LEGISLATIVE COUNCIL BRIEF

Railways Ordinance
(Chapter 519)

**HONG KONG SECTION OF
GUANGZHOU-SHENZHEN-HONG KONG
EXPRESS RAIL LINK**

AUTHORIZATION OF SCHEME

INTRODUCTION

At the meeting of the Executive Council on 20 October 2009, the Council ADVISED and the Chief Executive ORDERED that, under section 11(4) of the Railways Ordinance, the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) as described in the scheme (the Scheme) at **Annex A**, with the proposed changes as described at paragraphs 73 to 76 below and shown on the plans at **Annex B**, should be authorized.

A

B

BACKGROUND AND ARGUMENT

Previous Executive Council Decisions

2. The Chief Executive announced the decision of adopting the Dedicated Corridor Option for the Hong Kong section of the XRL after the Tenth Plenary of the Hong Kong/Guangdong Co-operation Joint Conference on 2 August 2007.

3. On 22 April 2008, the Executive Council decided that-

(a) the Central Alignment Scheme, which was a shorter and more direct route without going through the existing Kam Sheung Road Station of the West Rail Line, should be adopted for the Hong Kong section of the XRL;

(b) the terminus of the Hong Kong section of the XRL should be allowed to encroach into the underground area of the West Kowloon Cultural District, and the terminus should be designed on the assumption that the development in the encroached area above would be medium-rise structures (up to a maximum height of 70 metres above Principal Datum), which did not require sophisticated noise and vibration mitigation works;

(c) the MTR Corporation Limited (MTRCL) should be asked to proceed with the further planning and design of the Hong Kong section of the XRL on the understanding that it would be invited to undertake the Hong Kong section of the XRL under the concession approach;

(d) further negotiation should be carried out with the MTRCL on the implementation details of the Hong Kong section of the XRL;

(e) the development right of Site A[1] would not be granted to the MTRCL, and the site should be disposed of by Government in accordance with the prevailing land policy with due attention paid to ensuring proper integration with the terminus; and

(f) further studies and discussions with Mainland authorities on whether, and if so how, co-location of boundary control facilities in West Kowloon should be arranged.

The Scheme

4. The XRL is an express rail, which will link up Hong Kong, Shenzhen and Guangzhou. It will shorten the journey time between Hong Kong and Guangzhou significantly from about 100 minutes to 48 minutes[2]. The journey time from Hong Kong West Kowloon Terminus to

[1] The site op top of the West Kowloon Terminus for non-railway development.

[2] The journey time is calculated based on a single trip between the West Kowloon Terminus of Hong Kong and the Shibi Station in Guangzhou.

Futian Station and the Shenzhen North Station of Longhua in Shenzhen will be about 14 and 23 minutes respectively. Through the Futian Station, Shenzhen North Station, Humen Station in Dongguan and its terminus at Shibi in Guangzhou, XRL passengers can interchange with various domestic, regional and national railway networks. Thus, the Hong Kong section of the XRL, connecting Hong Kong with the whole country, is of great strategic importance.

5. The Hong Kong section of the XRL will become part of the national high-speed rail network, connecting the Beijing-Guangzhou Passenger Line and Hangzhou-Fuzhou-Shenzhen Passenger Line. Journey time between Hong Kong and the Central and Southern Mainland and various major Mainland cities will be greatly shortened. For example, XRL passengers departing Hong Kong West Kowloon Terminus will take four hours to arrive Changsha, five hours to Wuhan, Xiamen and Fuzhou, and eight and ten hours to Shanghai and Beijing respectively.

6. Through interchanging with the Pearl River Delta Rapid Transit System, the XRL will also connect Hong Kong with major cities of the Pearl River Delta. Thus, the Hong Kong section of the XRL plays an important role in fostering closer economic ties between Hong Kong and the Mainland, which is very important for the future development of Hong Kong.

7. The Hong Kong section of the XRL will be a 26-km long underground rail corridor. It will run from the terminus in West Kowloon, going north passing Yau Tsim Mong, Sham Shui Po, Kwai Tsing, Tsuen Wan, Yuen Long and the boundary at Huanggang, where it will connect to the Mainland section of XRL. Along the whole tunnel alignment, there will be eight ventilation buildings and one emergency access point. An emergency rescue station (ERS) and stabling sidings (SSS) will be located at Shek Kong of Yuen Long.

8. The railway scheme of the Hong Kong section of the XRL comprises-

(a) an approximately 26 kilometres long underground rail line and the associated railway systems and facilities;

(b) an ERS, SSS and maintenance facilities at Shek Kong;

(c) eight ventilation buildings and one emergency access point along the rail line;

(d) a terminus at West Kowloon, with the associated railway, transport, boundary control and ancillary facilities;

(e) the associated roads, footbridges and subways to support the railway operation and functions of the terminus as well as a public transport interchange (PTI) near Jordan Road;

(f) re-construction, modification and re-alignment of existing roads, preventive or remedial works and ancillary works including drainage works, waterworks, slope works, landscaping works and re-provisioning of existing services and facilities;

(g) construction of temporary ground level magazine sites at So Kwun Wat of Tuen Mun and near Tai Shu Ha Road West of Yuen Long; and

(h) construction of temporary barge loading facilities at Siu Lam and Lung Kwu Sheung Tan of Tuen Mun, Kwai Chung, Cheung Sha Wan, Tsing Chau Wan of Lantau and West Kowloon.

9. The alignment and the relevant permanent and temporary facilities of the scheme of the Hong Kong section of the XRL are shown in the plan at **Annex C**.

C

Land Requirements

10. The Scheme will affect about 226 hectares of government land in Yuen Long, Tsuen Wan and Kwai Tsing in the New Territories and Kowloon. About 50 hectares of private land will also be affected, including-

(a) 361 lots affected by land resumption;

(b) 413 lots affected by underground strata resumption;

(c) two pieces of landscaped area (government land) attached to two lots and 66 other lots affected by creation of rights of temporary occupation of land; and

(d) 11 lots affected by creation of rights of temporary occupation of underground strata.

Underground Strata Resumption

11. As the Hong Kong section of the XRL will run in tunnels, resumption of underground strata along the alignment will be required. The tunnels will be deep underground. The strata to be resumed in Pat Heung, San Tin and Kam Tin of Yuen Long are ranging from 5 to 55 metres below ground while that in Kwai Chung and Tsuen Wan areas will be over 25 metres below ground. According to the assessment of the MTRCL, the tunnels of the Hong Kong section of the XRL should in general not affect above-ground daily activities and agricultural uses since the strata to be resumed are at least 5 metres from the ground surface. The strata to be resumed in Kowloon urban area are ranging from 12 to 50 metres below ground. According to the assessment of the MTRCL, the tunnels of the Hong Kong section of the XRL should not affect the building structures above the resumed strata.

Above-ground Resumption

12. The Scheme requires clearance of a total area of about 25 hectares of private land (before the modifications proposed in paragraphs 73-76), predominantly in the Yuen Long area. The major clearance will be in Choi Yuen Tsuen (CYT) of Shek Kong, which involves resumption of about 17 hectares of private land (mainly agricultural) and clearance of

about 10 hectares of government land, to make way for constructing the ERS and SSS, which are essential for the operation of the Hong Kong section of the XRL. Other areas in Yuen Long to be resumed, which is about 8 hectares, are for the construction of railway tunnels, ventilation buildings/emergency access point and their associated access roads. As regards the urban section, the land of about 250 square metres in size at Sham Mong Road, on which an electrical equipment room building of the China Light & Power Ltd. (CLP) is situated, will also be resumed for the construction of tunnels of the Hong Kong section of the XRL.

The Railways Ordinance

13. Under the Railways Ordinance (the Ordinance), a railway scheme has to be prepared and published in the Gazette. Under Section 10(1) of the Ordinance, any person may object to the scheme by delivering an objection in writing to the Secretary for Transport and Housing (the Secretary) within 60 days after the first publication of the notice in the Gazette. Section 11(2) of the Ordinance provides that the Secretary shall submit the scheme and all unwithdrawn objections to the Chief Executive in Council for consideration not later than nine months after the expiry of the 60-day objection period under Section 10(1) or, where the scheme is amended, three months after the expiry of the statutory period of lodging objections under Section 10(1) in respect of any such amendments, or where there is more than one amendment, the last of any such amendments, unless the Chief Executive allows an extension of time.

14. The original Scheme was gazetted on 28 November and 5 December 2008. To accommodate detailed design development and address some of the concerns expressed in the objections received, amendments to the scheme of the Hong Kong section of the XRL were gazetted on 30 April and 8 May 2009.

15. The amendments mainly include changes to the scheme boundary to –

(a) accommodating the detailed design development;

(b) accommodating the changes of the layouts, locations of ventilation buildings and associated facilities;

(c) replacing a ventilation building with an emergency access point;

(d) including the proposed protection works for railway tunnels;

(e) removing piles of an ex-ferry pier;

(f) reducing/revising the areas of temporary works areas, magazine sites, barge loading facilities at various locations; and

(g) implementing other technical amendments such as inclusion of noise barriers at Shek Kong, PTI, the road underpass and other roadworks near the West Kowloon Terminus.

The Objections

16. There are a total of 119 objections to the Scheme and its amendments with breakdown as follows-

(a) 113 objections (including 1 individual objection without contact details; and 26 group objections with 2,243 sub-cases among which 168 sub-cases are without contact details) to the original Scheme gazetted on 28 November and 5 December 2008 of which 9 objections were subsequently withdrawn unconditionally; and

(b) 6 objections to the amendments gazetted on 30 April and 8 May 2009.

17. Among the 26 group cases, it is worthwhile to note that one of such cases involves 2,065 individuals who submitted objections in standard proforma. They concerned about matters such as–

(a) lack of an intermediate station in the New Territories;

(b) clearance of agricultural land at CYT (rather than the brownfield sites nearby) for building the ERS and SSS;

(c) locating the Hong Kong section of the XRL terminus at West Kowloon (rather than near the Kam Sheung Road Station of the West Rail Line);

(d) the cost effectiveness of the project and overlapping catchment with other railway lines; and

(e) environmental damages caused by the project.

18. The objections were related mainly to one or more of the following issues –

<u>Issues about the Proposed Railway Scheme</u>

(a) Clearance of CYT for stabling sidings and emergency rescue station;

(b) Various concerns about locating the XRL Terminus in West Kowloon;

(c) Various concerns about the alignment along Hoi Wang Road;

(d) Lack of an intermediate station in the New Territories;

(e) Adverse impacts of ventilation buildings/shafts on the neighbourhood;

<u>Land and Compensation Issues</u>

(f) Clearance and ex-gratia compensation in respect of land resumption;

(g) Compensation for potential impact on future land development/development of New Territories Exempted Houses;

(h) Compensation in respect of temporary occupation of private land /underground strata resumption;

(i) Compensation for potential impact on "fung shui";

Environmental, Engineering and Traffic Issues

(j) Environmental impacts arising from the railway scheme;

(k) Traffic impacts arising from the construction works;

(l) Impacts of the construction works on existing buildings/ structures/facilities;

Other Issues

(m) General planning issues; and

(n) Other separate issues.

19. Following the receipt of objections, the Administration and the MTRCL have carefully reviewed the Scheme to see whether any changes to the Scheme could be made to accommodate the objections.

Criteria for Addressing Objections by Amendments

20. As a general rule, every effort has been made to ameliorate or avoid the effects of the Scheme by amending to the Scheme, having regard to the following factors–

(a) the objector's concerns are substantiated by justifiable reasons, facts and submissions;

(b) the objector's concerns, if considered to be reasonable, can be addressed from a technical angle or other pertinent aspects, without compromising public safety including safety of the construction and operation of the railway system;

(c) the amendments to address the objector's concerns would not result in additional costs of disproportionate degree or cause undue delay to the construction of the Hong Kong section of the XRL; and

(d) the amendments to address the objector's concerns would not unduly generate further objections or, on the whole, would not cause greater disturbance and inconvenience to the local community.

Assessment of Objections

(a) Clearance of CYT for Stabling Sidings and Emergency Rescue Station

21. Twenty-eight objection cases concerned about the land clearance at Shek Kong, which requires resumption of about 17 hectares of private agricultural land and clearance of about 10 hectares of government land at CYT to make way for the construction of the SSS and ERS. They have been firmly objecting to the land resumption of CYT and insisting on no clearance and no removal (不遷不拆) from CYT. They suggested that they have been living in CYT for decades and have been relying on farming to make their living. They had strong sentimental ties to the land and social ties among the local community. There were many elderly villagers in CYT who could not adapt to the living style of public rental housing. Clearance of CYT would destroy the social network of this village community. Some elderly villagers could not continue farming after leaving CYT and would lose their only source of income.

22. These objectors took the view that the land resumption was so designed to avoid indigenous villages and that the consultation period was too short. They have proposed several alternative site locations to avoid or reduce the extent of resumption of CYT.

23. We explained that the tunnel between the West Kowloon Terminus and Futian was about 30 km long. The ERS was an essential safety facility for a railway tunnel of this length. It would provide an emergency escape exit for passengers and access for rescue teams

including firemen in case of fire or other emergencies in trains or tunnels necessitating passenger evacuation. SSS was critical to the safe and efficient operation of the Hong Kong section of the XRL. It would provide stabling, routine cleaning and light maintenance services to trains. Heavy maintenance requiring a large working area and more specialised equipment and plant would be conducted in the Mainland. Hence, every effort has been made to minimise the size of the sidings.

24. The proposed location of ERS and SSS at Shek Kong area would be low-lying and flat and able to accommodate the required size of the ERS and SSS. It also allows the tunnels to be positioned in a relatively shallow depth making it easier and quicker for train passengers to reach area of safety and also for rescue teams to reach the trains/tunnels for rescue operations. Moreover, the land is well served by two major roads (Kam Tin Road and Kam Sheung Road), allowing rescue teams to reach the ERS efficiently.

25. The MTRCL has assessed the alternative sites proposed by the objectors in details. These proposals were found either not feasible due to encroachment into a military site or would affect more households than the proposal in the current Scheme.

26. The number of households to be affected in one of the options proposed by the objectors would be less than that under the proposed Scheme. However, that option would require resumption of about 13 hectares of military land within the existing Shek Kong Barracks. The Barracks are currently used by the Hong Kong Garrison of the People's Liberation Army (the Garrison) for defence purposes. In particular, the Barracks are the only military site in Hong Kong equipped with a runway. We understand that the land proposed to be resumed inside the Barracks forms an integral part of, and is essential to the efficient operation of the military airfield. The Garrison has no plan to relinquish any part of the Barracks site for non-defence use. Hence, the objector's option should not be adopted.

27. We explained the above findings to the objectors and their supporters on various occasions, including meetings and written responses. Noting that they were not convinced of the assessment, we then extended invitations to them on many occasions to further discuss

their proposals and to carry out a joint site survey to verify the findings. They have not responded positively to our invitations. Instead, they kept challenging the MTRCL's methodology of estimating the number of households affected by various proposals. The MTRCL explained that the estimation was made by references to high-resolution aerial photographs, records of the Lands Department and site inspections.

28. While some objectors stood firm on the "no clearance and no removal" stance, some other objectors did not resist strongly to the clearance. Instead, they raised a number of requests including the resite of the whole village, land-for-land exchange, structure-for-structure exchange, waiving of comprehensive means test (CMT) for public rental housing, etc. We explained the compensation and rehousing policies under the existing policy to them. We informed them that village resite, land-for-land exchange or structure-for-structure exchange for CYT were not in line with the existing policies. We also informed them that the CMT could not be waived under the existing housing policy.

29. One objection case also suspected that the MTRCL might use the resumed land in CYT for property development in future. We clarified that the land clearance in CYT was solely for the construction of the SSS, ERS and related railway facilities. There was no intention to use the resumed land in CYT for property development.

(b) Various Concerns about Locating the XRL Terminus in West Kowloon

30. Eleven objection cases raised concerns about the decision of locating the Hong Kong section of the XRL terminus in West Kowloon. The objection cases considered that the terminus should be located at the existing Kam Sheung Road Station of the West Rail Line or even near the boundary. We explained that the proposed location of the XRL terminus would be at the heart of the future business and tourist areas in West Kowloon and, together with the adjacent Kowloon Station of the Airport Express Line/Tung Chung Line and the Austin Station of the Kowloon Southern Link, would become a major railway hub of Hong Kong. It would also be served by several existing and future highways. We considered that West Kowloon is more accessible to a wider portion of the population than other alternative locations in the New Territories.

31. The connectivity of the terminus with surrounding infrastructure also aroused concerns from objectors. Two objection cases queried the need of the footbridges connecting the terminus and Kowloon Station. We responded that these footbridges are to provide convenient pedestrian connections to the public travelling between the two stations, apart from the at-grade and subway connections.

32. One objection case also suggested that the permanent PTI near Jordan Road, which would be located at north of the terminus, should be located within the terminus site instead. We explained to the objector that under the current planning, there would be a lack of space at ground level or below ground to accommodate the PTI within the terminus site. The proposed PTI would, however, provide quality services to passengers of XRL, as the public buses to and from the PTI would route through the various intermediate bus stops around the terminus. We also advised the objector that we have consulted the Yau Tsim Mong District Council (YTMDC) on the proposed arrangement.

33. One objection case also considered that the Scheme would not resolve the traffic problem in West Kowloon reclamation area, despite the building of a road network around the terminus under the Scheme. We explained to the objector that the Administration has been reviewing the traffic condition in West Kowloon and would implement appropriate traffic improvement schemes in a timely manner to address the traffic issue.

34. One objection case raised concern about the security risks for the terminus in West Kowloon. We will work with the Mainland authorities and local law enforcement agencies to develop proper security measures to protect the staff and passengers of the XRL, the tunnel and the buildings along the alignment.

(c) Various Concerns about the Alignment along Hoi Wang Road

35. Eight objection cases objected to the tunnel alignment underneath Hoi Wang Road and requested consideration of other alternative routes. We explained to the objectors the constraints encountered in route selection. We also studied the alternatives including those running along Cherry Street, underneath the Kowloon Southern Link and along the West Kowloon Expressway proposed by the objectors and their supporters, and highlighted to them that the impacts to the local

communities and existing infrastructures under these alternatives would be much more significant than that under the current Scheme.

36. The objectors also concerned that the tunnels would be very close to the building piles of some of the buildings along Hoi Wang Road, causing possible land subsidence. We explained that no engineering problem would be envisaged given the precision of the operation of tunnel boring machine. The MTRCL and relevant government departments would monitor closely the construction to ensure that the works would be so constructed without affecting the integrity of the adjacent buildings and their foundations.

(d) Lack of an Intermediate Station in the New Territories

37. Twenty-three objection cases concerned about the absence of an intermediate station in the New Territories. We explained to the objectors and their supporters that the Hong Kong section of the XRL aims at providing efficient and speedy inter-city rail service between Hong Kong and Mainland cities. We elaborated that the provision of an intermediate station would severely reduce the distance along which the trains could run at a high speed, thereby extending the travelling time significantly. This would hinder the effectiveness of the express rail service. On balance, we considered that the XRL services would benefit in overall terms without the provision of an intermediate station.

(e) Adverse Impacts of Ventilation Buildings/Shafts on the Neighbourhood

38. Eight objection cases concerned about the locations of ventilation buildings or shafts as they would cause air pollution and health hazard in the vicinity. The Administration explained that the Hong Kong section of the XRL is a designated project under the Environmental Impact Assessment (EIA) Ordinance. The MTRCL would be required to adopt mitigation measures to minimize the environmental impacts caused by the project. We also informed the objectors that the ventilation buildings/shafts would be designed to blend well with the surroundings.

(f) Clearance and Ex-gratia Compensation in respect of Land Resumption

39. Fifty-six objection cases concerned about clearance and unsatisfactory ex-gratia compensation for their lots to be resumed and

many of them urged for an increase in ex-gratia compensation. Three objection cases also concerned about the loss of business.

40. The Administration explained that after authorization of the railway scheme, any person who had a compensatable interest in the land resumed under the Railways Ordinance would be entitled to claim compensation from the Government.

41. For owners of agricultural land to be resumed, compensation would be offered on the basis of the relevant ex-gratia zonal compensation rates. For owners of building land in the New Territories to be resumed, compensation would be made based on professional valuation plus an ex-gratia compensation at the relevant zonal rate applicable to building land. As for upgrading the ex-gratia zonal compensation rate, the Administration undertook to the objectors to pursue through the current policy framework. If any affected land owner is not satisfied with the ex-gratia compensation offered by the Government, he may submit a claim under section 34 (1) of the Railways Ordinance before the expiration of 1 year from the date of resumption.

42. Eight objection cases proposed land exchange instead of resumption. We explained to the objectors that exchange of land in lieu of ex-gratia compensation is not in line with the prevailing policy. The Administration would follow the prevailing policy to offer ex-gratia compensation on land resumption to the concerned land owners.

(g) Impact on Future Land Development / Development of New Territories Exempted Houses

43. Fifteen objection cases raised concerns over the impacts on future land development or the development of New Territories Exempted Houses (NTEH). Some objectors were also worried that the Scheme would undermine the development potential of their land.

44. Most of the lots to be resumed in the New Territories are agricultural lots within the relevant Outline Zoning Plans (OZPs). According to these OZPs, development of NTEH on agricultural lots requires planning permission from the Town Planning Board before Lands Department (LandsD) considers whether approval would be given to the owners to build NTEH on these lots.

45. We have also assured objectors that the Hong Kong section of the XRL tunnels were so designed that they would be able to bear the loading of a typical NTEH to be constructed above them. Furthermore, the Administration undertook to process applications for building NTEH as expeditiously as possible.

(h) Compensation in respect of Temporary Occupation of Private Land / Underground Strata Resumption

46. Twenty-six objection cases concerned about the compensation in respect of temporary occupation or underground strata resumption of private lots. The Administration explained that the compensation in respect of temporary occupation of private land would follow the prevailing policy. As for compensation for strata resumption, the Administration clarified that the land strata resumption would not affect the daily activities allowed for under the lease conditions and there would not be any ex-gratia compensation offered to the owners of the lots where underground strata would be resumed. In any case, after authorization of the railway Scheme, any person who has a compensatable interest in the land affected by temporary occupation or underground strata resumption would be entitled to claim compensation under the Railways Ordinance.

(i) Compensation for Potential Impact on 'Fung Shui'

47. Fourteen objection cases concerned about the impact on 'Fung Shui' issues arising from the Scheme. Their concerns cover the potential effect on the disturbance of 'Fung Shui' on existing burial grounds, graves, villages etc. The Administration explained to the objectors that in designing the railway alignment and locations of related facilities, the Government had endeavoured to avoid or reduce the disturbance to the existing burial grounds, graves, villages etc. to a minimum in order to avoid impacts on 'Fung Shui'. The Administration also advised them that their concerns on "Fung Shui" would be dealt with in accordance with the prevailing policy.

(j) Environmental Impact Arising from the Railway Scheme

48. Fifty-six objection cases raised concerns over the environmental impacts arising from the railway scheme. Their concerns cover a wide range of potential effects on the environment such as air and noise pollution, vibration and visual impact arising from the construction or operation of the Hong Kong section of the XRL. The objectors also raised queries on EIA mechanism, fairness of conducting EIA by project

proponent and issues on the impacts on ecology, hydrology and organic farming.

49. We explained to the objectors that the Hong Kong section of XRL is a Designated Project under the EIA Ordinance. The MTRCL was required to carry out an EIA study to assess potential environmental impacts, such as noise, air and water quality, that may arise from the construction and operation of the railway scheme. The MTRCL was also obliged to propose appropriate measures to mitigate such impacts. All such impact assessment and mitigation measures should be covered in an EIA report.

(k) Traffic Impact Arising from the Construction Works

50. Seventeen objection cases raised objections about the impact on the local traffic during the construction stage. The Administration responded that there should not be severe traffic problem during the construction of the railway scheme as most of the construction works would be carried out underground. This notwithstanding, temporary traffic arrangements will be put in place to minimize disruption during the construction period. All temporary traffic management schemes during the construction period would need to be scrutinized and approved by a site liaison group comprising representatives of the Transport Department, the Hong Kong Police Force, the Highways Department, the Home Affairs Department, the MTRCL etc. to ensure that the existing traffic would not be unduly affected. For major temporary traffic management schemes, the relevant District Councils and local communities would also be consulted before implementation. Business operators and lot owners will also be consulted if appropriate.

51. One objection case raised concern on the temporary removal of two bridges in West Kowloon and was worried that this might affect the traffic flow to the Western Harbour Crossing (WHC). In the reply to the objector, we advised the objector that a temporary bridge would be provided before dismantling the bridge leading to WHC. For the other bridge, subject to the outcome of the traffic impact assessment, a temporary bridge may be provided before dismantling the existing bridge. The objector later submitted a conditional withdrawal of its objection.

(l) Impact of the construction works on the existing buildings/structures/facilities

52. Ten objection cases raised concerns on structural safety and possible settlement of buildings due to the construction of the Hong Kong section of the XRL tunnels. They expressed worry on the effect of the XRL tunneling works to the integrity of their buildings including foundations, and some of them enquired whether the MTRCL would compensate for their loss if the tunneling works caused the buildings to settle, and what remedial actions would be taken by the MTRCL if such situation arose.

53. We informed the objectors that the MTRCL would conduct condition survey to the buildings along the tunnel alignment and install settlement monitoring points prior to the construction works. This would allow early identification of any damage to the buildings so that proper remedial measures would then be quickly instituted. The MTRCL would also rectify the damage of roads and structures including the adjacent buildings in accordance with the established practices if the damage is caused by the XRL works.

54. During the construction period, the Highways Department would also co-ordinate with the relevant Government departments to conduct site monitoring and inspections to ensure that the contractor would work in accordance with the agreed plans and that appropriate professional and technical staff would be deployed to supervise the works to ensure public safety. As regards compensation, the Administration has indicated that any person, under the provisions of the Railways Ordinance, who has a compensatable interest in land or building affected by the railways works will be entitled to compensation from the Government within one year from the completion of the works.

(m) General Planning Issues

55. Various objection cases are concerned about the general planning and design of the Hong Kong section of XRL, such as the overall cross-boundary transport planning, especially in light of the proposed Hong Kong-Zhuhai-Macao Bridge and the Hong Kong-Shenzhen Western Express Line, cost and revenue estimate, patronage and economic benefit forecast, targeting premium traveller segments and ignoring the mass segments, the alternative alignments of XRL, construction of a dedicated corridor, rather than sharing the West Rail Corridor, connectivity with the

city centre of Guangzhou, lack of social impact assessment, insufficient consultation, etc.

56. We explained to the objectors that with the closer social and economic integration of Hong Kong with the Mainland, in particular, the Pearl River Delta region, the demand for cross-boundary traffic rapidly increased in the last decade. The proposed cross-boundary infrastructure projects would contribute to Hong Kong's long-term development. The Administration would carefully plan and position each project to maximize the economic benefits to Hong Kong and minimize duplicated investment. We acknowledged that the community might have different views on these matters. The Administration would provide the public with the relevant information to facilitate the public to participate in public debates.

57. We have also explored different alignment options during our design of the railway scheme. In deciding on the final alignment, we took various considerations, such as safety, impacts on the community and environment, connection with the Mainland section, constructability and railway operation into account. In taking forward this project, the MTRCL will need to fully comply with all statutory requirements.

58. Objectors' concerns have been duly responded to through meetings and/or written replies. In particular, for public consultation, we responded to the objectors that extensive public consultation with the concerned District Councils, Rural Committees and local communities were conducted after the Council's decision to proceed with the further planning of the project in April 2008. We also undertook to continue with the consultation processes and stay in close contact with the stakeholders so that their views could be taken into account in the project as far as practicable.

(n) Other Separate Issues

59. One objection case urged the Administration to extend "Village Type Development" zone (V-zone) to areas in the vicinity of their village (Wang Toi Shan Tsuen), on top of the ex-gratia compensation for their land to be resumed. The Administration explained to the objectors the policy regarding the V-zone in the village concerned. The objectors were also invited to submit planning application for such re-zoning request under the Town Planning Ordinance.

60. One objection case considered that the Hong Kong section of the XRL works would affect the Victoria Harbour. We advised the objector that the Hong Kong section of the XRL works in the Victoria Harbour would be for the construction of the seawater intake and outfall culverts only and would not involve reclamation affecting the Victoria Harbour.

61. One objection case requested the Government to provide temporary and permanent vehicular access to the un-resumed portion of their land during and after the construction works. In response, the MTRCL agreed to maintain accesses during the construction and operational phases of the project. Details of the accesses would be worked out at a later stage of the project in consultation with the concerned objector.

62. One objection case requested the Government to provide an alternative vehicular access and implement necessary modification works before closure of the existing access required under the Hong Kong section of the XRL project. In addition, the objector requested for re-provision of an existing building 'as-is' after completion of the tunnel excavation works. The Administration and the MTRCL have reviewed the objector's concerns, and agreed to provide an alternative vehicular access before closure of the existing access. The Administration explained to the objector that the existing building including the foundation piles would need to be demolished to make way for the construction of the Hong Kong section of the XRL tunnels and the land on which the building is situated would have to be resumed. Therefore, the objector's request cannot be acceded to. Nevertheless, the MTRCL has undertaken to fence off the proposed resumed area upon demolition of the building.

63. One objection case enquired the reason of providing some 30,000-square metre retail space inside the Hong Kong section of the XRL terminus. We advised the objector that the ancillary retail space would be required to serve passengers inside the terminus and thus support the operation of XRL.

64. Four objection cases asked for the shared use of the access roads leading to ventilation buildings/emergency access points by members of the public. We responded to the objectors that the request would be considered, subject to the provision of an unrestricted access by maintenance personnel and rescue teams to the ventilation buildings/emergency access points at all times during the operation of the project. The MTRCL would consult with the concerned government departments and local villagers on details.

65. Four objection cases requested the resumption of the remaining part of their lots now included in the Scheme. Some objectors even requested the resumption of their other lots adjoining the lots proposed to be resumed. During the hearing of an objection case, the convener also requested the Administration to review the policy on the treatment of the remaining portion of the lot to be resumed.

66. We stressed the principle of minimum land resumption to the objectors. This notwithstanding, we have reviewed the cases and concluded that the remaining portions of the lots would still be capable of reasonable beneficial use and hence should not be resumed.

Hearings Regarding Unwithdrawn Objections

67. As mentioned above, the Administration together with the MTRCL, met all the objectors who expressed interest or managed to attend the meetings. would be providedIn addition, five full-day hearing sessions by independent panels consisting of non-official members were held on 4, 6, 7, 11 and 12 August 2009 on the unwithdrawn objections. The panels were satisfied that the handling of objections by the Administration had been fair, open and transparent. The panels also agreed that the objectors had been given ample opportunities to express their views and that the Administration has properly reviewed the Scheme having regard to such views.

Other Public Opinions Received

Objecting views of some 13,700 individuals

68. After the gazettal of the amendments to the Scheme on 30 April and 8 May 2009, the Administration received some 13,700 submissions in

standard formats expressing their objections to the Hong Kong section of the XRL. As their views were not on any gazetted amendment item, they should not be processed in accordance with Section 10 of the Railways Ordinance. However, we attached importance to their views and organised three public fora on 30 and 31 July and 1 August 2009 to listen to their views in greater details. Altogether there were about 130 relevant individuals attending the fora.

69. The participants inquired about the handling of the 13,700 letters. They also put forward similar requests and questions as other objection cases such as the setting up of an intermediate station, revising the location of ERS and SSS, longer period for consultation, queries on cost-effectiveness and fares of the XRL. The Administration responded and explained to the participants the relevant considerations.

Siu Lam Barging point in Tuen Mun

70. The Administration also received objections to the proposed barging point at Siu Lam from Tuen Mun District Council (TMDC) and residents in the vicinity after the expiry of statutory objection period of the original scheme. They were concerned about the traffic impact and environmental nuisances arising from the proposed barging point. After extensive study, we proposed to set up an additional barging point near Tsing Chau Wan in Lantau North. This would significantly reduce the number of delivery trucks using the Siu Lam barging point from over a hundred to about 35 vehicles per hour during the peak period. The proposed barging point near Tsing Chau Wan was then included in the Amendments and Corrections to the Scheme gazetted on 30 April and 8 May 2009.

71. The issue was also brought up in the meetings of the TMDC on 7 July and 1 September 2009. We had demonstrated that the estimated traffic using the concerned roads were within the design capacities and had committed to minimizing the environmental nuisances through better site management and implementing mitigation measures recommended in the EIA report. Nonetheless, TMDC was aggrieved that Tuen Mun had to suffer from the adverse traffic impact and environmental nuisance in association with the construction of Hong Kong section of the XRL while no intermediate station was located in Tuen Mun to benefit the district direct. TMDC maintained its objection to the use of the Siu Lam barging

point. If the Siu Lam barging point were not authorized, it would adversely affect the construction programme of the Hong Kong section of the XRL project. We recommend proceeding with the Siu Lam barging point while reviewing other alternatives with the TMDC in parallel.

Co-location of boundary control facilities

72. The public is concerned about the co-location of boundary control facilities (BCF) in West Kowloon Terminus. The Administration has set up an internal task force[3] to study the co-location arrangements for XRL and to initiate discussion with the relevant Mainland authorities. Irrespective of the outcome of the deliberations, provisions have been allowed for the co-location of BCF in the West Kowloon Terminus for its implementation.

Proposed Changes to the Scheme

CLP Lai Cheung Road Substation

73. The Administration and the MTRCL have proposed to reduce the impacts and disturbances to the operation of the CLP Lai Cheung Road substation by providing a temporary vehicular access to the substation before closure of the existing access and carrying out reinstatement afterwards. This will involve creation of additional temporary occupation of area (TOA).

Lots at site for the ventilation building at Mai Po

74. The location for the construction shafts and ventilation building at Mai Po cannot be varied, as this area is the only vacant site close to the boundary, without any existing permanent development and yet suitably away from the conservation area in Mai Po. The land owner is trying to develop the sites and the town planning procedures for the site development have already been initiated. It has voluntarily evicted all the existing tenants and occupiers, cleared the existing structures and handed over the land to the Government as TOA for construction. The change of land resumption of the concerned area to TOA will have no adverse effect to the implementation of the works.

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[3] The task force is led by Transport and Housing Bureau, with the participation of the Department of Justice, Security Bureau, the Constitutional and Mainland Affairs Bureau and Highways Department.

Nam Yeung Gui

75. The proposed land resumption is for the construction of a proposed box culvert, carriageway and footpath on the north-eastern boundary of the Scheme. The lot owner is concerned that the resumption boundary is too close to the external wall of his house which is located immediately outside the scheme boundary. Since there is a canopy connecting his house and a structure on the land to be resumed, the structure would thus have to be demolished together with the canopy. As such, it is necessary to resume the land under the canopy before taking it down. The owner has voluntarily detached the canopy from the structure. There will not be any technical difficulty in demolishing the structure only, without having to demolish the canopy and resume the concerned land. The boundary of the proposed land resumption is therefore revised.

Minor Modifications of Scheme Boundary Near Kam Sheung Road Tse Uk Tsuen

76. The registered owners of some private lots have employed the services of authorized land surveyors to survey and re-establish the boundaries of their lots. LandsD has also updated the land boundary records of some lots on the availability of better land boundary evidence. For those lots adjoining the boundary of the Scheme gazetted on 30 April and 8 May 2009, changing of the shapes after re-establishment of the boundaries of these lots resulted in resuming additional private lots originally outside the gazetted boundary of the Scheme as well as excluding portions of private lots originally proposed to be resumed in the gazettal of 30 April and 8 May 2009. In order not to deviate from the intention of the original Plan and Scheme gazetted on 30 April and 8 May 2009 and acquire only the essential land for implementation of the Hong Kong section of XRL, minor modifications of the boundary of the Scheme in accordance with the following re-established common boundaries are proposed.

FINANCIAL IMPLICATIONS

The Scheme of the Hong Kong section of the XRL

77. The latest estimated project costs of the Hong Kong section of the XRL at September 2009 prices are $53.7 billion for railway works and

$11.5 billion for non-railway works (including the cost of the Essential Public Infrastructure Works, reprovisioning and necessary enabling works).

Land Requirements

78. Under the current scheme, a total of about 49 hectares of private land and 226 hectares of government land in Yuen Long, Tsuen Wan and Kwai Tsing in the New Territories and Kowloon will be affected (i.e, the land, and/or the underground strata, will be resumed or temporary occupied).

79. It is estimated that the total compensation and ex-gratia allowances payable for land acquisition and clearance is about $2 billion. This figure may be subject to adjustments due to the review of ex-gratia compensation rates, proposed changes in the amended railway scheme, and any proposed improvement in compensation arrangement.

CIVIL SERVICE IMPLICATIONS

80. Additional staffing resources have been approved for the bureaux/departments concerned in past Recurrent Resource Allocation Exercises to take forward a number of railway projects, including the construction of the Hong Kong section of the XRL. Besides, recurrent consequences for operating the Hong Kong section of the XRL have been earmarked for various bureaux/departments concerned. Additional staffing resources including those arising from the recurrent consequences of the project, if required, would be sought in accordance with the established procedures.

ECONOMIC IMPLICATIONS

81. The Hong Kong section of the XRL is vitally important to Hong Kong. It will link up Hong Kong, Shenzhen and Guangzhou with significantly reduced journey time. It will also provide long haul service to major Mainland cities. The XRL plays an unparalleled role in fostering closer economic ties between Hong Kong and the Mainland, which will

inject momentum and create new opportunities for the future development of Hong Kong in the medium and long term.

82. In addition, there are substantial benefits arising from time saving to passengers, cost savings to operators and enhanced road safety. The construction of the Hong Kong section of the XRL is expected to create 11,000 job opportunities during the peak period. Upon the commissioning of the Hong Kong section of the XRL, it is anticipated that the project can provide 10,000 jobs.

ENVIRONMENTAL IMPLICATIONS

83. The Hong Kong section of the XRL is a designated project under Schedule 2 of the EIA Ordinance and an Environmental Permit is required for the construction and operation of the Hong Kong section of the XRL. In accordance with the EIA Ordinance, the MTRCL completed the EIA studies for the railway works and the roadworks at West Kowloon under this project and submitted the EIA reports to Environmental Protection Department. The EIA reports for railway works and the road works were approved by the Director of Environmental Protection with conditions on 23 and 28 September 2009 respectively. The EIA reports concluded that the environmental impacts of the project could be controlled to within established standards and guidelines through the implementation of the recommended mitigation measures by the MTRCL during the construction and operation phases of Hong Kong section of the XRL.

SUSTAINABILITY IMPLICATIONS

84. According to the sustainability assessment, the proposed Hong Kong section of the XRL will foster positive economic return, enable more commuters to switch from road transport to rail, and help improve mobility and air quality in the long term. However, various potential environmental and ecological problems have been identified in the sustainability assessment. They include noise impacts during construction and operation, air and water pollution from works sites, dredging, construction and demolition materials generated from tunnel excavation, loss of natural habitats, impact on historic and archaeological

sites, and landscape and visual impacts. Proper mitigation measures as recommended in the environmental study will be implemented to minimize the potential environmental impacts. The differing concerns and views from various stakeholders should also be handled with care.

85. The need for looking for alternative accommodation in the clearance process may disrupt the strong local links and harmonious social ties of residents. Some vulnerable groups such as the elderly would feel more disturbed in the process. In this regard, mitigation measures are required, such as the proposed special ex-gratia rehousing package to assist the affected residents to re-establish their livelihood.

PUBLIC CONSULTATION

86. The Administration and the MTRCL have carried out extensive consultation on the project since April 2008 upon the approval of the Executive Committee to go ahead with the detailed planning of the project. We have been staying in very close touch with the relevant district councils. Some District Councils, such as YLDC and STDC have requested for provision of an intermediate station in their districts. Relevant rural committees including Pat Heung Rural Committee, Kam Tin Rural Committee and San Tin Rural Committee were also consulted.

87. Representatives of the Transport and Housing Bureau, Highways Department, Lands Department and MTRCL have attended a series of public fora with the local residents that were organized by the district council members and the affected residents. They had met with a number of CYT residents on informal basis to understand their needs. Their inputs form the basis of the proposed resumption / clearance package.

88. We also consulted the Sub-committee on Harbour Plan Review of the Harbourfront Enhancement Committee (HEC Sub-committee) on the temporary construction facilities at works areas at harbour fronts and seawall modification at West Kowloon seafront. The HEC-Sub-committee took note of the proposed works areas along the seafronts and did not raise any adverse comments on the proposal.

89. We have also been keeping the Legislative Council (LegCo) in the picture. The Subcommittee on Matters relating to Railways of the Panel on Transport of the LegCo also understands the strategic importance of the project.

90. Before the commencement of the works of the Hong Kong section of the XRL, the MTRCL will set up community liaison groups to enable direct dialogue with the local community including affected owners and residents and to handle enquiries and complaints.

SUBJECT OFFICER

91. The subject officer is Mr Fletch Chan, Principal Assistant Secretary for Transport and Housing (Transport) (Tel: 2189 2188).

Transport and Housing Bureau
October 2009

Annex A

圖例 LEGEND :

方案界線
(至2008年11月28日刊憲)
BOUNDARY OF THE SCHEME GAZETTED ON 28 NOVEMBER 20

根據2008年11月28日刊憲方案
擬建的廣深港高速鐵路香港段走線
RAILWAY ALIGNMENT OF THE PROPOSED GUANGZHOU – SHENZHEN – HONG KONG EXPRESS RAIL LINK (HONG KONG SECTION)
UNDER THE SCHEME GAZETTED ON 28 NOVEMBER 2008

JOB REF. :
DRAWING NO. : LM_ANNEX_1
ISSUE NO. : 06
SCALE : 1 : 100000 ON A3
DATE : JULY 2009
CAD FILENAME : MTR_X000_P_LM_ANNEX1
REVISION : A

Annex A

圖例 LEGEND :

方案群組
(於2009年4月30日刊憲)
BOUNDARY OF THE SCHEME GAZETTED ON 30 APRIL 2009

根據2009年4月30日刊憲修訂及更正方案
擬建的廣深港高速鐵路香港段走線

RAILWAY ALIGNMENT OF THE PROPOSED GUANGZHOU – SHENZHEN – HONG KONG EXPRESS RAIL LINK (HONG KONG SECTION)
UNDER THE AMENDED AND CORRECTED SCHEME GAZETTED ON 30 APRIL 2009

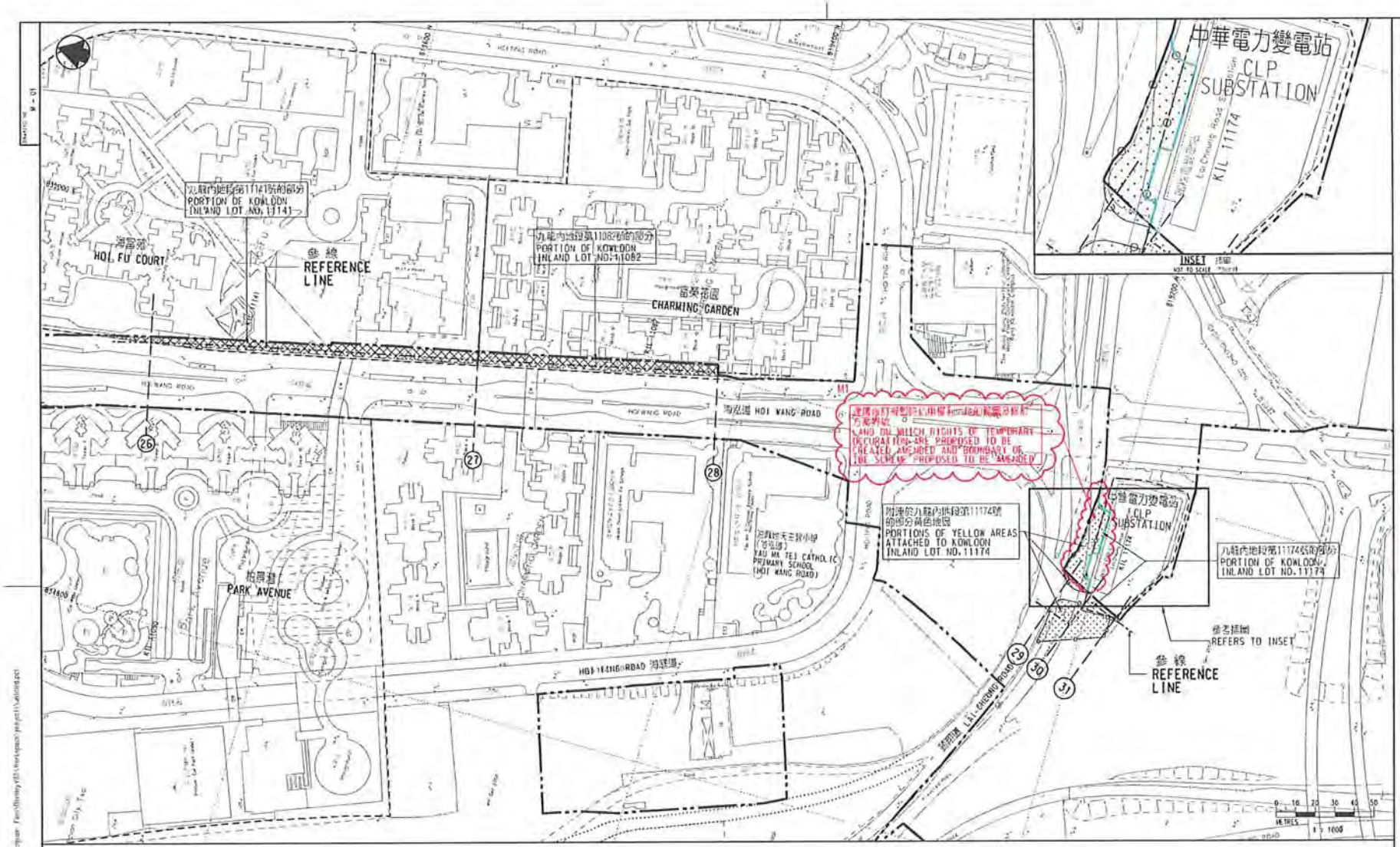
JOB REF. :
DRAWING NO. : LM_ANNEX_III
ISSUE NO. : 00
SCALE : 1 : 100000 ON A3
DATE : JULY 2009
CAD FILENAME : EXHI_10000_P_LM_ANNEXB
REVISION : A

HONG KONG SECTION OF GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK

PROPOSED CHANGES TO THE SCHEME

Annex B-1	-	Plan with Proposed Modifications (Plan No.: M-01)
Annex B-2	-	Scheme Plan with Amendments Gazetted on 30 April and 8 May 2009 (Plan No.: XRL-L01(Rev.1))
Annex B-3	-	Scheme Plan with Amendments Gazetted on 30 April and 8 May 2009 (Plan No.: XRL-T01(Rev.1))
Annex B-4	-	Scheme Plan with Amendments Gazetted on 30 April and 8 May 2009 (Plan No.: XRL-U02(Rev.1))
Annex B-5	-	Plan with Proposed Modifications (Plan No.: M-02)
Annex B-6	-	Plan with Proposed Modifications (Plan No.: M-03)
Annex B-7	-	Plan with Proposed Modifications (Plan No.: M-04)
Annex B-8	-	Scheme Plan with Amendments Gazetted on 30 April and 8 May 2009 (Plan No.: XRL-L07(Rev.1))
Annex B-9	-	Plan with Proposed Modifications (Plan No.: M-05)

Annex B-10	-	Plan with Proposed Modifications (Plan No.: M-06)
Annex B-11	-	Plan with Proposed Modifications (Plan No.: M-07)
Annex B-12	-	Plan with Proposed Modifications (Plan No.: M-08)
Annex B-13	-	Scheme Plan with Amendments Gazetted on 30 April and 8 May 2009 (Plan No.: XRL-U15(Rev.1))
Annex B-14	-	Plan with Proposed Modifications (Plan No.: M-09)
Annex B-15	-	Scheme Plan with Amendments Gazetted on 30 April and 8 May 2009 (Plan No. XRL-U25(Rev.1))



沿參線的切面立視圖 SECTIONAL ELEVATION ALONG REFERENCE LINE

附件 B-1 Annex B-1

圖例 LEGEND

- 方案經修訂於二零零八年十一月二十八日刊憲之方案界線 BOUNDARY OF THE SCHEME GAZETTED ON 28 NOVEMBER 2008
- 建議修改之方案界線 PROPOSED MODIFICATION OF BOUNDARY OF THE SCHEME
- 暫時佔用權利界限 LIMITS OF RIGHTS OF TEMPORARY OCCUPATION
- 地段界線 LOT BOUNDARY
- 參線 REFERENCE LINE
- 受影響黃色地區界線 BOUNDARY OF AFFECTED YELLOW AREA
- ① 參線標記 REFERENCE LINE MARK
- 分區和段界線 DEMARCATION DISTRICT BOUNDARY
- 建議將下設定臨時佔用權利的土地 LAND ON WHICH RIGHTS OF TEMPORARY OCCUPATION ARE PROPOSED TO BE CREATED
- 建議將予設定臨時佔用權利的地下範圍 UNDERGROUND STRATA ON WHICH RIGHTS OF TEMPORARY OCCUPATION ARE PROPOSED TO BE CREATED

DD	分區 DEMARCATION DISTRICT
GL	政府土地 GOVERNMENT LAND
KIL	九龍內地段 KOWLOON INLAND LOT
KML	九龍海面地段 KOWLOON MARINE LOT
MTRL	地下鐵路地段 MASS TRANSIT RAILWAY LOT
NKIL	新九龍內地段 NEW KOWLOON INLAND LOT
RP	餘段 REMAINING PORTION
S.	分段 SECTION
ss.	小分段 SUB-SECTION
(P)	部分 PORTION
M1	建議修改方案編號 PROPOSED MODIFICATION REFERENCE NUMBER

建議修改範圍 PROPOSED MODIFICATION AREA

圖則名稱 DRAWING TITLE

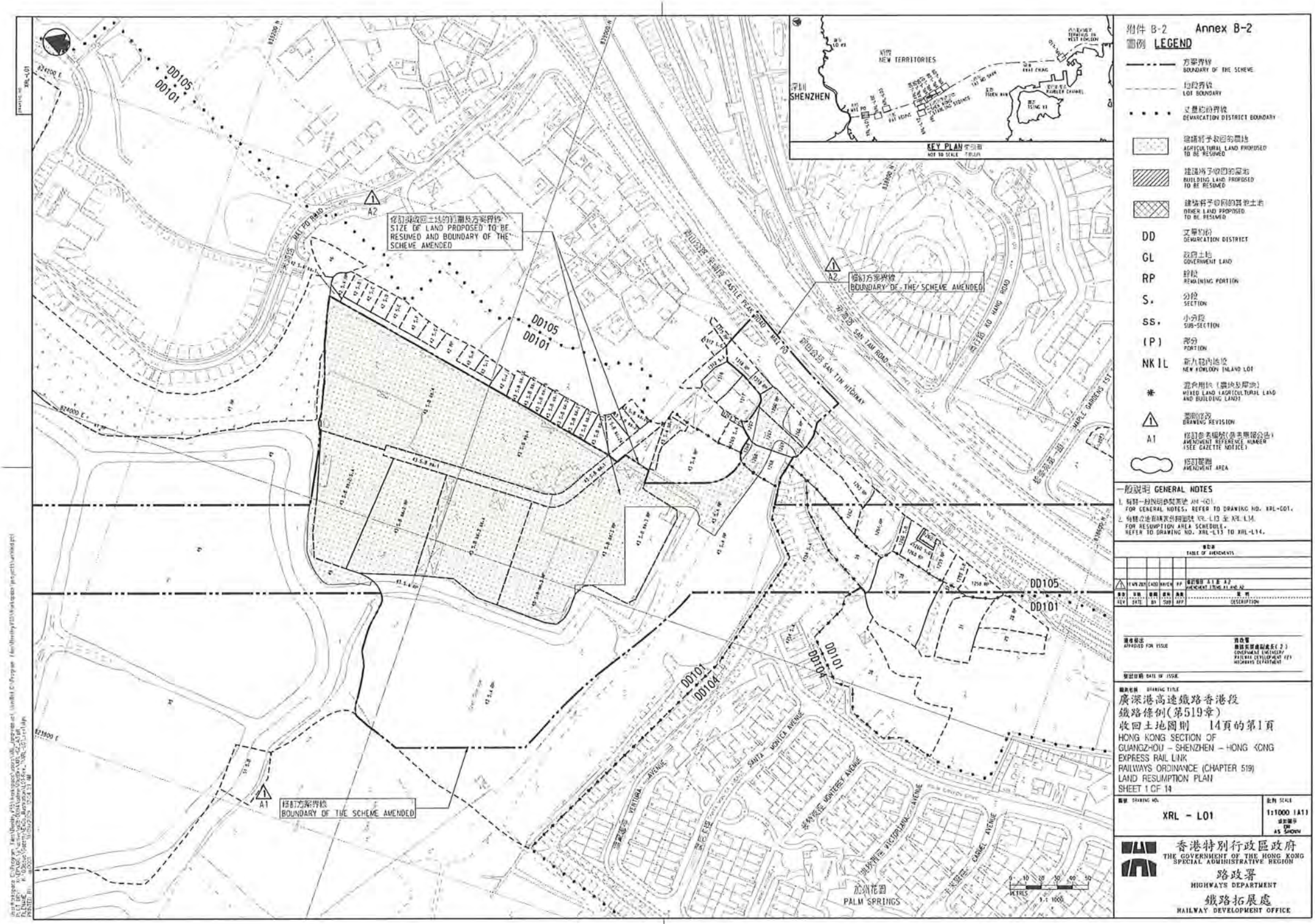
廣深港高速鐵路香港段
鐵路條例(第519章)
設定暫時佔用土地權利圖則
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
CREATION OF RIGHTS OF TEMPORARY
OCCUPATION OF LAND PLAN

圖則編號 DRAWING NO. M - 01

比例 SCALE 1:2000 (A3) 1:1000 (A1) AS SHOWN

參考圖則 REFERENCE DRAWING NO. XRL-T13

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE



附件 B-2 Annex B-2

圖例 LEGEND

- 方案界線 BOUNDARY OF THE SCHEME
- 地段界線 LOT BOUNDARY
- 文書區分界線 DEMARCATION DISTRICT BOUNDARY
- 建議將予收回的農地 AGRICULTURAL LAND PROPOSED TO BE RESUMED
- 建議將予收回的屋地 BUILDING LAND PROPOSED TO BE RESUMED
- 建議將予收回的其他土地 OTHER LAND PROPOSED TO BE RESUMED
- DD 文書區分 DEMARCATION DISTRICT
- GL 政府土地 GOVERNMENT LAND
- RP 餘段 REMAINING PORTION
- S. 分段 SECTION
- ss. 小分段 SUB-SECTION
- (P) 部分 PORTION
- NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
- * 混合用地（農地及屋地） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
- 1 圖則修改 DRAWING REVISION
- A1 修訂參考編號(見憲報公告) AMENDMENT REFERENCE NUMBER (SEE GAZETTE NOTICE)
- 修訂範圍 AMENDMENT AREA

一般說明 GENERAL NOTES

1. 有關一般說明參閱圖則 XRL-G01。
   FOR GENERAL NOTES, REFER TO DRAWING NO. XRL-G01.
2. 有關收地範圍及分區圖則 XRL-L13 至 XRL-L14。
   FOR RESUMPTION AREA SCHEDULE, REFER TO DRAWING NO. XRL-L13 TO XRL-L14.

修訂表 TABLE OF AMENDMENTS

版次 REV	日期 DATE	修訂 BY	核准 SUP	批准 APP	說明 DESCRIPTION
1	14.09.2021	CADD	MAVEN	RP	修訂項目 A1 及 A2 AMENDMENT ITEMS A1 AND A2

發出日期 DATE OF ISSUE

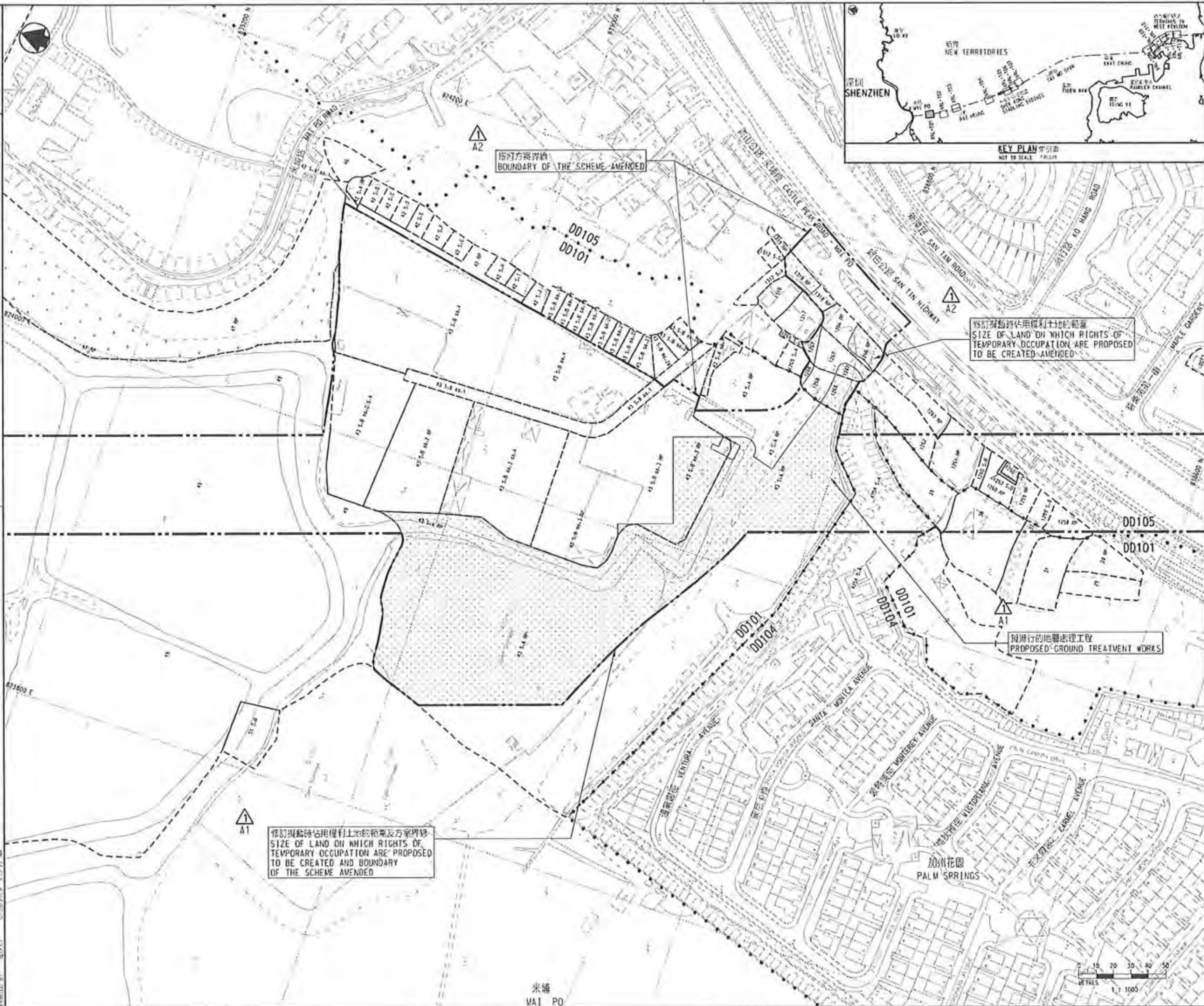
圖則名稱 DRAWING TITLE

廣深港高速鐵路香港段
鐵路條例(第519章)
收回土地圖則 14頁的第1頁
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
LAND RESUMPTION PLAN
SHEET 1 OF 14

圖號 DRAWING NO. XRL - L01

比例 SCALE 1:1000 (A1) 按圖幅 OR AS SHOWN

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE



附件 B-3 Annex B-3

圖例 LEGEND

— · · —	方案界線 BOUNDARY OF THE SCHEME
— - —	暫時佔用權利界限 LIMITS OF RIGHTS OF TEMPORARY OCCUPATION
- - - -	地段界線 LOT BOUNDARY
- · — · -	參照線 REFERENCE LINE
—o—	受影響黃色地區界線 BOUNDARY OF AFFECTED YELLOW AREA
(1)	參照標記 REFERENCE LINE MARK
• • • •	丈量約份界線 DEMARCATION DISTRICT BOUNDARY
(dotted area)	建議將予設定暫時佔用權利的土地 LAND ON WHICH RIGHTS OF TEMPORARY OCCUPATION ARE PROPOSED TO BE CREATED
(cross-hatched area)	建議將予設定暫時佔用權利的地層 UNDERGROUND STRATA ON WHICH RIGHTS OF TEMPORARY OCCUPATION ARE PROPOSED TO BE CREATED
DD	丈量約份 DEMARCATION DISTRICT
GL	政府土地 GOVERNMENT LAND
KIL	九龍內地段 KOWLOON INLAND LOT
KML	九龍海旁地段 KOWLOON MARINE LOT
MTRL	地下鐵路地段 MASS TRANSIT RAILWAY LOT
NKIL	新九龍內地段 NEW KOWLOON INLAND LOT
RP	餘段 REMAINING PORTION
S.	分段 SECTION
SS.	小分段 SUB-SECTION
(P)	部分 PORTION
△1	圖則修改 DRAWING REVISION
A1	修訂參考編號(參看憲報公告) AMENDMENT REFERENCE NUMBER (SEE GAZETTE NOTICE)
(cloud)	修訂範圍 AMENDMENT AREA

一般說明 GENERAL NOTES

1. 有關一般說明參看圖號 XRL-G01.
FOR GENERAL NOTES, REFER TO DRAWING NO. XRL-G01.
2. 有關受影響土地參看圖號 XRL-T14 內的一覽表.
FOR AFFECTED LAND, REFER TO SCHEDULES AT DRAWING NO. XRL-T14.
3. 沿參照線的切面立視圖顯示的正/負主水平基準是約數.
THE +/- mPDs SHOWN IN THE SECTIONAL ELEVATION ALONG REFERENCE LINE ARE APPROXIMATE.

修訂表 TABLE OF AMENDMENTS

修改 REV	日期 DATE	繪圖 BY	核對 CHK	批准 APP	說明 DESCRIPTION
△1	17 APR 2009	CK50	KW/CW	PP	修訂項目 A1 及 A2 AMENDMENT ITEMS A1 AND A2

准予發出 APPROVED FOR ISSUE

政府工程師/鐵路拓展(2) GOVERNMENT ENGINEER/ RAILWAY DEVELOPMENT (2) HIGHWAYS DEPARTMENT

發出日期 DATE OF ISSUE

圖則名稱 DRAWING TITLE

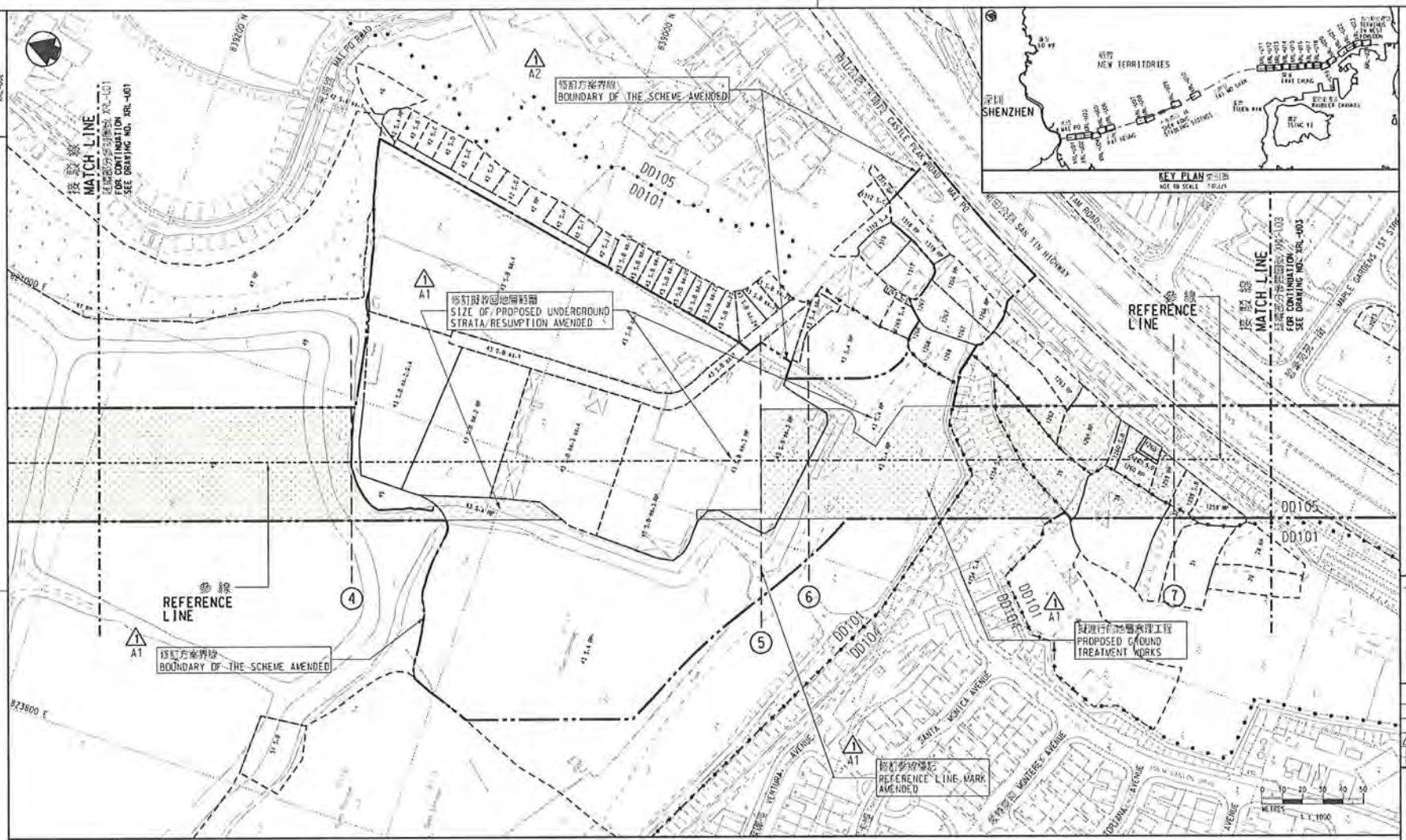
廣深港高速鐵路香港段
鐵路條例(第519章)
設定暫時佔用土地權利圖則
14頁的第1頁

HONG KONG SECTION OF GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
CREATION OF RIGHTS OF TEMPORARY OCCUPATION OF LAND PLAN SHEET 1 OF 14

圖號 DRAWING NO. XRL - T01

比例 SCALE 1:1000 (A1) 或如圖示 OR AS SHOWN

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE



附件 B-4 Annex B-4

圖例 LEGEND

- 擬議收回的地層 UNDERGROUND STRATA PROPOSED TO BE RESUMED
- 方案界線 BOUNDARY OF THE SCHEME
- 參線 REFERENCE LINE
- ① 參線標記 REFERENCE LINE MARK
- 地段界線 LOT BOUNDARY
- 丈量約份界線 DEMARCATION DISTRICT BOUNDARY
- DD 丈量約份 DEMARCATION DISTRICT
- GL 政府土地 GOVERNMENT LAND
- RP 剩餘部分 REMAINING PORTION
- S. 分段 SECTION
- SS. 小分段 SUB-SECTION
- NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
- KIL 九龍內地段 KOWLOON INLAND LOT
- CUL 打鼓嶺地段 CHUK UN LOT
- STL 上水地段 SHEUNG SHUN LOT
- TWTL 荃灣市地段 TSUEN WAN TOWN LOT
- KCTL 葵涌市地段 KWAI CHUNG TOWN LOT
- SD 測量約份地段 SURVEY DISTRICT
- MTRL 地下鐵路地段 MASS TRANSIT RAILWAY LOT
- KML 九龍海旁地段 KOWLOON MARINE LOT
- (P) 部分 PORTION
- ※ 混合用地（農地及屋宇） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
- ⚠ A1 圖則修改 DRAWING REVISION 修訂參考編號(參考憲報公告) AMENDMENT REFERENCE NUMBER (SEE GAZETTE NOTICE)
- 修訂範圍 AMENDMENT AREA

一般說明 GENERAL NOTES

1. 有關一般說明參考圖號 XRL-G01。
FOR GENERAL NOTES, REFER TO DRAWING NO. XRL-G01.
2. 有關收回地層表參考圖號 XRL-U05 及 圖號 XRL-U06。
FOR UNDERGROUND STRATA RESUMPTION SCHEDULE, REFER TO DRAWING NOS. XRL-U05 AND XRL-U06.
3. 沿參線所示算立地區預測的正/負主水平基準相為約數。
THE +/- mPD's SHOWN IN THE SECTIONAL ELEVATION ALONG REFERENCE LINE ARE APPROXIMATE.

修訂表 TABLE OF AMENDMENTS

修訂 KEY	日期 DATE	修訂 BY	核對 CHK	批准 APP	說明 DESCRIPTION
A1	07 APR 2015	CADD	MAY/CW	PP	修訂圖則 A1 及 A2 AMENDMENT DRGNS. A1 AND A2

批准發出 APPROVED FOR ISSUE

政府工程師/鐵路發展辦事處(2)/路政署總工程師 GOVERNMENT ENGINEER/ RAILWAY DEVELOPMENT (2)/ HIGHWAYS DEPARTMENT

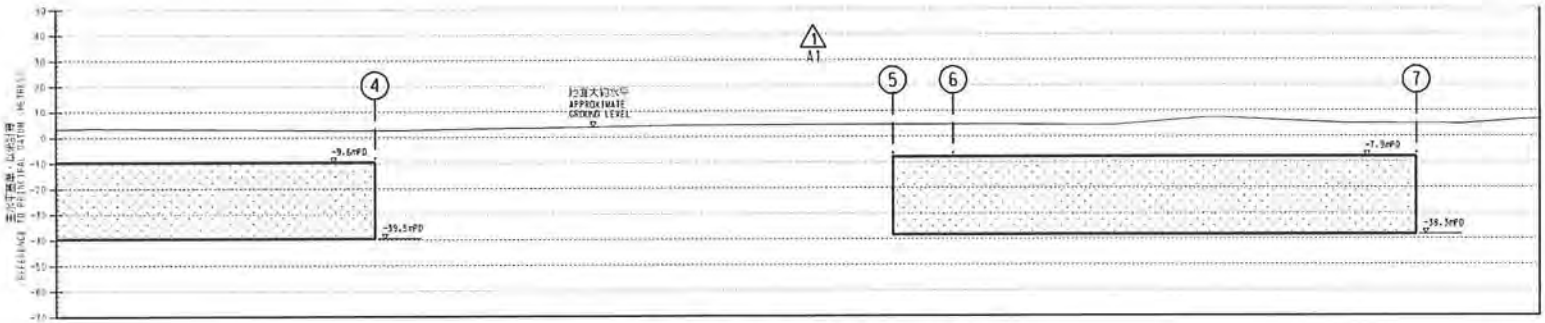
發出日期 DATE OF ISSUE

圖則名稱 DRAWING TITLE

廣深港高速鐵路香港段
鐵路條例(第519章)
收回地層圖則 26頁的第2頁
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
UNDERGROUND STRATA RESUMPTION PLAN
SHEET 2 OF 26

圖則編號 DRAWING NO. XRL - U02

比例 SCALE 1:1000 (A1) 1:2000 (A3) AS SHOWN



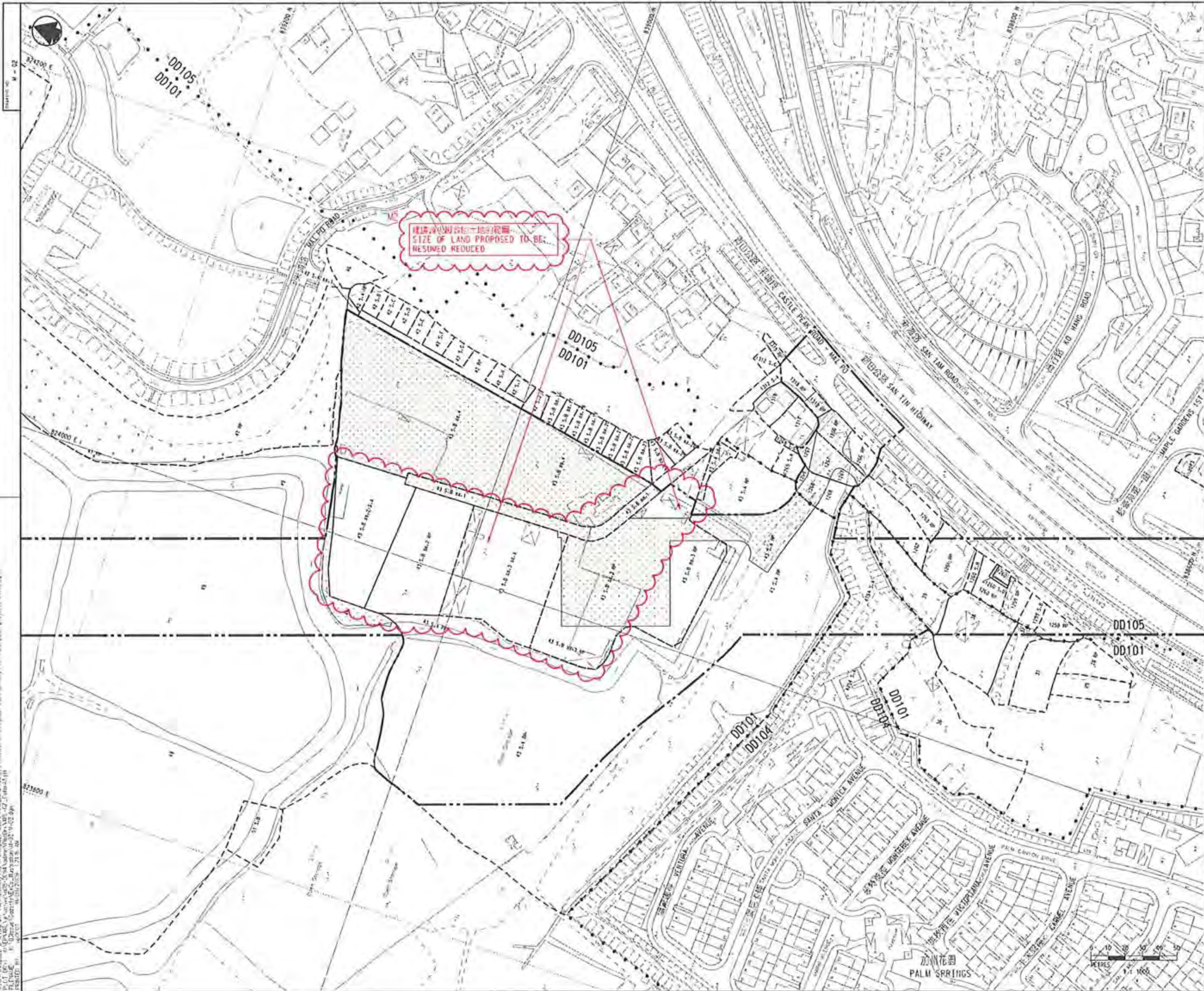
沿參線的切面立視圖 SECTIONAL ELEVATION ALONG REFERENCE LINE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE

附件 B-5 Annex B-5

圖例 LEGEND

—·—·—	方案界線於二零零九年四月三十日刊憲 BOUNDARY OF THE SCHEME GAZETTED ON 30 APRIL 2009
- - - - -	地段界線 LOT BOUNDARY
• • • •	丈量約份界線 DEMARCATION DISTRICT BOUNDARY
(dotted)	建議將予收回的農地 AGRICULTURAL LAND PROPOSED TO BE RESUMED
(hatched)	建議將予收回的屋地 BUILDING LAND PROPOSED TO BE RESUMED
(cross-hatched)	建議將予收回的其他土地 OTHER LAND PROPOSED TO BE RESUMED
DD	丈量約份 DEMARCATION DISTRICT
GL	政府土地 GOVERNMENT LAND
RP	餘段 REMAINING PORTION
S.	分段 SECTION
SS.	小分段 SUB-SECTION
(P)	部分 PORTION
NKIL	新九龍內地段 NEW KOWLOON INLAND LOT
*	混合用地（農地及屋地） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
M1	建議修改參考編號 PROPOSED MODIFICATION REFERENCE NUMBER
(cloud)	建議修改範圍 PROPOSED MODIFICATION AREA



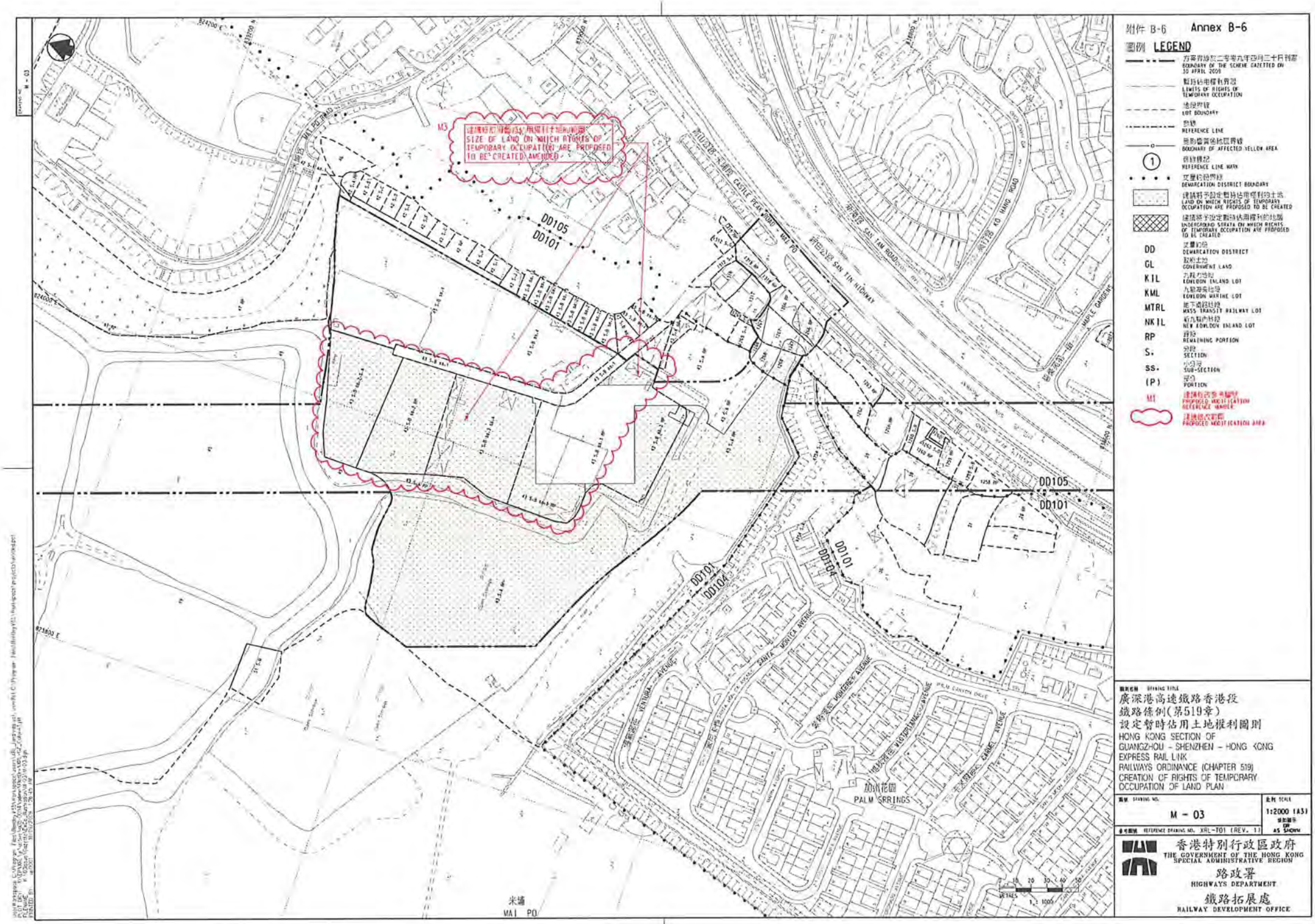
圖則名稱 DRAWING TITLE

廣深港高速鐵路香港段
鐵路條例(第519章)
收回土地圖則

HONG KONG SECTION OF GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
LAND RESUMPTION PLAN

圖號 DRAWING NO.	比例 SCALE
M - 02	1:2000 (A3) 或如圖示 OR AS SHOWN
參考圖號 REFERENCE DRAWING NO. XRL-L01 (REV. 1)	

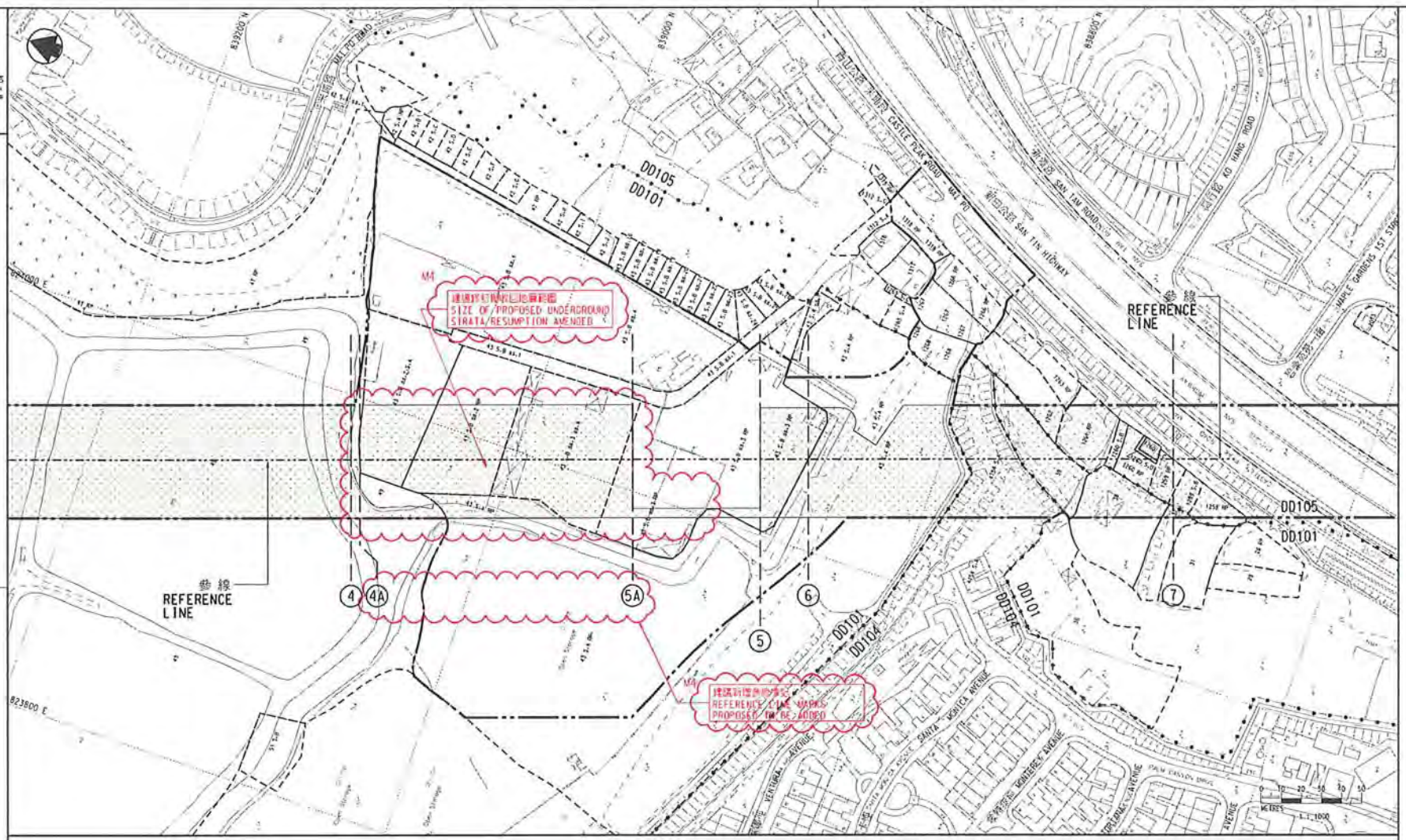
香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE

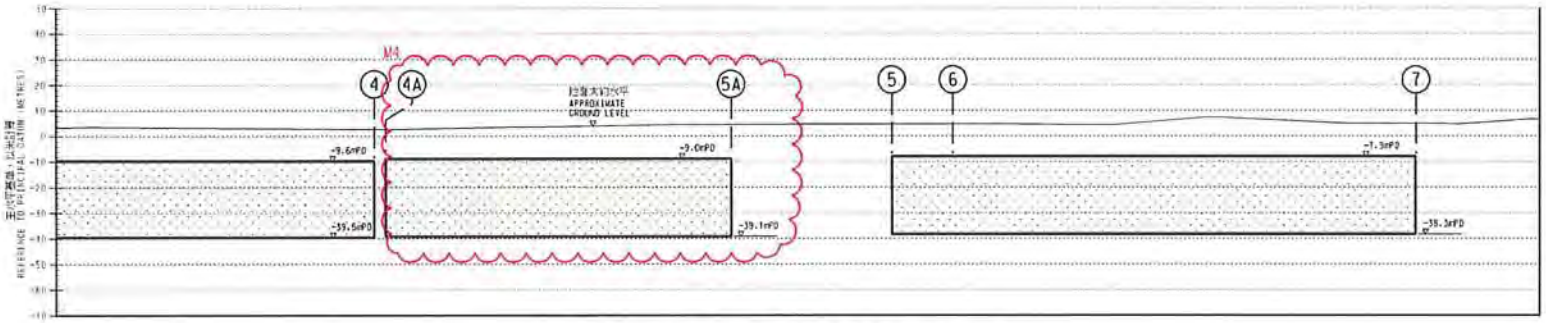


廣深港高速鐵路香港段
鐵路條例(第519章)
設定暫時佔用土地權利圖則
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
CREATION OF RIGHTS OF TEMPORARY
OCCUPATION OF LAND PLAN

圖則編號 DRAWING NO.: M - 03
比例 SCALE: 1:2000 (A3) 或如圖所示 OR AS SHOWN
參考圖則 REFERENCE DRAWING NO.: XRL-T01 (REV. 1)

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE





沿參線的切面立視圖 SECTIONAL ELEVATION ALONG REFERENCE LINE

附件 B-7 Annex B-7

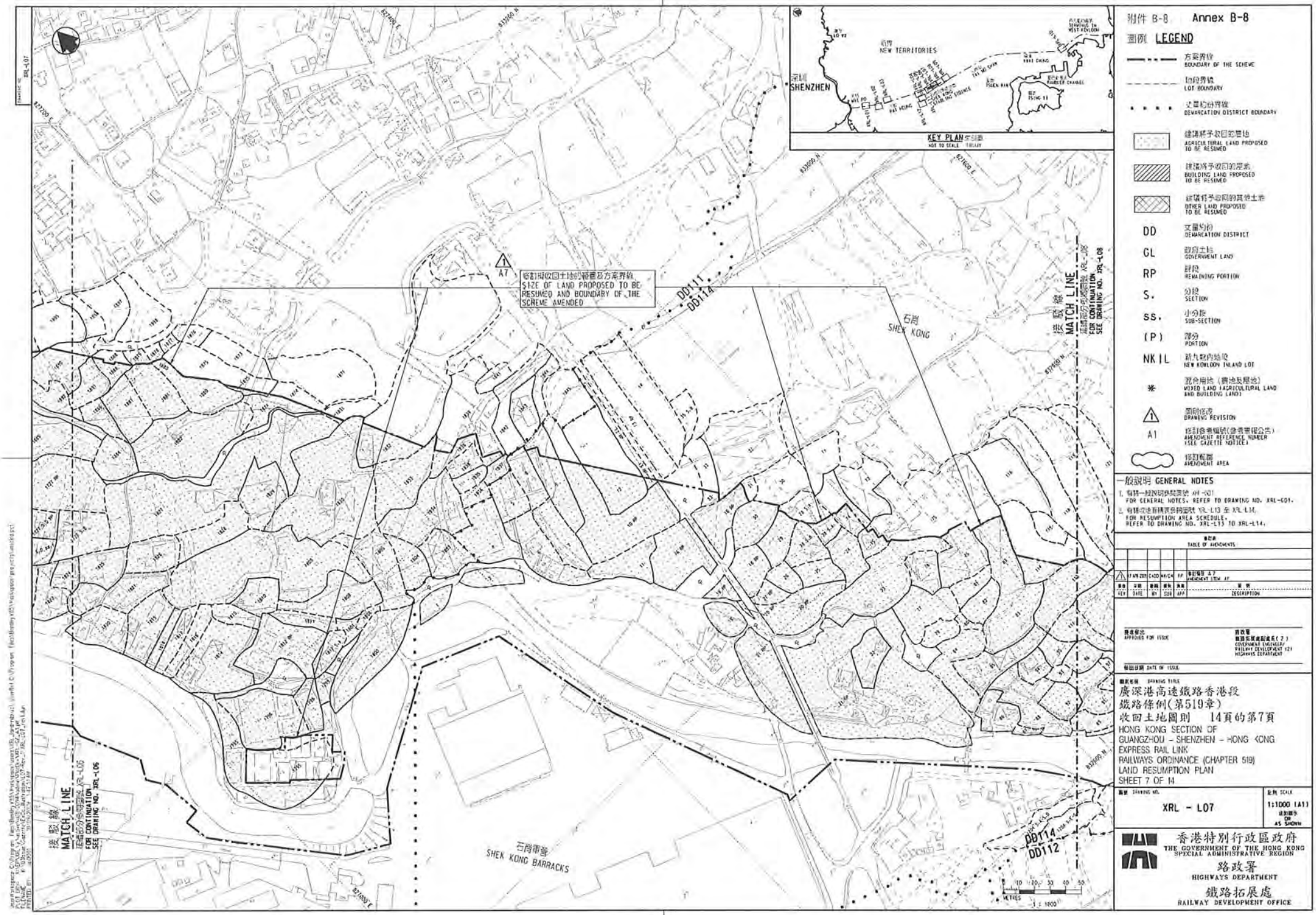
圖例 LEGEND

- 建議收回的地層 UNDERGROUND STRATA PROPOSED TO BE RESUMED
- 方案界線於二零零九年四月三十日註冊 BOUNDARY OF THE SCHEME GAZETTED ON 30 APRIL 2009
- 參線 REFERENCE LINE
- 參線標記 REFERENCE LINE MARK
- 地段界線 LOT BOUNDARY
- 丈量約份界線 DEMARCATION DISTRICT BOUNDARY
- DD 丈量約份 DEMARCATION DISTRICT
- GL 政府土地 GOVERNMENT LAND
- RP 餘段 REMAINING PORTION
- S. 分段 SECTION
- ss. 小分段 SUB-SECTION
- NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
- KIL 九龍內地段 KOWLOON INLAND LOT
- CUL 丈量地段 CHUK UN LOT
- STL 上村地段 SHEUNG TSUN LOT
- TWTL 荃灣市地段 TSUEN WAN TOWN LOT
- KCTL 葵涌市地段 KWAI CHUNG TOWN LOT
- SD 測量約份地段 SURVEY DISTRICT
- MTRL 地下鐵路地段 MASS TRANSIT RAILWAY LOT
- KML 九龍毗鄰地段 KOWLOON MARINE LOT
- (P) 部分 PORTION
- * 混合用地（農地及屋地） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
- M4 擬議修改參考編號 PROPOSED MODIFICATION REFERENCE NUMBER
- 擬議修改範圍 PROPOSED MODIFICATION AREA

圖則名稱 DRAWING TITLE
廣深港高速鐵路香港段
鐵路條例(第519章)
收回地層圖則
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
UNDERGROUND STRATA RESUMPTION PLAN

圖則編號 DRAWING NO. M - 04
比例 SCALE 1:2000 (A3)
參考圖則 REFERENCE DRAWING NO. XRL-002 (REV. 11)
或如圖示 OR AS SHOWN

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE



附件 B-8 Annex B-8

圖例 LEGEND

- 方案界線 BOUNDARY OF THE SCHEME
- 地段界線 LOT BOUNDARY
- 丈量約份界線 DEMARCATION DISTRICT BOUNDARY
- 建議將予收回的農地 AGRICULTURAL LAND PROPOSED TO BE RESUMED
- 建議將予收回的屋宇 BUILDING LAND PROPOSED TO BE RESUMED
- 建議將予收回的其他土地 OTHER LAND PROPOSED TO BE RESUMED
- DD 丈量約份 DEMARCATION DISTRICT
- GL 政府土地 GOVERNMENT LAND
- RP 餘段 REMAINING PORTION
- S. 分段 SECTION
- ss. 小分段 SUB-SECTION
- (P) 部分 PORTION
- NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
- * 混合用地（農地及屋地） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
- 1 圖則修訂 DRAWING REVISION
- A1 修訂參考編號(憲報公告) AMENDMENT REFERENCE NUMBER (SEE GAZETTE NOTICE)
- 修訂範圍 AMENDMENT AREA

A7 修訂擬收回土地的範圍及方案界線 SIZE OF LAND PROPOSED TO BE RESUMED AND BOUNDARY OF THE SCHEME AMENDED

一般說明 GENERAL NOTES

1. 有關一般說明參閱圖號 XRL-G01。 FOR GENERAL NOTES, REFER TO DRAWING NO. XRL-G01.
2. 有關收地範圍表參閱圖號 XRL-L13 至 XRL-L14。 FOR RESUMPTION AREA SCHEDULE, REFER TO DRAWING NO. XRL-L13 TO XRL-L14.

修訂表 TABLE OF AMENDMENTS

版次 REV	日期 DATE	修訂 BY	核對 CHD	批准 APP	說明 DESCRIPTION
1	FEB 2009	CADD	MK/CH	EP	第A7項修訂 AMENDMENT ITEM A7

發出圖則 ISSUED FOR ISSUE

發出日期 DATE OF ISSUE

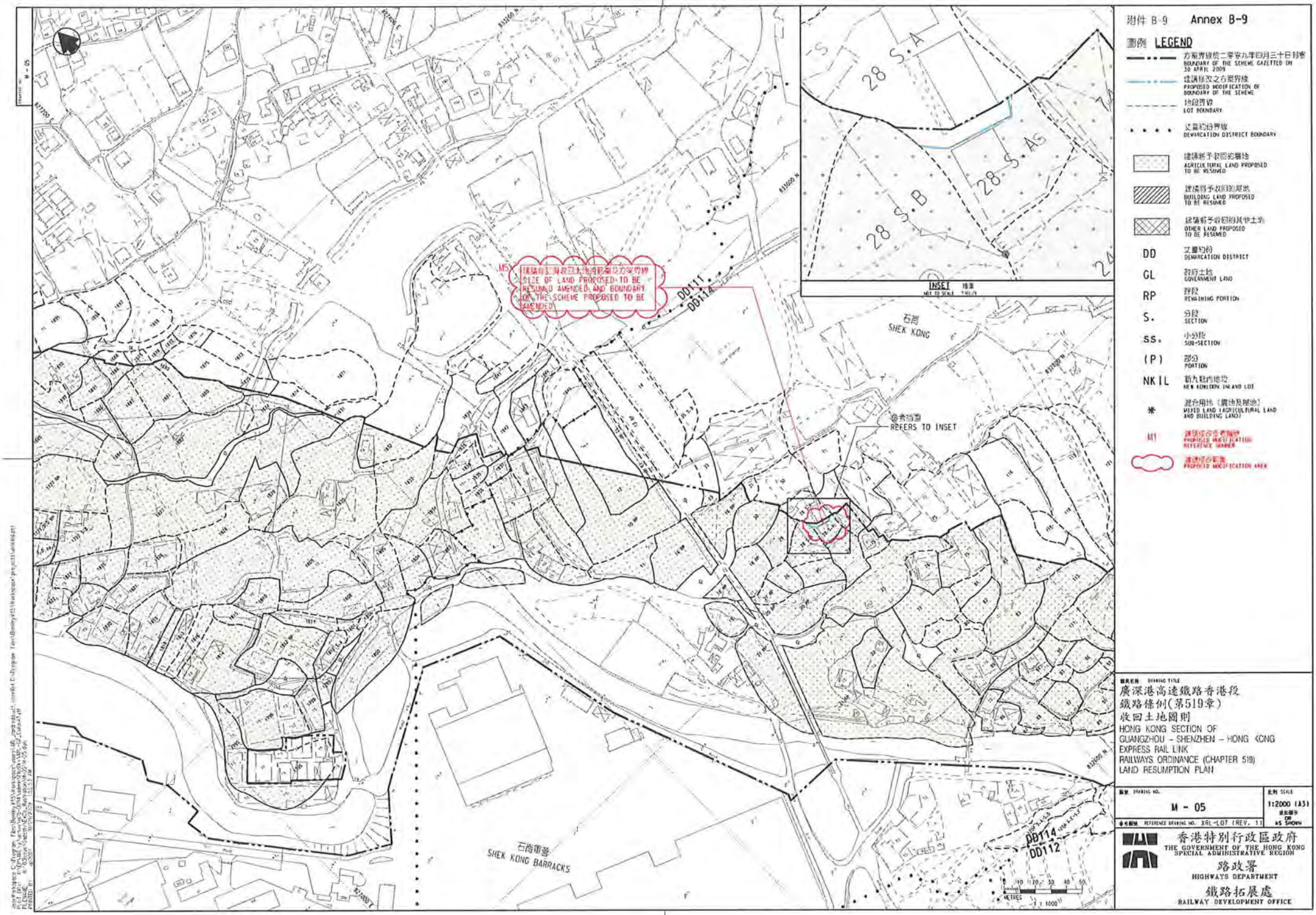
發出者 ISSUED BY
政府工程師(鐵路發展辦事處)(運輸署)
GOVERNMENT ENGINEER
RAILWAY DEVELOPMENT (2)
HIGHWAYS DEPARTMENT

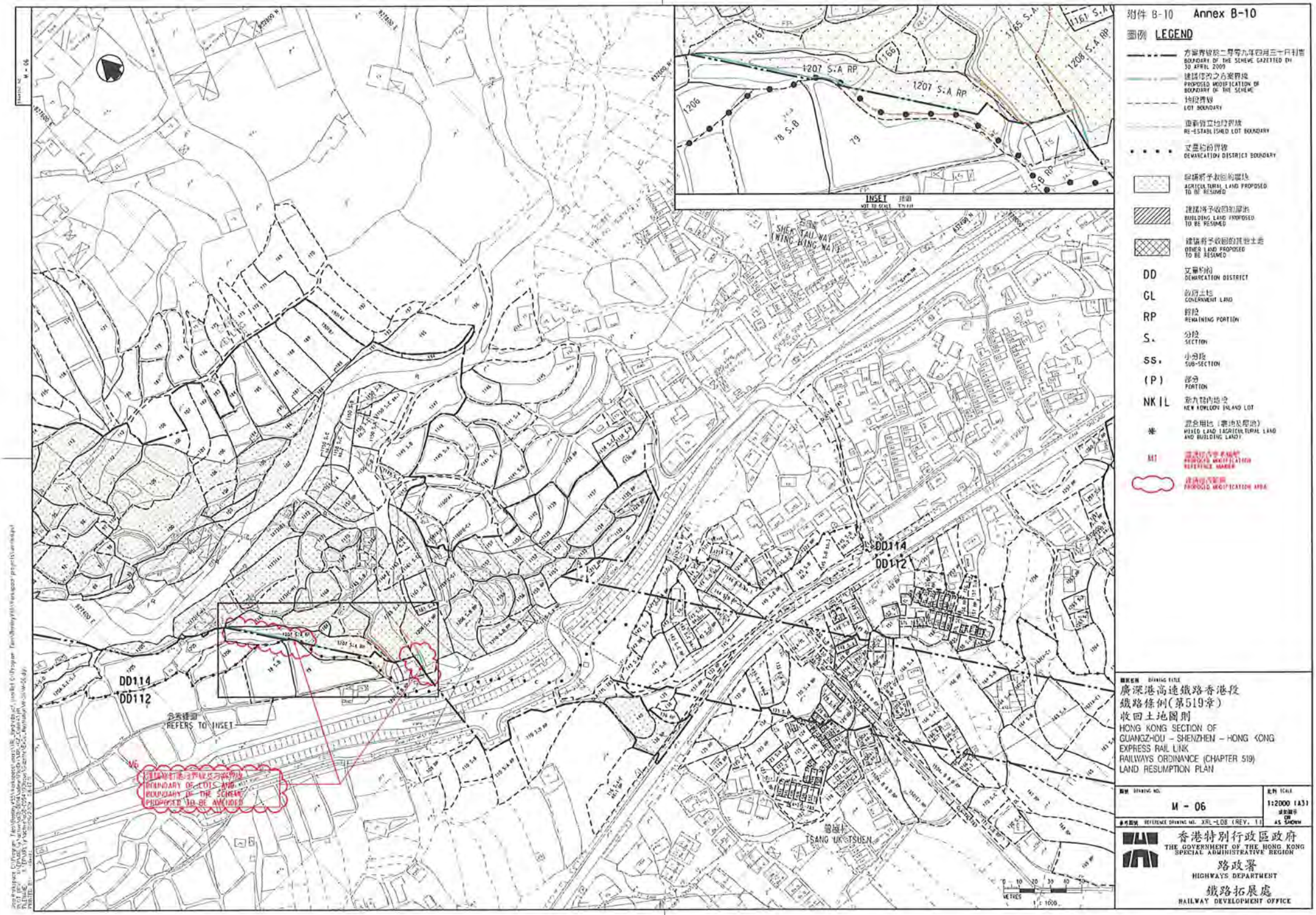
圖則名稱 DRAWING TITLE
廣深港高速鐵路香港段
鐵路條例(第519章)
收回土地圖則 14頁的第7頁
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
LAND RESUMPTION PLAN
SHEET 7 OF 14

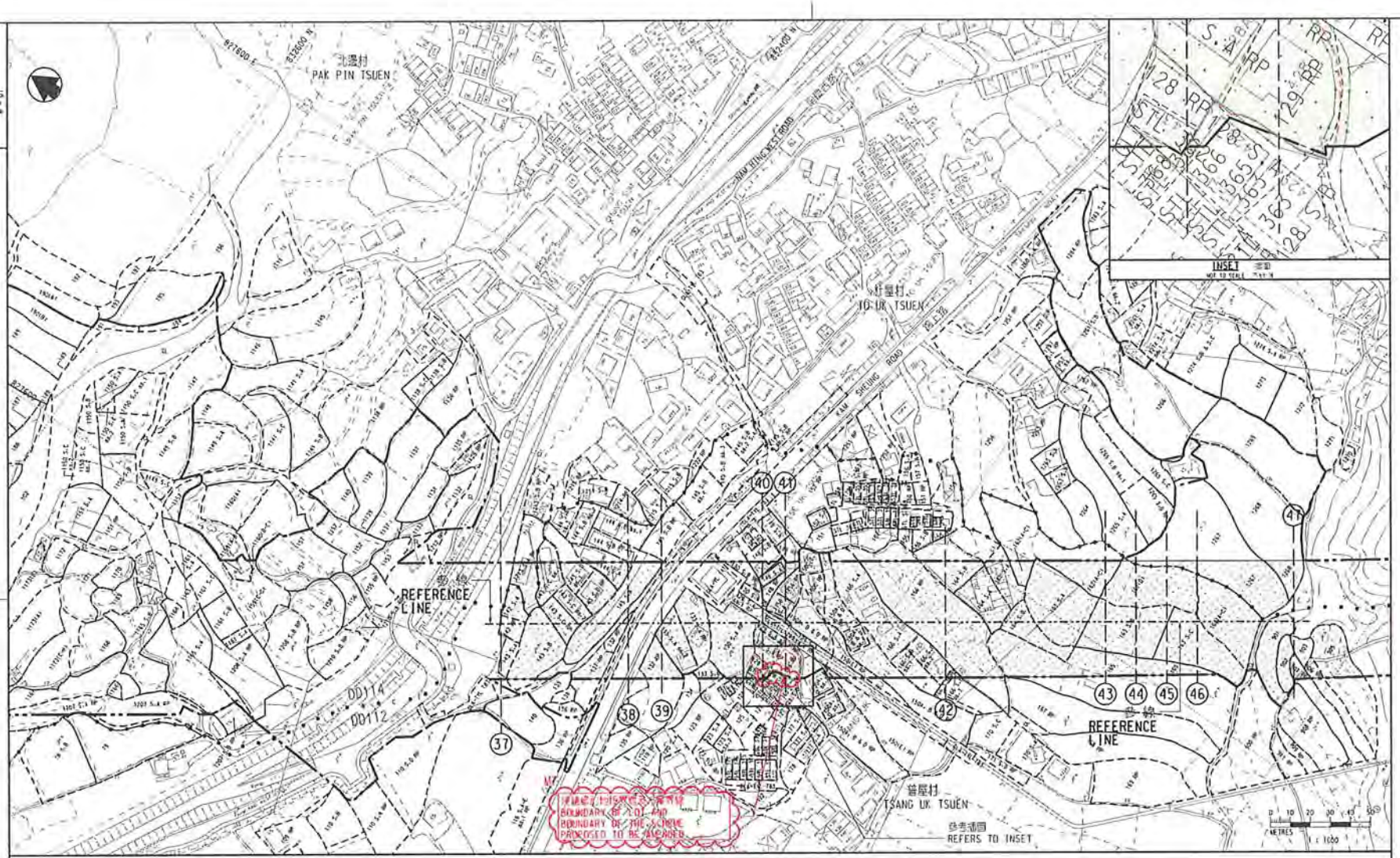
圖則編號 DRAWING NO. XRL - L07

比例 SCALE 1:1000 (A1) 或如圖示 OR AS SHOWN

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE


附件 B-9 Annex B-9
圖例 LEGEND
方案界線於二零零九年四月三十日刊憲
BOUNDARY OF THE SCHEME GAZETTED ON 30 APRIL 2009
建議修改之方案界線
PROPOSED MODIFICATION OF BOUNDARY OF THE SCHEME
地段界線
LOT BOUNDARY
丈量約界線
DEMARCATION DISTRICT BOUNDARY
建議將予收回的農地
AGRICULTURAL LAND PROPOSED TO BE RESUMED
建議將予收回的屋地
BUILDING LAND PROPOSED TO BE RESUMED
建議將予收回的其他土地
OTHER LAND PROPOSED TO BE RESUMED
DD 丈量約份 DEMARCATION DISTRICT
GL 政府土地 GOVERNMENT LAND
RP 餘段 REMAINING PORTION
S. 分段 SECTION
SS. 小分段 SUB-SECTION
(P) 部分 PORTION
NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
混合用地（農地及屋地） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
M1 建議修改參考編號 PROPOSED MODIFICATION REFERENCE NUMBER
建議修改範圍 PROPOSED MODIFICATION AREA
INSET 插圖 NOT TO SCALE
28 S.A
28 S.B
28 S.A S
DD111
DD114
DD112
M5 建議將予收回土地的範圍及方案界線 (SIZE OF LAND PROPOSED TO BE RESUMED AMENDED AND BOUNDARY OF THE SCHEME PROPOSED TO BE AMENDED)
石崗 SHEK KONG
參看插圖 REFERS TO INSET
石崗軍營 SHEK KONG BARRACKS
METRES
廣深港高速鐵路香港段
鐵路條例(第519章)
收回土地圖則
HONG KONG SECTION OF GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
LAND RESUMPTION PLAN
圖號 DRAWING NO.
M - 05
比例 SCALE
1:2000 (A3)
REFERENCE DRAWING NO. XRL-LOT (REV. 1)
香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE

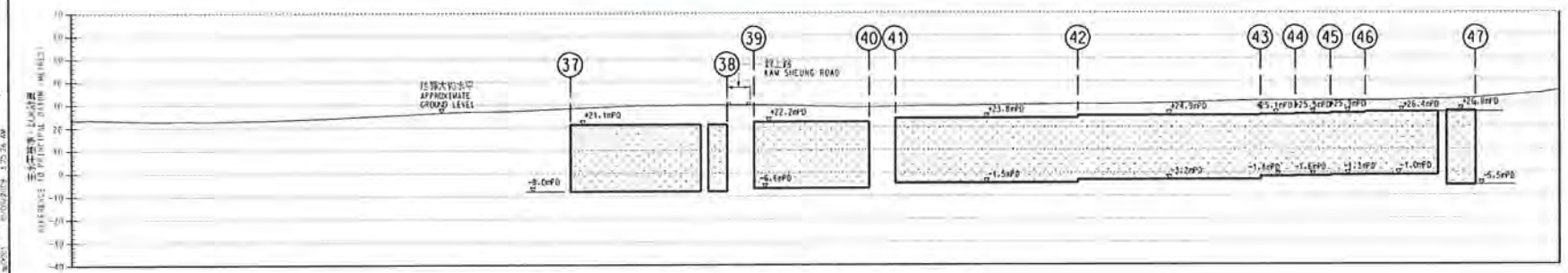

附件 B-10 Annex B-10
圖例 LEGEND
方案界線於二零零九年四月三十日刊憲
BOUNDARY OF THE SCHEME GAZETTED ON 30 APRIL 2009
建議修改之方案界線
PROPOSED MODIFICATION OF BOUNDARY OF THE SCHEME
地段界線
LOT BOUNDARY
重新批立地段界線
RE-ESTABLISHED LOT BOUNDARY
丈量約份界線
DEMARCATION DISTRICT BOUNDARY
DD 丈量約份 DEMARCATION DISTRICT
GL 政府土地 GOVERNMENT LAND
RP 餘段 REMAINING PORTION
S. 分段 SECTION
SS. 小分段 SUB-SECTION
(P) 部分 PORTION
NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
M1 建議修改參考編號 PROPOSED MODIFICATION REFERENCE NUMBER
建議修改範圍 PROPOSED MODIFICATION AREA
INSET 插圖 NOT TO SCALE 不按比例
SHEK TAU WAI WING MING WAY
DD114
DD112
參考插圖 REFERS TO INSET
M1
TSANG UK TSUEN
0 10 20 30 40 METRES
1:1000
廣深港高速鐵路香港段
鐵路條例(第519章)
收回土地圖則
HONG KONG SECTION OF GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
LAND RESUMPTION PLAN
M - 06
1:2000 (A3)
REFERENCE DRAWING NO. XRL-L08 (REV. 1)
香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE



附件 B 11 Annex B-11

圖例 LEGEND

- 建議收回的地層 UNDERGROUND STRATA PROPOSED TO BE RESUMED
- 方案界線於二零零九年四月三十日刊憲 BOUNDARY OF THE SCHEME GAZETTED ON 30 APRIL 2009
- 建議修改之方案界線 PROPOSED MODIFICATION OF BOUNDARY OF THE SCHEME
- 參考線 REFERENCE LINE
- ① 參考線標記 REFERENCE LINE MARK
- 地段界線 LOT BOUNDARY
- 重新修正地段界線 RE-ESTABLISHED LOT BOUNDARY
- 丈量約份界線 DEMARCATION DISTRICT BOUNDARY
- DD 丈量約份 DEMARCATION DISTRICT
- GL 政府土地 GOVERNMENT LAND
- RP 餘段 REMAINING PORTION
- S. 分段 SECTION
- ss. 小分段 SUB-SECTION
- NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
- KIL 九龍內地段 KOWLOON INLAND LOT
- CUL 打鼓嶺段 CHUK YUEN LOT
- STL 上村地段 SHEUNG TSUEN LOT
- TWTL 荃灣市地段 TSUEN WAN TOWN LOT
- KCTL 葵涌市地段 KWAI CHUNG TOWN LOT
- SD 測量約份地段 SURVEY DISTRICT
- MTRL 地下鐵路地段 MASS TRANSIT RAILWAY LOT
- KML 九龍零星地段 KOWLOON MARINE LOT
- (P) 部分 PORTION
- * 混合用地（農地及屋地） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
- M1 建議修改方案界線 PROPOSED MODIFICATION AREA



沿參考線的切面立視圖 SECTIONAL ELEVATION ALONG REFERENCE LINE

圖名 DRAWING TITLE

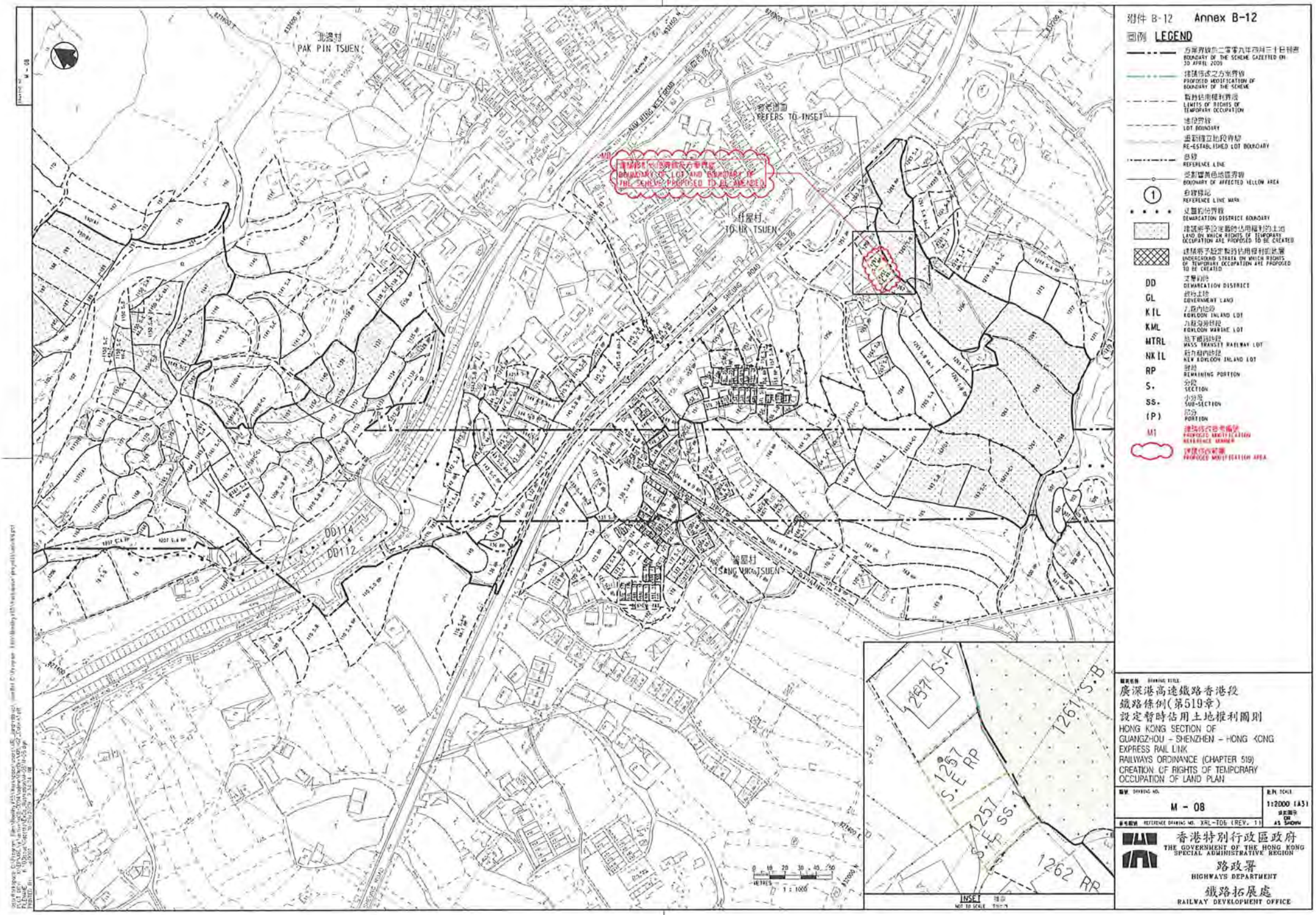
廣深港高速鐵路香港段
鐵路條例(第519章)
收回地層圖則
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
UNDERGROUND STRATA RESUMPTION PLAN

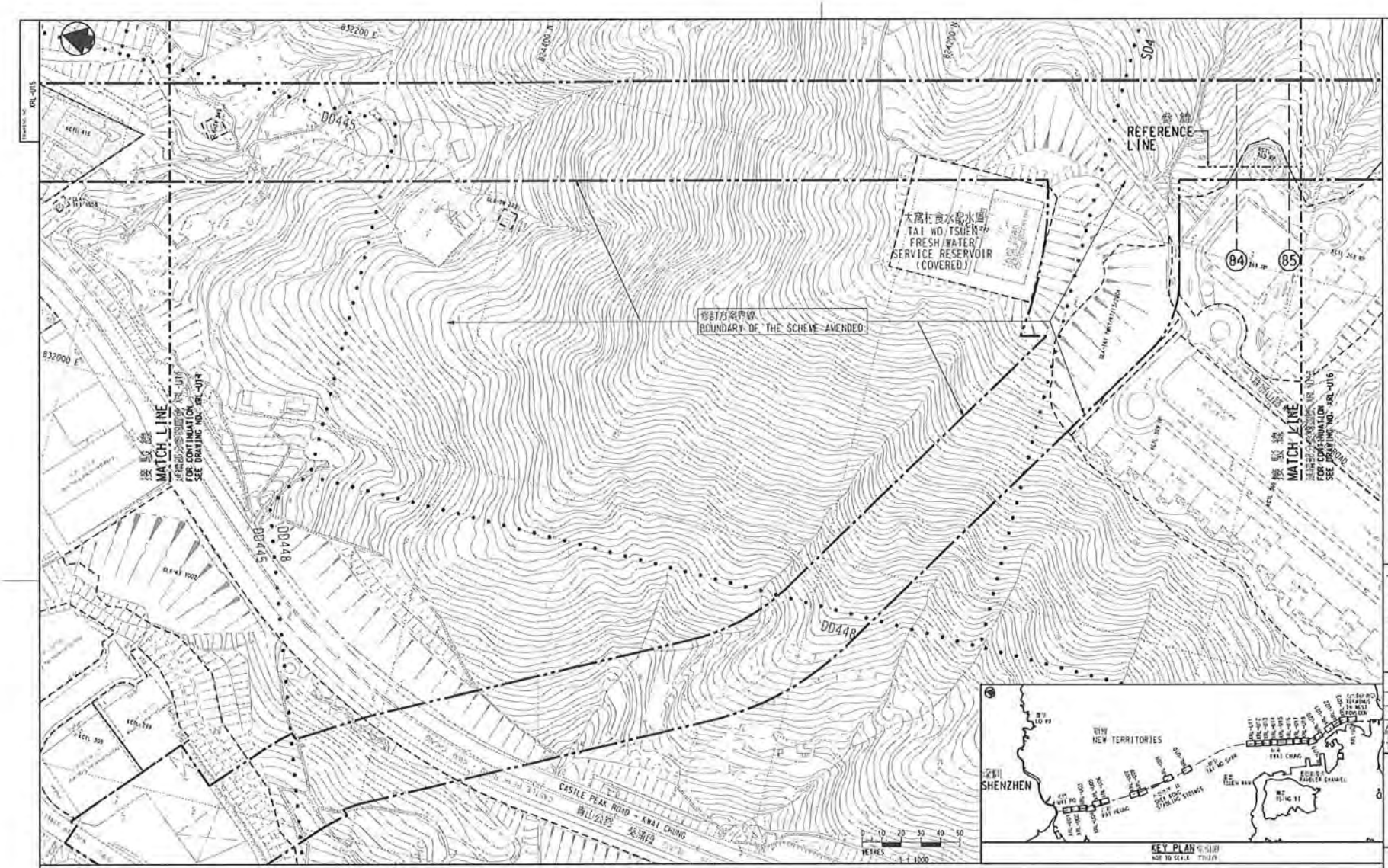
圖號 DRAWING NO. M - 07

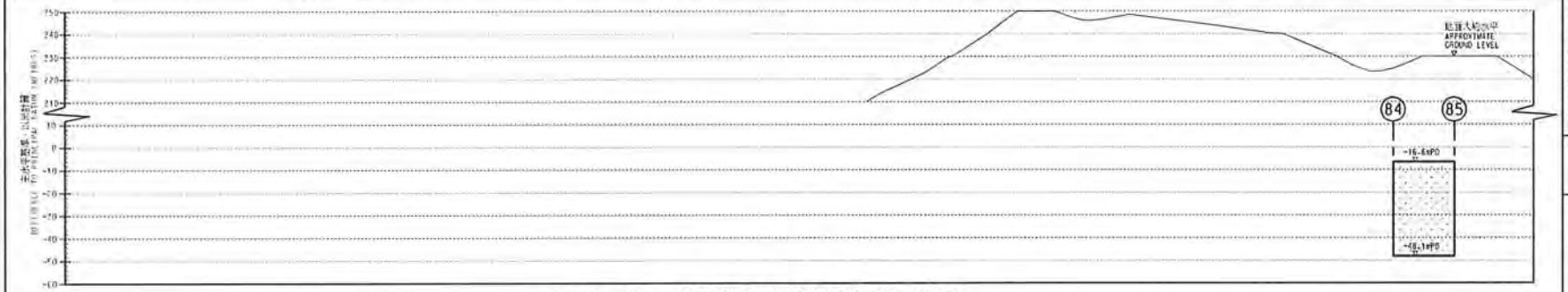
比例 SCALE 1:2000 (A3) OR AS SHOWN

參考圖號 REFERENCE DRAWING NO. XRL-009 (REV. 11)

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE


附件 B-12 Annex B-12
圖例 LEGEND
DD Demarcation District
GL Government Land
KIL Kowloon Inland Lot
KML Kowloon Marine Lot
MTRL Mass Transit Railway Lot
NKIL New Kowloon Inland Lot
RP Remaining Portion
S. Section
ss. Sub-Section
(P) Portion
M1 Proposed Modification Reference Number
北邊村 PAK PIN TSUEN
NAM HING WEST ROAD
REFERS TO INSET
BOUNDARY OF LOT AND BOUNDARY OF THE SCHEME PROPOSED TO BE AMENDED
山屋村 TO UK TSUEN
SHEUNG ROAD
DD114
DD112
DD113
DD115
1257 S.F
1257 S.E RP
1257 S.E ss.
1261 S.B
1262 RP
INSET
NOT TO SCALE
0 10 20 30 40 50
METRES
1 : 1000
廣深港高速鐵路香港段
鐵路條例(第519章)
設定暫時佔用土地權利圖則
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
CREATION OF RIGHTS OF TEMPORARY
OCCUPATION OF LAND PLAN
M - 08
1:2000 (A3)
REFERENCE DRAWING NO. XRL-TOB (REV. 11)
香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE





沿參線的切面立視圖 SECTIONAL ELEVATION ALONG REFERENCE LINE

附件 B-13 Annex B-13

圖例 LEGEND

- 建議收回的地層 UNDERGROUND STRATA PROPOSED TO BE RESUMED
- 工業界線 BOUNDARY OF THE SCHEME
- 參線 REFERENCE LINE
- ① 參線標記 REFERENCE LINE MARK
- 地段界線 LOT BOUNDARY
- 丈量約份界線 DEMARCATION DISTRICT BOUNDARY
- DD 丈量約份 DEMARCATION DISTRICT
- GL 官地土地 GOVERNMENT LAND
- RP 餘段 REMAINING PORTION
- S. 分段 SECTION
- SS. 小分段 SUB-SECTION
- NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
- KIL 九龍內地段 KOWLOON INLAND LOT
- CUL 丈量地段 CHUN UN LOT
- STL 上村地段 SHEUNG TSUEN LOT
- TWTL 荃灣市地段 TSUEN WAN TOWN LOT
- KCTL 葵涌市地段 KWAI CHUNG TOWN LOT
- SD 測量約地段 SURVEY DISTRICT
- MTRL 地下鐵路地段 MASS TRANSIT RAILWAY LOT
- KML 九龍海旁地段 KOWLOON MARINE LOT
- (P) 部分 PORTION
- * 混合用地（農地及屋地） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
- ⚠1 圖則修訂 DRAWING REVISION
- A1 修訂香港特別行政區憲報公告編號 AMENDMENT REFERENCE NUMBER (SEE GAZETTE NOTICE)
- 修訂範圍 AMENDMENT AREA

一般說明 GENERAL NOTES

1. 有關一切說明參考圖則 XRL-G01。
FOR GENERAL NOTES, REFER TO DRAWING NO. XRL-G01.
2. 有關收回地層表參考圖則 XRL-U25 及 圖則 XRL-U26。
FOR UNDERGROUND STRATA RESUMPTION SCHEDULE, REFER TO DRAWING NOS. XRL-U25 AND XRL-U26.
3. 沿參線所示隧道之頂部及底部的正/負主水平基準標高約數。
THE +/- mPDs SHOWN IN THE SECTIONAL ELEVATION ALONG REFERENCE LINE ARE APPROXIMATE.

修訂表 TABLE OF AMENDMENTS

修訂項目 AMENDMENT ITEM	說明 DESCRIPTION	日期 DATE	批准 APP
⚠1	CADD REVISION	07 APR 2015	FP

刊憲日期 DATE OF ISSUE

圖則名稱 DRAWING TITLE
廣深港高速鐵路香港段
鐵路條例(第519章)
收回地層圖則 26頁的第15頁
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
UNDERGROUND STRATA RESUMPTION PLAN
SHEET 15 OF 26

圖則編號 DRAWING NO. XRL - U15

比例 SCALE 1:1000 (A1) 或以圖示 OR AS SHOWN

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE

附件 B-14 Annex B-14

圖例 LEGEND

	擬議收回的地下土地 UNDERGROUND STRATA PROPOSED TO BE RESUMED
	方案經憲報刊登二零零九年四月三十日的界線 BOUNDARY OF THE SCHEME GAZETTED ON 30 APRIL 2009
	參線 REFERENCE LINE
①	參線標記 REFERENCE LINE MARK
	地段界線 LOT BOUNDARY
	立屋紀劃界線 DEMARCATION DISTRICT BOUNDARY
DD	立屋紀劃 DEMARCATION DISTRICT
GL	政府土地 GOVERNMENT LAND
RP	餘段 REMAINING PORTION
S.	分段 SECTION
SS.	小分段 SUB-SECTION
NKIL	新九龍內地段 NEW KOWLOON INLAND LOT
KIL	九龍內地段 KOWLOON INLAND LOT
CUL	羣田地段 CHUK UN LOT
STL	上村地段 SHEUNG TSUN LOT
TMTL	荃灣市地段 TSUEN WAN TOWN LOT
KCTL	葵涌市地段 KWAI CHUNG TOWN LOT
SD	測量地籍地段 SURVEY DISTRICT
MTRL	地下鐵路地段 MASS TRANSIT RAILWAY LOT
KML	九龍海旁地段 KOWLOON MARINE LOT
PI	部分 PORTION
*	混合用地（鐵路及房產） MIXED LAND (RAILWAY, TURAL LAND AND BUILDING LAND)
M1	建議修改參考編號 PROPOSED MODIFICATION REFERENCE NUMBER
	建議修改範圍 PROPOSED MODIFICATION AREA

REFERENCE LINE 參線

大窩口食水配水庫 TAI WO TSUEN FRESH WATER SERVICE RESERVOIR (COVERED)

DD445 DD448 SD4

CASTLE PEAK ROAD - KWAI CHUNG 青山公路 - 葵涌段

METRES

沿參線的切面立視圖 SECTIONAL ELEVATION ALONG REFERENCE LINE

APPROXIMATE GROUND LEVEL

M3 建議修改主水平基準 PRINCIPAL DATUM PROPOSED TO BE AMENDED

-6.6mPD

-28.7mPD

圖則名稱 DRAWING TITLE

廣深港高速鐵路香港段
鐵路條例(第519章)
收回地層圖則
HONG KONG SECTION OF
GUANGZHOU - SHENZHEN - HONG KONG
EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
UNDERGROUND STRATA RESUMPTION PLAN

圖則編號 DRAWING NO. M - 09

比例 SCALE 1:2000 (A3)

參考圖則 REFERENCE DRAWING NO. XRL-U15 (REV. 1)

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署
HIGHWAYS DEPARTMENT
鐵路拓展處
RAILWAY DEVELOPMENT OFFICE

DRAWING NO. XRL-U25

收回地層表
Underground Strata Resumption Schedule
農地 Agricultural Land

丈量約份編號 DD No.	地段編號 Lot No.	圖號 Drawing No.	參線標記 Reference Line Mark	修訂/更正參考編號 Amendment / Correction Reference Number
DD101	49 (P)	XRL-U01 XRL-U02	3-4	C2
DD101	76 RP (P)	XRL-U01	1-2	C2
DD101	32 (P)	XRL-U02	6-7	C2
DD101	38 (P)	XRL-U02	6-7	C2
DD101	39 (P)	XRL-U02	6-7	C2
DD101	43 S.A RP (P)	XRL-U02	3-4 5-6 6-7	A1,A2 C2
DD101	43 S.B ss 3 RP (P)	XRL-U02	5-6 6-7	A2 C2
DD105	1258 RP (P)	XRL-U02	6-7	C2
DD105	1259 RP	XRL-U02	6-7	
DD105	1259 S.B	XRL-U02	6-7	
~~DD105~~	~~1260 RP *~~	~~XRL-U02~~	~~6-7~~	C3
DD105	1260 S.B	XRL-U02	6-7	
DD105	1260 S.C	XRL-U02	6-7	
DD105	1260 S.D	XRL-U02	6-7	
DD105	1261 RP (P)	XRL-U02	6-7	C2
DD105	1262 (P)	XRL-U02	6-7	C2
DD104	1131 RP (P)	XRL-U04	16-17	C2
DD104	1132	XRL-U04	16-17	
DD104	1134 RP	XRL-U04	16-17	
~~DD104~~	~~1134 S.B RP *~~	~~XRL-U04~~	~~16-17~~	C3
~~DD104~~	~~1134 S.B ss 1 *~~	~~XRL-U04~~	~~16-17~~	C3
DD104	1134 S.C	XRL-U04	16-17	
DD104	1134 S.D	XRL-U04	16-17	
~~DD104~~	~~1135 S.B *~~	~~XRL-U04~~	~~16-17~~	C3
~~DD104~~	~~1135 S.C *~~	~~XRL-U04~~	~~16-17~~	C3
DD104	1135 S.D	XRL-U04	16-17	
~~DD104~~	~~1135 S.E *~~	~~XRL-U04~~	~~16-17~~	C3
DD104	1137 (P)	XRL-U04	14-16	C2
DD104	1138	XRL-U04	14-16	
DD104	1142 RP	XRL-U04	14-16	
DD104	1167 S.B	XRL-U04	14-15	
DD104	1167 S.C	XRL-U04	14-15	
DD104	1168	XRL-U04	14-15	
DD104	1169 RP	XRL-U04	14-15	
DD104	1169 S.B	XRL-U04	14-15	
~~DD104~~	~~1170 RP *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~1170 S.A *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	1171 RP	XRL-U04	14-15	
~~DD104~~	~~1171 S.B *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	1172 RP	XRL-U04	14-15	
DD104	1172 S.A	XRL-U04	14-15	
DD104	1172 S.B	XRL-U04	14-15	
~~DD104~~	~~1173 RP *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	1173 S.D	XRL-U04	14-15	
~~DD104~~	~~1174 RP *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~1174 S.A *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	1174 S.B	XRL-U04	14-15	
DD104	1174 S.G	XRL-U04	14-15	
~~DD104~~	~~1175 RP *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~1175 S.B *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~1175 S.C *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~1175 S.D *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	1177 (P)	XRL-U04	14-16	C2
DD104	1179 (P)	XRL-U04	14-15	C2
DD104	1189 RP	XRL-U04	14-15	
DD104	1191 RP (P)	XRL-U04	14-15	C2
DD104	1191 S.A RP	XRL-U04	14-15	
~~DD104~~	~~1191 S.E~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~1192 RP *~~	~~XRL-U04~~	~~16-17~~	C3
~~DD104~~	~~1192 S.B *~~	~~XRL-U04~~	~~16-17~~	C3
~~DD104~~	~~1193 RP *~~	~~XRL-U04~~	~~16-17~~	C3
~~DD104~~	~~1193 S.A *~~	~~XRL-U04~~	~~16-17~~	C3
DD104	1341 RP	XRL-U04	16-17	
DD104	1344 RP (P)	XRL-U04	20-21	C2
DD104	1347 RP	XRL-U04	18-19	
DD104	1348 RP	XRL-U04	18-19	
DD104	1349 (P)	XRL-U04	18-19	C2
DD104	1350 RP	XRL-U04	18-19	
~~DD104~~	~~1355 RP~~	~~XRL-U04~~	~~20-21~~	A23
DD104	1356 RP	XRL-U04 XRL-U05	20-21	
DD104	1356 S.A RP	XRL-U04 XRL-U05	20-21	
DD104	1359	XRL-U04	20-21	
DD104	1360	XRL-U04	20-21	
DD104	1361	XRL-U04	20-21	
DD104	1362	XRL-U04 XRL-U05	20-21	
DD104	1363	XRL-U04	20-21	
DD104	1365 (P)	XRL-U04 XRL-U05	20-21	C2
~~DD104~~	~~2741 S.A RP *~~	~~XRL-U04~~	~~14-15~~	A22,C3
~~DD104~~	~~2741 S.A ss 1 *~~	~~XRL-U04~~	~~14-15~~	A22,C3
DD104	2742 S.B RP	XRL-U04	14-15	
~~DD104~~	~~2742 S.B ss 1 *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~2742 S.B ss 2 *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~2742 S.B ss 3 *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	2742 S.B ss.4 (P)	XRL-U04	14-15	C2
DD104	2743 RP	XRL-U04	14-15	
DD104	2743 S.A	XRL-U04	14-15	
DD104	2743 S.B	XRL-U04	14-15	
DD104	2743 S.C	XRL-U04	14-15	
~~DD104~~	~~2744 S.A *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	2744 S.B RP	XRL-U04	14-15	
~~DD104~~	~~2744 S.B ss 1 *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~2744 S.B ss 2 *~~	~~XRL-U04~~	~~14-15~~	C3
~~DD104~~	~~2744 S.B ss 3 *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	2744 S.B ss.4	XRL-U04	14-15	
DD104	2744 S.B ss 5	XRL-U04	14-15	
DD104	2744 S.B ss 6	XRL-U04	14-15	
DD104	2745 RP	XRL-U04	14-15	
DD104	2745 S.A	XRL-U04	14-15	
DD104	2746 RP	XRL-U04	14-15	
DD104	2746 S.A	XRL-U04	14-15	
DD104	2747	XRL-U04	14-15	
~~DD104~~	~~2748 S.A RP *~~	~~XRL-U04~~	~~14-15~~	A22,C3
~~DD104~~	~~2748 S.A ss 1 *~~	~~XRL-U04~~	~~14-15~~	A22,C3
DD104	2748 S.B	XRL-U04	14-16	A22
DD104	2750 S.A RP (P)	XRL-U04	14-16	C2
DD104	2750 S.B	XRL-U04	14-16	
DD104	2751 RP	XRL-U04	14-15	
DD104	2751 S.A (P)	XRL-U04	14-15	C2
DD104	2753	XRL-U04	14-15	
DD104	2754	XRL-U04	14-15	
DD104	2765 RP (P)	XRL-U04	14-15	C2
DD104	4141 RP	XRL-U04	14-15	
DD104	4476 RP (P)	XRL-U04	14-15	C2
~~DD104~~	~~4476 S.A *~~	~~XRL-U04~~	~~14-15~~	C3

收回地層表
Underground Strata Resumption Schedule
農地 Agricultural Land

丈量約份編號 DD No.	地段編號 Lot No.	圖號 Drawing No.	參線標記 Reference Line Mark	修訂/更正參考編號 Amendment / Correction Reference Number
DD104	4476 S.B	XRL-U04	14-15	
~~DD104~~	~~4476 S.D *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	4476 S.E	XRL-U04	14-15	
DD104	4476 S.F	XRL-U04	14-15	
DD104	4476 S.G	XRL-U04	14-15	
DD104	4476 S.H	XRL-U04	14-15	
DD104	4476 S.J	XRL-U04	14-15	
DD104	4476 S.K	XRL-U04	14-15	
DD104	4476 S.L	XRL-U04	14-15	
DD104	4476 S.M	XRL-U04	14-15	
DD104	4476 S.N (P)	XRL-U04	14-15	C2
DD104	4476 S.P (P)	XRL-U04	14-15	C2
~~DD104~~	~~4482 *~~	~~XRL-U04~~	~~14-15~~	C3
DD104	906 (P)	XRL-U05	22-23	C2
DD104	919 (P)	XRL-U05	20-21	C2
DD104	921 (P)	XRL-U05	20-21	C2
DD104	922	XRL-U05	20-21	
DD104	923 (P)	XRL-U05	20-21	C2
DD104	924 (P)	XRL-U05	20-21	C2
DD104	925 (P)	XRL-U05	20-21	C2
DD104	926	XRL-U05	20-21	
DD104	927	XRL-U05	20-21	
DD104	928 (P)	XRL-U05	20-21	C2
DD104	929 (P)	XRL-U05	20-21	C2
DD104	930 (P)	XRL-U05	20-21	C2
DD104	931 (P)	XRL-U05	20-21	C2
DD104	933	XRL-U05	20-21	
DD104	934 (P)	XRL-U05	20-21	C2
DD104	935 RP (P)	XRL-U05	20-21	C2
DD104	936 RP	XRL-U05	20-21	
DD104	944 (P)	XRL-U05	20-21	C2
DD104	1334 RP	XRL-U05	20-21	
DD104	1336 (P)	XRL-U05	20-21	C2
DD104	1336 RP	XRL-U05	20-21	
DD104	1336 S.A	XRL-U05	20-21	
DD104	1337	XRL-U05	20-21	
DD104	1338	XRL-U05	20-21	
DD104	1339	XRL-U05	20-21	
DD104	1400	XRL-U05	20-21	
DD104	1402 (P)	XRL-U05	20-21	C2
DD104	1403	XRL-U05	20-21	
DD104	1404 RP	XRL-U05	20-21	
DD104	1404 S.A	XRL-U05	20-21	
DD104	1784 (P)	XRL-U05	22-23	C2
DD104	1785	XRL-U05	22-23	
DD104	1786	XRL-U05	22-23	
DD104	1787	XRL-U05	22-23	
DD104	1788	XRL-U05	24-25	
DD104	902 (P)	XRL-U06	26-27	C2
DD104	903	XRL-U06	26-27	
DD104	904 (P)	XRL-U06	26-27	C2
DD113	12 (P)	XRL-U07	28-29	C2
DD113	13	XRL-U07	28-29	
DD113	14 (P)	XRL-U07	28-29	C2
DD113	16 (P)	XRL-U07	28-29	C2
DD113	173 (P)	XRL-U08	30-31 32-33	C2
DD113	182 (P)	XRL-U08	30-31	C2
DD113	185 (P)	XRL-U08	30-31	C2
DD113	201 (P)	XRL-U08	32-33	C2
DD113	202 (P)	XRL-U08	32-33	C2
DD113	203 (P)	XRL-U08	32-33	C2
DD113	204 (P)	XRL-U08	32-33	C2
DD113	205	XRL-U08	32-33	
DD113	206 (P)	XRL-U08	32-33	C2
DD113	208 (P)	XRL-U08	32-33	C2
DD113	209 (P)	XRL-U08	32-33	C2
DD113	215 (P)	XRL-U08	33-34	C2
~~DD113~~	~~216 RP *~~	~~XRL-U08~~	~~33-34~~	C3
DD113	217 RP	XRL-U08	33-34	
DD113	217 S.A (P)	XRL-U08	32-33 33-34	C2
DD113	218 (P)	XRL-U08	32-33	C2
DD113	219 (P)	XRL-U08	32-33 33-34	C2
DD113	221 (P)	XRL-U08	33-34	C2
DD113	228 (P)	XRL-U08	33-34	C2
DD113	229 (P)	XRL-U08	33-34	C2
DD113	230 (P)	XRL-U08	33-34	C2
DD113	232 RP (P)	XRL-U08	33-34	C2
DD113	232 S.A RP (P)	XRL-U09	33-34	C2
DD113	232 S.B (P)	XRL-U09	33-34 35-36	C2
DD113	232 S.C	XRL-U08	33-34	
DD113	233 (P)	XRL-U09	35-36	C2
DD113	239 (P)	XRL-U08	35-36	C2
DD113	240	XRL-U09	35-36	
DD113	241	XRL-U08	33-34 35-36	
DD113	242 (P)	XRL-U08	35-36	C2
DD113	243 (P)	XRL-U08	35-36	C2
DD113	245 S.A ss 1 (P)	XRL-U08	33-34	C2
DD113	245 S.B (P)	XRL-U09	33-34 35-36	C2
DD113	248 (P)	XRL-U08	35-36	C2
~~DD113~~	~~305 *~~	~~XRL-U08~~	~~33-34~~	C3
DD112	129 RP (P)	XRL-U09	39-40	C2
~~DD112~~	~~130 RP *~~	~~XRL-U09~~	~~41-42~~	C3
~~DD112~~	~~129 S.A RP *~~	~~XRL-U09~~	~~39-40~~	C3
DD112	129 S.A ss 1 RP	XRL-U09	39-40 41-42	
DD112	130 S.A RP (P)	XRL-U09	39-40	C2
DD112	130 S.B RP (P)	XRL-U09	39-40	C2
DD112	132 RP (P)	XRL-U08	37-38 39-40	C2
~~DD112~~	~~133 S.A RP *~~	~~XRL-U09~~	~~39-40~~	C3
~~DD112~~	~~133 S.A ss 2 *~~	~~XRL-U09~~	~~39-40~~	C3
DD112	133 S.B (P)	XRL-U09	39-40	C2
DD112	137 RP (P)	XRL-U09	37-38	C2
DD112	142 RP	XRL-U09	37-38	
DD112	142 S.A	XRL-U09	37-38	
DD112	143 S.A	XRL-U08	37-38	
DD112	143 S.B (P)	XRL-U09	37-38	C2
~~DD112~~	~~143 S.C RP *~~	~~XRL-U09~~	~~37-38~~	C3
~~DD112~~	~~143 S.C ss 1 *~~	~~XRL-U09~~	~~37-38~~	C3
~~DD112~~	~~143 S.C ss 2 *~~	~~XRL-U09~~	~~37-38~~	C3
~~DD112~~	~~143 S.D RP *~~	~~XRL-U09~~	~~37-38~~	C3
~~DD112~~	~~143 S.D ss 1 *~~	~~XRL-U09~~	~~37-38~~	C3
~~DD112~~	~~144 S.A *~~	~~XRL-U09~~	~~37-38~~	C3
~~DD112~~	~~144 S.B RP *~~	~~XRL-U09~~	~~37-38~~	C3
DD112	145 S.A (P)	XRL-U09	37-38	C2
~~DD112~~	~~146 RP *~~	~~XRL-U09~~	~~41-42~~	C3

收回地層表
Underground Strata Resumption Schedule
農地 Agricultural Land

丈量約份編號 DD No.	地段編號 Lot No.	圖號 Drawing No.	參線標記 Reference Line Mark	修訂/更正參考編號 Amendment / Correction Reference Number
DD112	143 S.A	XRL-U09	39-40	
~~DD112~~	~~148 S.B *~~	~~XRL-U09~~	~~39-40~~	C3
~~DD112~~	~~150A, B & D ss 4 *~~	~~XRL-U09~~	~~41-42~~	C3
DD112	150A, B & D RP (P)	XRL-U09	41-42	C2
~~DD112~~	~~150C RP *~~	~~XRL-U09~~	~~41-42~~	C3
DD112	150C S.1	XRL-U09	41-42	
DD112	150(E) RP (P)	XRL-U09	41-42	C2
DD112	151 S.A (P)	XRL-U09	42-43	C2
DD112	152 (A-C) (P)	XRL-U09	42-43 43-44 46-47	C2
DD112	152 (D) (P)	XRL-U09	42-43 43-44 44-45 45-46 46-47	C2
DD112	153 S.A	XRL-U09	42-43	
DD112	153 S.B	XRL-U09	42-43 43-44 44-45 45-46	
DD112	153 S.C	XRL-U09	44-45 45-46 46-47	
DD112	154 S.A	XRL-U09	42-43	
DD112	154 S.B (P)	XRL-U09	41-42 42-43	C2
DD112	155 (P)	XRL-U09	42-43 43-44 44-45 45-46 46-47	C2
DD112	156 RP (P)	XRL-U09	41-42 42-43	C2
DD112	156 S.A (P)	XRL-U09	41-42	C2
~~DD112~~	~~156 S.B~~	~~XRL-U09~~	~~41-42~~	A24
DD112	*156 S.B RP* (P)	*XRL-U09*	*41-42*	A24
DD112	*156 S.B ss 1* (P)	*XRL-U09*	*41-42*	A24
DD112	*156 S.B ss 2* (P)	*XRL-U09*	*41-42*	A24
DD112	*156 S.B ss 3* (P)	*XRL-U09*	*41-42*	A24
DD112	901	XRL-U09	46-47	
DD112	902	XRL-U09	46-47	
DD112	903	XRL-U09	46-47	
DD112	905 (P)	XRL-U09	46-47	C2
DD112	906 RP (P)	XRL-U09	46-47	C2
DD112	907 RP (P)	XRL-U09	46-47	C2
~~DD112~~	~~1768 RP *~~	~~XRL-U09~~	~~41-42~~	C3
~~DD112~~	~~1768 S.A *~~	~~XRL-U09~~	~~41-42~~	C3
~~DD114~~	~~1312 S.A RP *~~	~~XRL-U09~~	~~37-38~~	C3
DD114	1267 (P)	XRL-U09	43-44 44-45 45-46 46-47	C2
DD114	1268 (P)	XRL-U09	46-47	C2
DD114	*1506 S.B* (P)	*XRL-U10*	*48-49*	A9
DD114	1506 S.C (P)	XRL-U10	48-49	A9 C2
DD114	1506 S.C ss 1	XRL-U10	48-49	A9
DD114	*1506 S.D* (P)	*XRL-U10*	*48-49*	A9
DD114	1508 S.A (P)	XRL-U10	50-51	C2
DD114	1508 S.C	XRL-U10	50-51	
DD451	637	XRL-U12	58-59	
~~DD451~~	~~640 *~~	~~XRL-U12~~	~~58-59~~	C3
~~DD451~~	~~641 RP *~~	~~XRL-U12~~	~~58-59~~	C3
~~DD451~~	~~641 S.A *~~	~~XRL-U12~~	~~58-59~~	C3
~~DD451~~	~~641 S.B *~~	~~XRL-U12~~	~~58-59~~	C3
DD451	648	XRL-U12	56-57	
DD451	649 (P)	XRL-U12	54-55	C2
~~DD451~~	~~650 *~~	~~XRL-U12~~	~~54-55~~	C3
DD451	1222 RP (P)	XRL-U12	56-57 58-59	C2
SD4	1756	XRL-U16	90-91	
SD4	1757 (P)	XRL-U16	90-91 92-93	C2
SD4	1760 (P)	XRL-U16	88-89	C2
SD4	*1247 RP* (P)	XRL-U17	96-97	A26
SD4	1248 (P)	XRL-U17	96-97	C2
SD4	1256 RP (P)	XRL-U17	94-95	C2

收回地層表
Underground Strata Resumption Schedule
屋地 Building Land

丈量約份編號 DD No.	地段編號 Lot No.	圖號 Drawing No.	參線標記 Reference Line Mark	修訂/更正參考編號 Amendment / Correction Reference Number
DD104	4754 S.A (P)	XRL-U02	6-7	C2
~~DD105~~	~~1260 RP *~~	~~XRL-U02~~	~~6-7~~	C4
DD104	4734 (P)	XRL-U03	12-13	C2
DD105	2058 S.A&RP (P)	XRL-U03	6-9 10-11	C2
DD105	2073 (P)	XRL-U03	8-9	C2
~~DD104~~	~~1134 S.B RP *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~1134 S.B ss 1 *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~1135 S.B *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~1135 S.C *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~1135 S.E *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~1170 RP *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~1170 S.A *~~	~~XRL-U04~~	~~14-15~~	C4
DD104	1171 S.A	XRL-U04	14-15	
~~DD104~~	~~1171 S.B *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~1173 RP *~~	~~XRL-U04~~	~~14-15~~	C4
DD104	1173 S.E	XRL-U04	14-15	
~~DD104~~	~~1174 RP *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~1174 S.A *~~	~~XRL-U04~~	~~14-15~~	C4
DD104	1174 S.C	XRL-U04	14-15	
DD104	1174 S.D	XRL-U04	14-15	
DD104	1174 S.E	XRL-U04	14-15	
DD104	1174 S.F	XRL-U04	14-15	
~~DD104~~	~~1175 RP *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~1175 S.B *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~1175 S.C *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~1175 S.D *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~1192 RP *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~1192 S.B *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~1193 RP *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~1193 S.A *~~	~~XRL-U04~~	~~16-17~~	C4
~~DD104~~	~~2741 S.A ss 1 *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2741 S.A RP *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2742 S.B ss 1 *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2742 S.B ss 2 *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2742 S.B ss 3 *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2744 S.A *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2744 S.B ss 1 *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2744 S.B ss 2 *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2744 S.B ss 3 *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~2748 S.A RP *~~	~~XRL-U04~~	~~14-15~~	C4

收回地層表
Underground Strata Resumption Schedule
屋地 Building Land

丈量約份編號 DD No.	地段編號 Lot No.	圖號 Drawing No.	參線標記 Reference Line Mark	修訂/更正參考編號 Amendment / Correction Reference Number
~~DD104~~	~~2748 S.A ss 1 *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~4476 S.A *~~	~~XRL-U04~~	~~14-15~~	C4
~~DD104~~	~~4476 S.D *~~	~~XRL-U04~~	~~14-15~~	C4
DD104	4611	XRL-U04	14-15	
~~DD104~~	~~4482 *~~	~~XRL-U04~~	~~14-15~~	C4
DD104	4773 RP & Ext (P)	XRL-U04	15-17	C2
DD104	CUL 95	XRL-U04	14-15	
~~DD110~~	~~216 RP *~~	~~XRL-U08~~	~~33-34~~	C4
~~DD110~~	~~305 *~~	~~XRL-U08~~	~~33-34~~	C4
~~DD112~~	~~130 RP *~~	~~XRL-U09~~	~~41-42~~	C4
~~DD112~~	~~129 S.A RP *~~	~~XRL-U09~~	~~39-40~~	C4
~~DD112~~	~~133 S.A RP *~~	~~XRL-U09~~	~~39-40~~	C4
~~DD112~~	~~133 S.A ss 2 *~~	~~XRL-U09~~	~~39-40~~	C4
~~DD112~~	~~143 S.C RP *~~	~~XRL-U09~~	~~37-38~~	C4
~~DD112~~	~~143 S.C ss 1 *~~	~~XRL-U09~~	~~37-38~~	C4
~~DD112~~	~~143 S.C ss 2 *~~	~~XRL-U09~~	~~37-38~~	C4
~~DD112~~	~~143 S.D RP *~~	~~XRL-U09~~	~~37-38~~	C4
~~DD112~~	~~143 S.D ss 1 *~~	~~XRL-U09~~	~~37-38~~	C4
~~DD112~~	~~144 S.A *~~	~~XRL-U09~~	~~37-38~~	C4
~~DD112~~	~~144 S.B RP *~~	~~XRL-U09~~	~~37-38~~	C4
~~DD112~~	~~146 RP *~~	~~XRL-U09~~	~~41-42~~	C4
~~DD112~~	~~148 S.B *~~	~~XRL-U09~~	~~39-40~~	C4
~~DD112~~	~~150A, B & D ss 4 *~~	~~XRL-U09~~	~~41-42~~	C4
~~DD112~~	~~150C RP *~~	~~XRL-U09~~	~~41-42~~	C4
~~DD112~~	~~1768 RP *~~	~~XRL-U09~~	~~41-42~~	C4
~~DD112~~	~~1768 S.A *~~	~~XRL-U09~~	~~41-42~~	C4
DD112	STL 352	XRL-U09	39-40	
DD112	STL 368 (P)	XRL-U09	39-40	C2
~~DD114~~	~~1312 S.A RP *~~	~~XRL-U09~~	~~37-38~~	C4
DD451	1367	XRL-U11	52-53	
DD451	1368	XRL-U11	52-53	
DD451	1369	XRL-U11	52-53	
DD451	1370	XRL-U11	52-53	
DD451	1371	XRL-U11	52-53	
DD451	1372	XRL-U11	52-53	
DD451	1373	XRL-U11	52-53	
DD451	1374	XRL-U11	52-53	
DD451	1375	XRL-U11	52-53	
DD451	1376	XRL-U11	52-53	
DD451	1377	XRL-U11	52-53	
DD451	1378	XRL-U11	52-53	
DD451	1379	XRL-U11	52-53	
DD451	1380	XRL-U11	52-53	
DD451	1381	XRL-U11	52-53	
DD451	1382	XRL-U11	52-53	
DD451	1383	XRL-U11	52-53	
DD451	1384	XRL-U11	52-53	
DD451	1385	XRL-U11	52-53	
DD451	1386	XRL-U11	52-53	
DD451	1387	XRL-U11	52-53	
DD451	1388	XRL-U11	52-53	
DD451	*1389*	*XRL-U11*	*52-53*	A9
DD451	*1390*	*XRL-U11*	*52-53*	A9
DD451	*1391*	*XRL-U11*	*52-53*	A9
DD451	*1392*	*XRL-U11*	*52-53*	A9
DD451	*1432* (P)	*XRL-U11*	*52A-53A*	A9
DD451	*1433* (P)	*XRL-U11*	*52A-53A*	A9
DD450	1172	XRL-U12	64-65	
DD450	1176	XRL-U12	64-65	
DD450	1177	XRL-U12	62-63	
DD450	1180	XRL-U12	64-65	
DD450	1182	XRL-U12	64-65	
DD450	1184	XRL-U12	64-65	
DD450	1185	XRL-U12	64-65	
DD450	1191	XRL-U12	64-65	
DD450	1207	XRL-U12	62-63	
DD450	1208	XRL-U12	62-63	
DD450	1209	XRL-U12	62-63	
DD450	1210	XRL-U12	62-63	
DD450	1211	XRL-U12	62-63	
DD450	1212	XRL-U12	62-63	
DD450	1213	XRL-U12	62-63	
DD450	1214	XRL-U12	62-63	
DD450	1221	XRL-U12	62-63	
DD450	1222	XRL-U12	62-63	
DD450	1223	XRL-U12	64-65	
DD450	1224	XRL-U12	64-65	
DD451	635 RP	XRL-U12	60-61	
DD451	635 S.B	XRL-U12	60-61	
DD451	636	XRL-U12	58-59	
~~DD451~~	~~640 *~~	~~XRL-U12~~	~~58-59~~	C4
~~DD451~~	~~641 RP *~~	~~XRL-U12~~	~~58-59~~	C4
~~DD451~~	~~641 S.A *~~	~~XRL-U12~~	~~58-59~~	C4
~~DD451~~	~~641 S.B *~~	~~XRL-U12~~	~~58-59~~	C4
~~DD451~~	~~649 *~~	~~XRL-U12~~	~~54-55~~	C4
~~DD451~~	~~650~~	~~XRL-U12~~	~~54-55~~	C4
~~DD451~~	~~651~~	~~XRL-U12~~	~~54-55~~	C4
DD451	652	XRL-U12	54-55	
DD451	653 S.B	XRL-U12	54-55	
DD451	663	XRL-U12	54-55	
DD451	664 RP	XRL-U12	54-55	
DD451	664 S.A	XRL-U12	54-55	
DD451	665 RP	XRL-U12	54-55	
DD451	665 S.A	XRL-U12	54-55	
DD451	666 RP	XRL-U12	54-55	
DD451	1200	XRL-U12	58-59	
DD451	1290	XRL-U12	54-55	
DD451	1291	XRL-U12	54-55	
DD451	1334	XRL-U12	60-61	
DD451	1335	XRL-U12	60-61	
DD451	1350	XRL-U12	54-55	
DD451	1353	XRL-U12	54-55	
DD451	1354	XRL-U12	54-55	
DD451	1408	XRL-U12	54-55	

圖例 **LEGEND** 附件 B-15 **Annex B-15**

- 建議收回的地層 UNDERGROUND STRATA PROPOSED TO BE RESUMED
- 方案界線 BOUNDARY OF THE SCHEME
- 參線 REFERENCE LINE
- ① 參線標記 REFERENCE LINE MARK
- 地段界線 LOT BOUNDARY
- • • • 丈量約份界線 DEMARCATION DISTRICT BOUNDARY
- DD 丈量約份 DEMARCATION DISTRICT
- GL 政府土地 GOVERNMENT LAND
- RP 餘段 REMAINING PORTION
- S. 分段 SECTION
- ss. 小分段 SUB-SECTION
- NKIL 新九龍內地段 NEW KOWLOON INLAND LOT
- KIL 九龍內地段 KOWLOON INLAND LOT
- CUL 竹園地段 CHUK UN LOT
- STL 上村地段 SHEUNG TSUN LOT
- TWTL 荃灣市地段 TSUEN WAN TOWN LOT
- KCTL 葵涌市地段 KWAI CHUNG TOWN LOT
- SD 測量約份地段 SURVEY DISTRICT
- MTRL 地下鐵路地段 MASS TRANSIT RAILWAY LOT
- KML 九龍海旁地段 KOWLOON MARINE LOT
- (P) 部分 PORTION
- * 混合用地（農地及屋地） MIXED LAND (AGRICULTURAL LAND AND BUILDING LAND)
- *ITALIC* 資料已更改 INFORMATION CHANGED
- ~~STRIKETHROUGH~~ 無須收回地層的地段 LOT EXCLUDED FROM UNDERGROUND STRATUM RESUMPTION
- A1 修訂參考編號(參考憲報公告) AMENDMENT REFERENCE NUMBER (SEE GAZETTE NOTICE)
- C1 更正參考編號(參考憲報公告) CORRECTION REFERENCE NUMBER (SEE GAZETTE NOTICE)

一般說明 GENERAL NOTES

1. 有關一般說明參考圖號 XRL-G01.
FOR GENERAL NOTES, REFER TO DRAWING NO. XRL-G01.
2. 沿參線的切面立視圖顯示的正/負主水平基準均為約數.
THE +/- mPDs SHOWN IN THE SECTIONAL ELEVATION ALONG REFERENCE LINE ARE APPROXIMATE.

修訂表 TABLE OF AMENDMENTS

修改 REV	日期 DATE	繪圖 BY	核對 SUB	負責 APP	說明 DESCRIPTION
⚠	17 APR 2009	CADD	HR/CH	PP	修訂項目A1、A2、A9、A22至A24及A26 AMENDMENT ITEMS A1, A2, A9, A22 TO A24 AND A26 更正項目C2至C4 CORRECTION ITEMS C2 TO C4

獲准發出 APPROVED FOR ISSUE

路政署 鐵路拓展處副處長(2) GOVERNMENT ENGINEER/ RAILWAY DEVELOPMENT (2) HIGHWAYS DEPARTMENT

發出日期 DATE OF ISSUE

圖則名稱 DRAWING TITLE

廣深港高速鐵路香港段
鐵路條例(第519章)
收回地層圖則 26頁的第25頁
HONG KONG SECTION OF GUANGZHOU - SHENZHEN - HONG KONG EXPRESS RAIL LINK
RAILWAYS ORDINANCE (CHAPTER 519)
UNDERGROUND STRATA RESUMPTION PLAN
SHEET 25 OF 26

圖號 DRAWING NO. XRL - U25

比例 SCALE 不適用 NOT APPLICABLE

香港特別行政區政府 THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
路政署 HIGHWAYS DEPARTMENT
鐵路拓展處 RAILWAY DEVELOPMENT OFFICE

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