

立法會
Legislative Council

LC Paper No. CB(1)1544/08-09
(These minutes have been seen
by the Administration)

Ref: CB1/PS/1/08/1

Panel on Transport

Subcommittee on Matters Relating to Railways

**Minutes of meeting on
Tuesday, 31 March 2009, at 4:30 pm
in the Chamber of the Legislative Council Building**

- Members present** : Hon Miriam LAU Kin-ye, GBS, JP (Chairman)
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon LAU Kong-wah, JP
Hon Andrew CHENG Kar-foo
Hon Abraham SHEK Lai-him, SBS, JP
Hon Albert CHAN Wai-yip
Hon WONG Kwok-hing, MH
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon LEUNG Kwok-hung
Hon CHEUNG Hok-ming, SBS, JP
Hon Ronny TONG Ka-wah, SC
Hon KAM Nai-wai, MH
Hon WONG Sing-chi
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
- Members attending** : Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Frederick FUNG Kin-kee, SBS, JP
Hon Starry LEE Wai-king
Hon WONG Kwok-kin, SBS
- Members absent** : Hon LI Fung-ying, BBS, JP
Hon IP Wai-ming, MH

**Public Officers
attending**

: Agenda items IV and V

Mr YAU Shing-mu
Under Secretary for Transport and Housing

Mr Philip YUNG
Deputy Secretary for Transport & Housing
(Transport) 1

Mr Henry CHAN
Principal Assistant Secretary for Transport &
Housing (Transport) 7

Mr LAM Chiu-hung
Principal Government Engineer/Railway
Development Highways Department (Acting)

**Attendance by
invitation**

: Agenda item IV

MTR Corporation Limited

Mr Malcolm GIBSON
Head of Project Engineering

Miss Maggie SO
Senior Manager - Projects and Property Communications

Parents Teachers Association, Bonham Road
Government Primary School

Mr FOK Ming-fuk
Chairman

Ms Karina TANG
Parents' Representative, School Management
Committee

Residents Concern Group for the West Island Line

Ms HUI Kwan-ying
Representative

Mr WONG Chi-hung
Representative

Fu Yin Court

Mr YU Shui-wah
Residents' Representative

Representatives of Hill Road Residents

Ms LO Yee-mei
Representative

Ms CHAN Man-ling
Representative

The Conservancy Association

Mr Peter LI Siu-man
Campaign Manager

Central & Western District Council

Mr CHAN Hok-fung
Councillor

Mr Nelson WONG Kin-shing
Councillor

United Social Service Centre Ltd

Ms CHENG Lai-king
Supervisor

Miss Lilian YUE
Consultant

Social Ambassadors for Urban Planning

Ms Shirley WONG Mi-hing
Representative

Mr CHIU Wing-chiu
Representative

C W Power

Mr Duncan TAI Hung-yu
Chief Officer

Action Group on Fight for the MTR Western District Line

Mr WAN Kam-cheung
Representative

香港中西區婦女會

Ms YAU Shui-fun
Chairperson

爭取地鐵西移行動組

Ms Cynthia LAU Ka-sin
Representative

Ms LUI Ah-bing
Representative

Agenda item V

MTR Corporation Limited

Mr Malcolm GIBSON
Head of Project Engineering

Miss Maggie SO
Senior Manager - Projects and Property
Communications

Civic Party

Mr Thomas YU
Chairman, Kowloon East Branch

Designing Hong Kong

Mr Paul Zimmerman
Founding Member

Citiland Surveyors Limited

Mr KAM Kin-pong
Assistant Manager

Society for Protection of the Harbour

Mr Winston K S CHU
Advisor

Mr Denis LI
General Manager

九龍城關注啓德發展居民組

Mr TSUI Ka-fun
Representative

Mr KO Muk-chuen
Representative

民主黨沙田黨團

Mr MOK Wai-hung
Chairman, the Incorporated Owners of Hing Keng Estate

Mr YUNG Ming-chau
Shatin District Councillor

Urban Planning Concern Group

Ms Julia LAU Man-kwan
Executive Officer

Mr LAU Tsan-sun
Executive Officer

The Conservancy Association

Mr Peter LI Siu-man
Campaign Manager

Community Alliance on Kai Tak Development

Mr CHANG Ping-hung
Chairman

Mr LAM Man-fai
Vice-Chairman

Kowloon City District Council

Ir WONG Kwok-keung, SBS, JP
Chairman

Ms LI Lin
Chairman, Traffic and Transport Committee

Ms Christine FONG Kwok-shan
Sai Kung District Councillor

SKTKO Caucus, Liberal Party

Mr Y W WONG
Member

Dr Jeffrey PONG Chiu-fai
Member

Mr Stephen NG Kam-chun, MH
Wai Chai District Councillor

DAB Wong Tai Sin Branch

Mr LAI Wing-ho
Vice Chairman, (also Wong Tai Sin District Councillor)

Ms Maggie CHAN Man-ki
Vice Chairman, (also Wong Tai Sin District Councillor)

慈雲山居民聯會

Mr Ho Hon-man
Member, (also Wong Tai Sin District Councillor)

慈樂社區居民聯會

Mr YUEN Kwok-keung
Member, (also Wong Tai Sin District Councillor)

慈正居民聯會

Mr CHEUNG Sze-chun
Co-opt member, Wong Tai Sin District Council

Shatin District Council

Mr YEUNG Cheung-li
Chairman of Traffic & Transport Committee

Ms LAM Chung-yan
Councillor

DAB Kowloon City Branch

Mr NG Po-keung
Representative

Mr NG Fan-kam
Senior Assistant Coordinating Officer

A.D.P.L. (Kowloon City Branch)

Mr Pius YUM Kwok-tung
Chairman

Ms YAM Yuen-kay
Member

Oi Man Estate Residents Association

Mr CHO Wui-hung
Chairman

Clerk in attendance : Ms Joanne MAK
Chief Council Secretary (1)2

Staff in attendance : Ms Sarah YUEN
Senior Council Secretary (1)6

Miss Ivy WONG
Council Secretary (1)2

Miss Winnie CHENG
Legislative Assistant (1)5

Action

I Confirmation of minutes of meeting

(LC Paper No. CB(1)1146/08-09 — Minutes of the meeting held on 16 January 2009)

The minutes of the meeting held on 16 January 2009 were confirmed.

II Information papers issued since last meeting

LC Paper No. CB(1)785/08-09(01) — Submission on
Guangzhou-Shenzhen-Hong Kong
Express Rail Link from Yuen Long
Long Ping Estate Wai Chow School
(Chinese version only) (Restricted
to members)

LC Paper No. CB(1)981/08-09(01) — Referral from the meeting between
Legislative Council Members and
Heung Yee Kuk Councillors on 8
January 2009 on
Guangzhou-Shenzhen-Hong Kong
Express Rail Link (Chinese version
only) (Restricted to members)

LC Paper No. CB(1)987/08-09(01) — Submission on
Guangzhou-Shenzhen-Hong Kong
Express Rail Link from Green
Sense (Chinese version only)
(Restricted to members)

2. Members noted the above papers which had been issued after the last regular meeting.

Action

III Items for discussion at the next meeting scheduled for 15 May 2009

(LC Paper No. CB(1)1137/08-09(01) — List of outstanding items for discussion

LC Paper No. CB(1)1137/08-09(02) — List of follow-up actions)

Clerk

3. Members agreed to discuss "South Island Line" at the next regular meeting scheduled for Friday, 15 May 2009, at 8:30 am. Members also agreed to invite deputations to give views on the item by posting a notice on the website of the Legislative Council.

IV West Island Line (WIL)

(issued on 25 March 2009)

— Legislative Council Brief on Mass Transit Railway West Island Line

LC Paper No. CB(1)1138/08-09 — Updated background brief prepared by the Legislative Council Secretariat)

4. The Subcommittee deliberated (index of proceedings attached at **Annex**).

5. The Subcommittee received views from 12 deputations/individuals which/who expressed the following concerns on the WIL project -

- (a) opposition to the proposed location of the ventilation shaft at the existing David Trench Rehabilitation Centre as it was concerned that its proximity to the Bonham Road Government Primary School might pose health hazards to the teachers/students of the school. It was counter-proposed that an area inside King George V Memorial Park should be identified for placing the ventilation shaft;
- (b) opposition to the proposed location of the ventilation shaft under a flyover at Hill Road and it was counter-proposed that alternative locations on the campus of the University of Hong Kong (HKU) should be explored;
- (c) concern about the noise impact of the relevant construction works and the tunnelling works of WIL underneath or adjacent to the buildings in the affected area causing problems of structural integrity of their buildings;
- (d) concern about the impact of construction works on the trees in the area and about the accuracy of the classification of the affected trees

Action

done by MTRCL. It was worried that trees of valuable species might be felled due to improper classification;

- (e) dissatisfaction with the Administration's failure to address concerns of the cooked food stalls in the affected area as they might need to be reprovisioned;
- (f) concern about the impact of the WIL project on the existing historical and cultural heritage resources in the Western District; and
- (g) concern about the need to implement necessary measures to mitigate traffic impact arising from the construction works.

6.. Mr Frederick FUNG and Mr KAM Nai-wai urged the Administration and MTRCL to address the deputations' concerns about the environmental impact arising from the construction works, and health hazards that might be posed by the proposed ventilation shafts to residents nearby. They also urged MTRCL to provide information on the size of the ventilation shafts and to enhance the transparency regarding the scale of tree felling/transplanting involved in the implementation of WIL. Mr Andrew CHENG urged the Administration and MTRCL to reconsider locations of the ventilation shafts and not to sacrifice residents' well-being just for cost-saving. Mrs Regina IP expressed concern whether the construction works would adversely affect the air quality and whether alternative locations on the campus of HKU could be explored for the ventilation shafts. She also requested for the release of the Environment Impact Assessment (EIA) report.

7. The Administration and representatives of MTRCL pointed out that WIL was a Designated Project under the EIA Ordinance (EIAO). In accordance with the Ordinance, MTRCL had completed an EIA study to identify the environmental impact that might be caused by the construction and operation of WIL. Having approved the EIA study report, the Director of Environmental Protection issued an Environmental Permit (EP) with conditions to MTRCL for WIL on 12 January 2009. MTRCL would be required to ensure that the construction and operation of WIL would comply with the conditions in EP, EIAO and other relevant requirements.

8. The Administration explained that there would not be any toxic gas emitted from the ventilation shafts, and the air quality impact due to slightly higher concentration of carbon dioxide would be insignificant. In response to residents' concern, MTRCL would endeavour to orient the exhaust louvers of the ventilation shaft away from the Bonham Road Government Primary School as far as possible. Representatives of MTRCL pointed out that the ventilation shafts were proposed to be built in locations in the best overall compromise. The location of the ventilation shaft under the flyover at Hill Road was chosen

Action

as it occupied the minimum public open space and was not near to the residential area. The Administration explained that the alternative locations proposed by parties concerned were not accepted mainly because of technical problems or the sites were not better alternatives.

9. MTRCL also endeavored to minimize heritage impact and scale of tree-felling under the project. To enhance the transparency of the impacts of implementation of WIL, MTRCL had uploaded all relevant information and data to its website for public access.

Admin

10. At the request of the Chairman, the Administration agreed to provide a paper setting out the reasons for not accepting the alternative locations proposed for the ventilation shaft in proximity to the Bonham Road Government Primary School and the one at Hill Road. Mr Kam Nai-wai requested that the financial implications of relocating the ventilation shaft to a location at HKU, details of tree conservation plan for this project, and arrangements of any blasting work involved should also be provided as far as possible for members' consideration.

V Shatin to Central Link (SCL)

LC Paper No. CB(1)1137/08-09(05) — Administration's paper on Shatin to Central Link

LC Paper No. CB(1)1139/08-09 — Updated background brief prepared by the Legislative Council Secretariat)

11. The Subcommittee deliberated (index of proceedings attached at **Annex**).

12. The Subcommittee received views from 20 deputations/individuals which/who expressed the following concerns on the SCL project -

- (a) request for provision of Hin Keng Station to meet railway transport needs of the residents in Hin Keng area and to alleviate congestion at Tai Wai Station;
- (b) concern about the lack of coordination between the Administration and MTRCL in the implementation work, which had resulted in prolonging the reclamation works in Causeway Bay;
- (c) concern about the possible loss caused to shop tenants as a result of closure of roads due to the construction works and the

Action

compensation arrangements so arising;

- (d) request for provision of a station entrance for Kowloon City Station at the entrance of the park in Tak Ku Ling Road to enhance accessibility of residents;
- (e) request to locate the Exhibition Station at Wanchai Tower;
- (f) concern over the heritage and environmental impacts of the construction of the SCL depot at the former Tai Hom Village site where three built heritages were located and request for implementation of measures to preserve the old trees (e.g. 40 banyan trees) there;
- (g) urging the Administration to study how the footbridge system in the Tsz Wan Shan areas could be enhanced and how the connectivity with Diamond Hill Station could be strengthened in order to address residents' needs; and
- (h) concern that Homantin Station would be too far away from Chun Man Court and Oi Man Estate and residents there would find it inconvenient to go to the station.

13. Some members requested the Administration to further explore the feasibility of providing Tsz Wan Shan Station at a later stage after the footbridge system had been provided. Ms Starry LEE expressed concern that as there would be different construction projects in To Kwa Wan and Kowloon City in the next few years, inter-departmental coordination should be strengthened to minimize traffic impacts on the district. Mr Federick FUNG considered that the construction of SCL should not be undertaken in two phases, resulting in a gap of four years and which might cause a bottleneck to be formed at Hung Hom Station. Mr James TO urged the Administration to consider enhancing the design of Homantin Station and its connectivity with Chun Man Court and Oi Man Estate.

14. The Administration explained that the different timing of completion, i.e. Tai Wai to Hung Hom line scheduled to be completed in 2015 while the remaining section in 2019, would be unavoidable as the latter part which involved a cross-harbour section was more complicated in construction and the re-provisioning of a number of public facilities. The Administration indicated that it had worked out some detailed proposals regarding the footbridge system in the Tsz Wan Shan areas and undertook that the local communities would be consulted on the proposals.

Admin

15. Due to shortage of time, the Chairman requested the Administration to provide a written response, in tabular form, to the views and concerns

Admin

Action

raised by the deputations, and to reply to all the submissions made by deputations (including those which had only provided submissions but did not send representatives to attend the meeting).

16. There being no other business, the meeting ended at 7:00 pm.

Council Business Division 1
Legislative Council Secretariat
14 May 2009

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Tuesday, 31 March 2009, at 8:30 am
in the Chamber of the Legislative Council Building**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Confirmation of minutes and matters arising</i>			
000000 - 000148	Chairman	- Confirmation of minutes of the meeting held on 16 January 2009	
<i>Agenda Item II – Information paper issued since last meeting</i>			
000148 - 000229	Chairman	- Members noted the information papers which had been issued after the last regular meeting	
<i>Agenda item III – Items for discussion at the next meeting scheduled for 15 May 2009</i>			
000229 - 000358	Chairman	- Item for discussion at the next regular meeting	
<i>Agenda Item IV – West Island Line</i>			
000359 - 000712	Chairman	- Opening remarks	
000712 – 000935	Parents Teachers Association, Bonham Road Government Primary School	Presentation of views as set out in LC Paper No. CB(1)1207/08-09(01).	
		<ul style="list-style-type: none"> - Expression of objection and concerns over the construction of a ventilation shaft in front of the school entrance as that would cause potential health hazards to about 400 concerned teachers and students; and - Suggested locating the ventilation shaft in King George V Memorial Park. 	
000936 – 001155	Residents Concern Group for the West Island Line	Presentation of views –	
		<ul style="list-style-type: none"> - Expression of objection over the construction of a ventilation shaft under the flyover at Hill Road; and - Alternative locations near to University Station should be explored for building the ventilation shaft. 	
001156 – 001439	Fu Yin Court Residents Representative	Presentation of views as set out in LC Paper No. CB(1)1207/08-09(05).	
		<ul style="list-style-type: none"> - The proposed ventilation shaft exit would be facing the 3rd to 6th floors of Fu Yin Court and the air from the shaft would be harmful to the health 	

Time marker	Speaker	Subject(s)	Action required
		<p>of the residents; and</p> <ul style="list-style-type: none"> - Expression of objection to the construction of a ventilation shaft near them. 	
001440 – 001636	Representatives of Hill Road Residents	<ul style="list-style-type: none"> - The air and noise pollution associated with building a ventilation shaft at Hill Road would be harmful to the residents nearby; - Concern about whether the blasting works might cause damage to the structure of Sik On Building which had an age of 40 years; - Building of a ventilation shaft would occupy most of the pedestrian pavement, forcing pedestrians to walk on the road for vehicles and causing traffic accidents; and - Request for the MTR Corporation (MTRCL) to undertake that compensation would be made in case damage was caused to the building by the construction of the West Island Line (WIL). 	
001637 – 001851	The Conservancy Association (CA)	<ul style="list-style-type: none"> - Valuable trees should be protected during the construction; - It was unreasonable for MTRCL to provide figures on the number of affected trees 9 months after CA had made the request; - The information and figures on the affected trees provided by MTRCL were misleading; and - Leisure area would be reduced as a result of the railway construction work. 	
001852 – 002152	Central & Western District Council	<ul style="list-style-type: none"> - The WIL construction should be expedited as the population of the Western district was expanding rapidly; and - MTRCL had taken on board some of the suggestions of deputations while there was still room for improvement regarding the location of the ventilation shafts and the protection 	

Time marker	Speaker	Subject(s)	Action required
		<p>of trees grown on stone walls; and</p> <ul style="list-style-type: none"> - Suggested building the ventilation shaft at the open space beside Yam Pak Building at the University of Hong Kong. - Request for MTRCL to provide information e.g. size of the ventilation shaft. 	
002153 – 002414	United Social Service Centre Ltd	<ul style="list-style-type: none"> - MTRCL had failed to address the reprovisioning problem of many cooked food stalls which would be affected by the implementation of WIL; and - MTRCL's website did not provide information on the number of trees to be felled under the project. It was only known from other information sources that about 360 trees would be cut. These valuable trees should be protected. 	
002415 – 002651	Social Ambassadors for Urban Planning	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(02).</p> <ul style="list-style-type: none"> - No information on any concrete plan drawn up by the Administration to conserve the rich cultural resources and local characteristics of the Western District in the design of WIL and whether the project would seek to enhance greening in the district; and - The Administration should address the possible negative effects of the project on the environment in the adjacent areas. 	
002652 – 002916	C W Power	<ul style="list-style-type: none"> - Support for expeditious implementation of the WIL project in order to create employment and help revitalize the Western district; and - WIL would help reduce the road-based traffic and associated noise pollution and save the residents' time for family life. 	
002917 – 003042	Action Group on Fight for the MTR Western District Line	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(04).</p> <ul style="list-style-type: none"> - Support for expeditious 	

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		implementation of the WIL project as it could create about 2 000 jobs and save the travelling time of residents in the Western district.	
003043 – 003305	中西區婦女會	<ul style="list-style-type: none"> - The Administration should expedite the WIL construction; and - The opinions and concerns of the deputations and residents regarding the location of ventilation shafts and blasting problems should be taken into consideration. 	
003306 – 003607	爭取地鐵西移行動組	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(03).</p> <ul style="list-style-type: none"> - Community facilities to promote Cantonese opera should be provided at the coverage area of stations along WIL; and - Request for provision of information on the detailed plan on the laying of conduits, water and gas pipelines, places and timing of blasting, and the environmental impact and remedial measures to be taken. 	
003608 – 004042	Chairman The Administration MTRCL	<p>Response of Under Secretary for Transport and Housing to deputations' views-</p> <ul style="list-style-type: none"> - The air from the ventilation shafts was safe and the shafts were required for convection and ventilation inside stations; and - The locations selected for the ventilation shafts were chosen because of no better options. <p>Response of representatives of MTRCL to deputations' views-</p> <ul style="list-style-type: none"> - It would be a complicated project for building a railway like WIL and some disturbances and disruptions would be unavoidable, especially in a densely-populated area as the Western district; - The selected locations for the stations and ventilation shafts were the best overall compromise reached, taking into account of construction 	

Time marker	Speaker	Subject(s)	Action required
		<p>difficulties and accessibility of the stations; and</p> <ul style="list-style-type: none"> - The environmental impacts on adjacent areas would be minimized as far as possible. 	
004043 – 004540	Mr Federick FUNG The Administration MTRCL	<ul style="list-style-type: none"> - It was doubtful whether the air from the ventilation shafts was safe to the health of the residents nearby; - Request for the Administration or MTRCL to carry out tests on the chemical composition of the air from the shafts. <p>Responses of the Administration and MTRCL -</p> <ul style="list-style-type: none"> - the ventilation shaft at Hill Road was chosen as it occupied comparatively small open space and was at a distance from population; - The distance exceeded the fire prevention safety requirement of 5m; and - The air emitted was not exhaust from burning of fossil fuels. - The ventilation shafts were chosen as the best overall compromise; and - Air pollution would be reduced in fact as the WIL would reduce the road-based traffic. 	
004541 – 005302	Mr KAM Nai-wai The Administration MTRCL Chairman	<ul style="list-style-type: none"> - The overall dimensions of the ventilation shafts should be provided to the public; - It was unreasonable that MTRCL provided the number of affected trees 9 months after the request was made by the Conservancy Association; and - Request for the Administration's explanation of increase in the budget of WIL construction from the 7 billion to 8.9 billion. <p>Response of the Administration and MTRCL -</p>	

Time marker	Speaker	Subject(s)	Action required
		<ul style="list-style-type: none"> - Continuous engagement with the local community would be carried out to alleviate residents' concerns; and - The budget yet had to be finalized and the public would be kept informed. - MTRCL would try its best to protect the heritage and trees in the Western district and; - Felling of trees in the construction would be unavoidable but transplanting and additional planting would be done to make up for the loss; - The blasting would be necessary and the whole process would be monitored by the Buildings Department and the concerned authorities to ensure safety. - MTRCL would continue to engage with the affected residents and it was conducting a condition survey for the affected buildings. Residents and owners concerned would receive up-to-date information. 	
005303 – 005858	Mrs Regina IP The Administration MTRCL	<ul style="list-style-type: none"> - Agreed that the air from the ventilation shafts would be safe but there would be noise pollution during the construction; and - Alternative options of locations of the ventilation shaft at Hill Road, like the University of Hong Kong campus, should be explored. <p>Response of the Administration and MTRCL -</p> <ul style="list-style-type: none"> - The environment impact assessment (EIA) report carried out by consultant revealed that the air from the shafts was safe; - The contractor of the project would have the obligation to keep the noise level not to exceed the stipulated limit under relevant legislation; 	

Time marker	Speaker	Subject(s)	Action required
		<ul style="list-style-type: none"> - Explanation of why the building of a ventilation shaft at the University of Hong Kong and in King George V Memorial Park would not be pursued. - The EIA was in open to access by the public. 	
005859 – 010547	Mr Andrew CHENG Chairman The Administration	<ul style="list-style-type: none"> - Justifications on the selected locations for the ventilation shafts and the cost implications should be released; and the well-being of residents should not be sacrificed simply to save costs and maximize profit. - The Administration's response that cost and benefit was not the main concern in the selection of locations for the ventilation shafts. 	
010548 - 010904	Mr KAM Nai-wai The Administration	<ul style="list-style-type: none"> - Request for information on the financial implications of locating the ventilation shaft at the University of Hong Kong and other alternative locations suggested by residents; and - Request for information on the number of affected trees, and the places and timing of blasting. 	
010905 - 010946	Mrs Regina IP MTRCL	<ul style="list-style-type: none"> - The compensation issues related to the construction had to be addressed. - MTRCL's response that the affected parties would be compensated in accordance with legal requirements. 	
010947 - 011312	Chairman The Administration	<ul style="list-style-type: none"> - The Chairman's request for the Administration and MTR Corporation to provide requisite information for members' reference. 	Admin to provide a paper (para. 10 of minutes)
<i>Agenda V- Shatin to Central Link</i>			
011313 - 011503	Chairman	<ul style="list-style-type: none"> - Opening remarks 	
011504 - 011830	Civic Party	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(10).</p> <ul style="list-style-type: none"> - In anticipation of a rapid increase in passenger flow at Tai Wai Station, Hin Keng Station should be provided to prevent Tai Wai Station from becoming a bottleneck in the future; 	

Time marker	Speaker	Subject(s)	Action required
		<ul style="list-style-type: none"> - Tai Wai Station would also be a major interchange station for the Ma On Shan Line and the East Rail; - Expression of dissatisfaction with the Administration and MTRCL's failures to live up to its promise that Tsz Wan Shan Station would be provided; - Building the Tsz Wan Shan Station was justified based on the current large population of over 100 000 in the area; - Construction of the proposed depot at Diamond Hill should not cause damage to the heritage items located there; - Residents at Diamond Hill had expressed concern that the construction of the depot of Shatin to Central Link (SCL) would bring noise nuisance to them and create wall effect; and - For the entrance design of the stations in Kowloon City area and Ho Man Tin Station, adequate public consultation should be conducted before construction and the needs of residents in Kowloon City and Oi Man Estate should be taken care of. 	
011831 - 012104	Designing Hong Kong	<ul style="list-style-type: none"> - There was a lack of coordination among different construction projects carried out simultaneously, e.g. the works for the SCL and Central-Wanchai Bypass and the Typhoon Shelter. The lack of coordination over these projects had resulted in unnecessarily prolonging the relevant reclamation; - While the Administration was planning for the interchange facilities at Admiralty to serve four railway lines in the future, and such a plan would lead to more traffic circulation on the road surface, the Administration was at the same time planning to remove one bus lane and one turning lane at Admiralty to make way for a footpath connected to 	

Time marker	Speaker	Subject(s)	Action required
		the Tamar site.	
012105 - 012154	Citiland Surveyors Limited	<ul style="list-style-type: none"> - The compensation issues arising from the SCL project were not handled properly by the Administration and many shop tenants had suffered from loss due to closure of road as required under the project. 	
012155 - 012509	Society for Protection of the Harbour	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(09).</p> <ul style="list-style-type: none"> - The Administration had the legal responsibility to minimize the reclamation work; - The Administration should make better planning and strive for better coordination to minimize the reclamation at Causeway Bay typhoon shelter as required for the SCL works and Central-Wanchai Bypass. 	
012509 – 012912	九龍城關注啟德發展居民組	<ul style="list-style-type: none"> - Request for provision of an entrance of the To Kwa Wan Station at the park on Tak Ku Ling Road to facilitate residents; and - Bus routes should be arranged to link to the stations; 	
012913 – 013214	民主黨沙田黨團	<ul style="list-style-type: none"> - The construction of SCL should be expedited and Hin Keng Station should be provided as Hin Keng Estate had a population of 40 000 residents and there was a lack of transport facilities provided there; and - Consultation with residents/local groups on the design and location of the proposed Hin Keng Station should commence as soon as possible. 	
013215 – 013524	Urban Planning Concern Group	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(14).</p> <ul style="list-style-type: none"> - Powerpoint presentation by the Urban Planning Concern Group. - The Group's suggestion that Exhibition Station should be located where the Wanchai Tower was 	

Time marker	Speaker	Subject(s)	Action required
		currently located as it was the focal point of pedestrian flow and of strategic value.	
013525 – 013713	The Conservancy Association	- There was concern over the construction of a depot in Tai Hum Estate which might affect valuable trees and heritage structures there.	
013714 – 014039	Community Alliance on Kai Tak Development	- Concern about impact of construction of the SCL depot on the historic monuments there.	
014040 – 014308	Kowloon City District Council	<ul style="list-style-type: none"> - Implementation of SCL should be expedited and proposed location of Ho Man Tin Station was not convenient to Chun Man Court and Oi Man Estate. The proposed location of To Kwa Wan Station should be accessible by residents of the old districts nearby; - People's mover, escalators and shuttle buses should be provided to enhance connectivity of the above stations with residential areas nearby; - The principle of barrier-free should be observed in the design of the relevant stations. - Noise disturbance, air pollution and road blockage should be avoided as far as possible during construction. 	
014309 – 014628	Ms Christine FONG Kwok-shan	<ul style="list-style-type: none"> - Implementation of SCL should be expedited; - The new railway would shorten the transportation time between Tseung Kwan O and Shatin; - Location of Ho Man Tin Station should be convenient to residents living in Ho Man Tin Estate and Oi Man Estate; and 	
014629 – 014958	SKTKO Caucus, Liberal Party	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(06).</p> <ul style="list-style-type: none"> - Volume of passenger using various MTR lines on Hong Kong Island would increase significantly in the next few years after completion of additional MTR lines servicing Hong 	

Time marker	Speaker	Subject(s)	Action required
		<p>Kong Island;</p> <ul style="list-style-type: none"> - Parallel platform and better interchange facilities should be planned for Exhibition Station and Diamond Hill Station which would be the interchange station with other MTR lines; 	
014959 – 015304	DAB Wong Tai Sin Branch	<ul style="list-style-type: none"> - It was disappointing that Tsz Wan Shan Station would not be provided; - Uphill escalators should be provided for Tsz Wan Shan residents to facilitate their use of the nearby MTR stations; and - SCL depot to be built in Tai Hom Village should be built underground because if it was built at the ground level, wall of the depot would have visual impact. 	
015305 – 015507	慈雲山居民聯會	<ul style="list-style-type: none"> - Facilities should be provided to transport Tsz Wan Shan residents to other MTR stations; and 	
015508 – 015558	慈樂社區居民聯會	<ul style="list-style-type: none"> - Former KCRC had undertaken to provide a Tsz Wan Shan Station and it was regretful that the promise was not materialized after the rail merger exercise. 	
015559 – 015859	慈正居民聯會	<ul style="list-style-type: none"> - Residents in Tsz Wan Shan found it disappointing that the Administration had decided not to provide a Tsz Wan Shan Station despite the large population of the district (a population of 130 000); and - Transport facilities should be provided to facilitate transport of Tsz Wan Shan residents to nearby MTR stations. 	
015900 – 020245	Sha Tin District Council	<ul style="list-style-type: none"> - The railway construction should be expedited to improve overcrowded conditions of Tai Wai Station and to meet transport needs of residents; and - The Administration was urged to confirm its plan of building Hin Keng Station. 	
020246 –	DAB Kowloon City Branch	Presentation of views as set out in LC	

Time marker	Speaker	Subject(s)	Action required
020615		<p>Paper No. CB(1)1207/08-09(07).</p> <ul style="list-style-type: none"> - It was suggested that To Kwa Wan Station should be provided at the junction of Sung Wong Toi Road and Tam Kung Road as this location had a larger population. 	
020616 – 020911	A.D.P.L. (Kowloon City Branch)	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(08).</p> <ul style="list-style-type: none"> - Concern about the traffic impact on Hung Hom as a result of the decision to construct SCL by two phases; and - Construction of the SCL by two phases – one from Tai Wai to Hung Hom and another one from Hung Hom to Central, should be completed at the same time. Otherwise, traffic in Hung Hom would have serious congestion problem during the time gap (2015-2019) in-between the two phases. 	
020912 – 021233	Oi Man Estate Residents Association	<p>Presentation of views as set out in LC Paper No. CB(1)1207/08-09(13).</p> <ul style="list-style-type: none"> - The proposed location of Ho Man Tin Station in Fat Kwong Street would be inconvenient to residents of Oi Man Estate, Chun Man Court, Ho Man Tin Estate, etc. and they would have to walk over a distance to the station. 	
021234 – 021426	The Administration	<p>Initial response of the Under Secretary for Transport and Housing to deputations' views.</p> <p>The Chairman's request for a written response to be provided by the Administration to deputations' views.</p>	
021427 – 021949	Mr KAM Nai-wai The Administration	<ul style="list-style-type: none"> - The Administration should provide detailed explanation of the technical difficulties involved in providing Tsz Wan Shan Station and more information on the proposed footbridge system in the Tsz Wan Shan area in order to address residents' concern. <p>Response of the Deputy Secretary for Transport & Housing -</p>	

Time marker	Speaker	Subject(s)	Action required
		<ul style="list-style-type: none"> - Explanation of why it was necessary to implement SCL by two phases, with Tai Wai to Hung Hom Line to be completed in 2015 while the cross-harbour section to be completed in 2019; and - Explanation of the technical problems involved in providing Tsz Wan Shan Station and the remedial measures that would be taken to address the transport needs of residents in Tsz Wan Shan area. 	
021950 – 022343	Ms Starr LEE The Administration	<ul style="list-style-type: none"> - Details of construction of the Kwun Tong Extension Line should be released as soon as possible; - No formal consultation on SCL had been conducted by the Administration and DAB instead had conducted a survey and provided the views collected to MTRCL for consideration; and - The Transport and Housing Bureau was urged to assume an overall coordinating role in implementing infrastructural projects (including SCL) in Kowloon to minimize traffic impacts on the districts concerned. <p>Response of the Deputy Secretary for Transport & Housing -</p> <ul style="list-style-type: none"> - Consultation with local communities and residents on the location of SCL stations would be carried out and better planning for various projects would be made through interdepartmental coordination. 	
022344 – 022651	Mr Federick FUNG The Administration	<ul style="list-style-type: none"> - Construction of SCL should not be implemented by two phases and accessibility of stations along SCL should be enhanced by providing necessary transport links. <p>Response of the Deputy Secretary for Transport & Housing -</p> <ul style="list-style-type: none"> - The design of the cross-harbour section actually was under the design stage and the Administration would try to expedite the work. 	

Time marker	Speaker	Subject(s)	Action required
022652 – 022731	Mr James TO	- Ho Man Tin Station should be located near to Oi Man Tin Estate and Ho Man Tin Estate.	
022732 – 022858	Chairman	- Conclusion of meeting	Admin to provide a written response to deputations' views and submissions received (para. 15 of minutes)

Council Business Division 1
Legislative Council Secretariat
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