



南港島綫(東段)  
立法會鐵路事宜小組委員會會議

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

2010年2月9日  
9 February 2010

南港島綫 (東段)走綫 Alignment of South Island Line ( East )



## 南港島綫(東段)的進度報告 SIL (E) Progress Update

1. 鐵路方案已於7月刊憲  
The railway scheme was gazetted in July 2009
2. 正進行詳細設計及財務評估  
The detailed design, cost estimation and financial arrangement in progress
3. 正進行環境影響評估  
The Environmental Impact Assessment in progress
4. 政府及港鐵公司繼續與居民及地區人士保持密切聯繫  
Continue to discuss the concerns of the residents and related organizations

## 二零零九年十二月四日立法會鐵路事宜小組跟進事項 Follow-up of LegCo Railway Subcommittee Meeting on 4 Dec 2009

1. 擬設於鋼綫灣的臨時搭建物料躉船轉運站  
Proposed temporary barging point at Telegraph Bay
2. 擬設於春坎山的臨時爆炸品儲存倉庫  
Proposed temporary magazine site at Chung Hom Shan
3. 東華三院賽馬會復康中心外的高架橋段安排  
The viaduct section adjacent to the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex
4. 南港島綫(東段)的財務安排  
Financial arrangements for South Island Line (East)

## 擬設於鋼綫灣的臨時拆建物料躉船轉運站 Proposed Temporary Barging Point at Telegraph Bay

### 設置臨時拆建物料躉船轉運站的需要 The Need for Temporary Barging Points

#### 原因 Reason :

- 南港島綫(東段) 總出泥量約1,500,000 立方米  
Total muck out spoil for SIL(E) amounts to around 1,500,000m<sup>3</sup>
- 減輕對南區路面及港島區主要幹道交通負荷  
Minimizing the traffic impact on the local community and major roads on HK Island
- 減少對環境影響  
Minimizing the impact on the environment
- 港島上唯一公眾填土躉船轉運站(柴灣)不能供南港島綫(東段)應用  
No spare capacity for SIL(E) at the only public fill barging point at Chai Wan

## 曾考慮臨時搭建物料躉船轉運站的選址 Options Considered for Temporary Barging Point



## 設置臨時搭建物料躉船轉運站的需要 The Need for Temporary Barging Points

### 建議 Proposal :

於區內設置兩個臨時搭建物料躉船轉運站  
Two barging points to be set up in the Southern District:

- 鴨脷洲利南道  
Lee Nam Road, Ap Lei Chau
- 與渠務署共用現有鋼綫灣臨時搭建物料躉船轉運站的工地  
Telegraph Bay: Co-Use of existing Drainage Services Department Temporary Works Area with Barging Facility

## 擬設於鋼綫灣的臨時搭建物料躉船轉運站 Proposed Temporary Barging Point at Telegraph Bay



- 現址用途: 渠務署「港島西雨水排放隧道工程」及「淨化海港計劃」  
Current Usage: DSD Island West Drainage Tunnel Project & HATS
- 繼續與渠務署探討技術可行性及相關安排  
On-going discussion with DSD on technical feasibility & relevant arrangement



## 擬設於鋼綫灣的臨時搭建物料躉船轉運站 Proposed Temporary Barging Point at Telegraph Bay

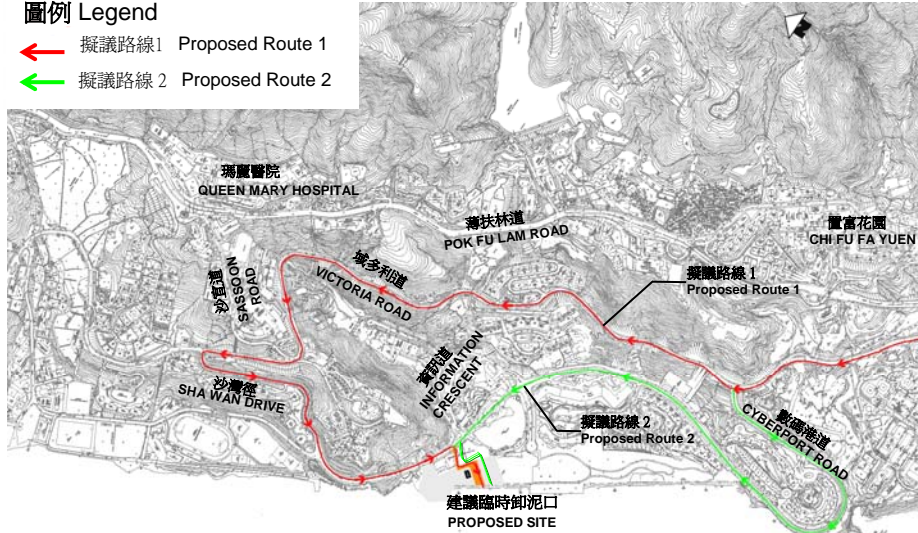
- 預算2011年底開始運作  
Operation expected to commence in late 2011
- 預計每天運作時間由上午9時至下午6時  
Tentative daily operation from 9:00am-6:00pm
- 預計每天運泥車平均數量少於200  
Estimated average number of trucks will be less than 200 a day



## 建議泥車行走路綫 Proposed Delivery Routes

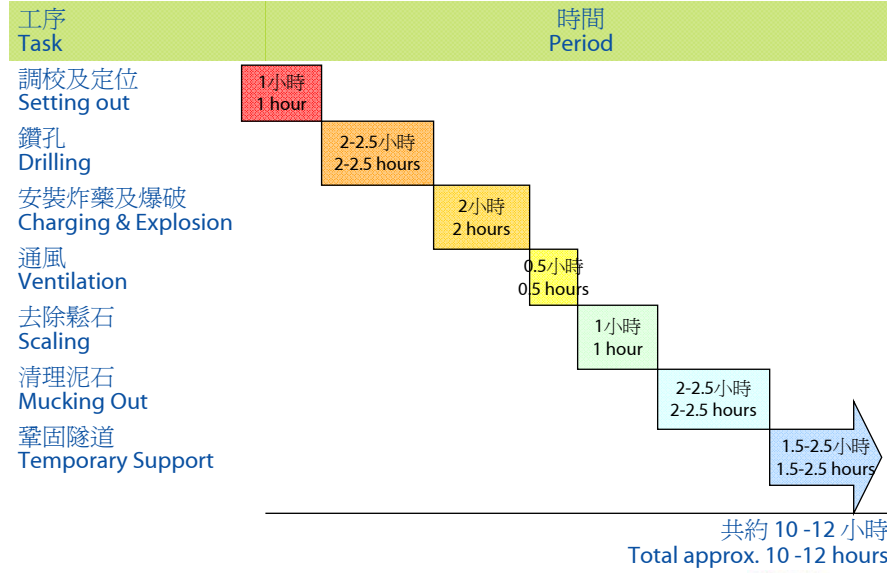
### 圖例 Legend

- ← 擬議路綫1 Proposed Route 1
- ← 擬議路綫2 Proposed Route 2



## 擬設於春坎山的臨時爆炸品儲存倉庫 Proposed Temporary Magazine Site at Chung Hom Shan

## 爆破週期 Blasting Cycle



## 炸藥運送的安全措施

### Safety Measures for Delivery of Explosives



炸藥  
Explosive



運送車輛 Explosive Delivery Vehicle



雷管  
Detonator



運送船隻 Explosive Delivery Ship

## 炸藥貯存的安全措施

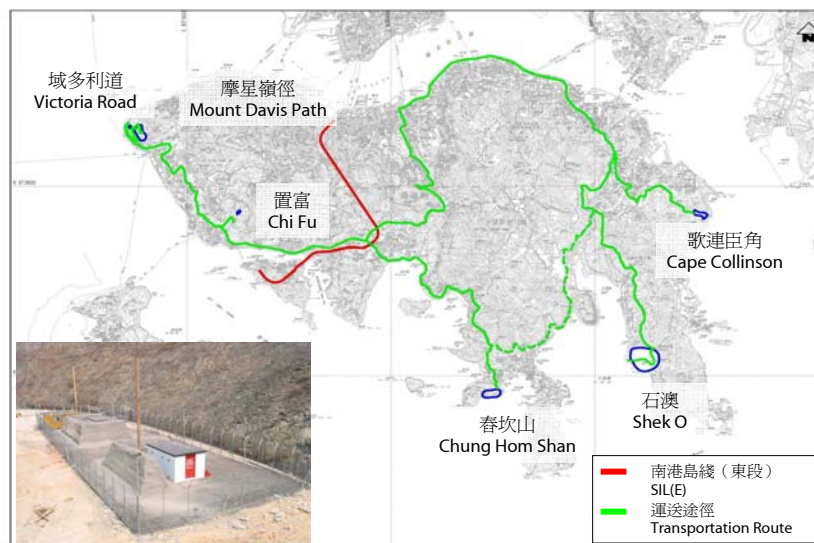
### Safety Measures for Explosives Storage

- 運送及貯存炸藥有一套行之有效的安全機制，從未發生事故  
Strict safety procedures for delivery and storage of explosives will be implemented. No accident has happened before.
- 儲存量會按牌照規定嚴格執行  
The storage capacity is restricted by the permit conditions
- 倉庫設有分隔炸藥及雷管之儲存空間與滅火設備  
Earth mounds are set at the magazine site to separate the storage of detonators and explosives. Firefighting equipment is also provided
- 設置安全及保安系統  
Safety and security system
- 雙重安全圍網  
Double Security Gates
- 有警衛看守  
Security Guards
- 避雷裝置  
Lightning Conductor



## 曾考慮臨時爆炸品倉庫的選址

### Options Considered for Temporary Magazine Site





## 春坎山 Chung Hom Shan

- 現址: 棄置平台, 地點偏僻, 遠離民居  
**Existing Usage: disused platform, remote location and distant from resident**
- 預計儲存量: 約800千克  
**Anticipated Storage: approx. 800kg**



## 其他考慮

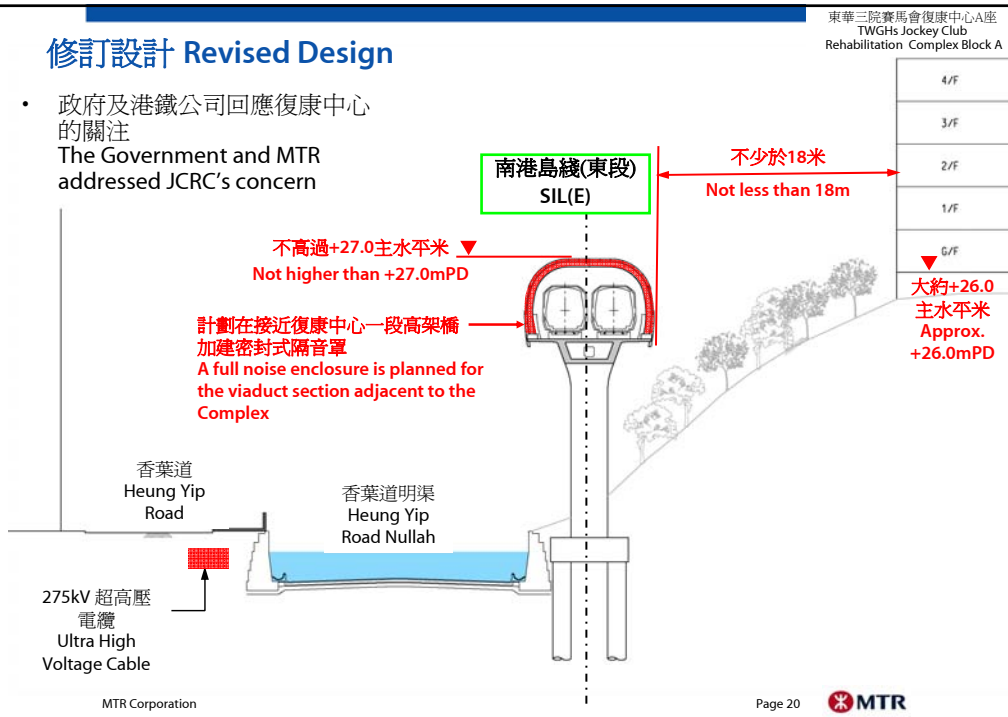
### Other Considerations

- 以水路運送爆炸品的方案是不可取, 亦不可免除設置臨時爆炸品倉庫的需要  
To transport explosive via sea route is not viable and cannot eliminate the need for a temporary magazine
- 以石澳石礦場作為臨時爆炸品倉庫不是一個較佳的方案:  
Shek O quarry is not a better option for the temporary magazine:
  - 遠離爆破工程工地  
it is far from works sites
  - 運送路程較長, 路窄多彎, 途經更多人口群  
delivery route is longer via narrow and winding roads; and passes more population
- 現時刊憲方案於春坎山設置臨時爆炸品倉庫配合陸路運送是最可取的方案  
The proposed temporary magazine site at Chung Hom Shan on the gazette plan is the most preferred option.

東華三院賽馬會復康中心外的高架橋段安排  
 The Viaduct Section adjacent to the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex

修訂設計 Revised Design

- 政府及港鐵公司回應復康中心的關注  
 The Government and MTR addressed JCRC's concern



## 南港島綫(東段)的財務安排 Financial Arrangements for South Island Line (East)

### 南港島綫(東段)的財務安排 Financial Arrangements for South Island Line (East)

- 南港島綫（東段）項目將採用擁有權模式  
SIL(E) will adopt the ownership approach
- 南港島綫（東段）項目在財務上是不可行，政府因此要補貼資金差額  
SIL(E) is not financially viable and funding support from Government is needed
- 建議預留前黃竹坑邨及海洋公園以北的用地，作車廠及上蓋物業發展  
Ex-Wong Chuk Hang Estate site and the site to the north of the Ocean Park Station are proposed to be reserved for depot and topside property development
- 政府需研究車站及車廠用地的規劃參數及發展規模  
Government will study the planning and development of the railway stations and depot site
- 政府會繼續研究批出車站及車廠上蓋物業發展權的建議，以填補資金差額  
Government will continue to study the proposal of granting the property development rights for railway station and depot site to bridge the funding gap of the project

## 工程時間表 Programme

- |   |                              |
|---|------------------------------|
| • 按《鐵路條例》刊憲<br>Railways Ordinance Gazette | 2009年7月<br>Jul 2009          |
| • 展開詳細設計<br>Detailed Design Commencement  | 2009年7月<br>Jul 2009          |
| • 按《鐵路條例》批准方案<br>Scheme Authorization     | 2010年底<br>Before End of 2010 |
| • 展開建設工程<br>Construction Commencement     | 預計 2011年<br>Expected 2011    |
| • 南港島綫(東段)項目落成啓用<br>Opening               | 預計 2015年<br>Expected 2015    |



完  
End