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Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 4 November 2010

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) at its previous discussions on the project.

Shatin to Central Link

2 SCL consists of two parts –

- (a) Tai Wai to Hung Hom Section: this is the extension of Ma On Shan Line from Tai Wai to Hung Hom, via Southeast Kowloon and connects to the West Rail Line. It will increase the Shatin-Kowloon rail capacity and provide railway service to the new developments in Southeast Kowloon; and
- (b) Hung Hom to Admiralty Section: this is an extension of the existing East Rail Line from Hung Hom across the Harbour to Hong Kong Island. It can interchange with the Tai Wai to Hung Hom Section at Hung Hom. It will increase the cross-harbour rail capacity and enhance the connectivity between the New Territories and Hong Kong Island.

The proposed alignment plan is at **Appendix I**.

3. In March 2008, the Executive Council (ExCo) decided to proceed with the implementation of the SCL project using the “concession approach”. While the Government will be responsible for the construction costs of SCL,

the MTR Corporation Limited (MTRCL) will be entrusted with the planning and design of the project. Upon completion of the construction, MTRCL will be granted a service concession for the operation of the railway line while the Government will receive a service concession payment annually.

4. The Finance Committee approved the funding for the design and site investigation works of SCL in July 2008. The Administration has carried out the preliminary design in parallel with public consultation for SCL since late 2008. The Administration intends to complete the public consultation within 2010, with a view to gazetting the SCL project under the Railways Ordinance (Cap. 519) in 2011 and commencing construction works in 2012.

Major views and concerns expressed by the Subcommittee

5. The Subcommittee discussed the SCL project at its meetings on 16 July 2007, 27 March 2008 and 31 March 2009, including meeting with deputations on the project. A summary of the views expressed by the deputations at the meeting held on 31 March 2009 and the Administration's response was issued vide LC Paper No. CB(1)2045/08-09(01) for members' reference.

6. 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 the Kowloon-Canton Railway Corporation 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.

7. 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 district councils 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.

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

9. The Subcommittee was consulted on the funding proposal to cover the design and site investigation of the proposed SCL project at its 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.

10. When the SCL project was last discussed at the Subcommittee meeting on 31 March 2009, members expressed the following major concerns on the SCL project -

(a) Phased approach for implementation of SCL

Some members considered that the construction of SCL should not be undertaken in two phases, resulting in a gap of four years and which might cause a bottleneck to be formed at Hung Hom

Station. The Administration explained that the different timing of completion, i.e. Tai Wai to Hung Hom Section scheduled to be completed in 2015 while the remaining section in 2019, would be unavoidable as the latter part which involved a cross-harbour section was more complicated in construction.

(b) Enhancing pedestrian connectivity

Some members considered that the pedestrian facilities in Tsz Wan Shan should be improved to facilitate residents' access to Diamond Hill Station, since the provision of a Tsz Wan Shan Station had been confirmed to be not feasible. The Administration advised that it had worked out some detailed proposals regarding the footbridge system in the Tsz Wan Shan area and undertook that the local communities would be consulted on the proposals.

(c) Preservation of three graded heritage items at the former Tai Hom Village site

The Subcommittee noted that one major issue of concern to the public was the planned development above the SCL depot at the former Tai Hom Village site and how the three graded heritage items¹ there would be preserved. The Administration advised that it was conducting a detailed study to see how these built heritages might integrate with the future development above the SCL depot and nearby. The Administration undertook to further consult Wong Tai Sin District Council on the matter.

(d) Location of To Kwa Wan Station

Some members enquired about the Administration's consideration of residents' request for provision of To Kwa Wan Station in the vicinity of Sung Wong Toi Garden. The Administration advised that MTRCL was still studying and planning the alignment and station locations of SCL, and it would consider the request. MTRCL agreed that locations of the station entrances should be user-oriented as far as possible with a view to providing convenient pedestrian connection with residential areas nearby.

Council questions

11. Hon Starry LEE asked a question on the temporary works area of SCL project at the Council meeting 20 January 2010, and a question on the impact

¹ The three graded heritage items are, namely the Old Pillbox, the Former Royal Airforce Hangar and the Stone House.

of infrastructural projects in To Kwa Wan and Ma Tau Kok districts on 11 March 2009. Hon Mrs Regina IP asked a question on the temporary supporting facilities of SCL at the Council meeting on 18 November 2009. Hon James TO also asked a question on the construction of SCL in the Kai Tak Development Area at the Council meeting on 28 October 2009. These questions and the Administration's replies are attached at **Appendix II** for members' reference.

Latest developments

12. The Administration has proposed to report on the latest progress of the SCL project at the meeting of the Subcommittee on 4 November 2010.

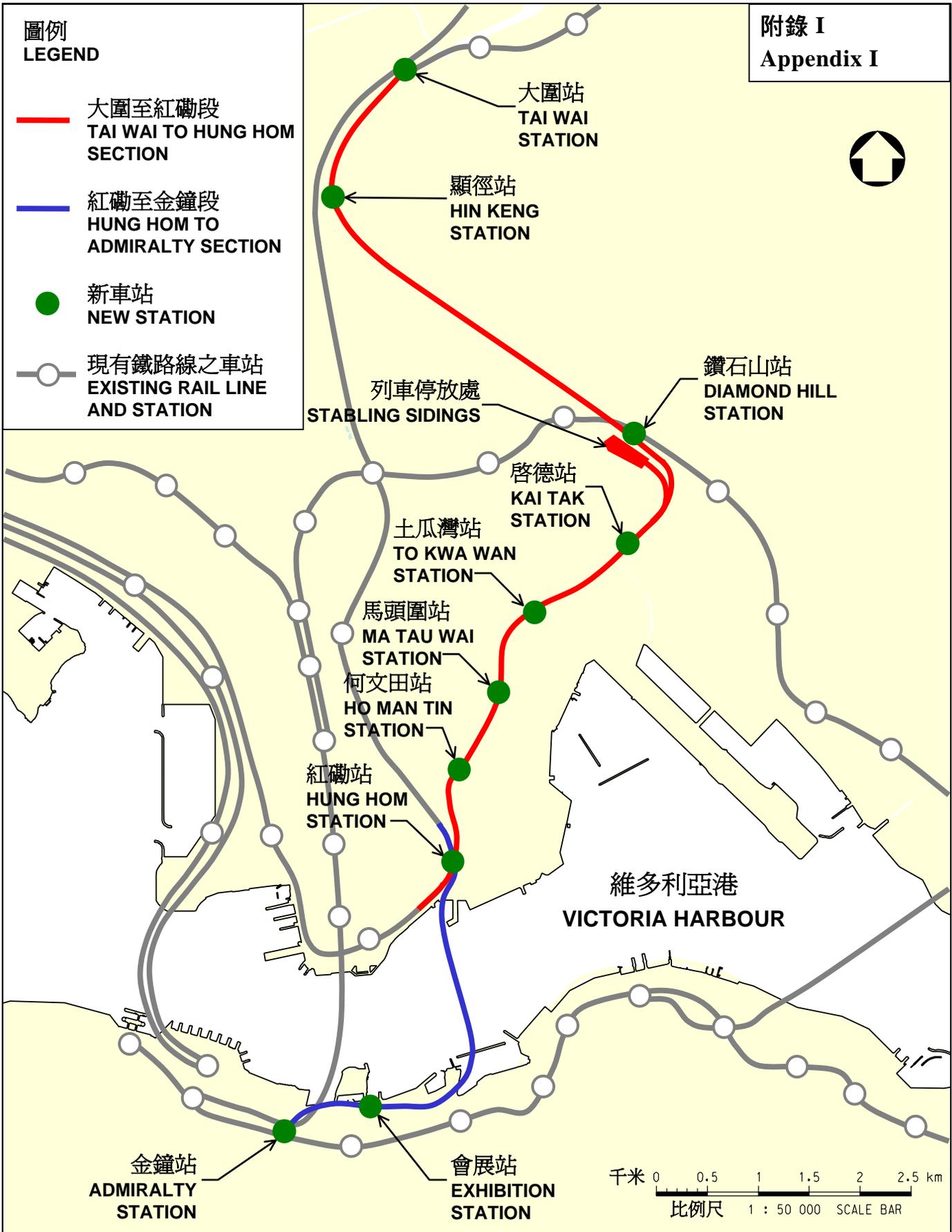
Relevant papers

13. A list of relevant papers is at **Appendix III**.

Council Business Division 1
Legislative Council Secretariat
1 November 2010

圖例
LEGEND

- 大圍至紅磡段
TAI WAI TO HUNG HOM SECTION
- 紅磡至金鐘段
HUNG HOM TO ADMIRALTY SECTION
- 新車站
NEW STATION
- 現有鐵路線之車站
EXISTING RAIL LINE AND STATION



圖則名稱 drawing title

擬建之沙田至中環線的走線
**PROPOSED ALIGNMENT OF
THE SHATIN TO CENTRAL LINK**

HRWSCL003-SK0192

圖號 drawing no.

HRWSCL003-SK0192

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HIGHWAYS DEPARTMENT

A4 210X297

Shatin to Central Link

12. **MS STARRY LEE** (in Chinese): *President, in its consultation paper on the Kowloon City section of the Shatin to Central Link (SCL) project issued to the Kowloon City District Council on 21 May last year, the MTR Corporation Limited (MTRCL) has proposed setting up a temporary works area (works area) in the Kai Tak Development Area. It is expected that the works area will cover about 20 hectares and will be used for material storage and installation of concrete batching, stirring and rock crushing facilities. Quite a number of residents in the vicinity of the proposed works area (such as Grand Waterfront, Sky Tower and Wyler Gardens, and so on) have relayed to me their worries that the excessive size of the works area and the close proximity of its facilities to the*

residential area would lead to serious noise, air and traffic nuisances, thus affecting their daily life. In this connection, will the Government inform this Council:

- (a) of the details of the arrangements for various facilities in the aforesaid works area;*
- (b) given that the Government and MTRCL have engaged an environmental consultant to conduct a thorough environmental impact assessment on the installation and operation of the aforesaid SCL project and its related temporary facilities, when the assessment report will be completed and the contents of the report publicized to the public, so as to facilitate members of the public to express their views on the contents;*
- (c) whether the authorities will undertake to arrange for the facilities, which may give rise to the aforesaid nuisances in the works area, to be located as far away from the residential area as practicable; if they will, of the details; if not, the reasons for that; what new specific measures they have in place to reduce the nuisances to residents in the district during the implementation of the SCL project; and*
- (d) whether it will, in response to the request by the residents in the district, review afresh the size of the works area; if it will, of the details; if not, the reasons for that?*

SECRETARY FOR TRANSPORT AND HOUSING (in Chinese): President, the Government and the MTRCL are carrying out further planning and design of the SCL project. We are also looking at the details of the works, including the setting up of essential temporary supporting facilities for construction, such as concrete batching plant, rock crushing plant, stockpiling area and barging point, and so on.

Regarding the sub-questions on the setting up of the aforesaid facilities, I would like to respond as follows:

- (a) and (b)

We shall need to process a huge amount of excavated materials arising from the construction of railway tunnels and stations of the

SCL project. With a view to handle these excavated rock and soil in the most effective and environmentally friendly manner, we propose a works area in the Kai Tak Development Area for setting up a stockpiling area, a rock crushing plant, a concrete batching plant and a barging point. With these temporary supporting facilities, the excavated materials can be stored temporarily and sorted for re-use. Rocks that are sorted out as suitable material can be processed and will be delivered to the batching plant for making concrete. Suitable soil can be re-used for backfilling the areas near tunnels and stations. Unsuitable materials will be delivered to the barging point via the shortest route and be transported by sea to the designated handling areas. Such an arrangement will not only allow the recycling of construction spoils and thereby reducing construction wastes and pollution, but also minimize the environmental and traffic impacts induced by the transportation of the excavated materials.

The MTRCL has proposed to set up the above-mentioned temporary facilities in an area located between the future Kai Tak Station and To Kwa Wan Station. Such a location lies at about the centre of the Kai Tak Development Area and provides a certain separation with the residential buildings in the Ma Tau Kok, To Kwa Wan, San Po Kong and Kwun Tong areas.

The Government and the MTRCL understood that both residents and Council Members are highly concerned about the adverse environmental impacts induced by the setting up and operation of the temporary supporting facilities in Kai Tak Development Area. We have therefore engaged environmental consultants to conduct a detailed environmental assessment on the construction and operation of the railway works and the associated supporting facilities. In fact, the Environmental Impact Assessment of the SCL project has commenced in late 2008 and it studies the noise, air, water and solid waste impacts due to the railway project, and recommends the necessary mitigation measures. Upon completion of the study by mid 2010, the MTRCL will submit the study report to the relevant authorities for approval, release the report for public inspection and comments, and consult the relevant District Councils. The report will then have to be approved by the Environmental Protection Department. Works can only be commenced when the necessary

Environmental Permit is issued. All these temporary facilities will have to comply with the stringent requirements of the Environmental Impact Assessment Ordinance, and to minimize the possible impacts to the local residents and the surroundings.

- (c) The Government is committed to taking all feasible measures to minimize the possible impacts arising from the temporary supporting facilities. However, as the proposed SCL alignment will run through the densely populated and highly developed areas, there is very limited choice of sites for setting up the aforesaid temporary supporting facilities. If these temporary supporting facilities are set up at other remote areas, the construction traffic will put additional pressure on the roads and worsen the pollution in the territory as a whole. It will also adversely affect the progress of the SCL construction. Having taken all these factors in consideration, the Government agreed in principle to set up such temporary supporting facilities in the Kai Tak Development Area. Such a location will be in close proximity to the SCL stations and tunnels, thus allowing the excavated materials to be transported to the stockpiling area for sorting and processing in the shortest route. The concrete produced can also be delivered to construction sites in a fast manner. This arrangement can effectively reduce the environmental and traffic problems arising from the transportation of the excavated materials from the SCL works.

We sounded out the proposal and location of the temporary supporting facilities to the Kowloon City District Council in May 2009 and the public in forums held from June to July 2009. Moreover, the Highways Department, Kowloon City District Office, the MTRCL conducted a visit on 18 September 2009 with some members of the Kowloon City District Council and representatives of local residents and concern groups to an existing concrete batching plant in Tsing Yi and a barging point at Chai Wan. During the visit, the representatives appreciated the operating conditions of these facilities and their effects to the surroundings. The residents gave us a lot of comments. We understood their concerns and have seriously considered their views. Yet it is very difficult to find another better site that can be used as works area and farther away from residential areas.

- (d) Currently, the area of the proposed SCL works area is about 20 hectares. The requirement has been worked out in accordance with the principles of least works area and the best land use. As the scale of the SCL project is large, a large works area is necessary to handle the huge amount of excavated materials and to produce the large amount of concrete required for the construction of stations and tunnels. Yet, the extent of the works area will be reduced gradually when the construction works progress. The Government and the MTRCL will periodically review the extent of the works area according to the latest development of the Kai Tak Development projects and the requests of local residents, and reduce the land take when situation permits.

Impact of Infrastructural Projects on To Kwa Wan and Ma Tau Kok Districts

19. **MS STARRY LEE** (in Chinese): *President, it is learned that parts of the related works of quite a number of major infrastructural projects (including the Kai Tak Development (KTD), Central Kowloon Route (CKR) and Shatin to Central Link (SCL)) will commence consecutively in the To Kwa Wan and Ma Tau Kok districts. As the project sites concerned are in close proximity to residential areas and the works will involve reclamation, it is anticipated that a large number of dump trucks will enter and leave the districts during the construction period, and that the noise and air pollution problems arising from the works will have great impact on the residents of Grand Waterfront and Wyler Gardens, as well as the schools and the residential area nearby. In this connection, will the Government inform this Council:*

- (a) *of the measures the authorities will put in place to mitigate the noise problem arising from the works;*
- (b) *whether it knows the average daily number of works vehicles entering and leaving the sites concerned during the construction*

period of the works concerned; and whether diversion of traffic is necessary to facilitate the construction works; if so, of the details; and

- (c) *whether it is necessary to relocate the bus terminus at Kowloon City Ferry Pier to facilitate the construction works; if so, which bus routes will be affected and when the diversion of the bus routes will be implemented?*

SECRETARY FOR TRANSPORT AND HOUSING (in Chinese): President, the Administration has all along been concerned about the impact of infrastructure projects on the surrounding environment and residents, and has been stepping up efforts in implementing effective measures to reduce the nuisances. In addition, if a project is a designated project under Schedule 2 or Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499), the Administration would assess the possible impacts of the project on the environment and propose necessary mitigation measures in line with the requirements of the EIAO. The environmental impact assessment (EIA) report should be submitted to the Director of Environmental Protection (DEP) for approval.

As the question involves the KTD under the Development Bureau and the CKR and the SCL under the Transport and Housing Bureau, the co-ordinated reply from the two bureaux is set out below:

- (a) KTD has entered the implementation stage. The EIA report for the whole KTD prepared under Schedule 3 of the EIAO was approved on 4 March 2009. As most works of KTD will be carried out within the Kai Tak site, the report indicated that with the implementation of certain mitigation measures (such as using low-noise machinery and mobile noise barriers), noise impacts on To Kwa Wan and Ma Tau Kok would be minimal. Some projects under the KTD are designated projects under Schedule 2 of the EIAO. The Administration will implement the necessary mitigation measures in accordance with the EIAO requirements.

Still in the preliminary design stage, CKR and SCL are designated projects under Schedule 2 of the EIAO. In accordance with the

EIAO, the Highways Department (HyD) and the MTR Corporation Limited (MTRCL) are now conducting EIA studies, which will include the examination of necessary noise mitigation measures during construction, for the two projects separately. HyD and MTRCL will respectively submit the EIA reports to DEP later, and discuss with the concerned District Councils (DCs) and the local communities with a view to co-ordinating and improving the relevant project proposals and works arrangements.

The central section of CKR will be built in the form of a deep bored tunnel to avoid affecting the buildings at the ground level. The noise impact brought about would be limited. At the eastern end, as the tunnel is shallower and situated mainly in soil stratum, it will be constructed by the "cut-and-cover" method. For this section of the tunnel, HyD is now studying the feasibility of using the cut-and-cover method with the tunnel top part constructed first, so that the constructed tunnel top part will be able to screen out as much as possible the construction noise from constructing the remaining parts. As for SCL, most parts of the project will be constructed below ground. Except for the stations and the associated entrances and exits, the tunnelling method will be adopted for construction. In gist, we will work to minimize the site area of the cut-and-cover method to reduce the noise impact.

- (b) For KTD, the Administration will examine in detail the flow of works vehicles. As most works of KTD will be carried out in the old Kai Tak Airport, initial assessments indicate that the majority of works vehicles will route through main roads such as Price Edward Road East and Kai Fuk Road to gain access to the works sites. As such, the impact on the To Kwa Wan and Ma Tau Kok areas will be minimal.

As mentioned above, HyD is currently conducting preliminary designs and EIA studies for CKR and SCL, including a study on the flow of works vehicles. HyD will consider transporting works materials for the tunnels by sea with a view to reducing the number of works vehicles required.

During the construction of the above three infrastructure projects, it is inevitable that different temporary traffic arrangements (TTAs) will be implemented at different stages. The Administration will carry out traffic impact assessments before formulating the detailed arrangements of the TTAs and will maintain close liaison with the concerned DCs and the local communities so as to minimize the impact on the surrounding areas.

- (c) During the construction of the eastern end of CKR, the existing public transport interchange (PTI) near the Kowloon City Ferry Pier will be temporarily closed. A temporary PTI will be provided next to the current PTI for accommodating the existing bus routes. Upon the completion of the tunnel construction works at the eastern end, the PTI will be reinstated at its original location where the concerned bus routes will continue to operate.

According to the present project planning, KTD and SCL will not affect the PTI.

Shatin to Central Link

17. **MRS REGINA IP** (in Chinese): *President, I have learnt that the MTR Corporation Limited (MTRCL) has planned to build a large-scale temporary concrete plant, a stockpiling depot, a rubble crushing facility and a barging point next to Hoi Sham Park and in the Kai Tak Development Area during the implementation of the Shatin to Central Link (SCL) project. The barging point therein will be located only about 300 m away from the residential area in the vicinity. Moreover, the Government is going to carry out a number of projects under the Kai Tak Development plan (including Kai Tak City Centre, the cruise terminal and Metro Park, and so on), as well as the project for the Kowloon Bay section of the Central Kowloon Route which will be constructed within the Kai Tak Development Area. In this connection, will the Government inform this Council whether the various government departments concerned will communicate and co-ordinate with MTRCL to arrange for the projects in the Kai Tak Development Area to make use of the temporary supporting facilities of the SCL project so as to minimize the impact on the residents and the environment in the district?*

SECRETARY FOR TRANSPORT AND HOUSING (in Chinese): President, we have suggested setting up temporary stockpiling areas, concrete batching plant and barging points adjacent to Hoi Sham Park and in the Kai Tak Development Area to handle the huge amount of excavation materials which will be produced during the construction of the SCL and the Kwun Tong Line Extension (KTE) railway tunnels and stations, with a will to treat these excavated materials in the most efficient and environmentally-friendly way. With these facilities, the excavated materials can be stored temporarily and sorted properly. Good quality rocks which are sorted out as suitable for concrete production will be transported to the batching plant. Soil can be used for backfilling near the tunnels and stations. Those unsuitable materials or surplus rocks and soils will be delivered to the barging points via the shortest route and be transported by barges to the designated handling area. Such an arrangement will not only reduce the amount of construction wastes, but also minimize the possible environmental and traffic impact caused by the transportation of the excavated materials.

Originally, we also proposed to set up a temporary barging point near Hoi Sham Park. During the public consultation of the SCL and KTE railway projects, we received a lot of concerns expressed by the local bodies and residents about the aforesaid temporary facilities. Taking into account these concerns, we decide not to set up a barging point adjacent to Hoi Sham Park.

In future, the excavated materials from the KTE project will be transported to the temporary barging point near the International Mail Centre at Hung Hom and it will not affect the surrounding environment. The excavated materials from the SCL project will be handled by the temporary barging point at the ex-Kai Tak Airport Runway. The selected site at the ex-Kai Tak Airport Runway has sufficient distance from the nearest residential buildings so that the impact due to the operation of the barging point on the residents nearby can be minimized.

The Government and the MTRCL understand that both citizens and Council members have serious concern about the adverse environmental effects due to the setting up and the operation of the temporary facilities in Kai Tak Development Area. As such, consultants have been engaged to carry out a detailed Environmental Impact Assessment for the project and to propose the associated mitigation measures. The report of the Environmental Impact Assessment will be released for public inspection and comments. The report will also be examined by the Environmental Protection Department before the Environmental Permit for Construction is issued. The temporary facilities will

be properly controlled under the Environmental Impact Assessment Ordinance, such that there will not be any adverse impact on the residents nearby and the surrounding environment.

Relevant government departments and the MTRCL have been closely communicating and co-ordinating with each other for the implementation of all the projects in the Kai Tak Development Area with a will that the implementation programmes, the arrangements on the associated works sites and the use of supporting facilities, and so on, can be properly co-ordinated.

Relevant government departments will also continue to study the possibility of using the SCL project temporary supporting facilities for the other projects in the Kai Tak Development Area, if the time and land constraints can be accommodated. However, we have to point out that the SCL project temporary supporting facilities will be used mainly on the project itself at its initial stage because of the huge demand. When the construction peak of the railway project is over, the facilities may accommodate the need from other engineering projects. The Railway Development Office of Highways Department will take up the co-ordination role proactively so that the MTRCL can co-operate with other works departments with a will to reduce the impacts of the construction activities on the residents and the environment in the district.

Shatin to Central Link Development Projects in Kai Tak Development Area

5. **MR JAMES TO** (in Chinese): *President, when consulting the Kowloon City District Council on the Shatin to Central Link (SCL) project in May this year, the Government indicated that there would be a change in the location of SCL To Kwa Wan (TKW) Station, and that it planned to use part of the land in the Kai Tak Development (KTD) as temporary works sites for the construction of a temporary concrete plant and barging point, with the concrete plant to be built on the site of the proposed multi-purpose stadium complex (MPSC). As far as I understand, the authorities concerned had never revealed during any relevant consultation exercise conducted prior to May this year that the above facilities would be constructed. In this connection, will the Government inform this Council:*

- (a) *when the MTR Corporation Limited (MTRCL) and the Government contemplated the construction of the above facilities; whether the Government has assessed if the period for public consultation on such facilities is adequate; whether MTRCL and the Government will have enough time to study and propose alternative options, when the residents in the neighbourhood raise objection to the construction of such facilities;*
- (b) *of the stand of the Government on the proposed construction of the above temporary facilities in KTD; given that the Development Bureau (DEVB) has originally scheduled the construction works of the MPSC to commence in 2013 but the SCL project (the Sha Tin to Hung Hom section) will only be completed in 2015, whether the Government has assessed the impact of constructing the above*

facilities at the current sites on the works of the stadium complex and other works;

- (c) regarding the impact of changing the location of TKW Station, apart from the fact that the new location of the Station "will be more favourable to public order and crowd control when large-scale events are held in the stadium complex" as indicated to me by the Government earlier, whether DEVB has assessed what other impact such a change will have on the planning of KTD; and*
- (d) given that both TKW Station and Kai Tak Station will be close to Prince Edward Road East after the location of TKW Station has been changed, whether the Government will expedite the study on the provision of a monorail transport link to improve the accessibility of the areas around the proposed Metro Park and consider connecting the transport link to SCL; if so, of the estimated completion time of the study?*

SECRETARY FOR TRANSPORT AND HOUSING (in Chinese): President, the preliminary design of the SCL railway has gone underway. Other than the planning of the railway scheme, we have to consider the provision of the essential temporary facilities such as works areas, concrete batching plant, barging points, and so on.

The construction of the SCL tunnels and stations will inevitably produce a huge amount of excavated materials. To handle these materials in the most effective and environmental way, we have suggested that stockpiling area, concrete batching plant and barging points should be set up in the KTD Area. With these temporary facilities, excavated materials can be stored temporarily and sorted properly for re-use. Good quality rocks which are sorted out as suitable for concrete production will be transported to the batching plant. Soils can be used for backfilling near the tunnels and stations. Those unsuitable materials will be delivered to the barging points via the shortest route and be transported by barges to the designated handling area. Such an arrangement will not only reduce the amount of construction wastes, but also minimize the possible environmental and traffic impact caused by the transportation of the excavated materials.

The setting up and operation of these temporary facilities will be properly controlled under the Environmental Impact Assessment Ordinance, such that there will not be any adverse impact on the health of nearby residents and the surroundings. Besides, the relevant government departments will co-ordinate the planning of the projects in the KTD Area to ensure that their progress will not be jeopardized.

Regarding the setting up of the aforesaid facilities under the sub-questions, I would like to respond as follows:

- (a) The SCL is now in its design stage. The Government and the MTRCL organized several roving exhibitions and public consultation fora in Kowloon City, TKW and Ma Tau Wai in June and July this year for collecting views of the public on different aspects of the SCL railway project, including the provision of the aforesaid temporary facilities.

The setting up of these temporary facilities will require a large piece of land. Along the alignment of the SCL, most areas have been developed with numerous buildings. Hence, we propose to set up these facilities in the KTD Area. We will keep on reviewing the proposal and optimizing the design of the facilities. We will also continue our dialogue with the District Councils and residents.

In addition, as mentioned above, the provision and operation of these facilities will be under the control of the Environmental Impact Assessment Ordinance. The MTRCL has engaged consultants to carry out a detailed Environmental Impact Assessment for the project and will propose the necessary mitigation measures. The Environmental Impact Assessment Report will be released for public inspection and comments before its consideration by the Environmental Protection Department.

- (b) For the KTD Plan, the Government has set up an inter-departmental working group for co-ordinating various projects, including site formation works, roads and drainage construction, the Cruise Terminal, the Metro Park, the MPSC and the SCL. Among these

items, the works of the SCL and the MPSC have been closely coordinated. The land requirement plans for the two projects have been agreed such that the concerned area temporarily allocated to the SCL will be vacated at appropriate time for the construction works of the MPSC. Thus, the programme of the MPSC project would not be impacted by the SCL.

- (c) The original alignment of the SCL TKW section was designed in the late 1990s when the Government was conducting the Southeast Kowloon Development Feasibility Study which involved reclamation at Kai Tak to match with the development plan. The then SCL alignment at TKW was proposed to serve the population in the planned Southeast Kowloon Development areas and the existing residents around. In end 2006, upon completing comprehensive public consultation, the Government revised the KTD Outline Zoning Plan. In view of adopting the zero-reclamation principle, the design population in the new development zone has been drastically reduced. In this connection, we should review the alignment of the new railway accordingly.

Moreover, since the Government asked the MTRCL to proceed further with the planning and design of the SCL in March 2008, we have received many public opinions requesting changes of the alignment of the southeast Kowloon section of the SCL to serve the more densely populated districts.

We have conducted a detailed review of the railway alignment and the location of stations. The conclusions are that it is technically feasible to re-locate the TKW Station and that major revisions to the planning and layout at Kai Tak are not necessary. As the location of the Kai Tak Station remains unchanged, there will not be any impact on the KTD Plan. The amended railway alignment can serve both the existing and future population in the area. The railway catchment will cover the more densely populated areas in TKW and Kowloon City, thereby offering advantages for renewal of these areas.

- (d) In the approved Kai Tak Outline Zoning Plan, a rail-based environmental transportation system, including monorail, has been stipulated as a possible facility. The purpose is to reduce the traffic flow in this newly developed area. The Civil Engineering and Development Department (CEDD) expects to start a feasibility study on this issue in December 2009. The study scope will include the connection among the main facilities in the newly developed area, such as the SCL, the Metro Park, the Cruise Terminal, and so on. The study will also investigate the possibility of extending this environmental transportation system to the adjacent districts, such as Kwun Tong, Kowloon City and Ma Tau Wai. Upon getting preliminary study result, the CEDD will consult the District Councils and the relevant parties as soon as possible.

Appendix III

Shatin to Central Link

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
16 July 2007	Subcommittee on Matters Relating to Railways	Administration's paper on progress of Shatin to Central Link Project	CB(1)2058/06-07(01) http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/papers/tp_rdp0716cb1-2058-1-e.pdf
		Minutes of meeting	CB(1)2454/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/minutes/rd070716.pdf
27 March 2008	Subcommittee on Matters Relating to Railways	Legislative Council Brief on Shatin to Central Link and MTR Kwun Tong Line Extension	THB(T)CR 10/1016/99 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbtr10101699-e.pdf
		Administration's paper on funding application for the design of the Shatin to Central Link	CB(1)1036/07-08(03) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf
		Minutes of meeting	CB(1)1374/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf
11 March 2009	Council meeting	Hon Starry LEE raised a question on the impact of infrastructural projects in To Kwa Wan and Ma Tau Kok districts	http://www.legco.gov.hk/yr08-09/english/counmtg/hansard/cm0311-translate-e.pdf
31 March 2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress of Shatin to Central Link Project	CB(1)1137/08-09(05) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331cb1-1137-5-e.pdf
		Minutes of meeting	CB(1)1544/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
28 October 2009	Council meeting	Hon James TO raised a question on the construction of Shatin to Central Link railway in the Kai Tak Development Area	http://www.legco.gov.hk/yr09-10/english/counmtg/hansard/cm1028-translate-e.pdf
18 November 2009	Council meeting	Hon Mrs Regina IP raised a question on the temporary supporting facilities of Shatin to Central Link	http://www.legco.gov.hk/yr09-10/english/counmtg/hansard/cm1118-translate-e.pdf
20 January 2010	Council meeting	Hon Starry LEE raised a question on the temporary works area of Shatin to Central Link	http://www.legco.gov.hk/yr09-10/english/counmtg/hansard/cm0120-translate-e.pdf
4 June 2010	Subcommittee on Matters Relating to Railways	Administration's paper on funding application - protection works for Shatin to Central Link in Wan Chai Development Phase II	CB(1)2088/09-10(02) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-2088-2-e.pdf
		Minutes of meeting	CB(1)2844/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100604.pdf

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