	Subcommittee on matters relating to railways (SC on railways)	Minutes of the meeting	CB(1)1022/01-02 http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/minutes/rd011206.pdf
		Administration's progress report informing Members of the latest situation regarding the bidding of the Shatin to Central Link (SCL)	CB(1)472/01-02(03) http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-472-3e.pdf
		Background brief on SCL prepared by the Secretariat	CB(1)466/01-02 http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-466-e.pdf
27.6.02	SC on railways	Legislative Council Brief on the decision of the Chief Executive in Council that the SCL should be awarded to Kowloon-Canton Railway Corporation	TBCR 10/1016/99 http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/tbcr_10_1016_99.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
10.7.02	Council meeting	Hon Fred LI raised a question on railway alignment of the SCL	Hansard http://www.legco.gov.hk/yr01-02/english/counmtg/agenda/cmtg0710.htm#q_16
27.9.02	SC on railways	Administration's report on the latest progress regarding the SCL	CB(1)2556/01-02(01) http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/tp_rdp0927cb1-2556-1e.pdf
26.2.03	Council meeting	Hon Abraham SHEK raised a question on selection of railway corporation to operate the new SCL	Hansard http://www.legco.gov.hk/yr02-03/english/counmtg/agenda/cmtg0226.htm#q_2
7.5.03	Public Works Subcommittee	Minutes of the meeting	PWSC126/02-03 http://www.legco.gov.hk/yr02-03/english/fc/pwsc/minutes/pw030507.pdf
		Funding proposal on Central Government Complex (CGC), Legislative Council Complex (LCC), exhibition gallery and civic place at Tamar, Central and planning and Infrastructure Exhibition Gallery at Tamar – exhibits design and fabrication	PWSC(2003-04)16 http://www.legco.gov.hk/yr02-03/english/fc/pwsc/papers/p03-16e.pdf
18.7.03	SC on railways	Tamar Development and public transport services	CB(1)1741/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tpcb1-1741-1e.pdf
		Further information on the implication of the decision not to allow for any railway station or tunnel directly underneath the new CGC and the LCC at Tamar on the planning and implementation of the SCL, and the resulting financial implication	CB(1)2209/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/papers/tp_rdp0718cb1-2209-1e.pdf
29.9.03	SC on railways	Minutes of the meeting	CB(1)228/02-03 http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/minutes/rd030929.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Administration's paper providing Members with the latest update on the SCL and addresses the enquiries raised by Members at the meeting on 1 August 2003	CB(1)2493/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/papers/tp_rdp0929cb1-2493-1e.pdf
		Background brief on SCL	CB(1)2490/02-03 http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/papers/tp_rdp0929cb1-2490-e.pdf
18.2.04	PWSC	Minutes of the meeting	PWSC52/03-04 http://www.legco.gov.hk/yr03-04/english/fc/pwsc/minutes/pw040218.pdf
		Funding proposal for site preparation and infrastructure works in the north apron area of the former Kai Tak Airport including the site for future developments of the SCL railway	PWSC(2003-04)66 http://www.legco.gov.hk/yr03-04/english/fc/pwsc/papers/p03-66e.pdf
16.2.04 7.5.04 3.6.04	SC on railways	Minutes of meeting on 16.2.04	CB(1)1546/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd040216.pdf
		Minutes of meeting on 7.5.04	CB(1)2080/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd040507.pdf
		Minutes of meeting on 3.6.04	CB(1)2442/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd040603.pdf
		Progress update on SCL	CB(1)1676/03-04(02) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0507cb1-1676-2e.pdf
		Progress on the scheme design of the SCL	CB(1)981/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0216cb1-981-1e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Supplementary information on scheme design of SCL	CB(1)1841/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0216cb1-1841-1e.pdf
		Supplementary Information on SCL — Passenger Forecast of Whampoa automated people mover systems	CB(1)2441/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0603cb1-2441-1e.pdf
4.3.05	SC on railways	Minutes of meeting	CB(1)2442/03-04 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/minutes/rd050304.pdf
		Administration's paper on the then current position of the proposed SCL	CB(1)609/04-05(05) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp0107cb1-609-5e.pdf
		Background brief on SCL	CB(1)610/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp0107cb1-610-e.pdf