

Progress of Ten Major Infrastructure Projects

(Up to end October 2011)

Item		Current Progress	Estimated cost
1	South Island Line (East) (SIL(E))	<ul style="list-style-type: none"> The Executive Council authorised the railway scheme of the SIL(E) with amendments on 30 November 2010, and approved the funding arrangement for the implementation of the railway on 17 May 2011. The construction works has commenced for completion in 2015. 	Capital Cost: \$12.4 billion (December 2009 prices).
2	Shatin to Central Link (SCL)	<ul style="list-style-type: none"> The SCL railway scheme was gazetted on 26 November 2010 under the Railways Ordinance (Cap 519). Since then, the statutory consultation procedure for the SCL began. In July 2011, we gazetted the first stage scheme amendment. The planning and design work of the SCL project is now at the final stage. We will shortly announce the second stage scheme amendment. Also, on 12 October 2011, MTR Corporation Limited re-submitted the SCL Environmental Impact Assessment (EIA) reports which had been withdrawn previously having regard to the judicial review of the EIA for the Hong Kong-Zhuhai-Macao Bridge local projects. The EIA reports of SCL were originally submitted as early as in February 2011, therefore the EIA process was affected for eight months. Notwithstanding the very tight programme, we are striving to complete all relevant statutory procedures in the first half of 2012, and complete the funding application procedure in mid 2012 with a view to commencing construction in the same year. Subject to the commencement of works in 2012, we anticipate that the section of SCL from Tai Wai to Hung Hom will first be completed in 2018 while the harbour-crossing section from Hung Hom to Admiralty will be completed in 2020 as it has to tie in with other major infrastructure projects like Wan Chai Development Phase II and Central-Wanchai Bypass. 	The overall construction cost of the project is estimated to exceed \$60 billion (September 2009 prices). Since detailed design has yet been completed, the construction cost is under review.
3	Tuen Mun-Chek Lap Kok Link (TM-CLKL) and Tuen Mun Western Bypass (TMWB)	<ul style="list-style-type: none"> We will seek funding approval of the Finance Committee in November 2011 for taking forward the detailed design, site investigation and advance works for the TM-CLKL. As regards the TMWB, we have conducted comprehensive public consultations and held in-depth discussions with stakeholders. Through these consultations, we have selected the current alignment from ten options. The EIA of TMWB is currently in progress, but was affected by the earlier judicial review case of the Hong Kong-Zhuhai-Macao Bridge local projects, and we estimate there is a delay of about six months when compared with the original schedule. We endeavour to commission the TMWB in roughly the same time frame with the opening of the northern section of the TM-CLKL. 	<p>Detailed design, site investigations and advance works for the TM-CLKL: \$1.9096 billion (in money-of-the-day (MOD) prices).</p> <p>TMWB: As the relevant project is still in the design stage, the cost estimate is under review.</p>

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4	Hong Kong section of the Guangzhou - Shenzhen - Hong Kong Express Rail Link (XRL)	<ul style="list-style-type: none"> The construction of the Hong Kong section of XRL commenced after the funding approval of the Finance Committee on 16 January 2010. The progress of the construction has been satisfactory. The foundation works of the West Kowloon Terminus are substantially completed. The preparatory works of the tunnel sections are progressing as planned, and that of some sections have been completed. The Hong Kong section of the XRL will be completed in 2015 as scheduled. 	The construction cost is \$66.8175 billion (in MOD prices), including \$55.0175 billion for the railway works and \$11.8 billion for the non-railway works.
5	Hong Kong-Zhuhai-Macao Bridge (HZMB)	<ul style="list-style-type: none"> Regarding the judicial review of the EIA Report of the HZMB local projects, the Court of Appeal handed down its judgment on 27 September 2011, unanimously allowing the appeal of the Director of Environmental Protection (DEP) and confirming the validity of the Environmental Permits of the HZMB local projects issued by DEP. We have immediately resumed the statutory procedures and funding application which were not finished because of the legal proceedings. The Chief Executive in Council authorized the relevant projects on 18 October 2011. We will submit funding application to the Finance Committee of the Legislative Council (LegCo) in November 2011. Our aim is to commence the project before the end of this year (i.e. 2011), with a view to commissioning the HZMB in 2016 as scheduled. Regarding the progress of other works, the construction works of the Main Bridge in the Mainland waters, including the Macao-Zhuhai Boundary Crossing Facilities, commenced in end 2009 as scheduled, and is expected to be completed in 2016 as planned. The advance works of the HZMB local projects in Hong Kong, including design, investigation and tendering, are ready. Subject to LegCo's funding approval, we can commence works immediately. We will endeavour to complete the works in Hong Kong as soon as possible, so as to tie in with the commissioning of the Bridge. 	<p>Hong Kong Boundary Crossing Facilities: \$30.4339 billion (in MOD prices).</p> <p>Hong Kong Link Road: \$16.1899 billion (in MOD prices).</p>

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6	Hong Kong-Shenzhen Western Express Line (WEL)	<ul style="list-style-type: none"> ● Preliminary study has largely confirmed the technical feasibility of the WEL, and that the WEL can be complementary to the operations of the airports and airline companies to create synergies for the two airports. ● Currently, the project is in substantive planning stage. We have commissioned a consultant in March 2011 to update the territory-wide railway development blueprint set out in the Railway Development Strategy 2000, including to study how the WEL can seamlessly connect with the railway networks of both Hong Kong and Shenzhen, as well as optimizing the alignment options and railway functionality. ● Apart from enhancing co-operation of Hong Kong and Shenzhen airports, another major function of the WEL is to promote the developments of Qianhai and Northwest New Territories; therefore, the design of the railway must coordinate with the planning of these two development areas. ● As the developments of Qianhai and Northwest New Territories are pressing ahead, we are furthering the planning of the WEL in view of the latest updates in planning parameters (including alignment options, railway functionality and connectivity with the Hong Kong and Shenzhen railway networks etc.), and will maintain close liaison with Shenzhen authorities and exchange planning information from both sides to continue the study of this project. 	As the project is currently in the planning and study phase, the estimated cost may only be confirmed upon completion of the relevant studies.
7	Lok Ma Chau Loop	<ul style="list-style-type: none"> ● The Hong Kong-Shenzhen Joint Task Force on Boundary District Development (JTF) has been set up by the governments of Hong Kong and Shenzhen to examine the planning and development of the Lok Ma Chau Loop and areas along the boundary. The JTF agreed that the Lok Ma Chau Loop could be developed with higher education as the leading land use, complemented with hi-tech research and development as well as cultural and creative industries. ● The Planning and Engineering Study on Development of Lok Ma Chau Loop was commenced in June 2009. The two-month Stage 1 Public Engagement, carried out concurrently in Hong Kong and Shenzhen to collect public views on the Preliminary Outline Development Plan, was completed in end January 2011. The public in general agreed to the development direction and proposed land uses of the Lok Ma Chau Loop. The study consultants are now formulating the Recommended Outline Development Plan and undertaking further detailed technical assessments. ● It is anticipated that the Study will be completed in 2013. The advance work will commence in 2014, with part of the higher education or institutional facilities to be in operation in 2020. 	As the project is currently in the planning and study phase, the estimated cost will be further confirmed upon completion of the relevant studies.

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8	West Kowloon Cultural District (WKCD)	<ul style="list-style-type: none"> The planning of the WKCD is now in full swing. The West Kowloon Cultural District Authority (WKCDA) selected Foster + Partners' "City Park" conceptual plan in early March 2011 for the master planning of WKCD and as the basis for the preparation of a Development Plan. The Stage 3 Public Engagement exercise with the exhibition of the proposed Development Plan has just been completed. The Development Plan is targeted to be submitted to the Town Planning Board for consideration around end 2011. 	Finance Committee in July 2008 approved a one-off upfront endowment of \$21.6 billion (in MOD prices) for the WKCDA to implement the WKCD project. The Government will seek funding for the provision of other related infrastructure and communal facilities to support the whole WKCD development separately.

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9 Kai Tak Development	<ul style="list-style-type: none"> ● Kai Tak Development is now being implemented in phases. The first berth of the cruise terminal commenced construction in November 2009 and is expected to come into operation in mid-2013, together with the cruise terminal building. Other works of the first phase, including public housing, District Cooling System Phase 1 works and associated supporting infrastructure, are under construction and are targeted for completion in 2013. ● In July 2011, we commenced the in-situ bioremediation treatment on the contaminated sediments at the Kai Tak Approach Channel and Kwun Tong Typhoon Shelter and the stage 2 infrastructure serving the residential developments. The first piece of housing site will be ready for disposal in 2013. ● In the 2011-12 legislative session, we will seek funding approval from PWSC and FC for construction of the Trade and Industry Tower, Kwun Tong promenade phase 2 and Runway Park phase 1 works. ● We gazetted the proposed amendments to the approved Kai Tak Outline Zoning Plan in August 2011 to facilitate the in-situ preservation of the Lung Tsun Stone Bridge remnants and relocation of roads away from the waterfront to enhance public accessibility to the waterfront. ● We are studying the financial options and mode of operation of the proposed multi-purpose stadium complex at Kai Tak and will start the preliminary works as soon as possible. ● We have completed a feasibility study on the Kai Tak Environmentally Friendly Linkage System (EFLS). A two-stage public consultation will commence in early 2012 to collect public view on the proposed monorail and other road-based ELFS options with a view to facilitating discussion and building up a preferred option. ● We are preparing for the establishment of a multi-partite Centre of Excellence in Paediatrics (the Centre) at Kai Tak to enhance the quality of clinical services, research and training in the discipline of paediatrics. We plan to seek funding approval from PWSC and FC for the establishment of the Centre in 2012. 	Total estimated capital cost is over \$100 billion.
10 New Development Areas	<ul style="list-style-type: none"> ● The North East New Territories New Development Areas Planning and Engineering (P&E) Study commenced in June 2008. The Stage 2 Public Engagement to seek public comments on the Preliminary Outline Development Plans was completed in early 2010. The Stage 3 Public Engagement is scheduled for commencement in mid 2012 to engage the public to discuss the Recommended Outline Development Plans. The Study is scheduled for completion in 2013. ● The Hung Shui Kiu New Development Area P&E Study commenced in August 2011 and is scheduled for completion in 2014. 	As the project is currently in the planning and study phase, the estimated cost will be further confirmed upon completion of the relevant studies.