

**For information**  
**6 December 2010**

**Legislative Council Panel on Transport**  
**Subcommittee on Matters Relating to Railways**

**Funding Application -**  
**Advance Works for Shatin to Central Link**

**PURPOSE**

This paper briefs Members about our proposal to upgrade part of Projects **61TR** and **62TR** to Category A to cover funding for the advance railway works and non-railway works of the Shatin to Central Link (SCL) respectively.

**BACKGROUND**

2. The 17-kilometre SCL is a territory-wide strategic railway project with ten stations<sup>1</sup> (see **Annex 1**). The project is linked with a number of existing railways, forming two strategic railway corridors, namely the “East West Corridor” and the “North South Corridor” (see **Annex 2**).

- (a) The “East West Corridor”, which connects Tai Wai Station of the Ma On Shan Line with Hung Hom Station of the West Rail Line, will allow passengers to travel from Wu Kai Sha Station to Hung Hom, East Kowloon, the West New Territories and Tuen Mun without interchanging, providing a more direct and convenient railway service for passengers commuting between the East New Territories and West New Territories.
- (b) The “North South Corridor”, which extends the existing East Rail Line from Hung Hom Station across the Victoria Harbour to

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<sup>1</sup> The ten stations of the SCL are: Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition and Admiralty.

Admiralty Station, will allow passengers (using the East Rail Line) from Lo Wu and Huanggang (using the Lok Ma Chau Line) to reach the heart of Hong Kong Island directly.

3. The SCL will significantly reduce the journey time for passengers who travel among East Kowloon, the East New Territories and Hong Kong Island. It will also increase the capacity of the railways that carry passengers from Shatin to Kowloon and across the Harbour, as well as relieve the congestion on the existing railway lines.

4. We briefed the LegCo Panel on Transport Sub-committee on Matters Relating to Railways on the progress of the SCL project on 4 November 2010 and reported to the Sub-committee our plan to seek funding application for the advance works of the SCL in the next two months so that the advance works can commence in 2011.

5. The SCL scheme was gazetted on 26 November 2010 and has started the statutory consultation process. The Administration and MTR Corporation Limited (MTRCL) will continue to consider views collected from public consultation with a view to enhancing the detailed design of SCL. Since 2008 when we started consulting the public, we have strived to complete the design and statutory process as soon as possible so as to start works early. We expected at that time that the Tai Wai to Hung Hom Section would be completed in 2015 and the Hung Hom to Admiralty Section in 2019.

6. As the SCL works are large in scale, passing through a number of districts and involving many issues of public concern, we need a longer than expected time to listen and consider the views and suggestions of the community and where appropriate, incorporate the feasible suggestions into the railway scheme for gazettal. We expect that the statutory consultation process will complete in early 2012. After which, we will seek funding approval with an aim to commence works in 2012. As extra strengthening works are required to avoid resumption of buildings, the Tai Wai to Hung Hom Section will require six years to construct and is scheduled for completion in 2018. As the construction works of the Hung Hom to Admiralty Section are complex, together with the need to tie in with the programme of other projects, such as Wan Chai Development Phase II and Central-Wan Chai Bypass, the completion date for the Hung Hom to Admiralty Section will be in 2020.

While we will follow the statutory process to implement the SCL project, we will strive to start works as soon as possible so that the SCL project can complete early.

## **THE ADVANCE WORKS**

### **(A) SCOPE OF WORKS**

7. We propose to upgrade the SCL advance railway works and non-railway works to Category A. The advance railway works that we propose to upgrade to Category A under Project **61TR** include (see **Annex 3**):

- (a) expansion of Admiralty Station to accommodate the SCL railway facilities including approximately 200m long overrun tunnels (see paragraph 11 below for details) and ventilation facility for this station; and
- (b) construction of the SCL portion at Ho Man Tin Station.

8. The advance non-railway works that we propose to upgrade to Category A under Project **62TR** include (see **Annex 4**):

- (a) reprovisioning of the International Mail Centre (IMC) at Hung Hom; and
- (b) reprovisioning works at Harcourt Garden and Hong Kong Park.

### **(B) JUSTIFICATION**

#### **(i) Advance railway works**

9. The existing Admiralty Station will be expanded eastwards below Harcourt Garden to accommodate the railway facilities for the SCL and South Island Line (East) (SIL(E)). In order to avoid affecting the operation of the existing rail lines at Admiralty Station, the SCL and SIL(E) railway tunnels have to pass under the railway tunnels of Tsuen Wan Line and Island Line. Railway tunnels and platforms for the SCL and SIL(E) therefore have to be constructed more than 40m below ground involving sizable and complex construction works. The expanded Admiralty Station will comprise six levels, including the station entrance at the top level, three levels for interchanging

SCL and SIL(E) passengers to other railway lines and accommodating plant rooms, the bottom two levels for the SCL and SIL(E) platforms. The expanded Admiralty Station will provide a convenient interchange station for the passengers interchanging among SCL, SIL(E), as well as the existing Tsuen Wan Line and Island Line (see **Annex 3A**).

10. We propose to expand the Admiralty Station into an integrated station by constructing the SCL and SIL(E) works concurrently. The arrangement of building an integrated station is better than building two separate stations because an integrated Admiralty Station will have a smaller footprint, reduce construction cost, shorten construction time and bring lesser disruption to the public during construction. In order to tie in with the implementation programme of the SIL(E), which is scheduled to commence works in 2011 for completion in 2015, the SCL portion of the Admiralty Station has to be constructed in advance of other SCL works.

11. The SCL advance works include also a section of overrun tunnels, approximately 200m long at the south of Admiralty Station and a ventilation facility adjacent to Hong Kong Park. The overrun tunnels are for SCL trains to change track and turn back. As the overrun tunnels are very close to the railway tunnels of the SIL(E), they need to be constructed concurrently. The ventilation facility will serve both the SCL and SIL(E), hence its construction must tie in with the implementation programme of the SIL(E). The outlook of ventilation facility will match with surrounding environment. It will occupy as less space as possible and its orientation has been so designed to avoid affecting nearby residents.

12. The proposed Ho Man Tin Station is an integrated station providing a convenient interchange for passengers of the SCL and Kwun Tong Line Extension (KTE) (see **Annex 3B**). As Ho Man Tin is located well above Ma Tau Wai and Hung Hom, the Ho Man Tin Station has to be constructed more than 60m below ground level to dovetail with the alignment of the Ma Tau Wai and Hung Hom Section of the SCL. The Ho Man Tin Station will have eight levels. The KTE platforms will be at the lowest level. The SCL platforms will be at the 6<sup>th</sup> level below ground and interchanging concourses and plant rooms at other levels. As the KTE is running roughly perpendicular to SCL, the Ho Man Tin Station will be designed in a cross shape for the two railway lines to interchange. Due to the cross shape design of the Ho Man Tin Station and its construction to be done 60 m below ground, the construction works of

Ho Man Tin Station is large in scale and complex. Like the expansion of Admiralty Station, the Ho Man Tin Station has to be constructed in advance of other SCL works to tie in with the implementation programme of the KTE, which is scheduled to commence in 2011 for completion in 2015.

13. The above advance works have been gazetted under the Railways Ordinance (Cap. 519) in the SIL(E) and KTE schemes respectively. The respective statutory consultation process for both projects has lasted for more than a year, during which we consulted the concerned District Councils (see paragraph 20 for details), and explained to the objectors in detail the reasons of our works design and held hearing panel for unwithdrawn objections to let objectors express their concerns and views. The Chief Executive in Council authorised the SIL(E) and KTE schemes respectively, including the above advance works, on 30 November 2010.

(ii) Advance non-railway works

14. The existing IMC at Hung Hom will be affected by the SCL tunnels. To cope with the SCL railway project, we need to reprovision the IMC at Wang Chin Street in Kowloon Bay under the SCL project.

15. To ensure continuity of the mail services of the IMC, we will programme the demolition of the existing IMC and the construction of the subject section of the SCL after the commissioning of the new IMC. Taking into account the lead time for the construction of the new IMC, the migration of the mail sorting equipment and services from the existing IMC to the new one, and the demolition of the existing IMC building, we propose that the reprovisioning of the IMC be included as advance works for the SCL project. The reprovisioning works have to be completed in 2014 so that the site can be vacated in time for the construction of SCL.

16. In addition, we need to reprovision part of the facilities at Harcourt Garden and Hong Kong Park for the proposed Admiralty Station expansion and installation of the associated railway facilities. The reprovisioning works comprise a landscaped deck, a covered walkway, escalators, a public toilet, a refuse collection point, workshops and other facilities of Leisure and Cultural Services Department. To meet the implementation programme of the SIL(E) and to bring lesser disruption to the public, we propose that the above reprovisioning works be included as the SCL advance works so that they can be carried out in conjunction with the SIL(E) project.

(C) FINANCIAL IMPLICATIONS

17. We estimate the cost of the advance railway works to be \$ 6,254.9 million in MOD prices, broken down as follows –

	<u>\$ million</u>	
(a) (i) SCL portion at Admiralty Station	1,873.8	
(ii) SCL overrun tunnels at Admiralty Station	199.0	
(iii) SCL portion of ventilation facility for Admiralty Station	231.7	
(b) SCL portion at Ho Man Tin Station	2,001.3	
(c) Project management cost payable to MTRCL <sup>2</sup>	710.5	
(d) Contingencies	501.6	
Sub-total	5,517.9	(in Sept. 2010 prices)
(e) Provision for price adjustment	737.0	
Total	6,254.9	(in MOD prices)

18. We estimate the cost of the advance non-railway works to be \$1,474.5 million in MOD prices, broken down as follows –

	<u>\$ million</u>	
(a) Reprovisioning of IMC	910.2	
(b) Reprovisioning works at Harcourt Garden and Hong Kong Park	126.0	
(c) Consultancy fee <sup>3</sup>	171.0	
(d) Contingencies	120.7	
Sub-total	1,327.9	(in Sept. 2010 prices)
(f) Provision for price adjustment	146.6	

<sup>2</sup> A project management cost at 16.5% of the project base cost (i.e. items (a) & (b) of paragraph 17 above) will be payable to MTRCL for undertaking the technical studies, design and construction supervision of the advanced railway works.

<sup>3</sup> We are in discussion with MTRCL to undertake the technical studies, design and construction supervision of the advance non-railway works.

Total	<u>1,474.5</u>	(in MOD prices)
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(D) PUBLIC CONSULTATION

19. Since mid 2008, the Government and the MTRCL have undertaken public consultation on the SCL. Apart from consulting District Councils, community consultation activities, including roving exhibitions and public forums, have been held. Various channels have also been utilized to brief local groups and residents on the railway scheme as well as to gather their views. Representatives of the Government and the MTRCL have attended 30 District Council meetings of Sha Tin, Wong Tai Sin, Kowloon City, Yau Tsim Mong, Eastern, Wan Chai, Central and Western, North, Kwun Tong, Sai Kung and Southern Districts to introduce the project and brief District Council Members on the progress of the SCL and to listen to their views.

20. We consulted the Central and Western District Council in April 2010 and Kowloon City District Council in July 2010 specifically on the integrated stations at Admiralty and Ho Man Tin under the SIL(E) and KTE projects respectively. Members supported the works in principle. We also consulted Kwun Tong District council on the reprovisioning of IMC in 7 July 2009. Members noted our proposal of reprovisioning IMC at Kowloon Bay.

21. Public views on the SCL project are generally positive and supportive. The majority of the consulted parties and residents have urged us to expedite the implementation of the SCL project. In the coming months, we will continue to consider the views gathered from public consultation with a view to enhancing and finalising the detailed design of the SCL.

(E) ENVIRONMENTAL IMPLICATIONS

22. Apart from the reprovisioning of the IMC, the above advance works are covered by the SIL(E) and KTE projects, which are both designated projects under Schedule 2 of the Environmental Impact Assessment Ordinance (Cap. 499) (EIAO) and the MTRCL is required to apply environmental permits for their construction.

23. The MTRCL has submitted the Environmental Impact Assessment

(EIA) reports for KTE and SIL(E) and obtained the approval of the EIA in September and October 2010 respectively. The EIA reports conclude that the environmental impacts of two projects can be controlled, and are within the criteria under the EIA Ordinance and its Technical Memorandum.

24. The MTRCL will incorporate the environmental mitigation measures recommended in the EIA reports to control environmental impacts arising from construction of the above advance works to within the established standards and guidelines.

25. The reprovisioning of the IMC is not a designated project under the EIAO. It will have little potential of causing adverse environmental impact. We will implement mitigation measures to meet all relevant environmental control standards and requirements.

(F) OTHER IMPLICATIONS

26. The above advance works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites identified by the Antiquities and Monuments Office.

27. About 1.33 hectares (ha) of underground strata of land will be resumed for the expansion of Admiralty Station. We will also create rights of temporary occupation for about 0.14 ha of underground strata. The proposed Ho Man Tin Station and advance non-railway works do not require any land acquisition.

**PROTECTION WORKS**

28. Apart from the above advance works proposed to be constructed in conjunction with the SIL(E) and SCL projects, we also informed the LegCo Panel on Transport Sub-committee on Matters Relating to Railways in April 2010 of the SCL protection works to be carried out in Wan Chai Development Phase II and Central-Wan Chai Bypass. In July 2010, the LegCo Finance Committee approved the funding for the protection works in Wan Chai Development Phase II.



29. The SCL will cross above the Central – Wan Chai Bypass (CWB) at the Causeway Bay Typhoon Shelter (CBTS), where temporary reclamation will be required for both projects. To comply with the requirement of the Protection of the Harbour Ordinance to minimize the extent of temporary reclamation, the construction of a 160-metre long section of the SCL tunnel will be entrusted to the CWB project. This will minimize the impact on the vessel owners in the CBTS. All temporary reclamation within the CBTS will be removed after the completion of the SCL.

30. We have gazetted the temporary reclamation under the Foreshore and Seabed (Reclamations) Ordinance and are now handling the statutory objection cases. Upon approval of the EIA report and authorization of the temporary reclamation, we shall seek the views of the LegCo Public Works Subcommittee on the funding application for the SCL protection works in the CBTS in June 2011 and seek funding approval of the Legco Finance Committee in the same month.

## **COST ESTIMATE OF THE SCL**

31. In March 2008, based on the proposal jointly submitted by the then MTRC and the then Kowloon-Canton Railway Corporation in 2005, we estimated that the total project cost of the SCL was about \$38.17 billion in April 2007 prices, comprising the SCL works (about \$37.4 billion) and the associated essential public infrastructure works (about \$0.77 billion).

32. The construction cost of the SCL works (including railway works and non-railway works) has increased by about 30% between 2007 and 2009, mainly due to significant increase in construction material prices. In addition, having regard to the actual situation, we have incorporated suggestions and requests raised by certain stakeholders during the public consultation, concerning the design and proposed facilities of the SCL project. The estimated cost for these additional works is about \$5 billion, with breakdown as shown in the following table:

	Items	Increase in cost (\$ billion)
(a)	Addition of Hin Keng Station	1.2

(b)	Further enhancement of the proposed Tsz Wan Shan pedestrian link	0.7
(c)	Reprovisioning of the IMC at Hung Hum	1.2
(d)	Reprovisioning of the Indoor Game Hall and Training Pool at Wan Chai	0.8
(e)	Reprovisioning and enhancement of Harcourt Garden	0.2
(f)	Additional disposal and imported fill materials due to changes of stockpiling areas and barging point	0.6
(g)	Reprovisioning of existing facilities of the Hong Kong Police Force	0.3
	Total	5.0

33. Furthermore, in the course of the preliminary design, the MTRCL has to revise the design to cope with actual site conditions and technical requirements. Large scale traffic diversions would also need to be implemented in different areas during the construction stage. The estimated cost for these changes is about \$7 billion, with breakdown as shown in the following table:

	Items	Increase in cost (\$ billion)
(a)	Changes to the design of stations, e.g. revision of the design of stations to take into account the latest site investigation information.	1.2
(b)	Additional fire service provisions at stations to meet latest fire safety requirements	0.9
(c)	Additional emergency access and egress to meet latest fire safety requirements	0.9

(d)	Additional ground treatment works to enhance safety of old buildings near Ma Tau Wai Station	0.9
(e)	Optimisation of alignment to avoid land acquisition for private buildings and reduce disruption to the operation of the East Rail Line	1.3
(f)	Installation of noise mitigation measures at Ma On Shan Line	0.8
(g)	Implementation of large scale temporary traffic management at Lung Cheung Road, Ma Tau Wai Road and Chatham Road North	1.0
	Total	7.0

34. Based on the current estimate, the cost of the SCL project will exceed \$60 billion. The MTRCL has completed nearly half of the detailed design of the SCL. The statutory consultation period has just started and will last until early 2012. During this period, we will carefully consider and study the views and suggestions collected and, where appropriate, so as assess whether to amend the railway scheme. According to this programme, the detailed design of the SCL project is expected to complete in about early 2012. By that time, we will have a more accurate estimate on the cost of the SCL project.

35. In the statutory consultation process and the course of detailed design, the following uncertainties may further increase the cost of the SCL project:

- (a) The MTRCL may have to further adjust the SCL design and facilities in the course of detailed design and further site investigations;
- (b) To enhance the protection to the old buildings in densely populated districts, the MTRCL will review whether the SCL alignment has to be refined and whether additional ground treatment works will need to be deployed to protect the buildings;
- (c) At the final stage of detailed design, the MTRCL may still need to

modify the tunnel and station designs to cater for the latest fire safety requirements; and

- (d) The SCL project involves a number of issues of public concern, such as the compensatory arrangement for using the Ma Chai Hang Playground for temporary works area, ventilation building and emergency exit, the proposed public transport interchange and coach parking area next to Wong Tai Sin Temple, the design of Diamond Hill stabling sidings, the design of pedestrian links in Kowloon City, the arrangements for temporary works area and construction facilities within the Kai Tak Development, other suggestions and requests from other local communities, etc.

36. The SCL is a mega project with a construction cost higher than other railway projects. To ensure proper control of its construction cost, we will engage an independent consultant to review the cost estimate of the SCL. The review results will be available by early 2012.

## **WAY FORWARD**

37. We intend to consult the LegCo Public Works Sub-committee about the funding application for the advance works (both railway and non-railway works) in January 2011 and seek funding approval at the LegCo Finance Committee in February 2011.

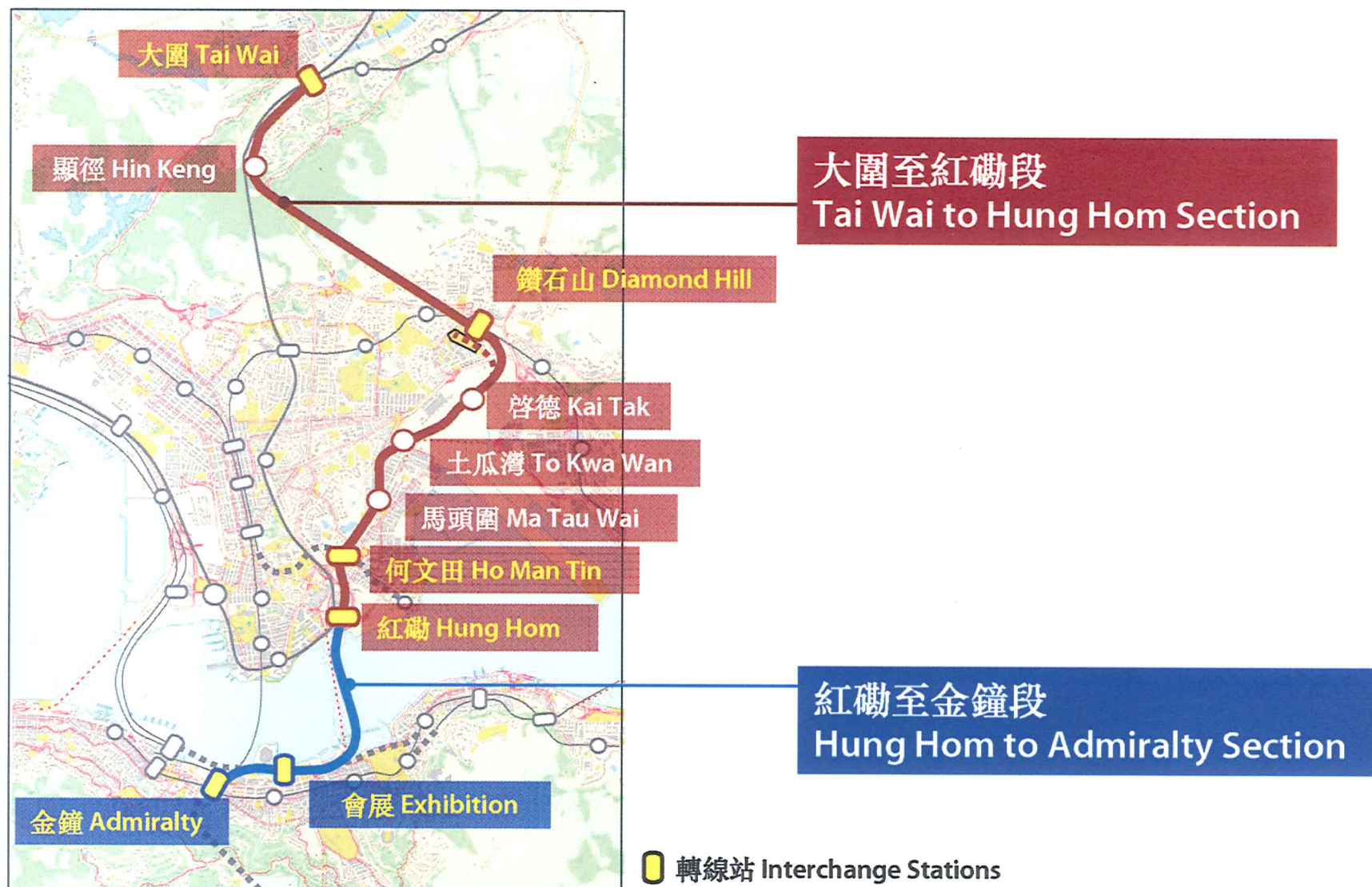
## **ADVICE SOUGHT**

38. Members are invited to note the content of this paper.

**Transport and Housing Bureau**  
**December 2010**

附件一  
Annex 1

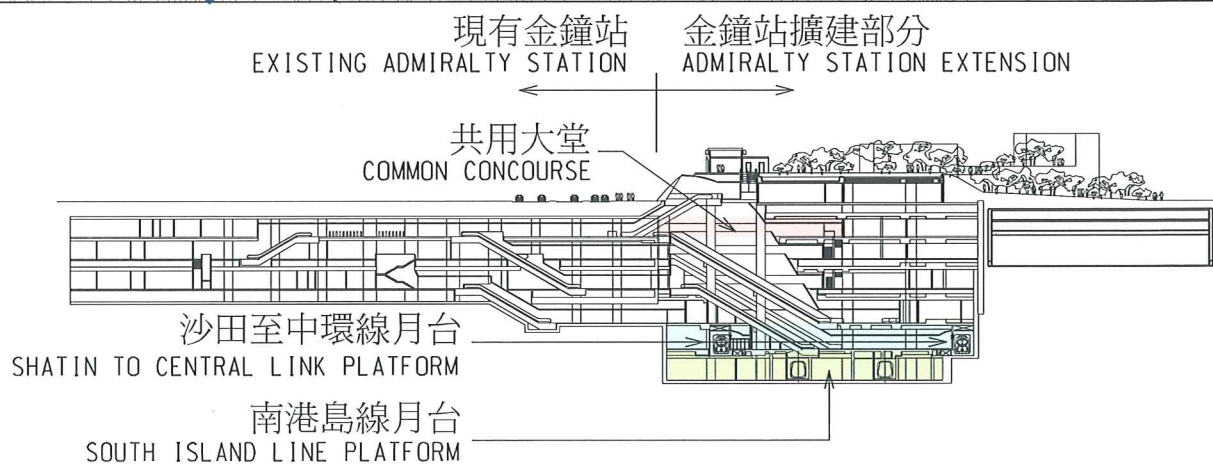
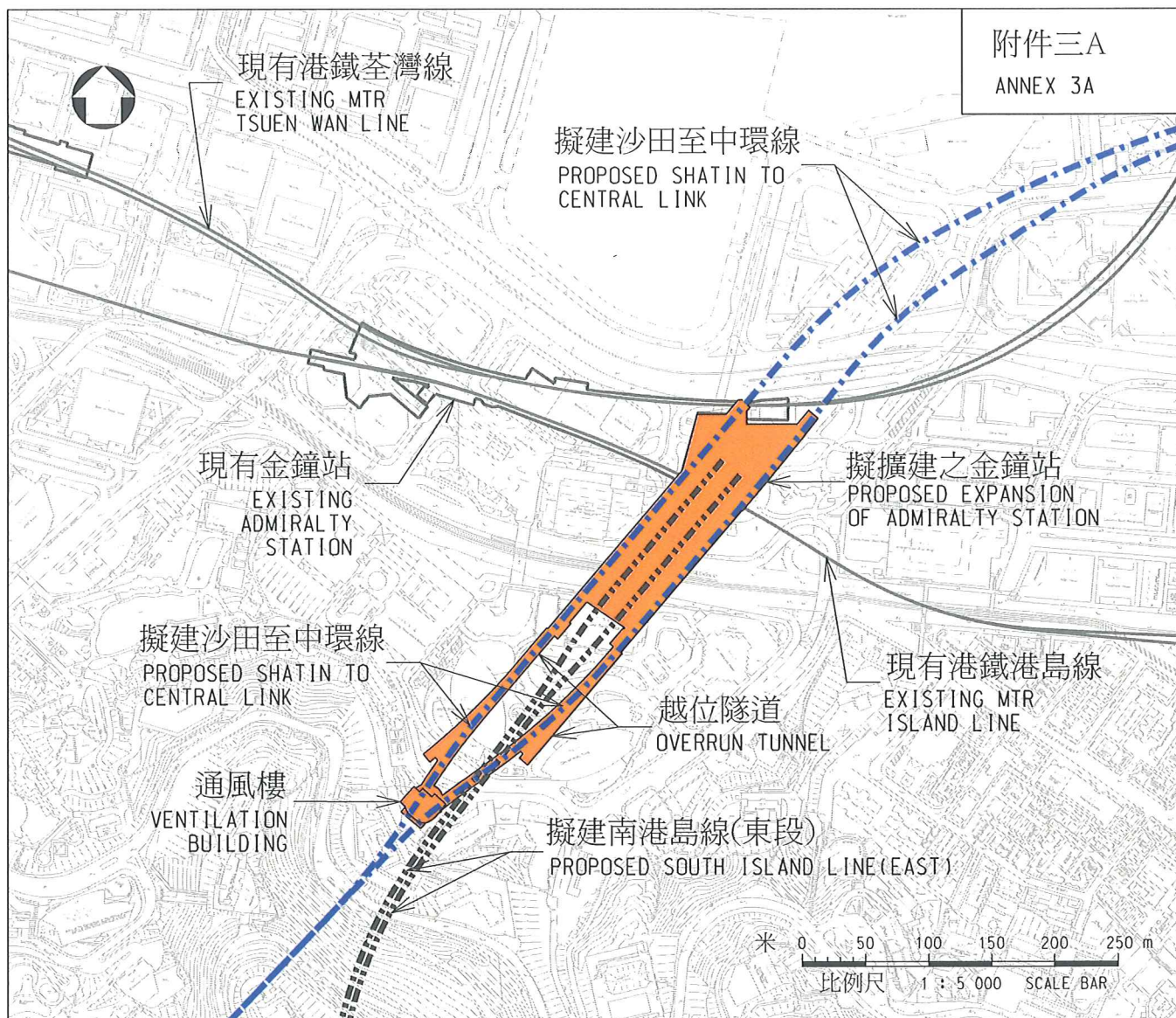
沙中線走線  
Shatin to Central Link Alignment







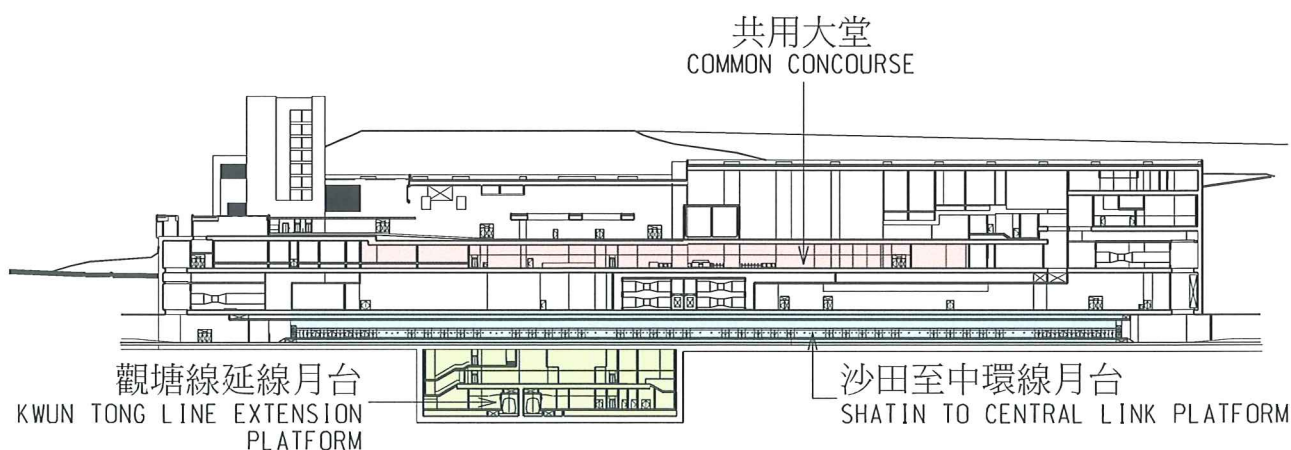
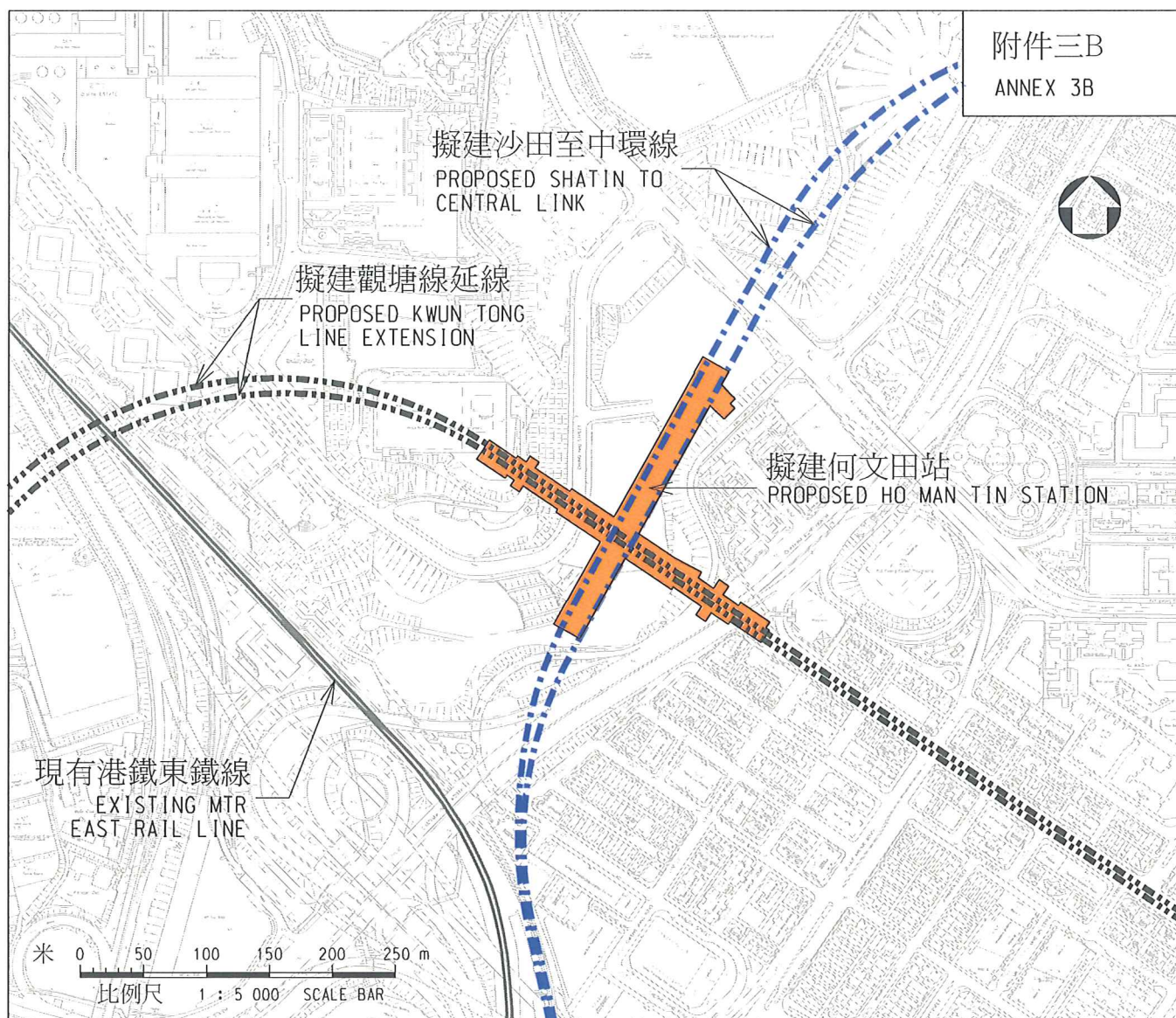




基本橫切面示意圖 (不按比例)  
TYPICAL CROSS SECTION (N.T.S.)

## 金鐘站擴建工程 EXPANSION OF ADMIRALTY STATION



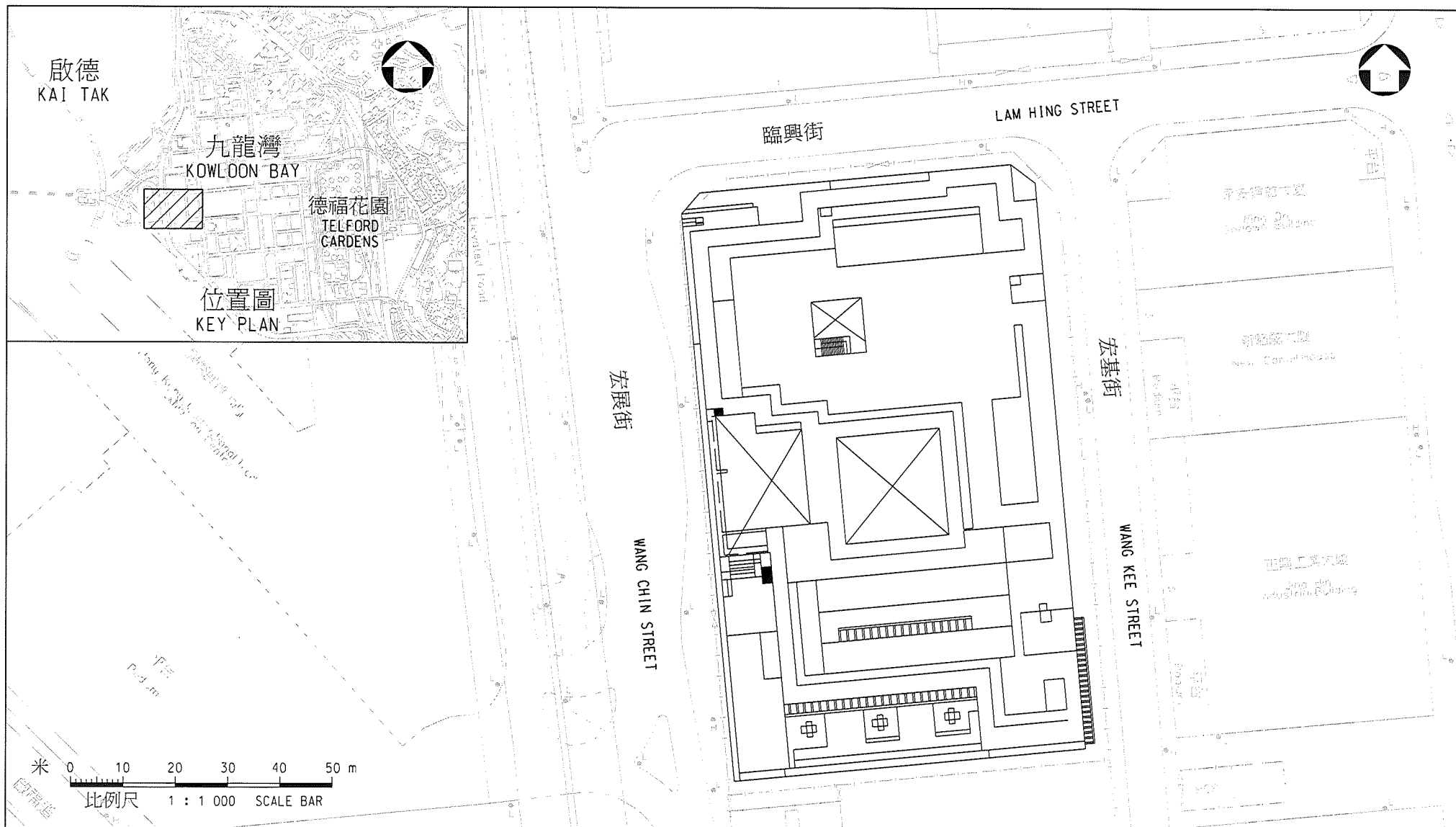


基本橫切面示意圖 (不按比例)  
TYPICAL CROSS SECTION (N.T.S.)

# 何文田站建造工程

## CONSTRUCTION OF HO MAN TIN STATION





## 重置在紅磡的國際郵件中心

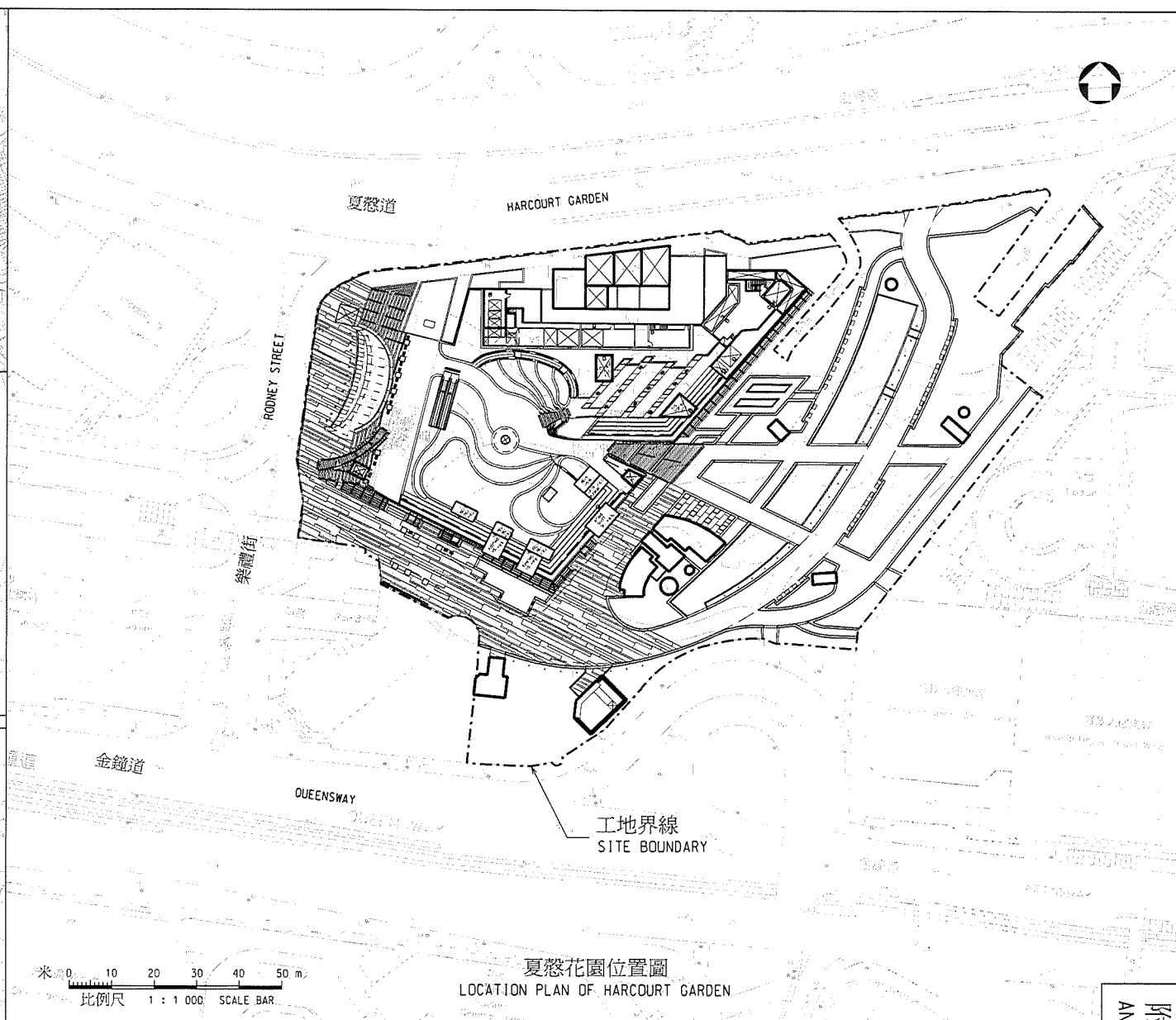
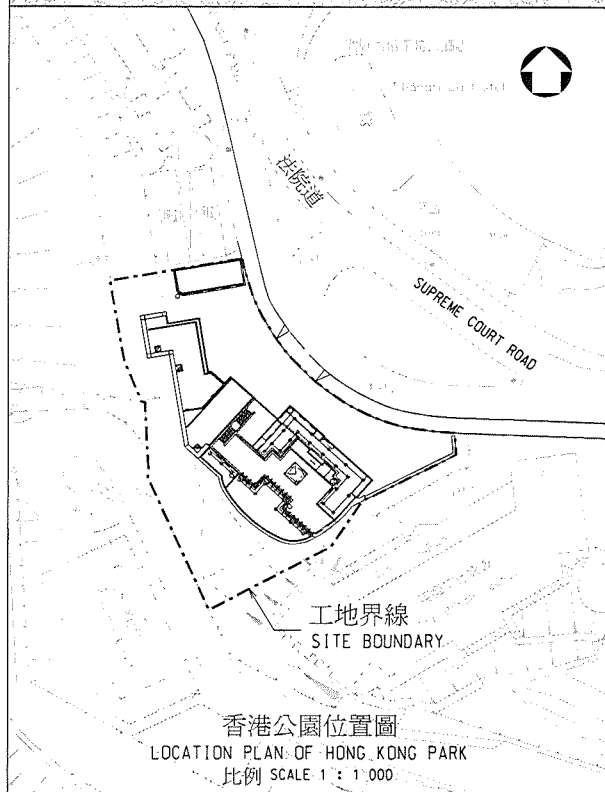
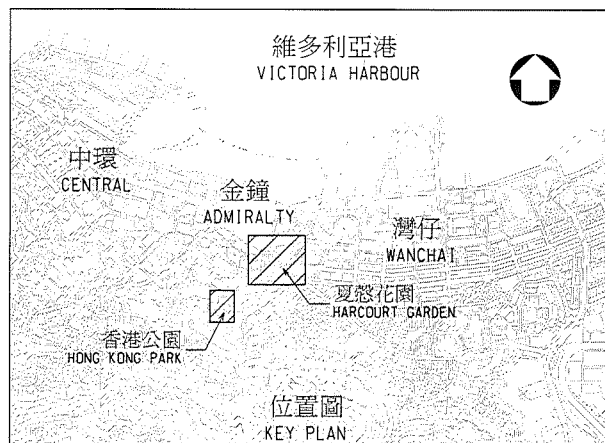
REPROVISIONING OF INTERNATIONAL MAIL CENTRE AT HUNG HOM

附件四A  
ANNEX 4A



重置在紅磡的國際郵件中心  
REPROVISIONING OF INTERNATIONAL MAIL CENTRE AT HUNG HOM





在夏慤花園及香港公園的重置工程  
REPROVISIONING WORKS AT HARCOURT GARDEN AND HONG KONG PARK





在夏慤花園的重置工程  
**REPROVISIONING WORKS AT HARCOURT GARDEN**