

**立法會**  
**Legislative Council**

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**Panel on Transport**

**Background brief on  
Tseung Kwan O-Lam Tin Tunnel**

**Purpose**

This paper sets out the background to the Tseung Kwan O-Lam Tin Tunnel ("TKO-LT Tunnel")<sup>1</sup> and summarizes views and concerns expressed by the Panel on Transport ("the Panel") about the project.

**Background**

2. At present, the Tseung Kwan O ("TKO") Tunnel is the main connection between TKO and other areas in the territory. According to the Transport Department, the average daily vehicles of TKO Tunnel in November 2012 already reached 86 027, far exceeding its design capacity of about 78 500 vehicles. The Feasibility Study for Further Development of Tseung Kwan O ("the TKO Study") completed in 2005 recommended a new external road network (comprising TKO-LT Tunnel and Cross Bay Link) for meeting the long-term transport needs of TKO. According to the traffic impact assessment of the TKO Study, the existing TKO Tunnel would experience serious congestion after 2016 if an alternative external road connection is not provided. According to the Administration, it is necessary to complete the TKO-LT tunnel around 2016 to meet the anticipated traffic generated from further population intake and industrial development of TKO.

3. TKO-LT Tunnel, together with the proposed Trunk Road T2<sup>2</sup> in Kai Tak Development and Central Kowloon Route ("CKR")<sup>3</sup>, will form

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1 TKO-LT Tunnel was formerly known as the Western Coast Road. As the recommended alignment will not run along the coast, the Administration had renamed the Western Coast Road as the "TKO-LT Tunnel" to improve the nomenclature.

<sup>2</sup> The proposed Trunk Road T2 is a dual two-lane trunk road of approximately 3.6 km long, connecting Central Kowloon Route ("CKR") and TKO-LT Tunnel.

<sup>3</sup> CKR is a major component of Route 6, comprising a 4.7 km dual three-lane trunk road, of which 3.9 km is in tunnel section. CKR will connect the West Kowloon reclamation area in the west and with the future Kai Tak Development in the east.

Route 6 in the strategic road network. Route 6 will provide an east-west express link between Kowloon and TKO areas. Upon completion in 2016, this strategic route will also provide the necessary relief to the existing heavily trafficked road network in the central and eastern Kowloon areas, and reduce the related environmental impacts on these areas.

### **TKO-LT Tunnel**

4. TKO-LT Tunnel is a dual two-lane highway of approximately 4.2 kilometres ("km") long, connecting TKO in the east with the proposed Trunk Road T2 in Kai Tak Development in the west. About 2.6 km of the highway will be in the form of tunnel. The planning of TKO-LT Tunnel was based on the presumption that it will be a tolled tunnel.

5. According to the Administration's paper discussed at the Panel meeting in November 2008 [LC Paper No. CB(1)1999/07-08(01)], it was the original plan for the Administration to start the construction works in 2012 for completion in 2016. In January 2009, the Finance Committee approved funding of \$198.9 million in money-of-the-day prices for investigation and preliminary design ("I&PD") of the TKO-LT Tunnel project.

6. In response to an enquiry made by members at the Policy Briefing on 18 October 2011, the Secretary for Transport and Housing advised in her letter dated 20 January 2012 that I&PD study for TKO-LT Tunnel was being carried out by the Civil Engineering and Development Department ("CEDD"). It was the plan of CEDD to further consult the public in early 2012 on the recommended scheme for the project. CEDD also planned to submit in 2012 the environmental impact assessment ("EIA") report<sup>4</sup> to the Environmental Protection Department.

### **Major views and concerns about the TKO-LT Tunnel project**

7. Major views and concerns expressed by Panel members at the meetings on 24 June 2005 and 28 November 2008 are summarized below.

#### Planned completion schedule

8. At the Panel meeting on 24 June 2005, members considered that the proposed new external road network (comprising TKO-LT Tunnel) was an essential infrastructure for TKO. They expressed concern about the

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<sup>4</sup> According to Appendix I of the Administration's paper [LC Paper No. CB(1)126/11-12(01)] provided for the Panel meeting on 26 October 2011, TKO-LT Tunnel was one of the major infrastructure projects affected by the judicial review of the EIA Report of the Hong Kong-Zhuhai-Macao Bridge project.

scheduled completion of the project in 2016 in view of the increasing external traffic demand of TKO. The Administration estimated that the existing TKO external road network should be able to cope with the traffic demand up to 2016 based on the prevailing assessment. At members' request, the Administration provided a supplementary information paper on the population and traffic projections for TKO, as well as the implementation schedule for TKO-LT Tunnel. The paper [LC Paper No. CB(1)2269/04-05(01)] was issued on 13 September 2005.

9. At the Panel meeting on 28 November 2008, members considered that the Administration should expedite the TKO-LT Tunnel project, having regard to the need to provide an alternative external road connection to TKO Tunnel which was often saturated during peak hours.

#### Mode of delivery

10. At the Panel meeting on 24 June 2005, some members pointed out that the Administration should avoid using the "Build-Operate-Transfer" ("BOT") mode to deliver TKO-LT Tunnel in view of the problems identified in other BOT tunnels, in particular the likely uneven traffic distribution between the existing government-owned TKO Tunnel and TKO-LT Tunnel as a result of toll difference. Instead, the Administration was requested to consider various means of community funding, such as issuing bonds to finance the road project, or funding the project as a public works project. The Administration was also requested to further seek the Panel's views on the mode of delivery for the project, and to revert to the Panel before taking a final decision on the tolls of TKO-LT Tunnel, so as to ensure that the new tunnel would effectively serve the traffic diversion purpose.

11. At the Panel meeting on 28 November 2008, the Administration confirmed that the Government would not adopt the BOT mode to deliver TKO-LT Tunnel but would finance the project through public purse.

#### Environmental impact

12. At the Panel meeting on 24 June 2005, some members expressed concern about the impact of traffic noise likely to be generated from the TKO-LT Tunnel project. They urged the Administration to introduce suitable mitigation measures including the installation of noise barriers on the main route and other existing connecting roads.

#### Other concerns

13. According to the Administration's paper discussed at the Panel meeting in November 2008 [LC Paper No. CB(1)1999/07-08(01)], the

scheme of the Kowloon section of TKO-LT Tunnel originally took the form of a depressed road option. After consultation with Kwun Tong District Council ("KTDC") and the villagers' organizations of Cha Kwo Ling Village ("CKLV") in June 2007, the Administration proposed an alternative scheme of a tunnel option at CKLV to avoid the clearance of part of CKLV and to preserve the village community.

14. KTDC welcomed this alternative scheme and supported the early implementation of the TKO-LT Tunnel project. However, when the villagers' organizations of CKLV were consulted again in May 2008, some lot owners raised concerns on the potential impact of the tunnel option on the redevelopment rights of their existing land lots. In addition, Cha Kwo Ling Villagers Fraternity Association has expressed concerns about the impact of the tunnel design on the Feng Shui of CKLV, and suggested moving the tunnel away from the sub-stratum of CKLV.

15. At the Panel meeting on 28 November 2008, some Panel members urged the Administration to actively pursue the tunnel option for the road section at CKLV to address the concerns of the villagers about preserving the village community. The Administration advised that while it aimed to actively pursue the tunnel option, it was necessary to investigate the geological conditions in subsequent investigation stage to ascertain the feasibility of changing the alignment of the tunnel as suggested.

### **Latest development**

16. The Administration plans to seek support for the funding application for detailed design and associated site investigation works of TKO-LT Tunnel at the Panel meeting to be held on 22 February 2013.

### **Relevant papers**

17. A list of relevant papers is in **Appendix**.

## Tseung Kwan O-Lam Tin Tunnel

## List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
24.6.2005	Panel on Transport	Administration's paper on Tseung Kwan O – Lam Tin Tunnel	CB(1)1830/04-05(03) <a href="http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0624cb1-1830-3e.pdf">http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0624cb1-1830-3e.pdf</a>
		Administration's supplementary paper on Tseung Kwan O – Lam Tin Tunnel	CB(1)2269/04-05(01) <a href="http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0624cb1-2269-1e.pdf">http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0624cb1-2269-1e.pdf</a>
		Minutes of the meeting	CB(1)2090/04-05 <a href="http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050624.pdf">http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050624.pdf</a>
28.11.2008	Panel on Transport	Administration's paper on 823TH – Tseung Kwan O-Lam Tin Tunnel and 822TH – Cross Bay Link, Tseung Kwan O	CB(1)1999/07-08(01) <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-1999-1-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-1999-1-e.pdf</a>
		Administration's supplementary information paper on 823TH - Tseung Kwan O-Lam Tin Tunnel and 822TH - Cross Bay Link, Tseung Kwan O	CB(1)281/08-09(01) <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-281-1-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp1128cb1-281-1-e.pdf</a>
		Minutes of the meeting	CB(1)632/08-09 <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20081128.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20081128.pdf</a>

<b>Date of meeting</b>	<b>Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
15.12.2008	Public Works Subcommittee	823TH Tseung Kwan O-Lam Tin Tunnel	PWSC(2008-09)50 <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p08-50e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p08-50e.pdf</a>
		Minutes of the meeting	PWSC32/08-09 <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20081215.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20081215.pdf</a>
9.1.2009	Finance Committee	Recommendations of the Public Works Subcommittee made on 3 and 15 December 2008	FCR(2008-09)54 <a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/papers/f08-54e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/papers/f08-54e.pdf</a>
		Minutes of the meeting	FC75/08-09 <a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090109.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090109.pdf</a>
18.10.2011	Panel on Transport	Administration's response on the progress of the Tseung Kwan O – Lam Tin Tunnel, Cross Bay Link, Trunk Road T2, and Central Kowloon Route (Follow – up paper)	CB(1)968/11-12(01) <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp1018cb1-968-1-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp1018cb1-968-1-e.pdf</a>
26.10.2011	Panel on Transport	Appendix I of the Administration's paper (Impact of Judicial Review of Environment Impact Assessment Report of Hong Kong-Zhuhai-Macao Bridge Project on Major Transport Infrastructure Projects)	CB(1)126/11-12(01) <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp1026cb1-126-1-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp1026cb1-126-1-e.pdf</a>

<b>Date of meeting</b>	<b>Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
-	-	Monthly Traffic and Transport Digest November 2012 (published by Transport Department)	<a href="http://www.td.gov.hk/filemanager/en/content_4541/1211.pdf">http://www.td.gov.hk/filemanager/en/content_4541/1211.pdf</a>

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