



南港島綫(東段)  
立法會鐵路事宜小組委員會會議

South Island Line (East)  
Subcommittee on Matters Relating to Railways

12月4日  
4 December 2009

南港島綫(東段)走綫 Alignment of South Island Line ( East )



## 南港島線(東段)的進度報告 SIL (E) Progress Update

1. 鐵路方案已於7月刊憲  
The railway scheme was gazetted in July 2009
2. 港鐵公司已展開詳細設計及財務評估  
The detailed design, cost estimation and financial arrangement of the SIL(E) has commenced
3. 港鐵公司已展開環境影響評估  
The Environmental Impact Assessment of the SIL(E) has commenced
4. 政府及港鐵公司繼續與居民及地區人士保持密切聯繫  
Continue to discuss the concerns of the residents and related organizations

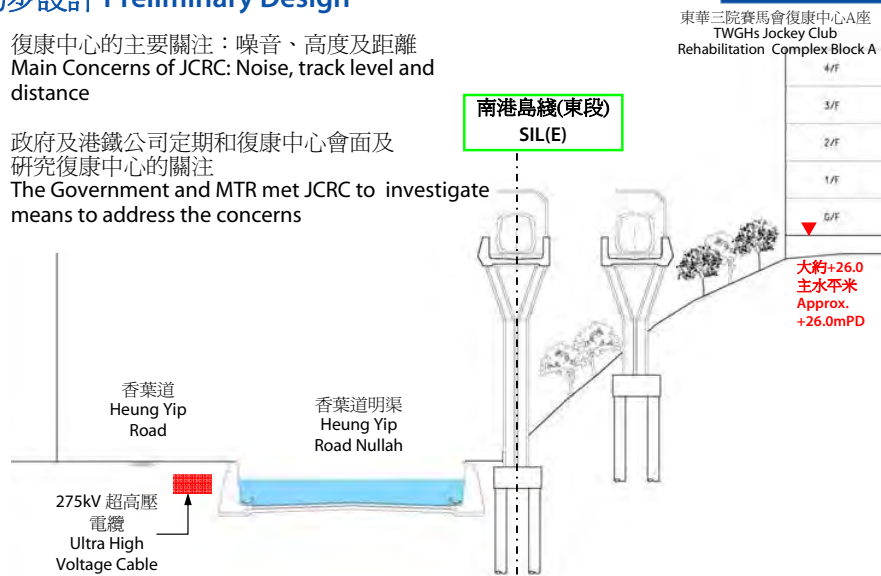
## 二零零九年九月十七日立法會鐵路事宜小組跟進事項 Follow-up of LegCo Railway Subcommittee Meeting on 17 Sept

1. 東華三院賽馬會復康中心旁的鐵路走線  
The rail alignment for the section adjacent to the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex
2. 田灣臨時拆建物料躉船轉運站  
Proposed temporary barging point at Tin Wan Praya Road (Kellett Bay)
3. 擬設於春坎山的臨時爆炸品儲存倉庫  
Proposed temporary magazine at Chung Hom Shan
4. 高架橋或隧道方案的考慮  
The consideration between viaduct option and tunnel option
5. 上蓋物業發展及鐵路財務安排  
Property developments above the rail stations and financial arrangements

# 東華三院賽馬會復康中心 Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex

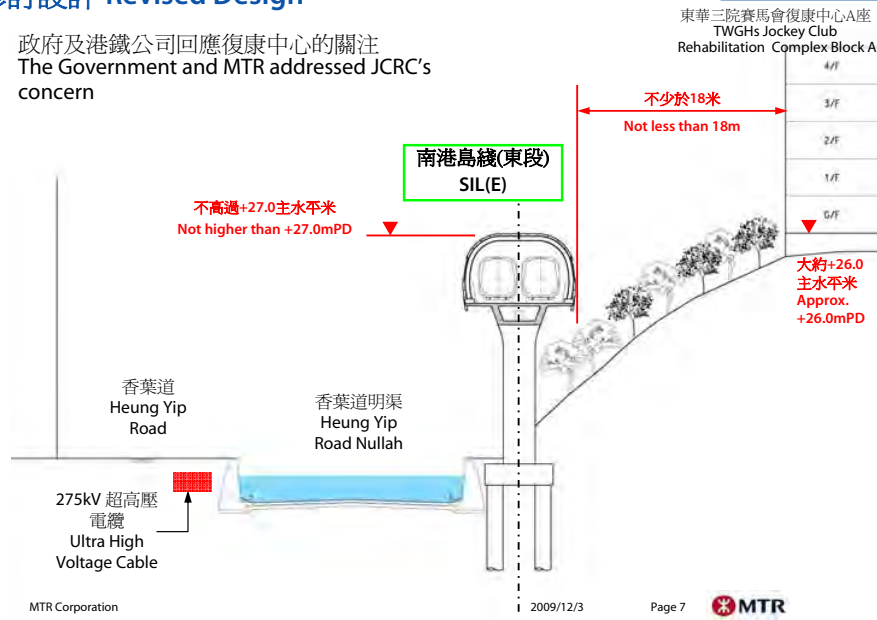
## 初步設計 Preliminary Design

- 復康中心的主要關注：噪音、高度及距離  
Main Concerns of JCRC: Noise, track level and distance
- 政府及港鐵公司定期和復康中心會面及研究復康中心的關注  
The Government and MTR met JCRC to investigate means to address the concerns

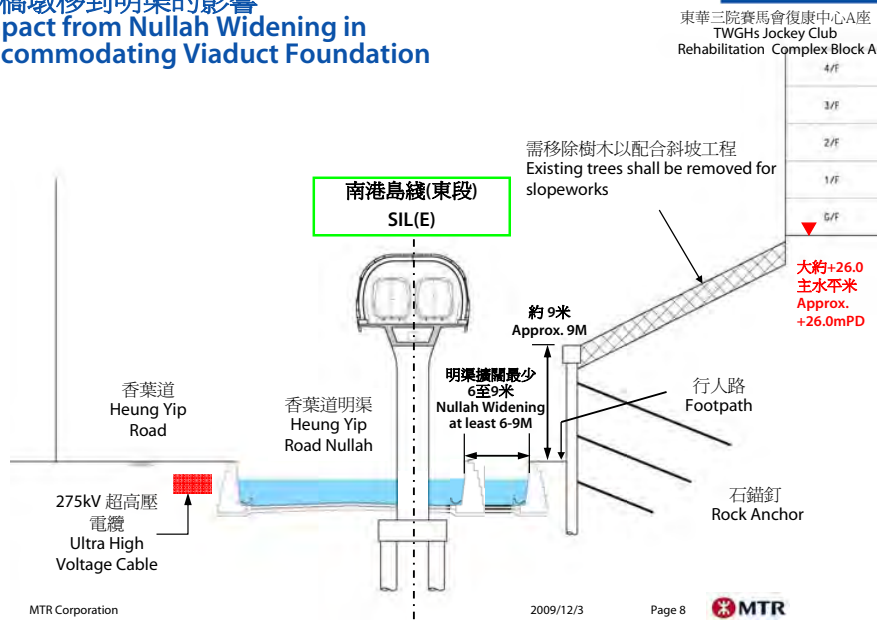


## 修訂設計 Revised Design

- 政府及港鐵公司回應復康中心的關注  
The Government and MTR addressed JCRC's concern



## 將橋墩移到明渠的影響 Impact from Nullah Widening in Accommodating Viaduct Foundation



## 臨時搭建物料躉船轉運站 Proposed Temporary Barging Points

### 臨時搭建物料躉船轉運站的需要 The Need for Barging Points

#### 原因 (Reason) :

- 南港島綫(東段) 總出泥量約1,500,000 立方米  
Total muck out spoil for SIL(E) amounts to around 1,500,000m<sup>3</sup>
- 減輕對南區路面及港島區主要幹道交通負荷  
Minimizing the traffic impact on the local community and major roads on HK Island
- 減少對環境影響  
Minimizing the impact on the environment
- 香港島上唯一公眾填土躉船轉運站(柴灣)不能供南港島綫(東段)應用  
No spare capacity for SIL(E) at the only public fill barging point at Chai Wan

## 臨時搭建物料臺船轉運站曾考慮的選址 Proposed Barging Point Options



## 臨時搭建物料臺船轉運站的需要 The Need for Barging Points

### 建議 (Proposal) :

區內設置兩個臨時搭建物料臺船轉運站  
(Two barging points in the Southern District):

- 鴨脷洲利南道 (Lee Nam Road, Ap Lei Chau)
- 與渠務署於臨時工地共用鋼綫灣現有臨時搭建物料臺船轉運站 (Telegraph Bay - Shared Use of Drainage Services Department Temporary barging point to replace the previous proposal)

## 建議鋼綫灣臨時拆建物料躉船轉運站 Proposed Telegraph Bay Option

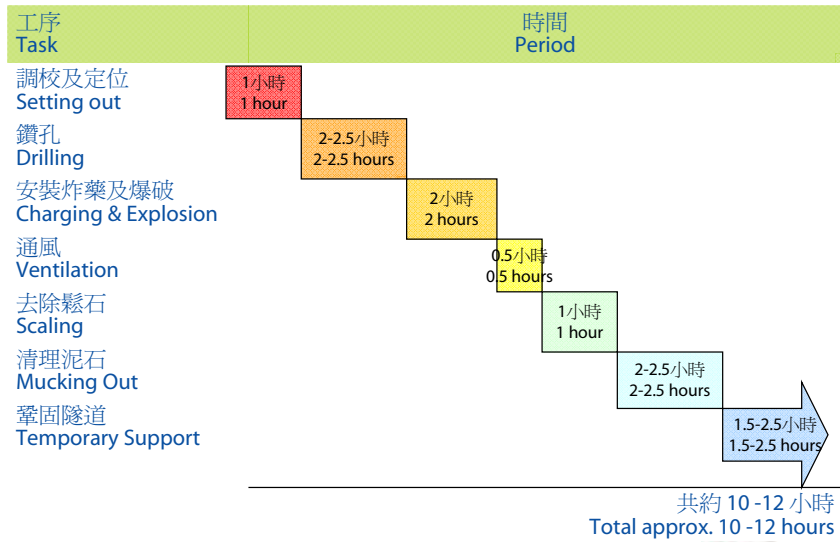


- 現址用途: 渠務署「港島西雨水排放隧道工程」及「淨化海港計劃」  
Existing project: DSD Island West Drainage Tunnel Project & HATS
- 繼續與渠務署探討技術可行性及相關安排  
On-going discussion with DSD on technical feasibility & relevant arrangement

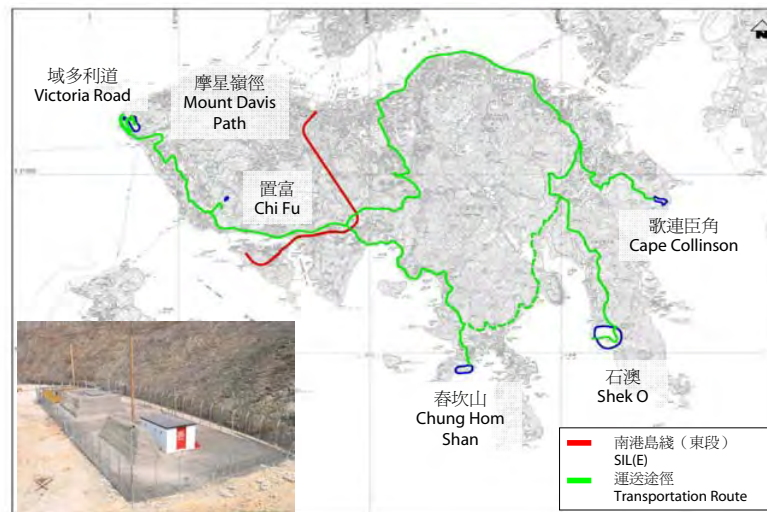


## 春坎山臨時爆炸品倉庫 Proposed Temporary Magazine Site at Chung Hom Shan

## 爆破週期 Blasting Cycle



## 臨時爆炸品倉庫選址考慮 Options for Temporary Magazine Site





## 炸藥運送的安全措施 Safety Measures for Delivery of Explosives



炸藥  
Explosive



雷管  
Detonator



運送車輛 Explosive Delivery Vehicle



運送船隻 Explosive Delivery ship

## 炸藥貯存的安全措施 Safety Measures for Explosives Storage

- 運送及貯存炸藥有一套行之有效的安全機制，從未發生事故  
Strict safety procedures for delivery and storage of explosives will be implemented. No accident has happened before.
- 儲存量會按牌照規定嚴格執行  
The storage capacity is strictly by the permit conditions
- 倉庫設有分隔炸藥及雷管之儲存空間及滅火設備  
Earth Mounds are set at the magazine site to separate the storage of detonators and explosives. Firefighting equipment is also provided
- 設置安全及保安系統  
Safety and security system
- 雙重安全圍網  
Double Security Gates
- 有警衛看守  
Security Guards
- 避雷裝置  
Lightning Conductor



## 高架橋與隧道方案的考慮 Consideration between Viaduct Option and Tunnel Option

### 隧道方案的缺點 Drawbacks of tunnel option

- 額外挖掘工程對社區構成嚴重影響,延遲鐵路通車三年  
Extra excavation will cause serious impact to the community and delay the railway completion by 3 years
- 香港仔海峽約三分之二的水域要封閉三年,期間只能留下35米闊的航道供船隻往來  
About 2/3 of the Aberdeen channel will have to be closed for 3 years, leaving only 35metre fairway for marine traffic
- 建造通風大樓和防洪閘,涉及永久清拆香港仔海峽北面部分船廠  
Construction of ventilation buildings and floodgate will require permanent clearance of some shipyards on the north shore of the Channel
- 海洋公園和黃竹坑車站需於地下興建,對乘客造成更大不便  
Inconvenient for passengers to use Ocean Park and Wong Chuk Hang stations if they go underground
- 需臨時徵用部分香港警察學院,最少為期三年  
A part of Hong Kong Police College will be required temporarily for at least 3 years

## 上蓋物業發展及鐵路財務安排 Topside Development & Funding Arrangement of the Railway Project

### 上蓋物業發展及鐵路財務安排 Topside Development & Funding Arrangement of the Railway Project

- 南港島線（東段）項目在財務上是不可行，政府因此要補貼資金差額  
SIL(E) is not financially viable and funding support from Government is needed
- 我們建議預留前黃竹坑邨及海洋公園以北的用地，作車廠及上蓋物業發展  
Ex-Wong Chuk Hang Estate site and the site to the north of the Ocean Park Station reserved for depot and topside property development
- 政府需研究車站及車廠用地的規劃及發展規模  
Government will study the planning and development of the railway stations and depot site
- 政府會繼續研究批出車站及車廠上蓋物業發展權的建議，以填補資金差額  
Government will continue to study the proposal of granting the property development rights for railway station and depot site to bridge the funding gap of the project

## 工程時間表 Programme

• 按《鐵路條例》刊憲 Railways Ordinance Gazette	2009年7月 Jul 2009
• 展開詳細設計 Detailed Design Commencement	2009年7月 Jul 2009
• 按《鐵路條例》批准方案 Scheme Authorization	2010年底前 Before End of 2010
• 展開建設工程 Construction Commencement	2011年 2011
• 南港島綫(東段)項目落成啓用 Opening	2015年 2015



完  
End