

立法會
Legislative Council

LC Paper No. CB(1)1139/08-09

Ref : CB1/PS/1/08

Panel on Transport

Subcommittee on Matters Relating to Railways

Meeting on 31 March 2009

Updated background brief on Shatin to Central Link

Purpose

This paper provides background information on the Shatin to Central Link (SCL) project and summarizes the major concerns expressed by the Subcommittee on Matters Relating to Railways (the Subcommittee) on the project.

SCL

2. On 11 March 2008, the Executive Council (ExCo) agreed that the MTR Corporation Limited (MTRCL) should be asked to proceed with the further planning and design of SCL based on the scheme (Merger Scheme) jointly developed by the then MTRCL and Kowloon-Canton Railway Corporation (KCRC) previously. Relevant details are set out in the Legislative Council Brief [File Ref : THB(T) CR 10/1016/99] issued on 11 March 2008.

3. SCL comprises two railway lines with a total length of 17 kilometres: the Tai Wai to Hung Hom Link, connecting the Ma On Shan Line, Kowloon Southern Link and West Rail Line to form an east-west strategic railway corridor; and the cross harbour section from Hung Hom to Central extending the East Rail Line to Central to form a north-south strategic railway corridor. Along SCL, there will be nine stations, namely Tai Wai, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Homantin, Hung Hom, Exhibition, and Admiralty. A plan showing the proposed SCL alignment is at **Appendix I**.

SCL will serve a wide catchment¹ of 300 000 residential and 283 000 employment population.

4. ExCo has decided to proceed with the implementation of SCL project using the “concession approach”. The Government will be responsible for the construction costs of SCL and MTRCL will be entrusted with the planning and design of the project. Upon completion, MTRCL will be granted a service concession for the operation of the railway line while the Government will receive a service concession payment annually. Information on the criteria for selecting the funding model for the SCL project is set out in **Appendix II** for members' reference.

5. The Finance Committee approved a funding proposal to cover the design and site investigation of the proposed SCL project at an estimated cost of \$2.407 billion in money-of-the-day prices on 9 May 2008. The design and site investigation works are underway. Construction is scheduled to commence in late 2010 for phased completion in 2015 and 2019.

Background

6. In January 2001, the Government invited the then KCRC and MTRCL to submit proposals for the SCL project according to the terms and conditions as set out in the SCL bid package.

7. Having regard to the technical and financial merits of the two Conforming Proposals separately submitted by the two railway corporations, the Government announced the award of SCL to KCRC in June 2002.

8. KCRC's proposal in its bid submission (Conforming Proposal) comprised an extension of the Ma On Shan Rail from Tai Wai across the harbour to Central, via Diamond Hill, South East Kowloon, and Hung Hom. There were totally 10 stations, namely Tai Wai, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Homantin, Hung Hom, Exhibition, Admiralty and Central West. A railway depot would be provided at Kai Tak.

9. Subsequently, KCRC suggested new proposals, including adding a new station at Tsz Wan Shan, providing an automated people mover (APM) system at Whampoa, making reserve for a future station at Hin Keng, adding a new station at Causeway Bay North, relocating the SCL Admiralty Station to the immediate proximity of the MTR Admiralty Station, relocating the SCL Central West Station to somewhere near the Botanical Garden, and replacing the To Kwa Wan Station and the Ma Tau Wai Station by a single station at Ma Tau Kok.

¹ The area within the 500-metre radius of a railway station is defined as the catchment of the railway.

10. KCRC had also examined the idea of extending the East Rail across the harbour to form the cross harbour section of SCL and extending the Ma On Shan Rail to Hung Hom to join the Kowloon Southern Link and the existing West Rail to Tuen Mun. Under this alternative scheme, the KCR network would provide a direct north-south railway corridor (north-south line) from the boundary to Central via the East Rail and also a direct east-west railway corridor (east-west line) from Ma On Shan to Tuen Mun via urban Kowloon. It would provide direct rail services and reduce the interchange movements at Hung Hom from a three-way interchange to a two-way interchange. KCRC concluded that this alternative scheme would produce greater transport benefits than the original scheme of directly extending the Ma On Shan Rail across the harbour.

11. In February 2004, KCRC put forward a SCL preferred proposal for consultation with the Legislative Council and the relevant District Councils (DCs). In the light of comments received, KCRC incorporated further refinements to the preferred proposal including reducing the size of the SCL depot proposed to be located at Kai Tak. KCRC submitted a draft Final Proposal (DFP) to the Government in September 2004.

12. In summary, the SCL scheme in DFP put forward by KCRC comprised the east-west line and the north-south line, and 10 stations, namely Tai Wai, Diamond Hill, Kai Tak, Ma Tau Kok, Homantin, Hung Hom, Causeway Bay North, Exhibition, Admiralty and Central South as well as two APM systems.

SCL Merger Scheme

13. Alongside with the planning for SCL, the Government invited MTRCL and KCRC to discuss the rail merger in February 2004. One of the key issues of their discussion was the early resolution of the interchange arrangements for SCL. Subsequently, MTRCL and KCRC jointly developed a SCL scheme (Merger Scheme) to be implemented under the merger scenario and submitted a project proposal on the Merger Scheme to the Government in July 2005.

14. KCRC's DFP and the Merger Scheme were broadly similar in terms of the railway alignment. Both schemes adopted the proposal of extending the East Rail across the harbour to form the fourth rail harbour crossing of SCL. Reserve was also made for a future Hin Keng Station. There were however certain differences between the two schemes. The Merger Scheme had the following features -

- (a) the provision of the Central South Station would have to be reviewed;
- (b) the Causeway Bay North Station proposed in DFP would be

deleted in view of the possible serious disruption to traffic in Causeway Bay area arising from the construction of the station and the low cost-effectiveness of providing the station under the merger scenario;

- (c) the single Ma Tau Kok Station proposed in DFP would be replaced with two stations: To Kwa Wan Station and Ma Tau Wai Station to further enhance the railway service in the area, despite that there was insufficient transport demand for providing two stations;
- (d) the Exhibition Station proposed in DFP would be relocated from Harbour Road to the existing public transport interchange site in Wanchai North to better cope with the development in the area and provide better interchange with the future North Hong Kong Island Line;
- (e) alternative options to meet the transport demands in Tsz wan Shan area would be explored taking into account the existing public transport services and pedestrian facilities in the area; and
- (f) the Whampoa APM under DFP would be deleted. Instead, MTRCL proposed the Kwun Tong Line Extension to be implemented as a separate MTR project.

Major views and concerns expressed by the Subcommittee

15. When the Administration briefed the Subcommittee on the progress of the SCL project on 16 July 2007, members expressed the following views and concerns -

(a) Funding arrangement

Members were concerned that the Government would be required to provide funding support, either in the form of capital grant or granting property development rights, to the railway corporation for taking forward the SCL project. Some members considered that as KCRC had previously undertaken to finance the whole project itself, there was no need for the Government to provide financial support to MTRCL for the SCL project.

(b) Implementation of SCL

SCL should be implemented expeditiously in one go rather than in phases in order to satisfy the transport needs of the public.

(c) Alignment of SCL

The Administration should give justifications for removing the proposed underground station at Tsz Wan Shan and provide a concrete proposal for provision of railway services for residents in Whampoa and Tsz Wan Shan areas;

(d) Proposed Diamond Hill Depot

The Administration should review the need for building a SCL depot at Diamond Hill in view of the availability of two depots at Kowloon Bay and Tai Wai, and the resultant impact on the environment of the surrounding area and on the heritage in the vicinity;

(e) Causeway Bay North Station

The Causeway Bay North Station should be retained so as to cater for the growing transport needs of passengers;

(f) Central South Station

The Central South Station should be built in one go under the project;

(g) Kai Tak Station

There should be pedestrian's links between the Kai Tak Station and the old Kowloon City area.

16. The Administration was requested to provide information regarding the existing capacity and usage of the depots in Kowloon Bay and Tai Wai, and the justifications for building an additional depot at Diamond Hill. The Administration was also requested to consult the relevant DCs and local communities in planning and implementing the SCL project. Furthermore, MTRCL was requested to provide a time-table for the construction of the Kwun Tong Line Extension connecting the Whampoa area, and to reconsider the need for providing a railway link to Tsz Wan Shan.

17. The Subcommittee also noted that other public transport trades had concerns about the impact of the implementation of SCL on their business.

18. As regards, the funding proposal to cover the design and site investigation of the proposed SCL project, the Subcommittee was consulted at a meeting on 27 March 2008. Members expressed the following views and concerns:-

(a) Funding arrangement

Some members considered that as the Government would bear the costs for the implementation of SCL, it should have a say in determining the fare level of SCL. They expressed concern about the determination of payment for the service concession and the sharing ratio of actual revenue generated from SCL between the Government and MTRCL.

(b) Policy on funding support for railway projects

Some members were concerned about the Government's inconsistency in its policy for funding railway projects, e.g. the Government adopted the "concession approach" in building SCL, whereas it provided financial support, in the form of property development rights, to MTRCL to fill the funding gap for the construction of South Island Line.

(c) SCL depot at Diamond Hill

Some members were concerned that the property development above the SCL depot at Diamond Hill would create a wall effect to the nearby residents, and the depot might cause noise nuisance to the residents and damage to the heritage structures in the vicinity. Hon CHAN Yuen-han queried why the SCL depot had to be built on such a large area of about 7.2 hectares, affecting the three heritage items in the area.

(d) Provision of stations

The Subcommittee was gravely concerned about the deferral of the construction of Central South Station, and the deletion of Tsz Wan Shan Station and Causeway Bay North Station under the SCL project. The Subcommittee urged the Administration to enhance the pedestrian facilities and public transport services to improve the traffic condition in Tsz Wan Shan and to provide adequate transport connections between Tsz Wan Shan and the rail corridors.

(f) Implementation schedule of the project

Some members urged the Government to speed up the planning and delivery of SCL for completion of the two sections of SCL before 2015 and 2019 respectively. It was also suggested that the two sections (i.e. Tai Wai to Hung Hom section and the cross harbour section) should be built in one go.

Council questions

19. Four questions were raised on the SCL project by Hon Federick FUNG, Hon Alan LEONG, Hon TAM Heung-man and Hon CHAN Yuen-han at the Council meetings on 14 March, 24 and 31 October 2007, and 9 April 2009 respectively. The questions and the Administration's replies are attached at **Appendix III** for members' reference.

Latest developments

20. Some residents' groups had raised concern about the design of the SCL project and requested to give their views to the Subcommittee. These deputations have been invited to the Subcommittee meeting scheduled for 31 March 2009. The Administration will also report on the progress of the project at that meeting.

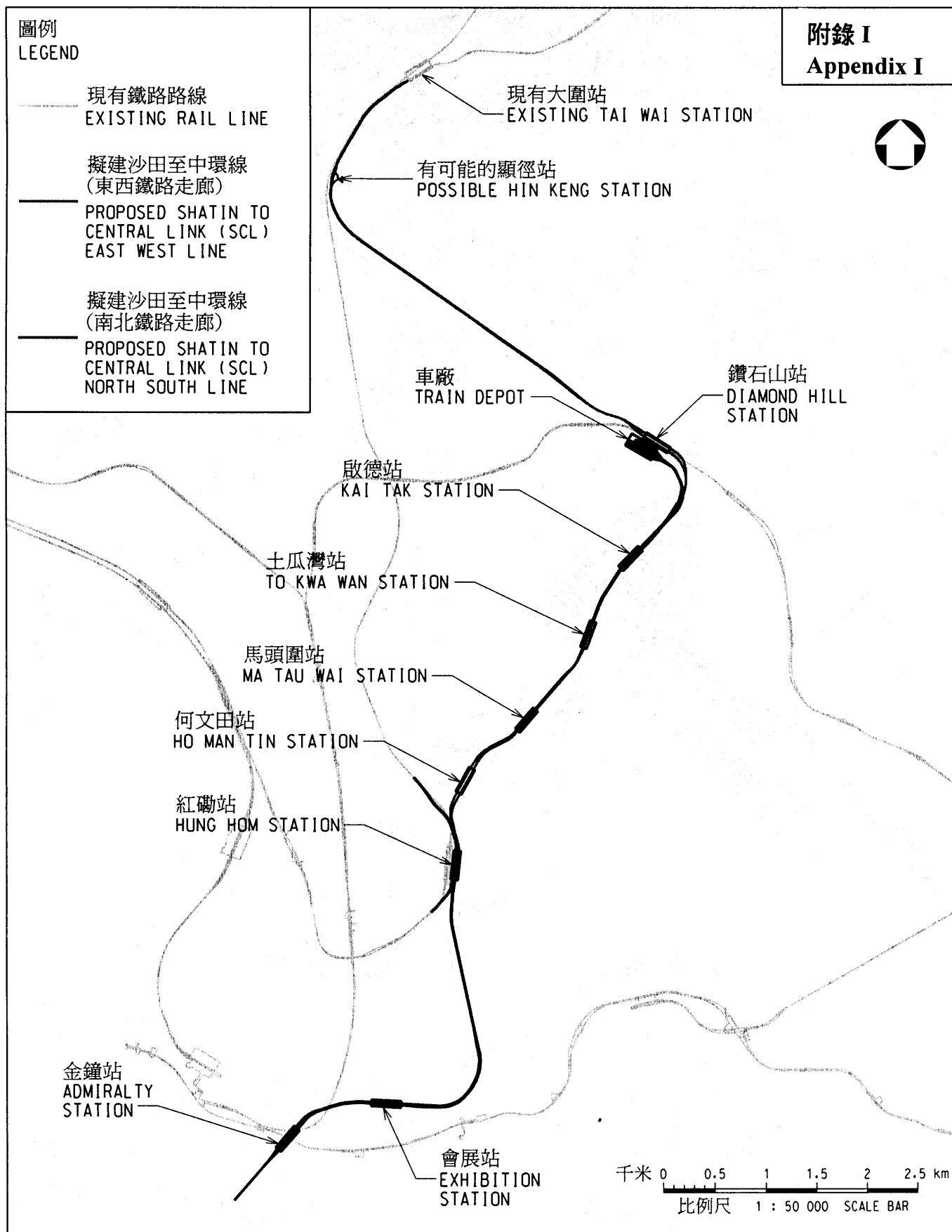
Relevant papers

21. A list of relevant papers is attached at **Appendix IV**.

Council Business Division 1
Legislative Council Secretariat
25 March 2009

圖例
LEGEND

- 現有鐵路路線
EXISTING RAIL LINE
- 擬建沙田至中環線
(東西鐵路走廊)
PROPOSED SHATIN TO
CENTRAL LINK (SCL)
EAST WEST LINE
- 擬建沙田至中環線
(南北鐵路走廊)
PROPOSED SHATIN TO
CENTRAL LINK (SCL)
NORTH SOUTH LINE



沙田至中環線
SHATIN TO CENTRAL LINK (SCL)

**Criteria for selecting the funding model for the
Shatin Central Link project**

Criteria for selecting the funding model for the Shatin Central Link (SCL)
project

According to the Administration, the following factors are considered in choosing between the ownership or concession approach as the funding model for SCL -

- (a) whether the Government should take a longer term view on investment in railway infrastructure and would like to retain the ownership of the railway, thereby retaining the residual value of the railway;
- (b) whether the Government would be prepared to input more resources, including staff and cash outlay, to implement the railway under the concession approach;
- (c) whether the Government would be prepared to bear the construction risks and operating risks under the concession approach, e.g. lower revenue as a result of patronage being lower than anticipated;
- (d) the financial implications for the Government;
- (e) whether the selected approach would allow MTRCL to effectively co-ordinate the planning and implementation of the railway and the above station/depot property development; and
- (f) whether the ownership of the new railway by the Government will facilitate the smooth implementation of the railway networks.

Press Releases

LCQ15: Latest development of Shatin to Central Link

Following is a question by the Hon Frederick Fung and a written reply by the Secretary for the Environment, Transport and Works, Dr Sarah Liao, at the Legislative Council meeting today (March 14) :

Question:

The Shatin to Central Link (SCL) was originally scheduled for completion by 2011. However, since the project was awarded to the Kowloon-Canton Railway Corporation (KCRC), the construction date for SCL has still not yet been set. In introducing the Rail Merger Bill last year, the Government indicated that it would discuss with the MTR Corporation Limited (MTRCL) the funding and implementation details of SCL. Moreover, the Government has recently said that it will study the possibility of implementing SCL in phases, but has not reached a final decision regarding phased implementation. In this connection, will the Government inform this Council:

(a) of the total amount of resources allocated by the Government and KCRC for the planning and study of the construction of SCL since KCRC's participation in bidding for the project, why the construction date for SCL has not yet been set, whether the Government has taken into account the expectations of the residents along the proposed alignment of SCL in considering when to construct SCL, whether the Government has assessed if the lack of a construction date for SCL will result in a waste of resources, is a breach of its promise to complete SCL by 2011, and will affect the Government's credibility in honouring contractual obligations; if such an assessment has been made; of the results; if not, the reasons for that;

(b) given that it has been reported that the Government has promised that the rail merger will not affect the construction of SCL, whether it has assessed if the implementation of SCL in phases is a breach of such promise, and of the MTRCL's position regarding the implementation of SCL in phases; and

(c) of the latest financing arrangements for the construction of SCL, the latest development in the Government's negotiations with MTRCL regarding SCL, and the Government's position and specific principles in the negotiations concerning issues such as the financing arrangements?

Reply:

Madam President,

In June 2002, the Kowloon-Canton Railway Corporation (KCRC) was invited to proceed with further planning of the Shatin to Central Link (SCL). Since then, the KCRC has submitted a number of proposed changes to the project. The objective is to co-ordinate with the latest progress of the development projects (like Kai Tak Planning Review and Wan Chan Development Phase II Review) along the alignment of the SCL and to respond to the public request to extend the rail service to more areas. However, as the details with these development projects have not yet been confirmed, thus the SCL proposal has yet to be finalised. The above changes were reported to the Subcommittee on Matters relating to Railways under the LegCo Transport Panel on February 16, 2004; June 3, 2004; March 4, 2005 and January 5,

2007. Generally speaking, during the planning process, Government has to review the planning of a railway project, including its implementation time frame, having regard to latest progress of those development projects that have impacts to the railway. However, this review should not be regarded as a breach of promise to "complete the project by a certain time frame".

As far as the rail merger is concerned, the Government has set the early resolution of interchange arrangements for new rail projects under planning, notably the SCL, and the abolition of the second boarding charge for interchanging passengers as one of the major parameters for the merger when Government invited the two railway corporations to commence discussion on a possible merger on February 24, 2004. Thereafter, the MTR Corporation Limited (MTRCL) and the KCRC have jointly submitted a proposal for the SCL which includes provision of fully integrated interchange stations under the rail merger.

When Government announced on April 11, 2006 that it had reached an understanding with the MTRCL on the structure and terms for merging the MTR and KCR rail systems, Government had clearly set out that 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. As for financing new non-MTR natural extension railway projects, like the SCL, Government has the right to adopt "ownership" approach (the post-merger corporation would finance, construct, operate and own the project; and if necessary, Government will provide funding support) or "service concession" approach (the post-merger corporation will operate the railway under a service concession arrangement). We are still considering which approach will be the most suitable and the decision has yet to be made.

As for the alignment and technical aspects of the SCL, we are still assessing the proposals, in the light of the impacts from the Kai Tak Planning Review and Wan Chai Development Phase II Review based on the objective to meet the transport demand more effectively. Therefore, the proposal has yet to be finalised.

Ends/Wednesday, March 14, 2007
Issued at HKT 12:07

NNNN

Press Releases

LCQ13: Revised scheme of the Shatin to Central Link

Following is a question by Hon Alan Leong and a written reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (October 24):

Question:

In June 2002, the Kowloon-Canton Railway Corporation (KCRC) was awarded the development right for the Shatin to Central Link (SCL). In August 2002, KCRC submitted a revised scheme proposing to add a station at Tsz Wan Shan; then in September 2004, it submitted a draft final proposal offering to provide an automated people mover (APM) system linking the Diamond Hill Station of SCL and the Tsz Wan Shan area instead; and yet in July 2005, it submitted a new scheme in which the proposed facilities were abandoned. In this connection, will the Government inform this Council:

(a) whether it knows the reasons for each revision of the SCL scheme made by KCRC;

(b) whether it has estimated the respective increases in SCL's construction cost (expressed at today's prices) and time arising from the provision of the Tsz Wan Shan Station and APM system; and

(c) given that it has undertaken to finalise the SCL within six months after the legislative procedure for the rail merger is completed, whether it will take steps to enable the residents in Tsz Wan Shan to learn about the details as well as the merits and demerits of different options before the scheme is finalised; if it will, of the relevant details and timetable; if not, the reasons for that?

Reply:

Madam President,

(a) In August 2002, the Kowloon-Canton Railway Corporation (KCRC) submitted a revised proposal on the SCL, which includes a station in the Tsz Wan Shan district. Owing to alignment design, the station would have to be located at some 80m below ground. Thereafter, KCRC conducted detailed site investigations in the area and found that the geological stratum is highly variable with soft and hard layers, and fault zones have been in existence. Construction of the station would entail extremely high risks. In particular, the structural integrity of the nearby buildings may be affected. Furthermore, the embedment of the station deep inside the slope mass would also make the formulation of a strategy for emergency evacuation for railway operation extremely difficult. In September 2004, when KCRC submitted the SCL revised proposal, it suggested providing an elevated Automated People Mover (APM) system connected to the Diamond Hill Station to serve the Tsz Wan Shan area.

During the discussion on the rail merger, the KCRC and the MTR Corporation Limited (MTRCL) jointly reviewed the SCL scheme with the aim of formulating a scheme suitable for implementation after the merger, including consideration such as better interchange arrangements. After the review, both Corporations considered that it would not be technically feasible to construct the Tsz Wan Shan Station. They also pointed out that,

due to the topography of the area and the limitation of the APM to climb at a gradient of not more than 7%, a station could only be provided at the southern part of Tsz Wan Shan near the Tsz Lok Estate, resulting in a limited service catchment. Residents who live farther away from the system would still need to take feeder transport services or walk some distances to access the APM station, hence a majority of residents in the Tsz Wan Shan area would have difficulty directly assessing the APM system. Furthermore, during previous public consultation, some residents in the area also raised concerns about the visual intrusion and other environmental impacts, especially the noise generated by trains in the evening, which the APM system may cause during its construction and operation.

The railway corporations have also pointed out that there is already a network of Green Mini-buses and franchised buses providing feeder services to the MTR Wong Tai Sin Station and Diamond Hill Station. In view of the foregoing, they suggested that other alternatives be considered to address the transport connection needs for the Tsz Wan Shan area.

(b) & (c) The estimated construction cost of the Tsz Wan Shan Station is about \$2 billion and that of the APM is about \$1 billion. The answer in part (a) has already pointed out the considerations of whether or not to proceed with the two proposals.

The Administration is now working in earnest to examine the SCL proposal so as to formulate a scheme and implementation timetable for the project for further public consultation early next year. In July 2007, the Administration reported to the Legislative Council on the progress on the planning of the SCL. Thereafter, we have been in close dialogue with different sectors of the community and discussed with them various issues regarding the railway. We will continue to listen to their views with the aim at formulating a better scheme for the SCL.

Ends/Wednesday, October 24, 2007
Issued at HKT 14:50

NNNN

Press Releases

LCQ1: Site for the Shatin to Central Link depot

Following is a question by the Hon Tam Heung-man and an oral reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (October 31):

Question:

It has been reported that the train depot of the Shatin to Central Link (SCL) will be built on the land at the former Tai Hom Village site at Diamond Hill, with property development projects above the depot. The Wong Tai Sin District Council has expressed its objection to the construction of the depot there and the concern that the construction of the depot will create a lot of noises and wall effect. In this connection, will the Government inform this Council whether:

(a) it knows if a separate depot has to be constructed for SCL after the rail merger; whether the Government and the railway corporations have considered expanding the depots of the East Rail, Ma On Shan Rail or Mass Transit Railway to meet the needs of SCL; if they have, of the details, if not, the reasons for that;

(b) it knows if the former Tai Hom Village site at Diamond Hill is the only suitable site for the SCL depot; if so, how the Government will respond to the residents' objection to the construction of the depot; if not, what other sites are suitable for the SCL depot, and the criteria to be adopted by the Government for assessing the suitability of the final choice of the site for the depot; and

(c) the Government will conduct environmental impact assessment studies on the sites concerned before finalising the site for the SCL depot; if it will, of the details of the studies, and whether it will report the study results to the affected residents, the District Council concerned and the Legislative Council; if assessments will not be conducted, of the reasons for that?

Reply:

Madam President,

(a) In a railway construction project, a depot is an essential facility for conducting maintenance works and for train stabling after operating hours. The Shatin to Central Link (SCL) is no exception.

After the SCL commences operation, it will link up with the West Rail and the Ma On Shan (MOS) Rail to become part of the same railway network. During the planning stage of the SCL, the MTR Corporation Limited and the Kowloon-Canton Railway Corporation (KCRC) have reviewed several times the need for a SCL depot. In the SCL Merger Scheme submitted to Government in July 2005, the two railway corporations anticipated that, after the commissioning of the SCL, the existing 22 nos. of 7-car West Rail trains and the 18 nos. of 4-car MOS Rail trains would not be sufficient to cope with the railway demands brought about by the SCL. It is required to increase the train fleet to 53 nos. of 8-car trains ultimately.

The two railway corporations have reviewed the feasibility

of using the existing depot facilities, including the KCR Ho Tung Lau Maintenance Centre, the Tai Wai Maintenance Centre, the Pat Heung Maintenance Centre, and the MTR Kowloon Bay Depot. As the KCRC rolling stocks, signalling system and power supply system are incompatible with those of the MTR system, the SCL trains cannot use the Kowloon Bay Depot. Furthermore, the latter has already been fully utilised and there is no spare capacity for the SCL trains. As the Ho Tung Lau Maintenance Centre is located along the East Rail, the SCL trains running between the MOS Rail and the West Rail will not be able to access that depot. The Tai Wai Maintenance Centre and the Pat Heung Maintenance Centre can accommodate 37 nos. of 8-car trains. There is however no scope for the former to be further expanded. As regards the latter, there is only limited scope for further expansion and the additional capacity will be used by the future Northern Link. In view of the foregoing, it is required to construct a new depot to accommodate the remaining SCL trains.

(b) The topography of the Diamond Hill CDA site makes it possible to use "semi-depressed" design to provide the SCL depot with the stabling sidings at about 3m below ground. The walls of the depot can act as noise barriers. Due to the reduced height of the walls above ground, the depot would cause less visual intrusion. There are already existing noise barriers along the northern side of Lung Cheung Road. Constructing a depot at the southern side of the noise barriers should not cause much adverse noise impact to its surroundings.

The railway corporations have previously proposed to provide a depot in the Kai Tak development area. However, owing to the high ground water level in the area, the chance of flooding is relatively higher. Any flooding would entail high risks to the railway facilities inside the depot. This depot has, therefore, to be constructed at grade. As the depot cannot afford to be constructed below ground, it would cause larger environmental impact to its surroundings. Furthermore, the depot would also impose constraints to the integration of the existing developments in Kowloon City and the future developments in Kai Tak.

In view of the need for minimising the impact of the depot to its surroundings, we consider that it would be more appropriate to provide the depot at the Diamond Hill CDA site.

(c) During the further planning of the SCL, the railway corporation will need to carry out environmental impact assessments for construction works under the SCL project, including the depot site. At the same time, we will maintain dialogue with the local communities to discuss issues arising from the SCL project. After the SCL scheme is gazetted under the Railways Ordinance, we will consult again the relevant district councils and the public, and listen to their views with an aim of formulating a better and appropriate scheme for the railway.

Ends/Wednesday, October 31, 2007
Issued at HKT 12:29

NNNN

Press Releases

LCQ10: Construction of the Shatin to Central Link depot at Diamond Hill

Following is a question by the Hon Chan Yuen-han and a written reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (April 9):

Question:

It is noted that both the Government and the MTR Corporation Limited are inclined to construct the Shatin to Central Link depot at the former Tai Hom Village site at Diamond Hill by adopting a "semi-depressed" design. In this connection, will the Government inform this Council:

(a) whether the depot planned for construction will occupy the entire piece of land of 7.1 hectares at the former Tai Hom Village site; if so, of the reasons for that; if not, the area required for the depot and the development of the remaining land;

(b) given that the authorities have indicated that it will conduct an assessment on the impact of the depot construction plan on the graded historic buildings (including the Old Pillbox, the Former Royal Airforce Hangar and the Stone House) at the former Tai Hom Village site, whether the assessment will be premised on preserving such historic buildings in-suit, and whether an introduction of the former Tai Hom Village will be included in the development plan of the site to enable the public to know about its history; and

(c) whether the authorities will consider developing properties above the proposed depot, and whether it will consult residents in the neighborhood before drafting the relevant planning brief and conduct an air ventilation assessment at the site to ensure that the future development of the depot will not have adverse impact on the community and residents concerned?

Reply:

Madam President,

A depot along the alignment of the Shatin to Central Link (SCL) is essential to the effective operation of the railway. We have identified the site of the former Tai Hom Village, which is suitable for use as the proposed depot. The topographical conditions at the site will enable a "semi-depressed" design for the depot, which will be only 1.5 to 6m above ground. This design will help mitigate the noise and visual impact of the depot. My reply to the questions is as follows:

(a) The proposed depot will be used for stabling 18 SCL trains and accommodating maintenance related facilities, such as an inspection track, alight maintenance track, plant rooms and electricity in-feed substations. These facilities cannot be provided in the existing depots and maintenance centre of the MTR Corporation Limited (MTRCL). The MTRCL is proceeding with the further planning and design of the SCL. The required area of the depot will need to be confirmed during the detailed design stage. The design of the depot will have to bridge environmental impact assessment of the MTRCL.

(b) We are aware of the historical structures graded by the Antiquities Advisory Board in the site, including the Old

Pillbox (Grade II), the Stone House (Grade III) and the Former Royal Airforce Hangar (Grade III). A Heritage Impact Assessment will be conducted on them. We will discuss with the Development Bureau and the Antiquities and Monuments Office the requirements of the Heritage Impact Assessment, and whether and how these structures are to be preserved having regard to technical feasibility and compatibility with the design of the depot. Furthermore, relevant departments will consider if it is desirable to include an introduction of the historical development of ex-Tai Hom Village under the future developments.

(c) We have been in constant touch with the local community on the use of the former Tai Hom Village site as the SCL depot and related issues. The Planning Department is now preparing a planning brief for the future development of the site for the Town Planning Board's consideration. Currently, it is zoned as a Comprehensive Development Area on the statutory Outline Zoning Plan. Once the Planning Department has prepared the planning brief for the site, the Wong Tai Sin District Council and the local community will be consulted. Air Ventilation Assessment will be carried out by the relevant department in due course to ensure that the proposed developments above the depot will not adversely affect the surrounding environment.

Ends/Wednesday, April 9, 2008
Issued at HKT 15:39

NNNN

Shatin to Central Link

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
6 Dec 2001	Subcommittee on matters relating to railways (SC on railways)	Progress report on the latest situation regarding the bidding of the Shatin to Central Link (SCL) Minutes of meeting	CB(1)472/01-02(03) http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/tp_rdp_1206cb1-472-3e.pdf CB(1)1022/01-02 http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/agenda/rdag1206.htm
27 Jun 2002	SC on railways	The Executive Council advised on 25 June 2002 and the Chief Executive ordered that the SCL should be awarded to Kowloon-Canton Railway Corporation (KCRC)	TBCR 10/1016/99 http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/tbcr_10_1016_99.pdf
27 Sep 2002	SC on railways	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_rdp_0927cb1-2556-1e.pdf
18 Jul 2003	SC on railways	Administration's paper on Tamar Development and public transport services Administration's paper on SCL	LC Paper No. CB(1)1741/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tpcb1-1741-1e.pdf CB(1)2209/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/papers/tp_rdp

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			0718cb1-2209-1e.pdf
		Minutes of meeting	CB(1)2428/02-03 http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/minutes/rd030718.pdf
29 Sep 2003	SC on railways	Administration's paper on SCL Minutes of meeting	LC Paper No. CB(1)2493/02-03(01) http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/papers/tp_rdp_0929cb1-2493-1e.pdf CB(1)228/03-04 http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/minutes/rd030929.pdf
3 Jun 2004 7 May 2004	SC on railways	Progress update on SCL	CB(1)1676/03-04(02) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp_0507cb1-1676-2e.pdf
3 Jun 2004 7 May 2004 16 Feb 2004	SC on railways SC on railways SC on railways	Progress on the scheme design of SCL Supplementary information on scheme design of SCL Supplementary Information on SCL — Passenger Forecast of Whampoa automated people mover systems	CB(1)981/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp_0216cb1-981-1e.pdf CB(1)1841/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp_0216cb1-1841-1e.pdf CB(1)2441/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp_0603cb1-2441-1e.pdf
		Minutes of meeting	CB(1)1546/03-04

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			<p>http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd040216.pdf</p> <p>CB(1)2080/03-04</p> <p>http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd040507.pdf</p> <p>CB(1)2442/03-04</p> <p>http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd040603.pdf</p>
7 Jan 2005	SC on Railways	<p>Administration's paper on SCL</p> <p>Minutes of meeting</p>	<p>CB(1)609/04-05(05)</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp0107cb1-609-5e.pdf</p> <p>CB(1)1002/04-05</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/minutes/rd050107.pdf</p>
5.1.2007	SC on Railways	<p>Administration's paper on updated report on SCL</p> <p>Minutes of meeting</p>	<p>CB(1)573/06-07(03)</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/papers/tp_rdp0105cb1-573-3-e.pdf</p> <p>CB(1)1206/06-07</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/minutes/rd070105.pdf</p>
16.7.2007	SC on Railways	Administration's paper on	CB(1)2058/06-07(01)

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		<p>progress of SCL</p> <p>Minutes of meeting</p>	<p>http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/papers/tp_rdp0716cb1-2058-1-e.pdf</p> <p>CB(1)2454/06-07</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/minutes/rd070716.pdf</p>
27.3.2008	SC on Railways	<p>Legislative Council Brief on SCL and MTR Kwun Tong Line Extension</p> <p>Administration's paper on funding application for the design of SCL</p> <p>Administration's supplementary paper on SCL and MTR Kwun Tong Line Extension</p> <p>Minutes of meeting</p>	<p>THB(T)CR 10/1016/99</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbter10101699-e.pdf</p> <p>CB(1)1036/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf</p> <p>CB(1)1377/07-08(01)</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1377-1-e.pdf</p> <p>CB(1)1374/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf</p>