

**For Information
6 December 2010**

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

**Progress Report on the South Island Line (East) and
Funding Application for Essential Public Infrastructure Works**

Introduction

This paper briefs Members on the progress of the proposed South Island Line (SIL) (East) project, and seeks Members' support on the funding application for the related Essential Public Infrastructure Works (EPIW).

Background

2. The SIL (East) will be a seven-kilometre long railway, running between Admiralty and South Horizons with intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung. Its alignment is shown at **Annex 1**.

Annex 1

3. We last briefed the Subcommittee on the progress of the planning and design of the SIL (East) project on 9 February 2010 and listened to Members' views. Regarding the matters raised by Members for follow-up action, a paper was submitted to the Subcommittee on 3 June 2010 for Member's reference.

Latest Progress

4. The original scheme for the proposed SIL (East) railway was gazetted under the Railways Ordinance on 24 July 2009. To accommodate detailed design development and in response to the suggestions made by the public in their objections, the Administration has amended the proposed SIL (East) railway scheme and the amendments to scheme were gazetted on 4 June 2010. The Administration has also continued to maintain close communication with the local community regarding the amendments to scheme. In response to public views and requests on the SIL (East) project, the following major modifications were made when we amended the proposed SIL (East) railway scheme:

- (a) The rail is re-aligned to address the concerns of parents and the representatives of the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex (JCRC). The MTR Corporation Limited (MTRCL) has revised the design to combine the two viaduct

structures adjacent to the JCRC to ensure that there will be at least a separation of 18 metres from the JCRC; lowered the viaduct structure to approximately the same level as the ground level of the JCRC; and to provide a section of full noise enclosure of 100 metres long;

- (b) The rail is re-aligned to reduce the impact of land resumption on the Holy Spirit Seminary;
- (c) The arrangement for the temporary barging point is reviewed to reduce the impact on local traffic and environment. In view of other facilities in the vicinity of Kellet Bay and the proposal's overall impact on the neighbourhood, and having balanced various factors, the proposed temporary barging point at Kellet Bay is cancelled and the co-use of the existing works area at Telegraph Bay with the Drainage Services Department is proposed for establishing the temporary barging point; and
- (d) The locations of a number of entrances and lifts of railway stations are amended.

5. The Chief Executive-in-Council authorized the implementation of the SIL (East) project, including the related EPIW, in accordance with the Railways Ordinance on 30 November 2010. The notice of authorization will be gazetted on 10 December 2010 to complete the statutory consultation process for the railway project.

6. The MTRCL has completed the Environmental Impact Assessment (EIA) report, and the detailed design of the project is nearing completion. The EIA report has concluded that the environmental impact of the project can be controlled within the criteria under the EIA Ordinance and the Technical Memorandum on EIA Process. The Director of Environmental Protection approved the EIA report of the SIL (East) project on 26 October 2010.

7. The Executive Council decided at the meeting on 18 December 2007 that the Wong Chuk Hang Estate site should be reserved for the SIL depot with above-depot private property development, and the site to the north of the Ocean Park Station should be reserved for private property development with associated park-and-ride facilities, both subject to rezoning approval, to enable the Government to consider the granting of the property development rights to the MTRCL to bridge the funding gap of the SIL (East). According to the preliminary estimation made at that time, the construction cost of the SIL (East) would be over \$7 billion (in 2006 prices) and the project would be financially not viable. The Government would need to provide funding support, and the property development proposals as mentioned above would be for the purpose of bridging the funding gap of the project.

8. Over the three years from 2006 to 2009, the Building Works Price Index indicated an increase of about 55%, which was mainly resulted from the upsurge in the cost of materials. Furthermore, during the public consultation conducted in the past few years, we have adopted a considerable number of suggestions and requests raised by the public on the design and provision of facilities for the SIL (East) project, which have in turn led to an increase in the construction cost of the project. The suggestions and requests adopted include:

- (a) providing noise barriers for viaducts;
- (b) replacing a number of viaduct sections with tunnels (e.g. the section between Sham Wan Towers and Yue On Court, the section at Nam Fung Road near a school); and
- (c) relocating two-thirds of the ventilation facilities of the South Horizons Station to the Lee Nam Road industrial area, etc.

Moreover, the MTRCL has made some amendments to the scheme at the planning and detailed design stages:

- (a) expanding the Admiralty Station to provide an integrated station to tie in with the interchange arrangement at Admiralty for the SIL (East) and the Shatin to Central Link;
- (b) making a number of amendments to the detailed design in light of the findings of ground investigation; and
- (c) revising the detailed design of the railway to meet the latest fire safety requirements.

9. The additional construction cost for the amendments mentioned above is estimated to be around \$1 billion. According to the current estimation made by the MTRCL, the construction cost of the SIL (East) will be between \$12.3 billion to \$12.6 billion (in 2009 prices). Although the scheme for the railway has been authorized for implementation and the detailed design by the MTRCL is at the final stage, fine-tuning in the engineering and technical aspects is still required. Therefore, the final construction cost which is expected to be finalized in the first quarter of 2011, might be affected and be slightly revised. The Government will continue to monitor the project estimate in a prudent manner and ensure that the MTRCL will carefully control cost. We have also engaged an independent consultant to examine the construction cost estimates and assess the funding gap.

10. As mentioned in paragraph 7 above, the Chief Executive-in-Council have agreed to reserve the site occupied by the former Wong Chuk Hang Estate and the site at the northern end of the Ocean Park Station for property

development to bridge the funding gap of the project. We note that the area in the vicinity of the Ocean Park Station is predominantly occupied by Government, institution or community (GIC), recreational and tourism facilities developed in low to medium density. From the planning perspective, using the site for recreational or tourism development will be more desirable. As to the former Wong Chuk Hang Estate site, it is mainly surrounded by medium-to-high-rise developments, and the site is formerly occupied by estate buildings of about 20 storeys. The use of the site for a rail depot, above-depot residential property and shopping centre development will in general be compatible with the surrounding land uses, and will facilitate the transformation of the Wong Chuk Hang Business Area.

11. In view of the above, we propose to concentrate property development at the former Wong Chuk Hang Estate site while the site adjacent to the Ocean Park Station will be reserved for other more suitable purposes. The MTRCL proposes to build a railway station, a public transport interchange (PTI), a depot, a shopping centre and residential buildings on the former Wong Chuk Hang Estate site.

12. In May 2010, we consulted the Southern District Council on the land use of the former Wong Chuk Hang Estate site and the Council supported the proposal to concentrate development at the former Wong Chuk Hang Estate site as well as the commercial/residential development mode. The Town Planning Board (TPB) subsequently announced amendments to the Aberdeen and Ap Lei Chau Outline Zoning Plan in July 2010 and the former Wong Chuk Hang Estate site was rezoned as "Comprehensive Development Area". The amended plan was exhibited for public inspection in accordance with section 7 of the Town Planning Ordinance. During the exhibition period of two months, a total of 12 representations were received, with ten of them supporting and two objecting to the amendments. The TPB will hold a hearing on the representations in December 2010.

13. We have engaged an independent consultant to examine the financial estimates prepared by the MTRCL with respect to property development at the site occupied by the former Wong Chuk Hang Estate. The Government will handle the financial arrangements of the SIL (East) project in a prudent manner to ensure that the support provided by the Government for the railway project is fair and reasonable. Hence, the railway project can be smoothly implemented and public resources properly used without affecting the operation of railway on prudent commercial principles.

Essential Public Infrastructure Works

(A) Project Scope

14. To tie in with the commissioning of the SIL (East), we need to enhance the pedestrian and transport links to the railway line in order to fully realize the consequential social and economic benefits of the SIL (East). We propose to upgrade 56TR to Category A at an estimated cost of \$927 million in money-of-the-day (MOD) prices for the construction of the EPIW for the SIL (East).

15. The scope of 56TR comprises –

- (a) construction of a PTI of about 2 200 square metres in floor area underneath the Wong Chuk Hang Station;
- (b) improvement and widening of the existing roads in the vicinity of the Wong Chuk Hang Station;
- (c) modification of about 650 metres long section of the existing Wong Chuk Hang nullah between Ocean Park Road and Nam Long Shan Road to tie in with (a) and (b) mentioned above;
- (d) construction of a covered footbridge of about 180 metres long crossing Wong Chuk Hang Road, Heung Yip road and Nam Long Shan Road and connecting to the Wong Chuk Hang Station;
- (e) construction of a covered footbridge of about 80 metres long crossing South Horizon Drive and linking the western part of Ap Lei Chau Estate to Yi Nam Road near the Precious Blood Primary School;
- (f) construction of a pedestrian link of about 800 metres long connecting the Wong Chuk Hang Station and Kwun Hoi Path; and
- (g) road improvement works at the junction of Ap Lei Chau Drive and Ap Lei Chau Bridge Road.

Annex 2

Layout plans of the EPIW for the proposed SIL (East) are shown at **Annex 2**.

16. We plan to commence the construction of the SIL (East) in mid-2011, and will entrust the EPIW to the MTRCL for construction in conjunction with the SIL (East) contracts and for completion in tandem with the SIL (East) in 2015.

(B) Justifications

17. We propose to construct a PTI underneath the Wong Chuk Hang Station to provide other modes of public transport in the Southern District with pick up/set down facilities, so as to facilitate optimum inter-modal co-ordination between the railway and other modes of public transport for residents from the neighbouring areas to interchange for the SIL (East). We plan to widen the roads in the vicinity of the Wong Chuk Hang Station to tie in with the proposed PTI, in order to divert road traffic and avoid congestion. To provide space for the construction of the Wong Chuk Hang PTI and the widening of roads in its vicinity, we have to modify a section of the existing Wong Chuk Hang nullah by decking over the section. The modification is designed in such a way that the existing nullah will be retained, while the transport facilities mentioned above will be provided on top of the nullah deck.

18. In addition, we will construct covered footbridges and pedestrian links at various locations in Wong Chuk Hang and Ap Lei Chau to connect the proposed stations to the neighbouring commercial areas, residential developments and schools, thereby providing passengers with convenient and safe pedestrian linkage systems. In planning for the pedestrian links to the railway stations, we will adopt, as far as possible, greening measures and barrier-free design to create a more convenient and comfortable walking environment.

19. We plan to entrust the EPIW to the MTRCL to better co-ordinate the EPIW and the railway works, ensuring that the EPIW and the SIL (East) project will be completed in tandem. Upon commissioning of the constructed SIL (East), the public could use the above-mentioned transport facilities to access the various SIL (East) stations for onward connection to the entire rail network.

(C) Public Consultation

20. We have been in close liaison with the South Island Line Focus Group (Focus Group) under the Southern District Council (SDC) on the progress of the EPIW along with the SIL (East) project, giving detailed explanations on the scope and content of the project. We have also attended a number of meetings organized by the SDC and various bodies, and have participated in public forums arranged by local residents, explaining the works under the SIL (East) project in detail. At its meeting held on 8 September 2010, the Focus Group supported the proposed EPIW.

21. We have consulted and gained agreement from the Advisory Committee on the Appearance of Bridges and Associated Structures for the proposed footbridges.

(D) Financial Implications

22. We estimate the capital cost of 56TR to be \$927 million in MOD prices, made up as follows –

	<u>\$ million</u>
(a) PTI underneath Wong Chuk Hang Station	18.7
(b) Improvement and widening of roads in the vicinity of Wong Chuk Hang Station	73.7
(c) Modification to existing Wong Chuk Hang nullah to tie in with (a) and (b) mentioned above	415.8
(d) Footbridge linking Heung Yip Road and Wong Chuk Hang Road	69.3
(e) Footbridge linking Ap Lei Chau Estate to Yi Nam Road	16.5
(f) Pedestrian link between Wong Chuk Hang Station and Kwun Hoi Path	53.0
(g) Road improvement works at the junction of Ap Lei Chau Drive and Ap Lei Chau Bridge Road	5.0
(h) On-cost payable to MTRCL ¹	107.6
(i) Contingencies	76.0
	Sub-total <u>835.6</u> (in September 2010 prices)
(j) Provision for price adjustment	91.4
	Total <u>927</u> (in MOD prices)

¹An amount at 16.5% of the project-base cost (i.e. items (a) to (g) of paragraph 22 above) will be payable to the MTRCL for undertaking the technical studies, design and construction supervision of the EPIW.

Way Forward

23. We plan to consult the Public Works Subcommittee at its meeting on 19 January 2011 and will seek the approval of the Finance Committee in February 2011. Having regard to the current progress, we expect that the construction of the SIL (East) will commence in 2011 for commissioning in 2015.

Advice Sought

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

**Transport and Housing Bureau
November 2010**

圖例
LEGEND

- 現有鐵路路線
EXISTING RAIL LINE
- 擬建南港島線（東段）
PROPOSED SOUTH ISLAND LINE (EAST)

附件一
ANNEX 1



擬建之南港島線（東段）的走線
PROPOSED ALIGNMENT OF
THE SOUTH ISLAND LINE (SIL) (EAST)

圖號 drawing no.
HRWSILE01-SK0013

版權所有 COPYRIGHT RESERVED

鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT

A4 210X297



南港島線(東段)方案界線
SCHEME BOUNDARY OF
SOUTH ISLAND LINE (EAST)

香港仔西避風塘
ABERDEEN WEST TYPHOON SHELTER

項目(g) 擬議鴨脷洲徑和鴨脷洲橋道
交界處的道路改善工程
ITEM (g) PROPOSED JUNCTION IMPROVEMENT AT
AP LEI CHAU DRIVE AND AP LEI CHAU BRIDGE ROAD

海怡半島
SOUTH HORIZONS

項目(e) 擬建連接鴨脷洲邨
及怡南路之行人天橋
ITEM (e) PROPOSED FOOTBRIDGE LINKING
AP LEI CHAU ESTATE AND YI NAM ROAD

擬建海怡半島站
PROPOSED SOUTH
HORIZONS STATION

擬建利東站
PROPOSED LEI
TUNG STATION

擬建南港島線(東段)
PROPOSED SOUTH ISLAND LINE (EAST)

米 0 150 300 m
比例尺 1 : 7 500 SCALE BAR

分割線
CUT LINE

附件二
(二之一)
ANNEX 2
(1 OF 2)

參考圖編號 HRWSILE01-SK0017
REFER TO DRG. NO. HRWSILE01-SK0017

香港仔南避風塘
ABERDEEN SOUTH
TYPHOON SHELTER

鴨脷洲
AP LEI CHAU

分割線
CUT LINE

圖則名稱 drawing title

工務計劃項目第56TR號 - 南港島線(東段) - 主要基建工程
PWP ITEM NO. 56TR - SOUTH ISLAND LINE (EAST) -
ESSENTIAL PUBLIC INFRASTRUCTURE WORKS

圖號 drawing no.

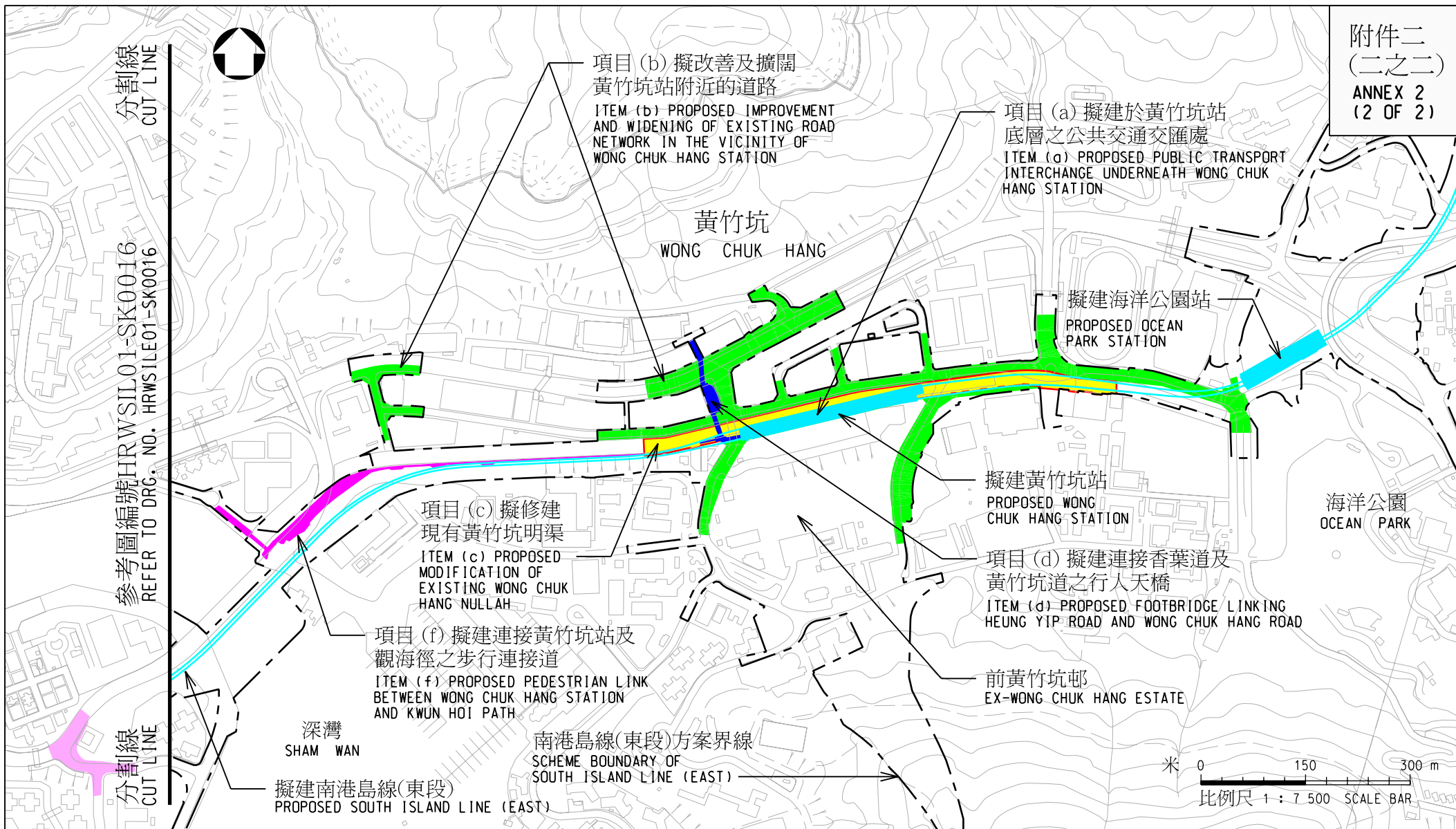
HRWSILE01-SK0016

版權所有 COPYRIGHT RESERVED

鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT



圖則名稱 drawing title

工務計劃項目第56TR號 - 南港島線(東段) - 主要基建工程
PWP ITEM NO. 56TR - SOUTH ISLAND LINE (EAST) -
ESSENTIAL PUBLIC INFRASTRUCTURE WORKS

圖號 drawing no.

HRWSILE01-SK0017

版權所有 COPYRIGHT RESERVED

鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT