

Legislative Council Panel on Transport

Ma On Shan to Tai Wai Rail Link and KCR Extension from Hung Hom to Tsim Sha Tsui

Introduction

This paper informs Members of the progress of the Ma On Shan to Tai Wai Rail Link (MOS Rail) and KCR Extension from Hung Hom to Tsim Sha Tsui (TST Extension) projects.

MOS Rail

2. The railway scheme for MOS Rail was gazetted under the Railway Ordinance on 26 March 1999, with minor amendments made to the scheme on 29 January 2000. (Alignment map at [Annex A](#)). A total of 67 objections have been received, of which 8 are group-objection cases comprising standard objection letters. We also received 43 letters of support from residents and shop operators in Ma On Shan. The objections are being handled in accordance with the Railways Ordinance as well as the administrative arrangements for the hearing of objections by independent panels. So far three objections and about 200 standard objection letters have been withdrawn.

3. The Kowloon-Canton Railway Corporation (KCRC) has carried out a detailed Environmental Impact Assessment (EIA) study on the MOS Rail project in accordance with the EIA Ordinance to identify and address the key environmental issues. The main findings are as follows -

- (a) train noise - by adopting a number of noise mitigation devices (including a multi-plenum noise attenuation system, floating slab tracks, and noise enclosures at crossovers), the noise from train operation will be reduced to comply with the night time noise levels of 55-60 dB(A); and
- (b) visual impact – the mitigation measures include integrating viaduct design with the surrounding environment, planting of trees and shrubs below the viaduct, and using climbing plants to soften the appearance of viaduct columns and track-side parapets.

The report has also addressed other environmental issues including air and water quality, waste management, and ecology. Following public consultation as required by law, the EIA report has been endorsed by the Advisory Council on the Environment and the Director of Environmental Protection issued an environmental permit to KCRC in January 2000. A copy of the full EIA report and copies of the Executive Summary were submitted to the Legislative Council Secretariat in February 2000.

4. Under section 11 of the Railways Ordinance, the Administration is required to submit the railway scheme together with the unwithdrawn objection to the Chief Executive in Council by end June 2000. Meanwhile, the KCRC is in the final stage of detailed design and is preparing for tender invitation and pre-qualification to enable construction to start in late 2000. The project is expected to be completed by 2004.

TST Extension

5. The railway scheme for the TST Extension was gazetted on 30 April 1999. The scheme received support of the local district board and shop/hotel operators in the area. Taking into account the views of the local district board and some objectors, the scheme has been amended -

- (a) to extend the MTR-East Rail interchange subway to cross Chatham Road South to reach Wing On Garden Plaza;
- (b) to shift part of the railway alignment and station box to reduce the impact on Signal Hill and to reduce the felling of mature trees; and
- (c) to build another subway connection from the station to cross Nathan Road to provide relief to road surface pedestrian traffic.

At Annex B is the alignment map incorporating the above amendments. As a result of these amendments, the railway will be tunnelled all the way under Salisbury Road, in lieu of going through Middle Road, and will provide a better route choice for the Kowloon Southern Loop for future connection with the West Rail.

6. The KCRC has completed an EIA report on the TST Extension project and arranged for the report to be released on 23 February 2000 for one-month public inspection as required by the EIA Ordinance. The EIA report has identified and addressed the key environmental issues and the recommended mitigation required. The KCRC expects to complete the statutory EIA procedures and obtain the environmental permit in April 2000.

7. So far, we have received 24 objections to the railway scheme and amendments. After handling the objections, the Administration will seek project authorisation by the Chief Executive in Council in the second half of 2000 for construction to start in late 2000. The rail extension will be completed in 2004.

Second Rail Connection from Tai Wai to Kowloon

8. The proposal for building a second rail link from Tai Wai to Kowloon is being examined in the Second Railway Development Study (RDS-2) which aims to map out the railway development strategy for Hong Kong up to the year 2016. RDS-2 is in its final stage of study.

9. According to the interim findings of the RDS-2 consultant, the East Rail will reach its capacity by year 2011 and hence the need for building another rail link from Tai Wai to Kowloon, possibly via Diamond Hill to reach Hung Hom, to provide relief to future East Rail passenger growth. Based on this projection, detailed planning and design of this second rail connection will commence in 2006/07.

Transport Bureau
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