

政府總部
運輸及房屋局

運輸科
香港花園道美利大廈



Transport and
Housing Bureau
Government Secretariat

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來函檔號 Your Ref.

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Clerk to Public Works Subcommittee
3rd Floor, Citibank Tower,
3 Garden Road,
Hong Kong
(Attn: Ms. Debbie Yau)

26 June 2009

Dear Ms Yau,

Public Works Subcommittee
Follow-up to meeting on 10 June 2009

West Island Line

I write to provide supplementary information in response to the requests raised by Members about the West Island Line (WIL) – funding support (Paper PWSC(2009-10)50) during the Public Works Subcommittee meeting on 10 June 2009.

- 1. It was estimated that the compensation due to loss of redevelopment potential arising from underground strata resumption for the construction of the WIL was \$380 million (in December 2007 prices). At the request of Hon Cyd HO, the Administration agreed to provide the list of private developments along the underground strata to be resumed.**

Underground strata of land to be resumed is shown on the gazette plans

_____ of the WIL Scheme published on 26 October 2007. The list of private developments along the underground strata to be resumed is also attached at Appendix A.

2. **Hon Tanya CHAN expressed concern on the Government's risk under the proposed funding arrangement for the construction of WIL, and requested the Administration to provide further information on the projected patronage (including projected population for the areas concerned), and fare structure (including fare and non-fare revenue as well as concessionary fares, if any)**


_____ The required information is given in Appendix B.

3. **Addressing the concern of Hon KAM Nai-wai and Hon Albert CHAN about the use of drill-and-blast method for the construction of WIL, the Administration was requested to confirm when the blasting assessment reports would be submitted for approval prior to gaining permission to carry out blasting at any location along the alignment, in particular at the Belcher's, and when and how the approved blasting assessment would be communicated to the public.**

_____ Government's responses on the blasting assessment are provided in Appendix C.

I should be grateful if you would relay the above information to the members of the FC.

Yours sincerely,



(Henry Chan)

for Secretary for Transport and Housing

Encl.

c.c. SFST
DHy
MTR Corporation Limited

West Island Line

Resumption of Underground Strata for Railway Development

The West Island Line (WIL) is a three-kilometre long railway extension of the existing Island Line from Sheung Wan to Kennedy Town with two intermediate underground stations at Sai Ying Pun and at the University of Hong Kong. The Western District is a developed district. The planned WIL runs underground all the way from Sheung Wan to Kennedy Town and the railway tunnels together with the associated facilities will have to be constructed underneath private buildings. To allow for the construction, the underground strata of these buildings will have to be resumed. The situation is no different from construction of previous railways through developed areas in Hong Kong over the years.

2. The WIL railway scheme, including the resumption of the underground strata of private development, was gazetted on 26 October 2007. The list of the private buildings concerned is enclosed at Annex to this Appendix.

3. According to the investigation by the MTRCL during the detailed design stage, the tunnelling work beneath the private lots will not affect the structural integrity of the buildings on the lot. The resumption of the underground strata will not affect the existing permissible plot ratios of these blocks neither. If the lot is to be redeveloped, depending on the locations and depth of the railway facilities below ground as well as the geology, the degree of impact may vary accordingly.

4. If the railway tunnel is constructed in the rock strata deep below ground with substantial distance from the foundation of the building, the impact on redevelopment potential will be very slim. If the railway facilities are located in shallow strata, the proposed redevelopment may then be subject to some restrictions.

5. However, the presence of underground railway facilities under a private lot would not be the only factor governing the redevelopment potential of that lot. If the lot has been developed up to the plot ratio allowed, any redevelopment will not lead to any increase in gross floor area. Other factors like environmental and traffic impact, to be considered under the town planning process, will also impose constraints on the proposed redevelopment. Hence, the impact on any

redevelopment proposal will have to be assessed on a case by case basis. If any lot owner considers that he has a compensatory interest resulting from the loss of redevelopment potential caused by the railway, he could seek compensation under the Railways Ordinance.

6. We estimate the compensation due to loss of redevelopment potential arising from underground strata resumption to be \$380 million (in December 2007 prices). We will seek funding for compensation arising from the potential claims as and when the person having compensatory interest submits details of claims to ascertain the relevant cost figures in future.

7. The Executive Council authorised the WIL railway scheme under the Railways Ordinance on 10 March 2009. The resumption notice will be gazetted in due course.

Transport and Housing Bureau
June 2009

附錄 A 的附件
Annex to Appendix A

	物業地址 Address of Premises	
1	加多近街 52-60 號	Nos. 52-60 Cadogan Street
2	龍華街 20 號	No. 20 Lung Wah Street
3	蒲飛路 23 號	No. 23 Pokfield Road
4	薄扶林道 109, 111 & 113 號 及 蒲飛路 13, 15, 17, 19 & 21 號	Nos. 109, 111 & 113 Pok Fu Lam Road and Nos. 13, 15, 17, 19 & 21 Pokfield Road
5	山市街 29-31 號	Nos. 29-31 Sands Street
6	山市街 33 號	No. 33 Sands Street
7	山市街 35, 35A & 37 號	Nos. 35, 35A & 37 Sands Street
8	山市街 39, 41 & 43 號	Nos. 39, 41 & 43 Sands Street
9	青蓮臺 1-3 號	Nos. 1-3 Ching Lin Terrace
10	青蓮臺 4, 5 & 6 號	Nos. 4, 5 & 6 Ching Lin Terrace
11	青蓮臺 7-8 號	Nos. 7-8 Ching Lin Terrace
12	青蓮臺 9 號	No. 9 Ching Lin Terrace
13	青蓮臺 10 號	No. 10 Ching Lin Terrace
14	薄扶林道 101 號	No. 101 Pok Fu Lam Road
15	桃李臺 15 號	No. 15 To Li Terrace
16	青蓮臺 11 號	No. 11 Ching Lin Terrace
17	青蓮臺 15-16 號	Nos. 15-16 Ching Lin Terrace
18	薄扶林道 97 號	No. 97 Pok Fu Lam Road
19	薄扶林道 95 號	No. 95 Pok Fu Lam Road
20	薄扶林道 91 號	No. 91 Pok Fu Lam Road
21	薄扶林道 79C 號	No. 79C Pok Fu Lam Road
22	薄扶林道 79B 號	No. 79B Pok Fu Lam Road
23	薄扶林道 79 號	No. 79 Pok Fu Lam Road
24	薄扶林道 77 號	No. 77 Pok Fu Lam Road
25	薄扶林道 75 號	No. 75 Pok Fu Lam Road
26	薄扶林道 73 號	No. 73 Pok Fu Lam Road
27	薄扶林道 71 號	No. 71 Pok Fu Lam Road
28	山道 90-100 號	Nos. 90-100 Hill Road
29	山道 88 號	No. 88 Hill Road
30	山道 102-104 號	Nos. 102-104 Hill Road
31	山道 106 號	No. 106 Hill Road
32	薄扶林道 70-74 號及般咸道 90 號	Nos. 70-74 Pok Fu Lam Road and No. 90 Bonham Road
33	光景臺 3, 4, 5 & 6 號	Nos. 3, 4, 5 & 6 Prospect Place

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34	般咸道 86A 號	No.86A Bonham Road
35	般咸道 84 號	No.84 Bonham Road
36	般咸道 80-82 號	Nos.80-82 Bonham Road
37	般咸道 78 號	No. 78 Bonham Road
38	巴丙頓道 6C 號 及 聖士提反里 10 號	No. 6C Babington Path and No. 10 St. Stephen's Lane
39	巴丙頓道 6A 號	No. 6A Babington Path
40	巴丙頓道 6B 號	No. 6B Babington Path
41	巴丙頓道 6D 號 及 聖士提反里 11 號	No. 6D Babington Path and No.11 St. Stephen's Lane
42	巴丙頓道 6E 號 及 聖士提反里 12 號	No. 6E Babington Path and No.12 St. Stephen's Lane
43	聖士提反里 3 號	No. 3 St. Stephen's Lane
44	聖士提反里 5 號	No. 5 St. Stephen's Lane
45	聖士提反里 7 號	No. 7 St. Stephen's Lane
46	聖士提反里 1-2 號	Nos 1 & 2 St. Stephen's Lane
47	般咸道 37-47 號	Nos. 37-47 Bonham Road
48	般咸道 35 號	No. 35 Bonham Road
49	般咸道 33 號	No. 33 Bonham Road
50	正街 62-64 號	Nos.62-64 Centre Street
51	高街 46 號	No. 46 High Street
52	英華臺 1-6 號	Nos.1-6 Ying Wa Terrace
53	正街 53 號 及 高街 26-38 號	No. 53 Centre Street and Nos. 26-38 High Street
54	高街 24 號	No.24 High Street
55	高街 22 號	No.22 High Street
56	高街 20 號	No.20 High Street
57	高街 47-49 號	No.47-49 High Street
58	高街 43-45 號	Nos. 43-45 High Street
59	高街 39-41 號	Nos. 39-41 High Street
60	高街 37 號	No. 37 High Street
61	高街 35 號	No. 35 High Street
62	高街 29-33 號	Nos.29-33 High Street
63	高街 27A 號	No.27A High Street
64	高街 27 號	No.27 High Street
65	正街 51 號	No. 51 Centre Street
66	第三街 48 號	No. 48 Third Street
67	第三街 46 號	No. 46 Third Street
68	第三街 44 號	No. 44 Third Street

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69	第三街 42 號	No. 42 Third Street
70	第三街 38 & 40 號	Nos. 38 & 40 Third Street
71	兩儀坊 1-3 號	No.1-3 Leung I Fong
72	兩儀坊 5-7 號	Nos.5-7 Leung I Fong
73	兩儀坊 9 號	No. 9 Leung I Fong
74	高街 25A 號 後半部分	No.25A High Street of the Rear Portion
75	第三街 32, 34 & 36 號	Nos.32, 34 & 36 Third Street
76	第三街 20 號	No.20 Third Street
77	第三街 22 號	No.22 Third Street
78	第三街 24 號	No.24 Third Street
79	第三街 43-47 號 及 第二街 28 號	Nos.43-47 Third Street and No.28 Second Street
80	第三街 35, 37 & 39 號	Nos.35, 37 & 39 Third Street
81	第三街 29-33A 號	Nos.29-33A Third Street
82	第三街 21-25 號	Nos.21-25 Third Street
83	第三街 19 號	No.19 Third Street
84	第三街 17 號	No.17 Third Street
85	第三街 15 號	No.15 Third Street
86	第二街 18 號	No.18 Second Street
87	第二街 16 號	No.16 Second Street
88	第二街 14 號	No.14 Second Street
89	第三街 9-11 號	Nos.9 -11 Third Street
90	第三街 5 & 7 號	Nos.5 & 7 Third Street
91	第二街 10 號	No.10 Second Street
92	第二街 6-8 號	Nos.6-8 Second Street
93	第二街 4A 號	No. 4A Second Street
94	第二街 4 號	No. 4 Second Street
95	第二街 2B 號	No.2B Second Street
96	第二街 2A 號	No. 2A Second Street
97	第二街 2 號	No. 2 Second Street
98	東邊街 25 號	No. 25 Eastern Street
99	東邊街 27 號	No. 27 Eastern Street
100	東邊街 29 號	No. 29 Eastern Street
101	東邊街 31 號	No.31 Eastern Street
102	東邊街 35 號	No.35 Eastern Street
103	東邊街 37 號	No.37 Eastern Street
104	第二街 1 號	No.1 Second Street
105	坐落於第一街及第二街之間的市區重建局的地盤土地	Land Situated at the URA Construction Site between First Street and Second Street

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106	第一街 5-23 號	Nos.5-23 First Street
107	皇后大道西 226-228 號 及 東邊街 23A 號	Nos.226-228 Queen's Road West and No.23A Eastern Street
108	東邊街 36 號	No.36 Eastern Street
109	東邊街 38-42 號	Nos.38-42 Eastern Street
110	皇后大道西 220 號	No.220 Queen's Road West
111	皇后大道西 224 號	No.224 Queen's Road West
112	皇后大道西 210-218 號 及 五福里 1-3 號	Nos.210-218 Queen's Road West and Nos.1-3 Ng Fuk Lane
113	皇后大道西 206 號	No.206 Queen's Road West
114	皇后大道西 208 號	No.208 Queen's Road West
115	皇后大道西 200-202 號	Nos.200-202 Queen's Road West
116	皇后大道西 196-198 號	Nos.196-198 Queen's Road West
117	皇后大道西 233 號	No.233 Queen's Road West
118	皇后大道西 231 號	No.231 Queen's Road West
119	皇后大道西 229 號	No.229 Queen's Road West
120	皇后大道西 227 號	No.227 Queen's Road West
121	皇后大道西 221-223 號	Nos.221-223 Queen's Road West
122	皇后大道西 219 號	No.219 Queen's Road West
123	皇后大道西 213 號	No.213 Queen's Road West
124	皇后大道西 199 號	No.199 Queen's Road West
125	皇后大道西 195 號	No.195 Queen's Road West
126	皇后大道西 191-193 號	Nos.191-193 Queen's Road West
127	威利麻街 2 號	No.2 Wilmer Street
128	威利麻街 6 號	No.6 Wilmer Street
129	威利麻街 8, 10, 10A & 12 號	Nos.8, 10, 10A & 12 Wilmer Street
130	皇后大道西 189A 號 及 威利麻街 1 號	No.189A Queen's Road West and No. 1 Wilmer Street
131	威利麻街 3, 3A, 5 & 5A 號	Nos.3, 3A, 5 & 5A Wilmer Street
132	李陞街 10-12 號	Nos. 10-12 Li Sing Street
133	高陞街 84-86 號	Nos.84-86 Ko Shing Street
134	高陞街 88 號	No.88 Ko Shing Street
135	高陞街 90 號	No.90 Ko Shing Street
136	德輔道西 130 號	No.130 Des Voeux Road West
137	德輔道西 128 號	No.128 Des Voeux Road West
138	德輔道西 126 號	No.126 Des Voeux Road West
139	德輔道西 124 號	No.124 Des Voeux Road West
140	德輔道西 122 號	No.122 Des Voeux Road West

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141	德輔道西 120 號	No.120 Des Voeux Road West
142	德輔道西 118 號	No.118 Des Voeux Road West
143	德輔道西 116 號	No.116 Des Voeux Road West
144	德輔道西 114 號	No.114 Des Voeux Road West
145	德輔道西 108 號	No.108 Des Voeux Road West
146	德輔道西 106 號	No.106 Des Voeux Road West
147	德輔道西 104 號	No.104 Des Voeux Road West
148	德輔道西 102 號	No.102 Des Voeux Road West
149	德輔道西 100 號	No.100 Des Voeux Road West
150	德輔道西 98 號	No.98 Des Voeux Road West
151	德輔道西 96 號	No.96 Des Voeux Road West
152	德輔道西 94 號 及 修打蘭街 20 號	No.94 Des Voeux Road West and No.20 Sutherland Street
153	德輔道西 88 號	No.88 Des Voeux Road West
154	德輔道西 78 號	No.78 Des Voeux Road West
155	德輔道西 76 號	No.76 Des Voeux Road West
156	德輔道西 29 號	No.29 Des Voeux Road West
157	德輔道西 27 號	No.27 Des Voeux Road West
158	德輔道西 25 號	No.25 Des Voeux Road West
159	德輔道西 9 號	No.9 Des Voeux Road West
160	德輔道西 18-20 號	Nos.18-20 Des Voeux Road West
161	德輔道西 8 號	No.8 Des Voeux Road West
162	文咸西街 81-85 號	Nos.81-85 Bonham Strand West
163	永樂街 243 號	No.243 Wing Lok Street
164	永樂街 245 號	No.245 Wing Lok Street
165	永樂街 239-241 號 及 文咸西街 77-79 號	Nos.239 - 241 Wing Lok Street and Nos.77-79 Bonham Strand West
166	永樂街 235 號	No.235 Wing Lok Street
167	永樂街 233 號	No. 233 Wing Lok Street
168	永樂街 229-231 號	Nos.229-231 Wing Lok Street
169	永樂街 227 號	No.227 Wing Lok Street
170	干諾道西 42, 43 & 44 號及永樂街 200 & 202 號	Nos. 42, 43 & 44 Connaught Road West and Nos. 200 & 202 Wing Lok Street
171	干諾道西 38 號 及 永樂街 198 號	No.38 Connaught Road West and No.198 Wing Lok Street
172	永樂街 188-190 號	Nos.188-190 Wing Lok Street
173	永樂街 184-186 號	Nos.184-186 Wing Lok Street

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174	永樂街 180-182 號 及 新街市街 64 號	Nos.180-182 Wing Lok Street and No.64 New Market Street
175	永樂街 172-176 號	Nos.172-176 Wing Lok Street
176	永樂街 168-170 號 及 新街市街 54-56 號	Nos.168-170 Wing Lok Street and Nos.54-56 New Market Street
177	永樂街 166 號	No.166 Wing Lok Street
178	永樂街 162 號及新街市街 48 號	No.162 Wing Lok Street and No.48 New Market Street
179	永樂街 160 號及新街市街 46 號	No.160 Wing Lok Street and No.46 New Market Street
180	永樂街 154-158 號及新街市街 40-44 號	Nos. 154 -158 Wing Lok Street and Nos. 40-44 New Market Street
181	永樂街 148 號	No.148 Wing Lok Street
182	新街市街 34 號	No.34 New Market Street
183	新街市街 30-32 號	Nos.30-32 New Market Street
184	新街市街 8 號 及 安泰街 7 號	No.8 New Market Street and No.7 On Tai Street
185	卑路乍街 8 號 及 薄扶林道 89 號	No.8 Belcher's Street and No.89 Pok Fu Lam Road
186	般咸道 29, 29A, 29B, 31, 31A & 31B 號	Nos.29, 29A, 29B, 31, 31A & 31B Bonham Road
187	般咸道 19-27 號	Nos.19-27 Bonham Road
188	般咸道 17 號	No.17 Bonham Road
189	般咸道 13 & 15 號	Nos.13 & 15 Bonham Road
190	般咸道 11 號	No.11 Bonham Road
191	英華臺 7, 8 & 9 號	Nos.7, 8 & 9 Ying Wa Terrace
192	英華臺 12 號	No.12 Ying Wa Terrace
193	高街 16-18 號	Nos.16-18 High Street
194	高街 8 號	No.8 High Street
195	高街 4 號	Nos. 4 High Street
196	高街 2B-2C 號	Nos.2B-2C High Street
197	英華臺 1-6 號	Nos 1- 6 Ying Wa Terrace
198	英華臺 7, 8 & 9 號	Nos 7, 8 & 9 Ying Wa Terrace
199	山道 54, 54A, 56, 58, 60, 62, 64 & 66 號	Nos.54, 54A, 56, 58, 60, 62, 64 & 66 Hill Road
200	皇后大道西 450, 450A, 450B, 450C, 450D, 450E, 450F, 450G, 452, 452A, 452B, 452C, 452D, 452E, 452F, 452G, 454, 454A, 454B, 454C, 454D, 454E, 454F, 454G, 456, 456A, 456B, 456C, 456D, 456E, 456F & 456G 號	Nos.450, 450A, 450B, 450C, 450D, 450E, 450F, 450G, 452, 452A, 452B, 452C, 452D, 452E, 452F, 452G, 454, 454A, 454B, 454C, 454D, 454E, 454F, 454G, 456, 456A, 456B, 456C, 456D, 456E, 456F & 456G Queen's Road West
201	第三街 179 號 及 薄扶林道 69A-69B 號	No.179 Third Street and Nos. 69A-69B Pok Fu Lam Road

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202	加倫臺 2-6 號	Nos.2-6 Clarence Terrace
203	加倫臺 8-16 號	Nos.8-16 Clarence Terrace
204	加倫臺 20 號	No.20 Clarence Terrace
205	加倫臺 28 號	No.28 Clarence Terrace
206	加倫臺 36 號	No.36 Clarence Terrace
207	山道 51 號 及 保德街 2-4 號	No.51 Hill Road and Nos.2-4 Po Tuck Street
208	保德街 6-20 號	Nos.6-20 Po Tuck Street
209	保德街 22-24 號	Nos.22-24 Po Tuck Street
210	保德街 26-28 號	Nos.26-28 Po Tuck Street
211	保德街 30, 30A & 32 號	Nos.30, 30A & 32 Po Tuck Street
212	保德街 1-7 號	Nos.1-7 Po Tuck Street
213	保德街 9-15 號	Nos.9-15 Po Tuck Street
214	保德街 17-19 號	Nos.17-19 Po Tuck Street
215	保德街 21-27 號	Nos.21-27 Po Tuck Street
216	保德街 29-31 號	Nos.29-31 Po Tuck Street
217	山道 55-59 號	Nos.55-59 Hill Road
218	山道 63 號	No. 63 Hill Road
219	山道 71-77 號	Nos.71-77 Hill Road
220	山道 79-85 號	Nos.79-85 Hill Road
221	山道 87 號	Nos.87 Hill Road
222	山道 89-91 號	Nos.89-91 Hill Road
223	高街 53-65 號	Nos. 53 - 65 High Street
224	餘樂里 3-4 號	Nos. 3-4 Yu Lok Lane
225	第三街 83 號	No. 83 Third Street
226	第二街 58-66 號	Nos.58-66 Second Street
227	第二街 54-56 號	Nos.54-56 Second Street
228	德星里 1 號	No.1 Tak Sing Lane
229	爹核里 1 號	No.1 David Lane
230	爹核里 2 號	No.2 David Lane
231	爹核里 3 號	No.3 David Lane
232	爹核里 4 號	No.4 David Lane
233	第三街 63 號	No.63 Third Street
234	第三街 65 號	No.65 Third Street
235	第三街 67 號	No.67 Third Street
236	第三街 69-73 號	Nos.69-73 Third Street
237	餘樂里 1-2 號	Nos.1-2 Yu Lok Lane
238	第三街 56-66, 66A, 68-72 號 及 正街 52-56 號	Nos.56-66, 66A, 68-72 Third Street and Nos.52-56 Centre Street

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239	皇后大道西 335-339 號	Nos. 335-339 Queen' s Road West
240	皇后大道西 327-333 號	Nos. 327-333 Queen' s Road West
241	皇后大道西 320 號	No.320 Queen' s Road West
242	皇后大道西 322 號	No.322 Queen' s Road West
243	皇后大道西 324 號	No.324 Queen' s Road West
244	皇后大道西 326-328 號	Nos.326-328 Queen' s Road West
245	皇后大道西 330-336 號	Nos.330-336 Queen' s Road West
246	第一街 83 號	No. 83 First Street
247	第一街 97 號	No.97 First Street
248	第一街 99 號	No.99 First Street
249	第一街 101 號	No.101 First Street
250	第一街 103 號	No.103 First Street
251	第一街 105 號	No.105 First Street
252	第二街 83 號	No.83 Second Street
253	薄扶林道 70-74 號及般咸道 90 號	Nos. 70-74 Pok Fu Lam Road and No. 90 Bonham Road
254	皇后大道西 188-190 號	Nos.188-190 Queen' s Road West
255	皇后大道西 182, 184 & 186 號	Nos. 182, 184 & 186 Queen' s Road West
256	皇后大道西 172-180 號	Nos.172-180 Queen' s Road West
257	皇后大道西 168-170 號	Nos.168-170 Queen' s Road West
258	高街 25A 號 (前半部分)	Front Portion of No.25A High Street
259	高街 25 號 (前半部分)	No. 25 (Front) High Street
260	高街 25 號 (後半部分)	Rear Portion of No.25 High Street
261	高街 23A 號 (前半部分)	No. 23A (Front) High Street
262	高街 23A 號 (後半部分)	No. 23A (Rear) High Street
263	高街 23 號 (前半部分)	(Front Portion) of No.23 High Street
264	高街 23 號 (後半部分)	(Rear Portion) of No.23 High Street
265	高街 21 號 (前稱高街 19 號 C) (前半部分)	Front Portion of No.21 High Street (Formerly known as No.19C High Street)
266	高街 19A-19B 號	Nos.19A-19B High Street
267	高街 19 號	No.19 High Street
268	第三街 16 號	No.16 Third Street
269	第三街 14 號	No.14 Third Street
270	第三街 12 號	No.12 Third Street
271	第三街 18 號	No.18 Third Street

West Island Line

Further Information on Projected Patronage and Fare Structure

Projected Patronage

A sample set of model run showing the projected patronage for the WIL in 2021 was deposited with the Secretariat of the LegCo Panel on Transport Subcommittee on Matters relating to Railways on 8 June 2009. The document is related to paragraph 7 of the paper “WIL – Assessment of Funding Gap” presented to the Subcommittee on 4 June 2009.

2. The sample set of model run is obtained from Highway Department’s computer model which is a traffic forecasting tool used to derive passenger forecasts of a railway network. It also gives the detailed information on the travelling patterns of rail passengers from each station to every other station for the whole rail network (i.e. Station-to-Station Matrix). The computer model requires the input assumptions including projected land use data (e.g. population and employment figures), fare structure, value of time of the passengers, GDP data, highway network data and other public transport data for various design years. The land use data take into account the planned development including those brought about by the concerned railway project. Cases on “with” and “without” the proposed rail (such as the WIL) of different design years are analysed by the computer model to obtain the marginal patronage¹ for the proposed rail line on the whole MTR rail network.

3. Projected population and employment is derived from the 2006-based Territorial Population and Employment Data Matrix (TPEDM) prepared by Planning Department. This matrix is a set of geographical distribution projections of population and employment, compiled for the purpose of evaluating territorial development strategies. The projected residential population and employment in Hong Kong and for the catchment areas served by the WIL are tabulated below:

¹ Marginal patronage is the increase in railway patronage in the whole railway network due to the commissioning of the new rail line.

	Whole Hong Kong Territory Area	Catchment Areas for WIL
2021 projected population	7,470,000	142,000
2021 projected employment	3,590,000	53,000

4. The projected patronage on a weekday of the WIL is 207,000 in 2021.

Fare Structure

5. The WIL is the extension of the existing Island Line. The WIL rail fare will follow the existing MTRCL fare structure. After the rail merger in December 2007, the rail fare has been reduced. The fare adjustment mechanism introduced at the merger will also apply on the WIL based on the reduced merger fare. The fare revenue is arrived at by applying this reduced merger fare structure to the projected Station-to-Station patronage.

6. The three major items of non-fare revenue are kiosk rental, advertising income and telecommunication licence fees. The independent engineering consultant appointed by Highways Department to check the WIL cost estimates has reviewed the MTRCL's estimating methodology and considered this to be in order.

7. The revenue, whether it be fare or non-fare, derived from the railway project will not be sufficient to cover the heavy capital expenditure for the WIL. Government funding to bridge the funding gap is required. The funding support is the net of all expenditure and revenue, during the franchise period, calculating at the net present value with an appropriate commercial rate of return. As we have informed the LegCo Subcommittee on Matters relating to Railways on 1 June 2009, we will introduce a claw-back mechanism. The funding gap will be reassessed within two years after commencement of operation of the WIL. Any over-estimation of the contract sum leading to over-assessed funding support will then be returned to Government with interest. In case of overshooting in expenditure, the excess will be borne by the MTRCL. In case of the actual increase in patronage is lower than projected, the risk will also have to be borne by the MTRCL as well.

West Island Line

Blasting Assessment

Blast Assessment Reports (BAR) form an integral part of the design, review and approval process for all major construction works which involve blasting carried out in Hong Kong. These reports are required to be submitted to Mines Division of the Civil Engineering Development Department (CEDD) and the Buildings Department (BD) for their review and endorsement before any blasting work can be carried out in accordance with guidelines issued by the Mines Division.

2. The BARs for the West Island Line (WIL) are split into geographical areas as listed below:

- Tunnels between Sheung Wan Station and Sai Ying Pun Station
- Sai Ying Pun Station
- Adits for Sai Ying Pun Station
- Tunnels between Sai Ying Pun Station and University Station
- University Station
- Adits for University Station
- Tunnels between University Station and Kennedy Town Station
- Kennedy Town Station & Overrun Tunnels
- Magazine Site

3. Information covered in a typical BAR includes:

- Characteristics of the site (location, topography, geology)
- Details of blasting activities to be carried out
- Blast restrictions and control levels
- Arrangements for trial blasts and monitoring
- List of buildings in the vicinity of blasting works and limitations imposed to protect them
- Site supervision and protection

4. For the WIL project, the MTRCL has already submitted all of the above BARs to Government departments for comments. Discussions have been ongoing between Mines Division of CEDD, BD and the MTRCL to satisfy all parties on the adequacy of the contents in the reports. The BARs are now ready for final submissions to Mines Division of CEDD and BD for approval by end of June 2009 after addressing all their comments. Approval of the BARs will be required prior to the commencement of the blasting work on site. The

MTRCL is happy to share a summary of the findings of the BARs with the concerned property owners through uploading the information to MTRCL website. Apart from that, we will set up community liaison groups to enable direct dialogue with the local community including owners and residents of the related lots identified in the reports. The reports, when approved, could be deposited with the LegCo Secretariat for viewing by Members on request.

5. According to the MTRCL's current programme, the first blasting is expected to take place in the fourth quarter of 2009 at the magazine site at Victoria Road. Full scale blasting along the WIL alignment is not anticipated to commence until 2010. Prior to the blasting, a condition survey will be carried out to record the condition of the buildings in the proximity of the alignment of the WIL. Check points will be installed to monitor possible impact on the adjacent building structures. Suitably qualified professionals will be employed for the blasting operations and a set of stringent control measures in accordance with the Buildings Ordinance and relevant statutory requirements will be adopted. Building Department and Mines Division will also carry out site audit monitoring to check for compliance. The MTRCL will inform the concerned public the timing of the blasting and will continue to communicate with the residents regarding the construction methods especially the operation of blasting so as to relieve their concern.

6. When the WIL railway scheme was gazetted in October 2007, the residents of The Belcher's have expressed their concern about the excavation works of the WIL underneath their lot, in particular the use of explosives for tunnel construction. They are concerned that the blasting works will induce high level of disturbance or even have impact on the structural integrity of their buildings which are their important properties.

7. A resident of The Belcher's submitted some powerpoint slides to the LegCo Complaint Unit on 8 June 2009 and these have been forwarded to the Public Works Subcommittee members. In response, the MTRCL have responded and offered to meet with him to explain the safe use of explosives and the stringent control imposed by the authority, with an aim to easing the concerns about the impact due to blasting. A copy of the MTRCL's letter dated 17 June 2009 in response to the resident is enclosed at Annex to this Appendix. Following the letter, a meeting has been arranged to be held on 30 June 2009 to discuss the matters further.

Transport and Housing Bureau
June 2009

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk



[REDACTED]
Action Group for the Pursuit of MTR
In Western District
[REDACTED]

Our Ref. : C/HPE/NW/F1500/07
Fax No. : 27502982
Date : 17th June 2009

Dear [REDACTED]

West Island Line – Impacts from Blasting on The Belcher's

Further to my letter dated 3 June 2009 I write to respond to the matters raised in your power point presentation to the Hon Miriam Lau, Hon Alan Leong and Hon Kam Nai Wai on 8 June 2009.

You are correct in noting that the formula:

$$Q = 644 \left(D / \sqrt{W} \right)^{-1.22}$$

is commonly used to assess the peak particle velocity of vibrations generated by blasts of varying charge weights per delay and distances to the relevant receivers. This formula is based on a technical paper published by the Geotechnical Engineering Office of the Civil Engineering Development Department (CEDD) in 1992 and has been adopted by the construction industry in assessing blasting vibrations since then. The formula is an empirical formula derived from a large number of blasts carried out for site formation, quarrying, tunnelling, caisson sinking, trench excavation, footing excavation and submarine blasting in various parts of Hong Kong. As an empirical formula it can not be extrapolated to the extreme limits as you have suggested in your power point presentation. Vibrations approaching infinity are an unrealistic proposition, and this is not a valid conclusion as the formula was not intended to be used in this manner.

Notwithstanding this point, your assertion in the case of the West Island Line tunnels proposed underneath The Belcher's, that the distance between the blasting and The Belcher's development is zero, is incorrect. The two tunnels at the locations where blasting will be undertaken, will be a minimum of 10m below the bottom level of the foundations of The Belcher's development and a much greater distance below ground level. We are therefore confident that a reasonable distance will be available between the point of blasting and any part of the Belcher's development, and therefore the use of blasting for excavation of the two tunnels will not pose any problems.

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Your reference to newspaper reports of incidents associated with blasting on previous projects and the inference that similar problems may occur on the West Island Line project, is possibly a result of a mis-understanding. These incidents are relatively isolated and were all related to fly-rock incidents from surface blasts. Such incidents can not occur in underground blasts as the area is fully enclosed.

MTR has extensive experience in underground blasting in densely populated urban areas. One of the more recent projects was the extension of the Tseung Kwan O Line from Quarry Bay station to North Point station completed in 2001. The additional tunnels at North Point required blasting within 3m of the existing station which remained in operation throughout the construction period. This demonstrates that blasting is a safe, practical construction technique, and can be carried out very close to existing structures without problems. A similar exercise was carried out for the expansion of Lai King station opened in 1998, to accommodate the Tung Chung Line tunnels. Again the existing station remained in operation throughout.

Furthermore you should note that use of the above formula is to establish general criteria for blasting at the commencement of the project. Once construction contracts are awarded the contractor has to obtain the requisite blasting permits and meet the requirements for the precautionary and preventive measures as specified by Mines Division of CEDD before commencement of the blasting works. The initial blasts will be used to verify that the predicted vibrations are in accordance with the formula and if not, appropriate adjustments will be made. Monitoring of vibrations by an independent instrumentation contractor will be undertaken throughout the construction period to ensure that vibrations remain within the specified limits. The results of this monitoring will be forwarded regularly to Mines Division by a Registered Professional Engineer (Geotechnical)/Blasting Competent Supervisor approved by Mines Division for their review. Mines Division may also come to site to carry out auditing from time to time.

The use of explosives for underground excavation in rock is a tried and proven construction method. The regulatory regime in HK is amongst the most stringent in the world, and we are confident that the use of blasting to construct the West Island Line tunnels will be well controlled and will not pose any hazard to The Belcher's development.



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I will be pleased to meet with you to explain the issue in more detail. Please let me know if you are interested in such a meeting.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'A. M. Gibson', written over a printed name.

A. M. Gibson
Head of Project Engineering

c.c. Secretary of Legislative Council – Ms Winnie Cheng (wcheng@legco.gov.hk)
HyD – Mr. M L Wan (pge.rdo@hyd.gov.hk)