

鐵路事宜小組委員會  
南港島線(東段)

Subcommittee on Matters Relating to Railways  
South Island Line (East)

政府當局就小組委員會委員及團體代表在2009年5月15日會議上提出的主要關注作出的回應

Responses of the Administration to the major concerns raised by Subcommittee members and deputations at the meeting on 15 May 2009

<p>團體代表在2009年5月15日會議上提出的主要關注和建議</p> <p>Major concerns and suggestions raised by deputations at the meeting on 15 May 2009</p>	<p>政府當局的回應</p> <p>Administration's responses</p>
<ul style="list-style-type: none"><li>● 居民關注到香港仔隧道收費站至鴨脷洲的一段高架橋段會影響南區的環境及有數百隻白鷺棲息的黃竹坑明渠的生態環境。</li><li>● Residents were concerned that the viaduct section between the toll plaza of Aberdeen Tunnel and Ap Lei Chau would affect the environment of the Southern District as well as the ecology of Wong Chuk Hang nullah where a few hundreds of egrets inhabited.</li></ul>	<p>我們明白部分南區居民關注架空橋設計可能引起噪音及景觀的影響。港鐵公司在首階段公眾諮詢後，已吸納了居民的意見，在技術可行範圍內修訂了設計，例如建議深灣軒至漁安苑一段由架空段改為地下隧道，南風段的高架橋亦減少約 250 米。港鐵公司亦已展開環境影響評估，詳細研究項目在建造及營運期間對環境的影響，並會提出紓緩措施將影響減至最低。</p>

- 要求南港島線(東段)全線在地底下建造。
- Request for SIL(E) to be built entirely underground.

We note the concerns of the public about the noise and visual impacts brought about by the proposed railway viaduct. The MTRCL has incorporated in the scheme views collected in the previous rounds of public consultation, such as changing the section of viaduct near Sham Wan Towers at Ap Lei Chau to tunnel, and to reduce the viaduct along Nam Fung Section by about 250m. The MTRCL is carrying out the environmental impact assessment which will cover the construction and operation stages and recommend associated mitigation measures.

若南港島線(東段)採用全隧道方案，位於黃竹坑的車廠須因配合隧道的水平而下調，其土地平整工程須額外挖掘和清理超過 100 萬立方米泥石，增加 3 至 4 年的建造期，令項目延遲落成啟用。

If SIL(East) is to go totally underground, the railway depot at Wong Chuk Hang will have to be lowered and render an additional one million cubic meters of excavation. This will delay the project implementation by about 3 to 4 years.

此外，全隧道方案會對社區有較大的影響。首先，在建造橫過香港仔海峽的隧道的數年間，海峽有三分之二須局部封閉。其次，該方案須涉及永久收回香港仔海峽北面部分船廠用地及臨時徵用 16 000 平方米的警察訓練學校用地。再者，海洋公園站和黃竹坑站是

架空車站，其設計將配合海洋公園及黃竹坑工業區的發展以天橋貫連鄰近地方，可於繁忙時間疏導大量人流，如該兩站變為地下車站，車站和四周的接駁不便，未能方便市民。

During the construction of the tunnel across Aberdeen Channel, about two-thirds of the navigation channel will have to be temporarily closed and several existing shipyards at the northern shore of Aberdeen Channel should be permanently resumed to facilitate the construction works. About 16,000 square meters of the Police College at Wong Chuk Hang will also need to be vacated to give way for the tunnel construction. Moreover, the Ocean Park and Wong Chuk hang stations will become underground. The level difference between the station platform and station entrances will become comparatively larger, making traveling times longer and therefore more inconvenient for the passengers.

對於部分居民對香港仔隧道收費站經黃竹坑一段高架橋的關注，港鐵公司會參考外地同類工程的實例，優化架空橋段的設計及外觀。

The MTRCL will strive to improve the viaduct design taking account of relevant overseas experience and adopt appropriate mitigation measures to reduce the visual impact of the viaduct.

	<p>南港島線(東段)只會覆蓋部分明渠，以興建公共交通交匯處及黃竹坑車站。部分居民關注工程對香葉道明渠的生態，尤其是對附近白鷺潛在的影響，將包括在進行中的環境影響評估內，並會擬訂適當措施，確保工程的建造和營運不會對鄰近地區的環境和生態造成不可接受的影響。初步資料顯示，建議覆蓋的明渠範圍並非白鷺活躍的下游出水口位置，而香葉道明渠亦並非白鷺的繁殖地點。</p> <p>Part of the Wong Chuk Hang nullah will be covered to accommodate the proposed public transport interchange and Wong Chuk Hang Station. Environmental impact assessment is being carried out to assess the associated impact caused to the egrets dwelling in the area. Mitigation measures will be devised to ensure that the proposed works will not give rise to unacceptable impact to the living habitat of egrets. Preliminary study revealed that the Wong Chuk Hang nullah is not a breeding ground of egrets, which live mainly at the downstream section of the nullah.</p>
<ul style="list-style-type: none"> <li>● 東華三院賽馬會復康中心家屬會及管理層強烈反對在復康中心附近興建高架橋段，因為擔心鐵路運作產生的噪音和震動會對復康中心的院友帶來影響。</li> <li>● The construction of the viaduct section near the TWGHs</li> </ul>	<p>我們十分理解復康中心家長關注將來鐵路對院舍學員的影響。我們與港鐵公司一直與復康中心及家長保持溝通，多次與院方及學員家長會面，並到訪中心了解其實際運作，亦安排院方及家長實地參觀現有鐵路系統，讓院方及學員家屬對現有高架鐵路運作有更多</p>

Jockey Club Rehabilitation Complex was strongly opposed by its parents committee and management, as they were worried about the impacts of the noise and vibrations brought about by railway operation on the inhabitants.

- 團體代表要求把高架橋段遷離復康中心、在高架橋段安裝密封的隔音屏障，並提供例如高架橋段離地的高度、與復康中心的距離及估計的噪音水平的資料。
- The deputations demanded for moving the viaduct section further away from the Rehabilitation Complex, installation of enclosed noise barriers at the viaduct section, and providing information on, e.g. the above ground height of the viaduct section and its distance from the Rehabilitation Complex and the estimated noise level.

認識，以釋疑慮。

由本年 6 月起，我們定期與復康中心及家長會面，就詳細設計的進展保持溝通。中心及家長表達要求降低高架橋的高度、走線需盡量遠離復康中心及需加設隔音屏障的訴求。港鐵公司在詳細設計階正積極研究這些訴求，同時考慮多方面的因素及環境限制。

港鐵公司正就項目進行"環境影響評估"，當中會包括就復康中心對開的一段的高架橋作仔細研究，並將建議採取合適的緩解措施，如積極考慮設置隔音屏障，減低噪音的影響，確保鐵路的設計、建造及營運均符合有關的環境保護條例及守則。

We note the concerns of the parents of the occupants accommodated at the JCRC as well as the management of the JCRC, about the potential impact on the centre brought about by the railway. The Government and the MTRCL have been in close contact with the parents and representatives of the JCRC to understand their operations, while the JCRC and the parents have also paid a visit to the existing railway system to better understand the railway operations.

	<p>Since June 2009, we have been meeting JCRC representatives and the parents regularly to report on the progress of design developments. The JCRC and the parents have requested for the viaduct section to be lowered and moved further away from the centre, and the provision of a noise enclosure. The MTRCL is still addressing these requests taking into account the alignment and geographic constraints and other design considerations in developing the detailed design of the railway project.</p> <p>The MTRCL is carrying out the EIA study, which will include the viaduct section in the vicinity of the JCRC, to ensure that the construction and operation of the SIL (East) will comply with the statutory requirements of the relevant environmental protection ordinances and codes of practice. Appropriate mitigation measures, including provision of noise enclosures, will be provided to ensure compliance with the statutory requirements and to further minimize the noise impact as much as practical.</p>
<ul style="list-style-type: none"> <li>● 要求當局提供有關通風井選址的資料，以徵詢市民的意見。</li> <li>● Request for information on the locations of the ventilation shafts for public consultation.</li> </ul>	<p>有關擬建的通風井位置已包括在南港島線(東段)的刊憲方案中。</p> <p>The proposed locations of ventilation facilities were included in the SIL(East) gazetted scheme.</p>
<ul style="list-style-type: none"> <li>● 對海怡半島及利東站出入口位置的關注，並提出</li> </ul>	<p>港鐵公司和南區區議會在 2008 年 3 月至 9 月期間，</p>

<p>其他建議(例如在深灣軒、華貴及位於黃竹坑道的黃竹坑新圍增設車站出入口)。</p> <ul style="list-style-type: none"> <li>● Concern about the locations of entrances for stations at South Horizons and Lei Tung and other suggestions (e.g. providing additional station entrances at Sham Wan Towers, Wah Kwai, and Wong Chuk Hang San Wai at Wong Chuk Hang Road).</li> </ul>	<p>進行廣泛的公眾諮詢，包括多場公眾諮詢大會及巡迴展覽，同時亦出席多個地區的居民會及與業主立案法團、業主委員會及相關居民會面，就車站及出入口選址、及其他鐵路系統的設計諮詢公眾。現刊憲方案已考慮及吸納居民的意見。</p> <p>The MTRCL and the Southern District Council jointly organized extensive public consultation exercises from March to September 2008, including a series of public forums and roving exhibitions. Meetings with owner's corporations and local representatives were held to collect views on the design of station and entrance locations. The current scheme has incorporated views as far as practicable collected in these rounds of public consultation.</p> <p>在進行項目的詳細設計時，政府及港鐵公司會繼續就居民的關注，與地區保持密切聯繫。</p> <p>The Government and MTRCL will continue to stay in touch with the public and the community during the detailed design stage of the SIL(East).</p>
<ul style="list-style-type: none"> <li>● 關注到擬在春坎山設置臨時爆炸品倉庫及在華貴附近設置廢棄泥石的躉船起卸設施所帶來的影響。</li> </ul>	<p>為配合項目時間表，港鐵公司預計工程須以爆破方式配合其他建造方法進行，因此建議於春坎山一處偏僻地點設置臨時爆炸品儲存倉庫。港鐵公司曾比較多個</p>

- Concern about the impacts of the temporary magazine proposed at Chung Hom Shan and the proposed barge loading facility for spoil near Wah Kwai.

不同選址的可行性，在考慮多方面因素，包括倉庫與附近民居距離、是否有道路可達與所需的運送路程後，春坎山的選址最為合適。該處人煙稀少，遠離民居，距離春磡角路大約 250 米，與最鄰近的住宅距離超過 300 米，中間有高約 60 米的山坡分隔。雖然地點偏遠，但有道路可達，亦相對靠近南港島線(東段)工地，符合倉庫選址的要求。

To meet the implementation programme, the MTRCL anticipated that two blasts per day would be required for the tunnel excavation. A temporary magazine at Chung Hom Shan was proposed to meet the requirement. Comparison among several alternative sites was made in terms of the accessibility, distance from nearby residents and the delivery route, etc. The Chung Hom Shan magazine site is about 250m from Chung Hom Kok Road and more than 300m from the nearest residential area. There is a slope of about 60 m high separating the proposed site and the residential area. The site is considered appropriate, as it is located at a remote site while at the same time accessible by land-transport.

就居民十分關注擬議的春坎山臨時爆炸品儲存倉及相關運送的安全問題，港鐵公司現正就爆炸品的儲存、運送及使用進行量化風險評估。報告會先經礦務部審閱，再納入環評報告內。此外，港鐵公司將按《危



險品條例》之標準，嚴格執行風險控制和安全措施，以確保施工期間爆炸品的儲存、運送及使用符合安全。

We note that members of the public concern about the safety of the proposed Chung Hom Shan magazine. The MTRCL is carrying out a quantitative risk assessment (QRA) on the storage, delivery and use of explosive. The study result will be examined by Mines Division and form part of the environmental impact assessment. The MTRCL will also enforce strict risk control and safety measure in accordance with the requirements of the “Dangerous Goods Ordinance”.

南港島線(東段)建造工程將無可避免產生大量泥石，港鐵公司建議於奇力灣海旁道及鴨脷洲利南路設置臨時躉船轉運站以便將泥石由海路運走。此舉可大大減低對路面交通，特別是區內對外及中環灣仔一帶主要幹道的負荷及對環境的影響。此外，兩個臨時躉船轉運站更可適當地將泥石運送分流，把整項工程施工時對區內交通影響減至最少。

Since the construction of SIL(East) will generate large amount of excavated materials, the MTRCL proposed to establish two temporary barging facilities at Tin Wan and Ap Lei Chau for delivery of the excavated materials by marine transport with a

view to minimizing the road-based traffic impact. Setting up of two barging facilities can appropriately share the delivery volume and therefore minimize the traffic impact to different local communities, especially on the trunk roads connecting Southern District and Central or Wanchai.

我們理解有部份居民十分關注在奇力灣設置臨時躉船轉運站及其他設施對附近環境的影響，當中包括交通、空氣和噪音等各方面。就此，港鐵公司在進行初步設計時，已研究過該建議對交通的影響，結果顯示田灣海旁道的交通影響在可接受範圍內。至於對空氣和噪音的影響，港鐵公司已按《環境影響評估條例》，聘請獨立顧問公司進行“環境影響評估”。有關報告會詳細評估項目可能造成的環境影響及提出緩解措施，及相應的臨時交通安排，以減低工程對社區及環境的影響。

We note that the local community is concerned about the potential traffic impact, air and noise pollution brought about by the proposed barging point at Tin Wan Praya Road. The preliminary traffic impact assessment showed that the traffic impact at Tin Wan Praya Road was within acceptable level. Regarding the potential air and noise pollution, the MTRCL has engaged consultants to carry out the environmental impact assessment (EIA) in accordance with the Environmental Impact Assessment Ordinance, which covers the holistic assessment of

	<p>the impacts due to the proposed barging point as well as the nearby facilities. Suitable mitigation measures and temporary traffic arrangements will be devised to minimize the impacts on the environment and the community.</p> <p>此外，港鐵公司也會與相關政府部門研究卸泥口的安排和紓緩措施，例如覆蓋運泥車身，防止塵土飛揚，盡量減低對地區環境的滋擾。我們會就項目的進展繼續與地區保持密切聯繫。</p> <p>The MTRCL will implement appropriate mitigation measures to suppress dust nuisance, such as using covered truck, to minimize the disturbance to the nearby residents. We will continue liaison with the local community to address their concerns.</p>
<ul style="list-style-type: none"> <li>● 要求當局重新考慮在跑馬地設置車站。</li> <li>● Request for reconsideration of the provision of a Happy Valley station.</li> </ul>	<p>我們注意到市民對南港島線(東段)項目在跑馬地應否設站持有不同意見。由於跑馬地區的服務人口只為約 19 000 人，跑馬地設站每日吸引的乘客估計不足 10 000 人次。由海怡半島與金鐘之間的車程亦會相應增加，令項目的經濟效益減低。加上由於鐵路隧道長度有所增加，額外的挖掘工程會令整個項目的建造期延長由 10 個月至 31 個月不等，並不符合大部分市民對南港島線(東段)盡早完成的期望。南區居民一直要求政府盡快完成此項目，如因為加設一個車站而使項目的完工日期有所延遲，市民是不會接受的。在平衡</p>

	<p>各種因素後，我們認為不適宜在跑馬地設置車站。</p> <p>We note that the views of the public over a station in Happy Valley have been divided. As the catchment population of the station will only be around 19,000, the anticipated patronage is not high. With the Happy Valley station, the journey time from South Horizons to Admiralty will be increased which reduce the cost-effectiveness of the project. The additional excavation will lengthen the construction period of the entire project from 10 months to 31 months, which is against the strong public expectation for early completion of SIL(East). On balance, we consider it not advisable to provide such a station.</p>
<ul style="list-style-type: none"> <li>● 關注到興建南港島線(東段)會否對珊安閣樓宇結構的穩定性造成影響，以及日後鐵路運作及所產生的震動會否對漁安苑的設施造成影響。</li> <li>● Concern about whether the construction of SIL(E) would affect the structural stability of Shan On Court buildings and whether future railway operation and vibrations thus caused would impact on the facilities in Yue On Court.</li> </ul>	<p>港鐵公司建議南港島線(東段)於鴨脷洲採用隧道形式，經過在漁安苑珊安閣與碧安閣之間的空地地底通往利東車站，而不是穿過漁安苑的地基。而漁安苑的地基是處於堅硬的石層之中。由於鐵路走綫受地理環境、現有建築物及技術考慮等各方面的限制，走綫要完全遷離漁安苑範圍存在很大困難。我們明白漁安苑居民的憂慮，有關鐵路建造及營運時的噪音及震動帶來的影響，已納入南港島線(東段)的環境影響評估中，確保對居民的影響減致最低。</p> <p>In the current scheme, SIL(East) will adopt a tunnel design at Ap Lei Chau passing through the gap between Shan On House and Pik On Houses without affecting the foundations of Yue On</p>

	<p>Court, which are rested on hard rock. Since the railway alignment is subject to geographical constraints and technical considerations as well as bound by existing buildings, it is difficult to avoid encroachment onto Yu On Court area. The concerns of the residents of Yue On Court about the noise and vibration nuisance will be fully addressed in the environmental impact assessment being carried out.</p>
<ul style="list-style-type: none"> <li>● 要求當局在南港島線(東段)施工期間採取所需的緩減措施，盡量減低對交通和環境造成的影響。當局應考慮以海路把挖掘出來的泥石運走。</li> <li>● Request for taking necessary mitigating measures during SIL(E) construction to minimize impacts on the traffic and the environment. Sea transport should be considered for transporting excavated materials.</li> </ul>	<p>在南港島線(東段)的詳細設計階段，港鐵公司會進行詳細的交通影響評估，就方案在建造及營運期間對南區交通的影響作研究，並會提出相關的交通紓緩及臨時交通安排，以減低鐵路建造對市民的影響。</p> <p>During the detailed design of SIL(East), the MTRCL will carry out a comprehensive traffic impact assessment to assess the traffic impact during construction and operation of the railway scheme. Mitigation measures and temporary traffic arrangement will be devised to reduce the overall traffic impact.</p> <p>現方案中包括於奇力灣海旁道及鴨脷洲利南路設置臨時躉船轉運站以便將泥石由海路運走。此舉可大大減低對路面交通，特別是區內對外及中環灣仔一帶主要幹道的負荷及對環境的影響。此外，兩個臨時躉船轉運站更可適當地將泥石運送分流，把整項工程施工時對區內交通影響減至最少。</p>

	<p>In the current scheme, two temporary barging points were proposed at Tin Wan Praya Road and Lee Nam Road for delivery of the excavated materials. This arrangement could greatly alleviate the pressure on the traffic networks of the Southern districts as well as trunk road at Central and Wan Chai areas. Besides, provision of two barging points could effectively divide the traffic flows among different areas and hence further reduce the overall traffic impact.</p>
<ul style="list-style-type: none"> <li>● 要求盡快落實南港島線(東段)項目。</li> <li>● Request for expeditious implementation of the SIL(E) project.</li> </ul>	<p>政府已在 2009 年 7 月 24 日及 7 月 31 日按照《鐵路條例》(第 519 章)的規定，在憲報刊登南港島線(東段)鐵路方案，正式進入法定諮詢程序。期望工程可盡快竣工，服務市民。</p> <p>The SIL(East) scheme has been gazetted under the Railway Ordinance (Cap.519) on 24 and 31 July 2009. We plan to implement the project swiftly for early commissioning of public service.</p>
<ul style="list-style-type: none"> <li>● 要求當局積極考慮興建南港島線(西段)，令更多居民(例如華富和華貴的居民)受惠。</li> <li>● Request for active consideration of the provision of SIL(W) to benefit more residents such as those in Wah Fu and Wah Kwai.</li> </ul>	<p>就南港島線(西段)這個項目，我們會於南港島線(東段)落成後，不斷檢討南區日增的交通需求，及興建的時間表。</p> <p>Upon the completion of SIL(E), we will monitor the transport and traffic demand in the southern areas and to review the programme for construction of the SIL(W).</p>

<ul style="list-style-type: none"> <li>● 要求(i)興建行人道及升降機系統，把鴨脷洲邨和日後的南港島線(東段)海怡半島站連接起來及(ii)延伸現有的天橋，把深灣軒與日後的黃竹坑站出入口連接起來。</li> <li>● Request for (i) provision of pedestrian walkways and elevator systems to connect Ap Lei Chau Estate with the future SIL(E) stations at South Horizons and (ii) extension of the existing flyover to link Sham Wan Towers to future station entrances at Wong Chuk Hang.</li> </ul>	<p>港鐵公司擬議的鐵路方案，建議興建行人橋連接鴨脷洲邨及怡南道的鐵路出入口，並設有升降機設施，方便鴨脷洲邨的居民乘搭鐵路。</p> <p>For convenience of the local residents, the gazetted railway scheme has proposed the construction of a lift and footbridge connecting the Ap Lei Chau Estate and the proposed South Horizon station entrance at Yi Nam Road.</p> <p>利東站將設置兩個出入口分別於利東巴士總站現址及鴨脷洲大街，相信已足以服務主要人口群，配合其他交通工具，可有效服務深灣軒及鄰近的居民。</p> <p>There are two station entrances proposed for Lei Tung station at the current Lei Tung bus terminus and the Ap Lei Chau Main Street respectively. These entrances will adequately serve the majority of the local residents. Together with other means of transport services available, this will also effectively serve Sham Wan Tower and the nearby residents.</p>
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<p>小組委員會委員最近和先前進行有關討論時提出的主要關注事項</p> <p><b>Major concerns raised by Subcommittee members in recent and past discussions</b></p>	<p>政府當局的回應</p> <p><b>Administration's responses</b></p>
<ul style="list-style-type: none"> <li>● 政府當局在回應居民提出的主要關注(例如對高架橋設計的關注及居民對海怡半島和利東站出入口位置的意見)之前，不應倉卒將該項目刊登憲報。</li> <li>● the Administration should not hastily gazette the project before it had addressed the major concerns raised by residents, e.g. concerns about the viaduct design and residents' views on the locations of entrances for station at South Horizons and Lei Tung</li> </ul>	<p>南區區議會轄下南港島線(東段)專責委員會聯同當區區議員就海怡半島站的選址，於 2009 年 4 月期間，向海怡半島及鴨脷洲邨居民進行問卷調查，回覆的問卷中，超過八成海怡半島的居民及超過七成鴨脷洲邨的居民贊成車站設於怡南路的方案。至於利東方面，超過八成回覆支持將出入口設置於利東商場附近。</p> <p>In April 2009, the SIL(E) Focus Group of the Southern District Council together with the local District Councilors had conducted a survey in South Horizons and Lei Tung about the locations for the South Horizons Station entrance. More than 80% and 70% of the respondents in South Horizons and Ap Lei Chau Estate respectively had supported the station entrance in Yi Nam Road. Regarding the Lei Tung Station entrance, over 80% of the respondents support the stance entrance near Lei Tung Estate Shopping Centre.</p>
<ul style="list-style-type: none"> <li>● 提供資料，說明隧道方案對額外施工時間、交通和生態／環境造成的影響及乘客需增加的交通時</li> </ul>	<p>南港島線(東段)會服務南區多個地方，在設計上需要</p>



間，並解釋此隧道方案在技術上的限制。

- to provide information on the implications of the tunnel option in terms of additional construction time, traffic impact, ecological/environmental impacts, increase in traveling time for passengers, and to explain the technical constraints pertaining to the tunnel option

顧及不同地勢和地理特點。鑑於公眾對架空橋的關注，我們曾指示港鐵公司，研究該段鐵路可否以隧道形式建造。我們考慮過港鐵公司提交的研究報告後，認同港鐵公司對隧道方案的研究結果，該段鐵路若以隧道形式建造，會面對以下困難及弊處：

首先，若南港島線(東段)採用全隧道方案，位於黃竹坑的車廠須因配合隧道的水平而下調 14 米，其土地平整工程須額外挖掘和清理超過 100 萬立方米泥石，增加 3 至 4 年的建造期。

第二，我們須利用圍堰壩或沉管隧道方式建造香港仔海峽下的隧道。施工的數年間，該海峽三份之二須分段局部封閉 3 年，令可用航道只剩下約 35 米。

第三，該方案須涉及收回香港仔海峽北面部分船廠用地。

第四，海洋公園站和黃竹坑站是架空車站，其設計將配合海洋公園及黃竹坑的發展以天橋貫連鄰近地方，於繁忙時間疏導大量人流，如該兩站變為地下車站，車站和四周的接駁不便，未能方便市民。

第五，該方案須涉及臨時徵用面積約 16 000 公米的警察訓練學校用地 3 年以上及拆卸部份建築物，影響警校的運作。

我們研究過不同的鐵路設計及建造方式，衡量各方案對工程時間表的影響、地區整體的裨益及技術可行性後，認為黃竹坑至利東段以高架橋形式設計，較為可取。

事實上，在首階段公眾諮詢聽取居民意見後，港鐵公司已在技術可行範圍內修訂了設計，例如深灣軒至漁安苑一段由高架橋改為地下隧道，南風段的高架橋亦減少了。港鐵公司亦已委托顧問公司展開"環境影響評估"，詳細研究項目在建造及營運期間對環境的影響，並會提出紓緩措施，港鐵公司也會參考外地同類工程的實例，優化高架橋段的設計及外觀。在進行詳細設計時，我們會就高架橋段的外型，諮詢橋樑及有關建築外觀諮詢委員會及區議會的意見。

港鐵公司會按《環保影響評估條例》，聘請獨立顧問公司進行"環境影響評估"。有關報告會詳細評估鐵路可能對黃竹坑香葉道明渠造成的環境影響及提出緩解措施，以減低因工程對明渠現有生態造成影響。根據初部資料顯示，建議覆蓋的明渠範圍並非白鷺活躍的下游出水口位置，而香葉道明渠亦並非白鷺的繁殖

地點。

We note the concern expressed by some locals over the design of the SIL(E) project, particularly the proposed viaduct section between the toll plaza of the Aberdeen Tunnel and Ap Lei Chau. SIL(E) will provide a fast, efficient and environmental friendly railways to the sustainable development of the Southern District. In this regard, the Government and the MTR Corporation Limited (MTRCL) have held meetings separately with district councilors, residents and representatives of organisations of the Southern District for in-depth discussions. MTRCL has considered tunnel options and found that the viaduct design is the most practicable option based on the following implications and drawbacks associated with the change to a tunnel arrangement,-

1. The depot located in Wong Chuk Hang would need to be lowered by about 14 metres involving excavation of an additional one million cubic metres of hard rock inside the depot site. The extra excavation works will lead to about three to four years' delay in the completion of the railway.
2. About two-thirds of the Aberdeen Channel will have to be closed for three years to facilitate the construction of tunnel, leaving only a 35-metre fairway for marine traffic during the period, which may not be acceptable.
3. The construction of the ventilation buildings and the floodgate for the tunnel section crossing the Aberdeen Channel will require the permanent clearance of some

shipyards on the north shore of the Channel.

4. The two stations of Ocean Park and Wong Chuk Hang will have to be located underground. The level difference between the station platform and station entrances will become comparatively larger, making traveling time longer and therefore more inconvenient for passengers accessibility.
5. Approximately 16,000 square metres of land inside the Hong Kong Police College will be required temporarily for tunnel construction for at least 3 years; and the Tactical Training Complex Building will have to be demolished, which will affect the operation of the Police College.

In view of the programme implications to the community, the benefits and impacts to the district, as well as relevant planning and environmental considerations, the viaduct design is considered to be a practicable option.

After the public consultation, MTRCL has reduced the length of the viaduct section near the toll plaza of the Aberdeen Tunnel and turned the viaduct in the vicinity of Sham Wan Towers underground. Site visits were also conducted for the stakeholders to better understand the design, alignment and operation of the railways on viaducts, and the drawbacks associated with the change to a tunnel section. Since SIL (E) is a designated project under the Environmental Impact Assessment (EIA) Ordinance, MTRCL has engaged an independent consultant to conduct the Environmental Impact Assessment. In the detailed design stage, MTRCL will study various mitigation

	<p>measures, improve the viaduct design and continue to consult the Southern District Council. Besides, MTRCL will spare no effort in finding an aesthetically acceptable viaduct structural form in harmony with the surrounding areas near Aberdeen Toll Plaza and Wong Chuk Hang. MTRCL will make reference to overseas examples and improve the viaduct structural form to enhance the visual appearance. The Government will consult the Advisory Committee on Appearance of Bridges and Associated Structures and the Southern District Council during MTRCL's design development of the viaduct.</p> <p>The MTRCL is now conducting an environmental impact assessment (EIA) for the SIL (East) project in accordance with the Environmental Impact Assessment Ordinance. The MTRCL will draw up appropriate measures to ensure that the construction and operation of the project will not give rise to unacceptable impact on the environment and ecology of the neighbouring areas. Based on preliminary information, the area of the nullah proposed to be decked is not the downstream mouth of the nullah frequented by egrets, and that the nullah along Heung Yip Road is neither a breeding ground of egrets.</p>
<ul style="list-style-type: none"> <li>● 考慮在高架橋段設置密封隔音屏障。</li> <li>● to consider the installation of enclosed noise barriers at the viaduct section</li> </ul>	<p>港鐵公司現正進行南港島線(東段)的"環境影響評估"。根據環境影響評估條例規定，擬建的鐵路工程必須確保設計、建造及營運均符合相關的環境保護條例，並須採取合適的紓緩措施。</p>

	<p>MTRCL is now conducting an EIA for the SIL(E) project. The design, construction and operation of the proposed railway project have to be in accordance the requirements stipulated in the EIA Ordinance. Suitable mitigation measures, including the provisions of noise barriers in the viaduct section, have to be provided where required.</p>
<ul style="list-style-type: none"> <li>● 回應南港島線(東段)對其他公共交通工具(例如綠色專線小巴和紅色小巴業及的士)的影響的關注，並要求政府當局就南港島線(東段)對道路交通工具造成的整體影響進行詳細評估，同時制訂緩減措施，以減低對受影響公共交通工具造成的負面影響<sup>1</sup>。</li> <li>● to address concern about the impact of SIL(E) on other public transport modes, e.g. the green minibus and the red minibus trades and taxis. The Administration was requested to conduct a detailed assessment of the overall impact on the road transport mode and to work out mitigating measures to reduce the adverse impact on the affected public transport modes<sup>1</sup></li> </ul>	<p>運輸署已備悉市民要求提供香港仔、華富及數碼港至南港島線(東段)車站接駁服務的意見。當局會在南港島線(東段)通車前，就當時的公共交通服務情況，詳細研究新鐵路項目對其他路面公共交通工具的全面性影響，詳細擬訂新公共交通服務計劃，以期維持具效率及切合乘客需求的公共交通網絡。為減少不必要的競爭及更有效地善用資源，當局在詳細擬訂新公共交通服務計劃時，會首先考慮利用或優化現有公共交通服務，以提供往來鐵路車站的接駁服務。如有需要，當局會考慮開設新的巴士及專線小巴路線以應付乘客需求。</p> <p>Transport Department is already aware the requirements of the local residents in Aberdeen, Wah Fu and Cyber Port for connecting transport services to the rail stations of SIL(E). Prior</p>

<sup>1</sup> 政府當局就評估南港島線(東段)對其他公共交通工具的影響作出的回應載於 2008 年 1 月向小組委員會提交的資料文件(立法會 CB(1)520/07-08(03)號文件)。

<sup>1</sup> The Administration's response on the assessment of the impact of SIL(E) on other public transport modes was included in an information paper submitted to the Subcommittee in January 2008 (LC Paper No. CB(1)520/07-08(03))

	<p>to the operation of SIL(E), a comprehensive study to assess the impacts on the road transport due to SIL(E) railway projects will be conducted to establish a detailed plan for the public transport services so that effective public transport network that suits the requirement of the users will be provided. In order to avoid unnecessary competition and to enable the recourses are more effectively used, priority will be given to the utilizing or improving the public transport services facilities for the connecting services to the rail stations while establishing the detailed plan for public transport services. New bus and green mini bus route services will also be considered when required.</p>
<ul style="list-style-type: none"> <li>● 考慮陳偉業議員的建議，收地事宜應盡量採取仲裁及調解方法處理。</li> <li>● to consider Hon Albert CHAN's suggestion that arbitration and mediation should be used as far as possible in handling land resumption issues</li> </ul>	<p>根據南港島線(東段)的擬議鐵路方案，只有兩個私人地段的部份土地將被收回，並且不會影響於該地段內的建築物。收地賠償的問題，將會根據現行鐵路條例進行。</p> <p>According to the proposed scheme, only two private lots will be required for partial land resumption and no buildings will be affected. Land resumption issues will be handled in accordance with the current Railways Ordinance.</p>

<ul style="list-style-type: none"> <li>● 提供有關南港島線(東段)預計乘客量及南區土地用途規劃的資料<sup>2</sup>。</li> </ul>	<p>預計在2016年時每天使用南港島線(東段)的乘客量約為170 000人次。</p>
<ul style="list-style-type: none"> <li>● to provide information on the projected patronage of SIL(E) and land use planning in the Southern District<sup>2</sup></li> </ul>	<p>About 170,000 passengers are expected to travel daily on the SIL(East) in 2016.</p>

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<sup>2</sup> 有關南港島線(東段)預計乘客量及南區土地用途規劃的資料亦載於上述政府當局文件(立法會 CB(1)520/07-08(03)號文件)。

<sup>2</sup> Information on the projected patronage of SIL(E) and land use planning in the Southern District was also provided in the above Administration's paper (LC Paper No. CB(1)520/07-08(03))