

政府總部  
運輸及房屋局  
運輸科



**Transport and  
Housing Bureau**  
**Government Secretariat**  
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**BY FAX**  
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23 December 2014

Secretary General  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Miss Katherine CHAN)

Dear Miss CHAN,

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

**Meeting on 27 October 2014  
Matters to be Followed up on  
Railway Development Strategy 2014**

In response to members' requests at the captioned meeting for supplementary information regarding Railway Development Strategy 2014, our reply is as follows –

1. please refer to **Annex 1** for the actual height measurement above ground along the proposed alignment of East Kowloon Line; and
2. supplementary information on Siu Sai Wan Line can be referred to **Annex 2**.

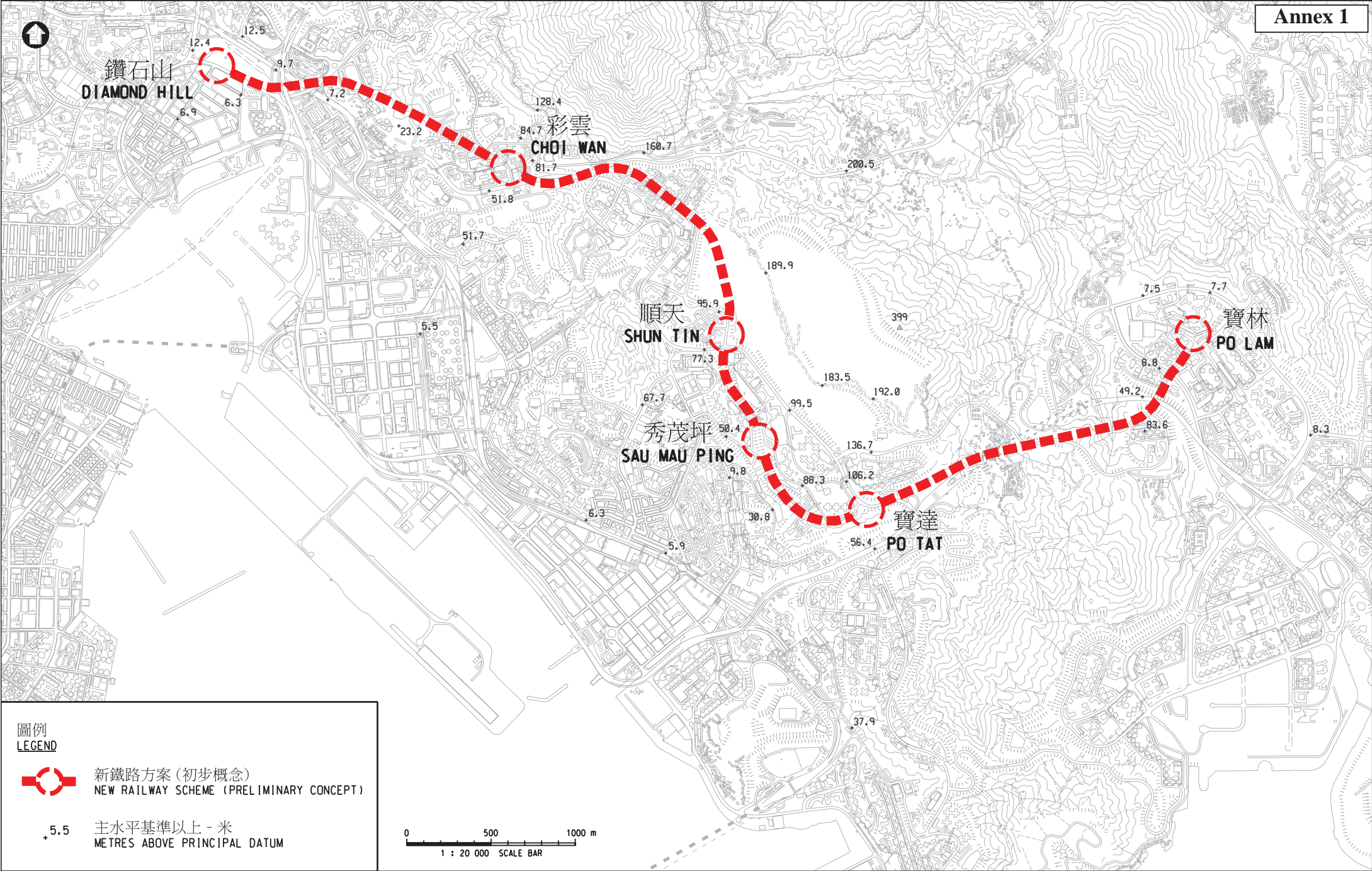
Yours Sincerely,



(Miss Nettie NG)  
for Secretary for Transport and Housing

c.c.

Highways Department (Attn: Mr. Thomas SZE) (Fax: 2761 1508)



圖例

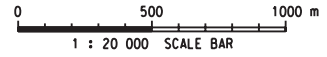
LEGEND



新鐵路方案 (初步概念)  
NEW RAILWAY SCHEME (PRELIMINARY CONCEPT)

+5.5

主水平基準以上 - 米  
METRES ABOVE PRINCIPAL DATUM



東九龍線的初步概念方案

PRELIMINARY CONCEPTUAL SCHEME OF THE EAST KOWLOON LINE

**Legislative Council Panel on Transport  
Subcommittee on Matters Relating to Railways  
Meeting on 27 October 2014**

**Supplementary Information on Siu Sai Wan Line**

The Transport and Housing Bureau announced the Railway Development Strategy 2014 (“RDS-2014”) on 17 September 2014, providing a framework for planning the future expansion of Hong Kong’s railway network up to 2031. The RDS-2014 recommends that seven new railway projects be completed in the planning horizon up to 2031 having regard to transport demand, cost-effectiveness and the development needs of New Development Areas and other new development projects.

2. The RDS-2014 sets out the blueprint for territory-wide railway development based on the findings and final recommendations of the consultancy study. Apart from giving due consideration to the views collected during the Public Engagement exercises in 2012 and 2013, it takes into account a wide range of factors, including transport demand, land use planning, local development needs, economic return of railway projects, financial and social benefits, environmental impact and engineering feasibility.

3. In formulating the RDS-2014, our consultant explored three schemes for Siu Sai Wan Line (“SSWL”), namely the “Extension” Scheme, the “Bifurcation” Scheme and the “Feeder” Scheme.

4. The “Extension” Scheme is a direct extension of the Island Line from the existing Chai Wan Station to Siu Sai Wan. The “Bifurcation” Scheme recommends the construction of a spur line bifurcating from the existing Heng Fa Chuen Station, such that east-bound trains will terminate alternately at the Chai Wan Station and a new station in Siu Sai Wan. The “Feeder” Scheme features a dedicated medium capacity rail line that connects Siu Sai Wan to the Heng Fa Chuen Station, requiring passengers to interchange between this feeder and the Island Line.

5. Among the three options, the public generally agreed that extending the Island Line to serve the Siu Sai Wan residents (that is the “Extension Scheme”) would be the most preferred option as it would be the most convenient to passengers . The construction cost for this option was estimated to be the highest amongst the three schemes.

6. In respect of technical assessment, the Chai Wan end of the Island Line is currently surrounded by a number of buildings (such as residential buildings and malls) which block the extension of that line. As such, the possibility of the “Extension” Scheme and its associated economic and financial benefits could only be further considered when the constraint is removed subsequent to the demolition of the buildings concerned for redevelopment. Under the “Bifurcation” Scheme, the trains have to stop alternately at Chai Wan and Siu Sai Wan, meaning that the existing railway service to Chai Wan would have to run at a lower frequency and the operation of the Island Line would also be affected. Moreover, the proposed alignment would pass through the Cargo Handling Basin, involving reclamation and difficult relocation of the Chai Wan Public Cargo Working Area. Regarding the “Feeder” Scheme, there would also be considerable technical difficulties as it requires permanent occupation of some existing open space and community facilities, as well as the land of some Government, Institution and Community facilities. Moreover, the new railway would possibly be built on viaduct as the Heng Fa Chuen Station of the Island Line is an above-ground station. This may require demolition and reconstruction of existing vehicular bridge along the railway alignment. Further, visual impact and noise nuisance are expected during the construction and operation stages as the railway viaduct would be very close to the nearby residents.

7. While it is the Government’s policy of using railways as the backbone of our passenger transport system in Hong Kong, we strive for building a diversified public transport system under which complementarity of various public transport modes could be enhanced for providing the travelling public with convenient transport services while allowing multi-modal choices. At present, a large number of daytime and evening bus routes are available in Siu Sai Wan (a total of 23 bus routes). Six green minibus routes in Siu Sai Wan also provide feeder

service to Chai Wan station and Heng Fa Chuen Station of the ISL, with overnight service to and from Mong Kok East Station of the East Rail Line. Using road-based transport modes, Siu Sai Wan residents may have access to various destinations directly or to different railway stations along the Island Line for onward journeys.

8. Taking into account the various factors in the above, we do not recommend the implementation of the SSWL in the RDS-2014.

**Transport and Housing Bureau  
December 2014**