



WESTERN HARBOUR TUNNEL
COMPANY LIMITED
香港西區隧道有限公司

Our Ref: 20080429B02/LEGCO/KP

29 April 2008

The Hon Mrs Selina CHOW LIANG Shuk-ye
Chairman
Bills Committee on West Kowloon Cultural District Authority Bill
Legislative Council
Hong Kong SAR
Legislative Council Building
8 Jackson Road
Central
Hong Kong

*By Fax & By Post
(Fax: 2185 7845)*

Dear *Mrs. Chow,*

RE: WEST KOWLOON CULTURAL DISTRICT AUTHORITY BILL

Enclosed for your consideration please see the copy of our letter dated 14 November 2007 sent to Home Affairs Bureau. I will appreciate if the Bills Committee can review and consider our requirement.

Yours sincerely
For and on behalf of
WESTERN HARBOUR TUNNEL CO. LTD.


Kenneth Pang
General Manager

KP/PAH/slv

Encl.



WESTERN HARBOUR TUNNEL
COMPANY LIMITED
香港西區隧道有限公司

Our Ref: 20071114B09/GVHAB/(BPRO-)/KP

14 November 2007

Home Affairs Bureau
25/F, Wanchai Tower
12 Harbour Road
Wanchai
Hong Kong

By Fax & By Post
(Fax No: 3102 5997)

Dear Sir/Madam

Re: Public Engagement Exercise of West Kowloon Cultural District

Western Harbour Tunnel Company Limited (WHTCL) always actively participates in community activities, such as sports and cultural activities, etc. Being a responsible corporate citizen, the Company supports the cultural development in the West Kowloon Reclamation and hopes that the pace to develop can be speeded up.

In regard to the captioned Exercise of West Kowloon Cultural District (WKCD), we would like to draw your attention to two aspects, i.e. technical concerns and transportation network, during the initial planning stage.

1. Technical Concerns

Western Harbour Crossing (WHC) is a major trunk route to connect Hong Kong Island and the West Kowloon. WHTCL, as the operator of WHC, is committed to provide safe and quality tunnel services to the public. It is our major duty to ensure that our 24-hour tunnel services can serve all motorists.

After reviewing the development plan of the WKCD, we find that numerous critical tunnel structures and underground utilities of the WHC are located inside the proposed area of WKCD. We hereby request the related authorities or the proposed WKCD Authority to note our concerns and comply with our technical requirements, which included in the Annex, during the planning and construction of the WKCD. To achieve this target, please arrange to incorporate our technical requirements into the relevant legislations of WKCD Authority as well as the land grant conditions of the WKCD.

2. Transportation Network

2.1 External Linkage

Accessibility is always playing a vital role in a huge development, particularly an area will become a focal point of the community, such as the WKCD. According to the pamphlet of this Exercise, a maximum of 24,400 seats will be available in Phase I development and a total of 27,900 seats can be offered after the completion of whole development.

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On top, huge property development including hotels, commercial and residential sites are anticipated in the WKCD. Certainly, we do expect the development of West Kowloon will induce and speed up the property re-development in the region and fringe areas.

With these mega developments, accessibility of the West Kowloon will become one of our concerns. Based on our observation, the current traffic circulation in the wider West Kowloon Reclamation area, such as Jordan Road, Austin Road and Canton Road, etc., is already overloaded most of the time every day. It is not hard to find the heavy traffic congestion during the peak hours in all roads to connect West Kowloon and other regions, such as Tsim Sha Tsui, Mongkok and Yau Ma Tei.

We surely believe that the conditions will worsen when the property developments above Kowloon Station are completed in the coming years. Additionally, Regional Express (proposed express railway connecting Guangzhou and West Kowloon) will also locate at West Kowloon. All will further increase the pressure of transportation needs in the region.

Undoubtedly, the current traffic schemes in the region must be reviewed and enhanced regularly and ensure that a well connection between the current community in Yau Ma Tei and Jordan will not be affected by the increased traffic demand from WKCD, which WHC is better make use of. From another point of view, the Government should develop a comprehensive traffic improvement scheme to cope with the developments, such as advancing the completion of Central Kowloon Route. We certainly hope that the proposed WKCD Authority or related departments can further consult the local community's concerns on this transportation topic.

2.2 Door-to-door Service

WKCD involves about 40 hectares, so sufficient transport linkage from point to point should be provided to ensure the audience can access different performance venues conveniently. Although some may propose to introduce light rail within the region, the overall transportation needs should be catered, specially some visitors or elders may ask for door-to-door service.

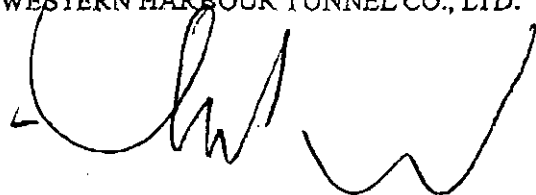
In short, road linkage between the WKCD and surrounding areas should be well connected and sufficient parking spaces should be provided to private cars and tour coaches, etc. In particular, development of road transport and related facilities must not be forgotten while we have rapid development on other means of transportation.

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Should you have any queries, please feel free to contact the undersigned at 2302 5789. Thank you for your kind attention.

Yours sincerely
For and on behalf of
WESTERN HARBOUR TUNNEL CO., LTD.



Kenneth Pang
General Manager

KP/TWHP

Encl

cc.: Transport and Housing Bureau (Fax: 2537 3774)
Lands Department (Fax: 2868 4707)
Planning Department (Fax: 2116 0751)
Highways Department (Fax: 2714 5216)
Civil Engineering and Development Department (Fax: 2246 8708)

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Annex

Date: 14 November 2007

Technical Requirements for the Construction Behind Western Harbour Crossing

- 1) Critical tunnel structures and underground utilities of the Western Harbour Crossing (WHC) are located inside the proposed West Kowloon Cultural District (WKCD). They are regarded as part of the tunnel area under the WHC Ordinance and Bylaw, and should be duly safeguarded by all means. Extreme care should be taken and all underground utilities shall be explored by hand-digging methods before carrying out excavation works near any tunnel structures or facilities to avoid causing damages.
- 2) The structures, facilities and operation of WHC should be properly protected and not be adversely affected during the construction of WKCD at all time. The WKCD Authority or the designers/contractors of the WKCD should, at their own cost, employ an independent checking engineer to check, verify and supervise all design and construction works in the vicinity of WHC so as to ensure this. All relevant information shall be submitted to WHTCL (Western Harbour Tunnel Company Limited) for comment/record. No construction works shall be commenced in the vicinity of WHC unless written approval of the independent checking engineer has been obtained and there is no objection from WHTCL.
- 3) No buildings or substantial structures shall be planned and constructed on areas directly above any WHC tunnel structures and utilities as this could jeopardize their integrity, operation or maintenance. Unrestricted access by WHC staff or sub-contractors should be allowed to these areas at any time for carrying out maintenance or modification works.
- 4) The West Kowloon Ventilation Building (WVB) of WHC is located at the south-western corner of WKCD and it houses critical E&M/ventilation systems for the proper operation of the tunnel. The existing WVB access road (located inside the proposed WKCD area) should not be obstructed or adversely affected at any time. In addition, stringent measures should be implemented during WKCD construction to safeguard the air quality around WVB so as to ensure continuous fresh and clean air supply to WHC via WVB.
- 5) The operational, functional, environmental, maintenance, structural, financial, insurance, etc. impact on the existing WHC Infrastructure arising out of and/or in connection with the WKCD works will be further reviewed and commented upon by WHTCL during the planning, design and construction stage. All costs, expenses, claims etc arising out of and/or in connection of this issue incurred by WHTCL shall be borne by the Government and/or the forthcoming WKCD Authority and/or the designers/contractors of the relevant works.
- 6) The Government and/or the forthcoming WKCD Authority and/or the designers/contractors of relevant works shall be liable for and shall indemnify WHTCL against any costs, expense, liability, loss, claim and proceedings whatsoever arising out of and/or in connection with any works of WKCD.
- 7) The WHTCL reserves the rights to express any other comments or requirements for any construction or works of WKCD, which may affect our structures or daily operations.