

政府總部
運輸及房屋局

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香港花園道美利大廈



Transport and
Housing Bureau
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本局檔號 Our Ref. THB(T)CR 11/1016/95

來函檔號 Your Ref. CB1/F/2/6(II)

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Clerk to Public Works Subcommittee
Legislative Council Building
8 Jackson Road, Central
Hong Kong
(Attn: Mr Anthony Chu)

7 December 2007

Dear Anthony,

Public Works Subcommittee (PWSC)

Follow-up to meeting on 30 November 2007

I am writing to provide supplementary information in response to the questions raised by Members about the proposed MTR West Island Line (WIL) (Paper PWSC(2007-08)59) during the Public Works Subcommittee meeting on 30 November 2007.

1. Evaluation of objective indicators on the criteria in providing capital grants to profit-oriented organisations for undertaking non-government projects.

The Administration will take a prudent approach in considering the merits for providing capital grants for non-Government projects. The projects should mainly be about major infrastructure, which are expected to bring significant social and economic benefits to the community and in line with the policy objectives of Government. For example, in the case of the WIL, the project will extend the existing railway system which is the backbone of our public transport system and will bring economic benefits of \$44 billion measured in terms of time saving to road users. It will also

provide impetus for the rejuvenation of a traditional district like Western. The basic principles for providing capital grants for non-government organisation are outlined in paragraph 14 in Paper PWSC(2007-08)59. As each project has its own characteristics and contribution to the community, it will not be practicable to set out specific threshold indicators for determining the suitability of capital grants from Government. The Administration needs to take into account a variety of factors such as the construction and operation costs of the projects, the population to be benefited, economic benefits of the projects and public expectations etc. These factors will have to be applied with some degree of flexibility, having regard to the characteristics of the projects. The Administration believes that whether a capital grant should be provided to a project should be considered on a case by case basis.

2. Assessment on the impact of the construction of WIL on other modes of public transport, e.g. buses, green minibuses and taxis.

The implementation of the WIL is expected to reduce road traffic along the busy Des Voeux Road West by about 10%. We are looking into how the impact of the WIL on the road-based public transport modes could be mitigated by rationalising the public transport network within the railway catchment area while maintaining efficient and well co-ordinated transport service to the public.

3. Whether the Administration would request MTRCL to use part of the profits from the operation of WIL to set up a "Fare Stabilisation Fund" to relieve the pressure on upward adjustment of railway fares and if not, the reasons for not putting up the request under the WIL project.

This issue of "fare stabilization fund" was discussed in great detail at the meetings of the Bills Committee on Rail Merger Bill. The amount of funding support to be provided to the railway corporation for the WIL has to take into account the estimated revenue to be generated from the operation of the railway. Furthermore, with the implementation of the rail merger, a Fare Adjustment Mechanism is now in place providing a fair, transparent and objective mechanism for future fare adjustments by the MTRCL. Therefore, the Administration maintains the view that the setting up of a separate fare stabilisation fund is not necessary.

4. **The assumed level of patronage and corresponding fare revenue arising from WIL for determination of the funding gap amount.**

It was estimated that in 2016 about 200,000 daily trips will make use of the WIL which will bring an additional fare revenue of some \$1 million daily based on the projected fare of the WIL according to the similar fare structure for the existing Island Line.

5. **Estimated additional revenue from land premium that would possibly be generated from Government site in the vicinity of the WIL alignment with the increased value derived from the ease of access to the a railway line.**

There are a few vacant government sites in the vicinity of the WIL alignment. The ex-Abattoir and Incinerator site in Kennedy Town and the ex-cottage area in the Mount Davis Area are the most sizable sites in the Western District available for future development. These sites will not be reserved solely for residential purpose. In fact, the land use review covering these sites and the adjoining areas is ongoing and there are other possible land uses such as school development, student hostel, Hong Kong Regional Police Headquarters and Operational Base, a possible G/IC complex, a bus depot, a refuse collection point and a temple.

The Subcommittee on Matters Relating to Railways of the Panel on Transport has expressed the view that it should discuss the above issues further. The Administration will revert to the Subcommittee in due course.

I should be grateful if you would relay the above information to the members of the Public Works Subcommittee.

Yours sincerely,



(Henry Chan)

for Secretary for Transport and Housing

C.C.

SFST

PGE/RD

MTRCL

(Attn. Mr Clement Leung, Mr Davey Chung)

(Attn. Mr M L Wan)

(Attn. Mr Malcolm Gibson)



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工務小組委員會秘書
香港中環
昃臣道 8 號
立法會大樓
(經辦人：朱漢儒先生)

朱先生：

工務小組委員會
2007 年 11 月 30 日會議跟進

我現就議員於 2007 年 11 月 30 日工務小組委員會會議上，對建議中的地鐵西港島線(PWSC(2007-08)59 號文件)提出的問題，提供附加資料。

1. 向牟利機構提供非經常補助金，以便進行非政府工程項目的客觀指標的評估準則。

當局會採取審慎的態度去考慮對非政府工程項目提供非經常補助金的好處。該些項目主要必須是有關於大型基礎建設，並預期可為公眾帶來重大的社會和經濟效益，以及符合政府的政策目標。以西港島線為例，項目將擴大現時作為本港公共交通系統骨幹的鐵路系統，並從節省道路使用者的時間值方面計算，可以帶來 440 億元的經濟效益，此外，還會為傳統區域如西區增添重新發展的動力。向非政府機構提供非經常補助金的基本

原則，已載列於 PWSC(2007-08)59 號文件第 14 段。由於每個項目都有個別的特點，並對社會帶來不同的貢獻，我們不宜就若干指標設定限制，作為決定某個項目是否適合由政府提供非經常補助金的準則。當局需要考慮多項因素，包括建造及營運成本、受惠人口、項目的經濟效益、和公眾期望等。這些因素都需彈性靈活處理，以顧及個別項目的特點。當局認為應按照每個項目的情況，個別考慮是否為項目提供非經常補助金。

2. 興建西港島線對其他公共交通工具(例如巴士、專線小巴和的士)的影響的評估。

實施西港島線項目後，繁忙的德輔道西的路面交通預期將減少大約 10%。我們會研究如何重組鐵路服務範圍內的公共交通網絡，令西港島線對路面公共交通工具構成的影響得以減輕，以及維持既有效率又協調得當的交通網絡以服務公眾。

3. 當局會否要求港鐵公司用西港島線營運所得的部分利潤，設立「票價穩定基金」，以紓緩鐵路票價上調的壓力？如果不會，任何理由在實施西港島線項目時不提出有關要求？

有關「票價穩定基金」事宜已在《兩鐵合併條例草案》委員會詳細討論。在計算西港島線項目所需的財務資助時，鐵路項目的預計收益已列入計算之內。此外，在兩鐵合併中已制定了票價調整機制，港鐵公司要按照這公平、具透明度及客觀的機制，調整日後的票價。因此，當局認為無必要另設票價穩定基金。

4. 釐定資金差額時，西港島線的假設乘客量和相應的車資收入是多少？

初步估計顯示，在 2016 年西港島線每日的乘客量預計約為 200,000 人次；而根據與港島線相若的車費結構估計，可帶來的額外車資收入約為每日 100 萬元。

5. 物業的價值會由於方便乘搭鐵路而增加，西港島線走線附近的政府土地，預算的額外地價收益會是多少？

沿西港島線的走線範圍，有若干空置的政府地方。堅尼地城前屠房和焚化爐用地及摩星嶺前平房區，是西區內面積最大而又可作日後發展的用地，但這些用地不會只預留作住宅用途。事實上，當局正檢討這些土地的將來用途，其中可能的土地用途有學校發展、學生宿舍、警察分區總部和行動基地、政府/機構/社區設施、巴士車廠、垃圾收集站及廟宇等。

交通事務委員會屬下鐵路事宜小組委員會已要求進一步討論上述事項，當局會在適當時候回覆小組委員會。

謹請閣下將上述資料轉達工務小組委員會委員以供參考。

運輸及房屋局局長

(陳志恩



代行)

二〇〇七年十二月七日

副本送：

財經事務及庫務局副秘書長梁卓文先生

財經事務及庫務局首席助理秘書長(庫務)(工務)鍾沛康先生

路政署鐵路拓展處處長溫文隆先生

港鐵公司總設計經理紀彥琛先生