

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 706 – HIGHWAYS

Transport – Railways

58TR – Shatin to Central Link – construction of railway works – protection works

Members are invited to recommend to Finance Committee the upgrading of **58TR** to Category A at an estimated cost of \$541.6 million in money-of-the-day prices for the construction of protection works for the Shatin to Central Link tunnel at Causeway Bay Typhoon Shelter.

PROBLEM

The Shatin to Central Link (SCL) tunnel will cross over the Central-Wan Chai Bypass (CWB) tunnel at the Causeway Bay Typhoon Shelter (CBTS), which is currently under construction. It is necessary to implement protection works for the SCL tunnel and other associated works at the CBTS to ensure better interface between the SCL and CWB projects.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport and Housing, proposes to upgrade the remaining part of **58TR** to Category A at an estimated cost of \$541.6 million in money-of-the-day (MOD) prices for the construction of protection works for the SCL tunnel and other associated works (details at paragraph 5) at the CBTS.

/ **PROJECT**

PROJECT SCOPE AND NATURE

3. The 17-kilometre SCL is a territory-wide strategic railway project with ten stations¹ (see Enclosure 1). The project is linked with a number of existing railways, forming two strategic railway corridors, namely the “East West Corridor” and the “North South Corridor” (see Enclosure 2).

- (a) The “East West Corridor” refers to when SCL will connect Tai Wai Station of the Ma On Shan Line with Hung Hom Station of the West Rail Line, passengers may travel from Wu Kai Sha Station to Hung Hom, East Kowloon, the West New Territories and Tuen Mun without interchanging, providing a more direct and convenient railway service for passengers commuting between the East New Territories and West New Territories.
- (b) The “North South Corridor” refers to when SCL will connect the existing East Rail Line from Hung Hom Station across the Victoria Harbour to Admiralty Station, passengers may travel from Lo Wu (using the East Rail Line) and Huanggang (using the Lok Ma Chau Line) to reach the heart of Hong Kong Island directly.

4. The SCL will significantly reduce the journey time for passengers who travel between East Kowloon, the East New Territories and Hong Kong Island. It will also increase the capacity of the railways that carry passengers from Shatin to Kowloon and across the Harbour, as well as relieve the congestion on many of the existing railway lines through diverting passengers.

5. The scope of the remaining part of **58TR** comprises –

- (a) construction of a concrete tunnel box of about 160 metres (m) long to enable construction of tunnel works required in future;
- (b) construction of temporary seawall of about 270 m long for the construction of temporary reclamation of about 0.4 hectare (ha), and their subsequent removal;

/ (c)

¹ The ten stations of the SCL are: Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition and Admiralty.

- (c) dredging in an area of about 1 ha at the southeast corner of the CBTS to provide a temporary anchorage area; and
- (d) construction of a temporary jetty for the Royal Hong Kong Yacht Club (RHKYC), and subsequent reinstatement of the RHKYC jetty after completion of the protection works.

A plan showing the proposed works is at Enclosure 3.

6. We have completed the detailed design and working drawings for the proposed works and we plan to implement the protection works under the CWB project. Subject to funding approval of the Finance Committee, we plan to commence construction in the fourth quarter of 2011 for completion in early 2014.

JUSTIFICATION

7. Under the SCL project, the East Rail Line will be extended from Hung Hom across the Harbour to Hong Kong Island to increase the carrying capacity of the cross-harbour section of the railway network and provide a more convenient railway service for passengers who travel between the New Territories and Hong Kong Island. The SCL cross-harbour tunnel will cross over the CWB tunnels which are currently under construction at the western part of the CBTS. The two projects will require temporary reclamation at the same location inside the CBTS. The CWB tunnel Stage 1A (west) requires temporary reclamation of about 1.4 ha, and the SCL protection works require an additional 0.4 ha of temporary reclamation. There would be significant benefits in implementing the proposed protection works under the CWB tunnel works in tandem as this will enable the shared use of the temporary reclamation at the same location. This will avoid repeated reclamation, protect the harbour, enable efficient use of resources and reduce construction time. A tunnel box will be constructed at the location where the SCL and CWB tunnels overlap under the protection works, after the reclamation works under CWB and the protection works have been completed. This will ensure that the protection works can be completed before the commissioning of the CWB tunnels and avoid nuisance caused by future SCL cross harbour tunnel works to the CWB tunnels after the CWB tunnels come into operation.

8. After the completion of the protection works, most of the temporary reclamation will be removed, except for about 0.26 ha of temporary reclamation at the southwest corner of the CBTS which will be retained until 2017 for the construction works of the SCL in future.

/9.....

9. As required under the Protection of the Harbour Ordinance (Cap. 531) and the Court of Final Appeal judgment in 2004, a “Cogent and Convincing Materials” Report for the SCL project (SCL CCM Report) has been prepared to demonstrate the “overriding public need” of the relevant temporary reclamation required. The SCL CCM Report has been uploaded to the websites of Highways Department and MTR Corporation Limited (MTRCL) for public inspection.

10. Since it is necessary to carry out 0.4 ha of additional temporary reclamation for the protection works, some 30 to 40 anchorage spaces at the CBTS will be affected and the affected vessels will have to be temporarily relocated. In order to provide sufficient anchorage space in the CBTS for all the affected vessels to remain in the CBTS, there is a need to dredge an area of about 1 ha at the southeast corner of the CBTS (to the south of the existing Island Eastern Corridor) so as to provide sufficient draft for the affected vessels to anchor temporarily during construction period.

11. A RHKYC jetty located at the western side of the CBTS for hoisting yachts will be affected by the proposed temporary reclamation and will need to be demolished. Hence, we will construct a temporary jetty nearby to allow the RHKYC to continue to operate during construction. As the location of the reprovisioned temporary jetty is not desirable for RHKYC’s operation, the jetty will only be temporary. As such, upon completion of the SCL protection works in 2014, we will reinstate the RHKYC jetty at its original location and demolish the temporary jetty.

PROPOSED EXECUTION OF PROTECTION WORKS UNDER CWB

12. We plan to implement the SCL protection works under the CWB project for better co-ordination between the protection works and CWB works. Also, this will help ensure that the SCL project can be completed by 2020. The SCL protection works has been included in a construction contract under the CWB project. Subject to funding approval of the Finance Committee, the protection works will commence in the fourth quarter of 2011.

FINANCIAL IMPLICATIONS

13. We estimate the cost of the proposed works to be \$541.6 million in MOD prices (please see paragraph 14 below), broken down as follows –

/ \$ million

		\$ million	
(a)	Protection and associated works	376.3	
(i)	Marine works for temporary anchorage and temporary reclamation	26.3	
(ii)	Diaphragm walls and foundations for concrete tunnel box	188.0	
(iii)	Earthworks for temporary seawall and temporary reclamation	87.6	
(iv)	Concrete tunnel box	74.4	
(b)	Construction of temporary jetty and reprovisioning of permanent facilities for RHKYC	4.3	
(c)	Consultants' fees	9.8	
(i)	construction supervision and contract administration	4.3	
(ii)	management of resident site staff (RSS)	3.7	
(iii)	Environmental Monitoring and Audit (EM&A) programme	1.8	
(d)	Remuneration of RSS	44.6	
(e)	Contingencies	43.5	
	Sub-total	478.5	(in September 2010 prices)
(f)	Provision for price adjustment	63.1	
	Total	541.6	(in MOD prices)

A breakdown of the estimates for consultants' fees and RSS cost by man-months is at Enclosure 4.

14. Subject to approval, we will phase the expenditure as follows –

/ Year

Year	\$ million (September 2010)	Price adjustment factor	\$ million (MOD)
2011 – 2012	42.6	1.04525	44.5
2012 – 2013	213.5	1.10143	235.2
2013 – 2014	170.8	1.16201	198.5
2014 – 2015	49.9	1.22592	61.2
2015 – 2016	1.7	1.29335	2.2
	<hr/> 478.5 <hr/>		<hr/> 541.6 <hr/>

We have derived the MOD estimate on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2011 to 2016. The SCL protection works will be carried out as part of a construction contract for the CWB project. The contract will provide for price adjustment.

15. The proposed works will not give rise to any recurrent expenditure.

PUBLIC CONSULTATION

16. We have carried out extensive public consultation on the preliminary design of the SCL project since May 2009, including consultation with relevant District Councils, staging roving exhibitions and holding individual meetings, public forums and briefings with relevant local residents and groups. The public is generally positive and supportive of the SCL project. The Society for Protection of the Harbour, the then Harbourfront Enhancement Committee and professional groups were also consulted, and they supported the initiatives to be adopted by the SCL project (i.e. the protection works) to minimize the temporary reclamation within the CBTS.

17. We have consulted the Eastern District Council (EDC) on the proposed SCL protection works in CBTS. EDC passed a motion in July 2009 and July 2010 that, unless agreed by the CBTS stakeholders, they would object to any SCL works in the CBTS. In this regard, we have conducted site visits and meetings with the CBTS stakeholders to explain the proposed works in the CBTS. The MTRCL also published and distributed a newsletter “Shatin to Central Link – Protection Works” to the stakeholders of the CBTS, providing details of the proposed works in the CBTS. No adverse comments were received. In April 2011, we met the CBTS stakeholders to brief them on the protection works and arrangements for anchorage of vessels. Attendees at the meeting had no comments on the protection works and the proposed arrangements for anchorage of vessels. We will continue to communicate with and consult the CBTS stakeholders before the vessel are relocated.

18. In this regard, we explained the need of this protection works at the Public Works Subcommittee meeting in June 2010. We also reported to the Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport (Railway Subcommittee) in November and December 2010 that we need to implement the protection works in good time and funding application will be submitted to the Legislative Council in 2011.

19. We gazetted the proposed temporary reclamation and dredging works under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) on 16 July 2010. During the two-month statutory period for objection, two objections were received. We have met the objectors and responded to the objectors’ views. The objectors’ views and the Administration’s responses are summarized at Enclosure 5.

20. Having considered the unresolved objections, the Chief Executive-in-Council authorized the proposed works without modifications under the Ordinance on 12 April 2011. The notice of authorization was gazetted on 13 May 2011.

21. We consulted the Railway Subcommittee on 6 May 2011, and invited Members to note our proposal to upgrade the remaining part of **58TR** in June 2011 for funding the protection works. At the meeting, Members requested the following supplementary information from the Administration –

- (a) Whether the court’s judgment on the Environmental Impact Assessment (EIA) Reports for the Hong Kong-Zhuhai-Macao Bridge local projects would affect the implementation of the proposed protection works;

/ (b)

- (b) The situation of EIA Reports and Environmental Permits (EP) for various SCL works;
- (c) The situation of anchorage space in typhoon shelters in Hong Kong; and
- (d) The views of CBTS stakeholders on the temporary arrangements of anchorage space.

The supplementary information is at Enclosure 6.

ENVIRONMENTAL IMPLICATIONS

22. The proposed works is a designated project under Schedule 2 of the EIA Ordinance (EIAO) (Cap. 499) and an EP is required for the construction of the proposed works. On 25 February 2011, the EIA Report for the proposed works was approved by the Director of Environmental Protection (DEP) under EIAO. The DEP also issued an EP for the proposed works on 4 April 2011. The EIA Report concluded that the environmental impacts of the proposed works could be controlled to within the criteria under the EIAO and the Technical Memorandum on EIA Process. We shall implement the environmental mitigation measures and EM&A programme recommended in the approved EIA Report. The key measures include deployment of silt curtains at the dredging and filling areas, installation of silt screens at nearby seawater intakes and use of quieter construction plant and mobile noise barriers. We estimate the cost of implementing the environmental mitigation measures² and EM&A programme to be about \$3 million. We have included this cost in the overall project estimate.

23. At the planning and design stages, we have considered the design of the proposed works and the construction sequence to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste at public fill reception facilities³. We will encourage the contractor to maximize the use of recycled / recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

/ 24.

² The cost of implementing environmental mitigation measures is about \$1.2 million, such costs have been included in the costs of protection works and associated works.

³ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

24. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

25. We estimate that the proposed works will generate in total about 29 400 tonnes of construction waste. Of these, we will reuse about 1 460 tonnes (5%) of inert construction waste on other construction sites and deliver 27 340 tonnes (93%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 600 tonnes (2%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$813,000 for the proposed works (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne⁴ at landfills).

HERITAGE IMPLICATIONS

26. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

27. The proposed protection works do not require any land acquisition.

/ BACKGROUND

⁴ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

BACKGROUND INFORMATION

28. We upgraded **58TR** to Category B in October 2009, and upgraded part of **58TR** to Category A in July 2010 as **59TR** – “Shatin to Central Link – construction of railway works – protection works in Wan Chai Development Phase II”, at an estimated cost of \$152.6 million in MOD prices for the construction of protection works for the SCL tunnel in Wan Chai Development Phase II. The funding application was approved on 2 July 2010, and the works had commenced in August 2010.

29. We upgraded **61TR** to Category B in September 2010, and upgraded part of **61TR** to Category A in February 2011 as **63TR** – “Shatin to Central Link – construction of railway works – advance works”, at an estimated cost of \$6,254.9 million in MOD prices for the expansion of Admiralty Station and part of Ho Man Tin Station to accommodate the SCL railway facilities. The funding application was approved on 18 February 2011.

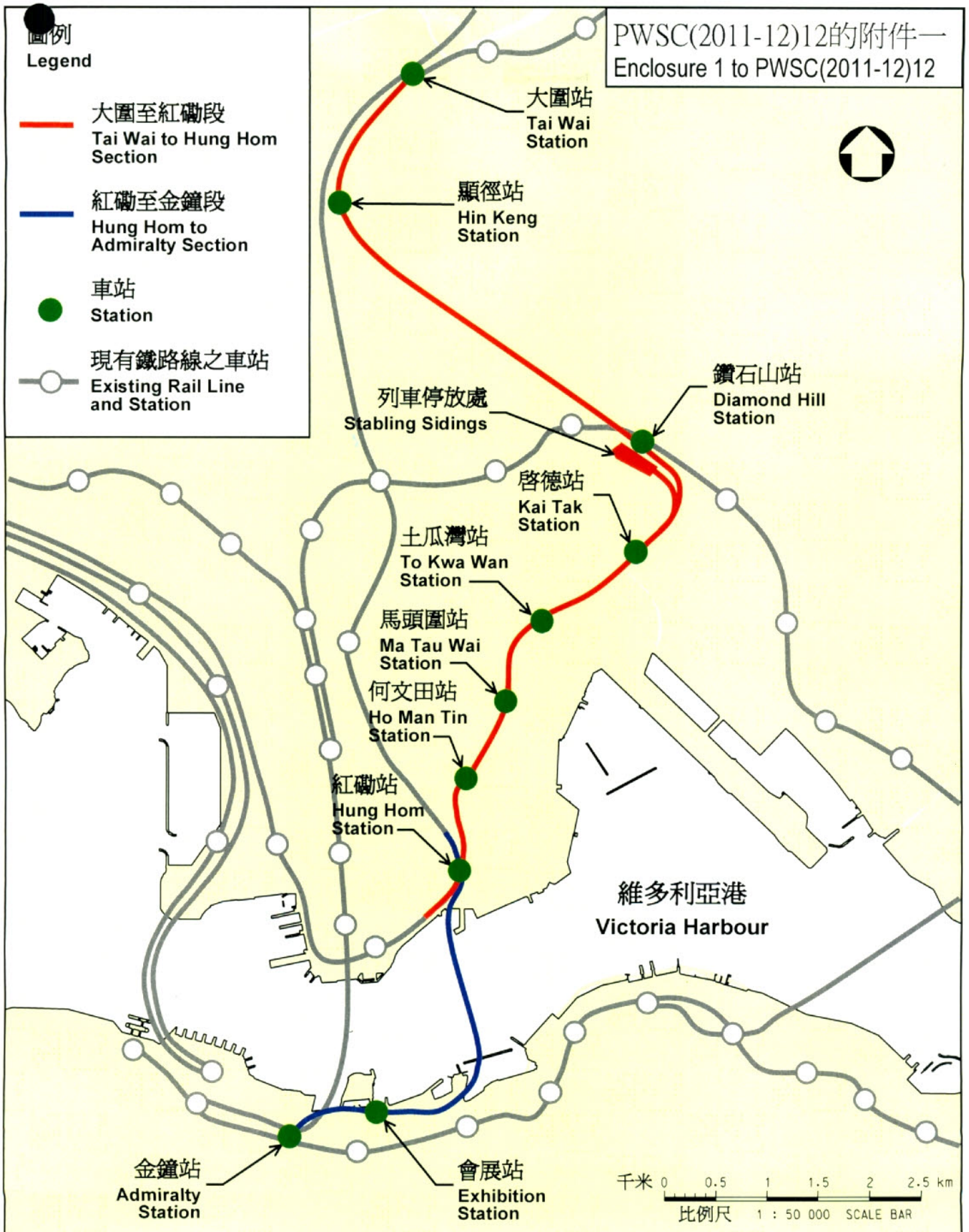
30. We upgraded **62TR** to Category B in September 2010, and upgraded part of **62TR** to Category A in February 2011 as **64TR** – “Shatin to Central Link – construction of non-railway works – advance works”, at an estimated cost of \$1,448.2 million in MOD prices for reprovisioning of the International Mail Centre at Hung Hom, and reprovisioning works at the Harcourt Garden and Hong Kong Park. The funding application was approved on 18 February 2011.

31. The proposed protection works will not involve any tree removal or planting proposals.

32. We estimate that the works in paragraph 5 will create about 337 jobs comprising 63 professional/technical staff and 274 labourers, providing a total employment of 7 592 man-months.

圖例
Legend

- 大圍至紅磡段
Tai Wai to Hung Hom Section
- 紅磡至金鐘段
Hung Hom to Admiralty Section
- 車站
Station
- 現有鐵路線之車站
Existing Rail Line and Station



圖則名稱 drawing title

擬建之沙田至中環線的走線
Proposed Alignment of The Shatin to Central Link

圖號 drawing no.

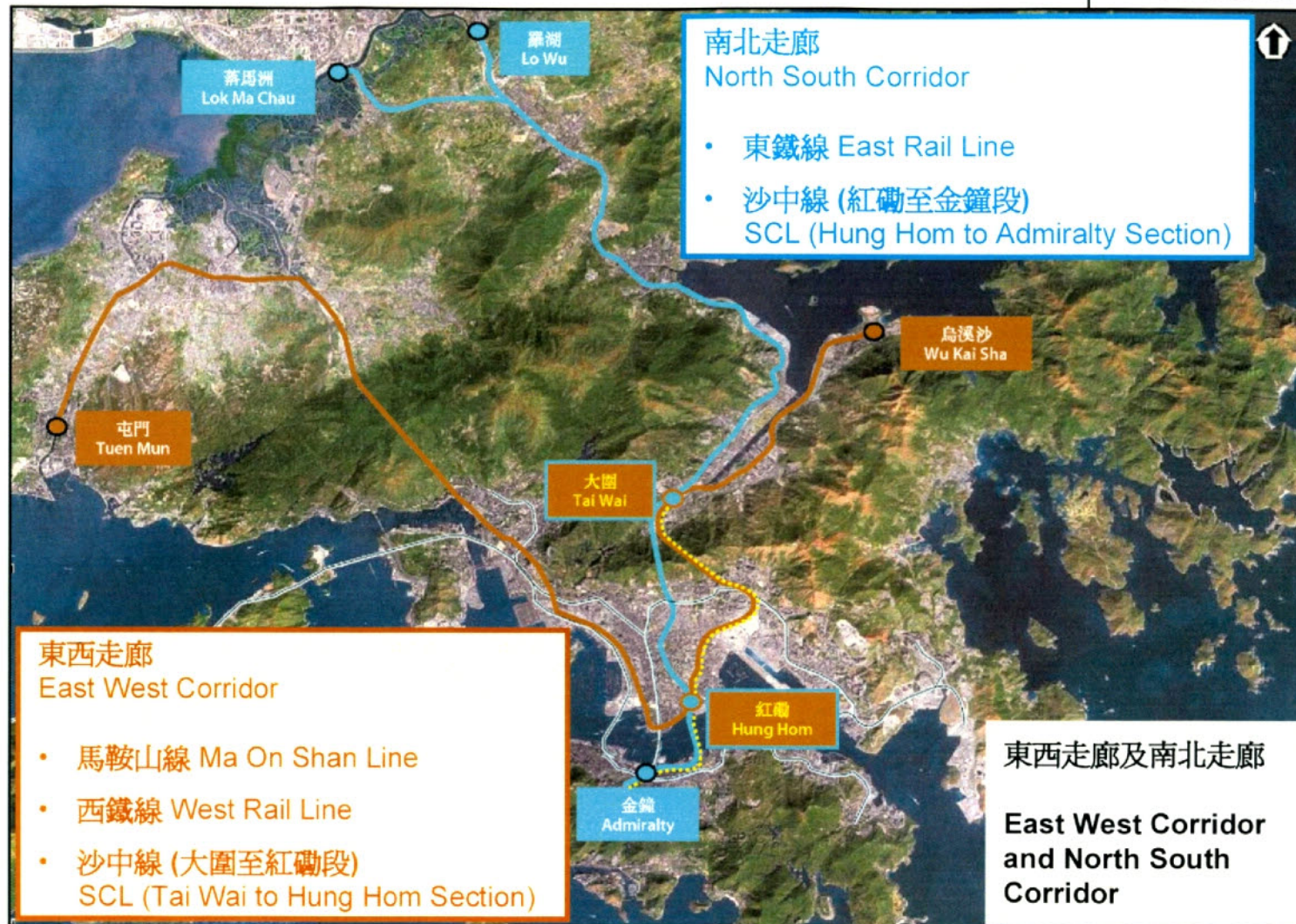
HRWSC003-SK0253

版權所有 COPYRIGHT RESERVED

鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT



圖則名稱 drawing title

東西走廊及南北走廊
East West Corridor and North South Corridor

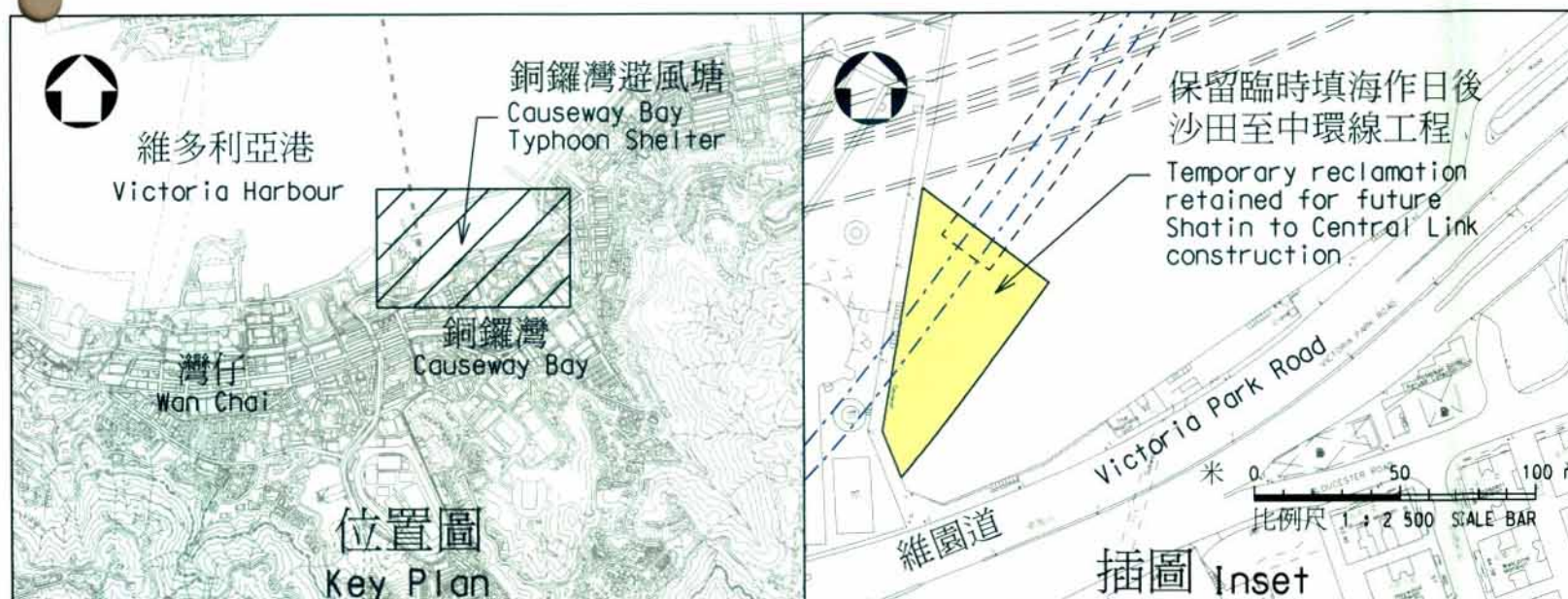
圖號 drawing no.
HRWSCL003-SK0252

版權所有 COPYRIGHT RESERVED

鐵路拓展處 RAILWAY DEVELOPMENT OFFICE

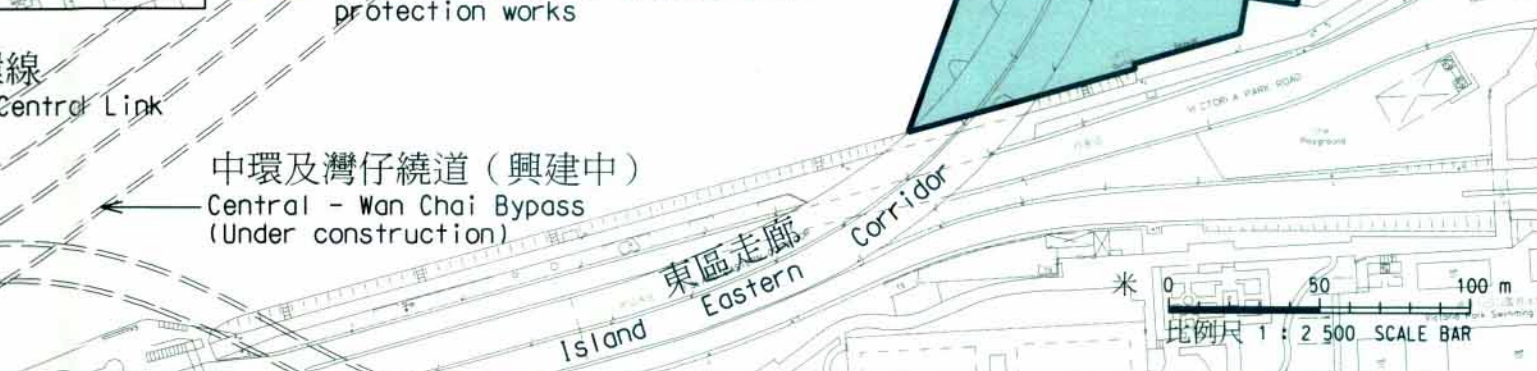
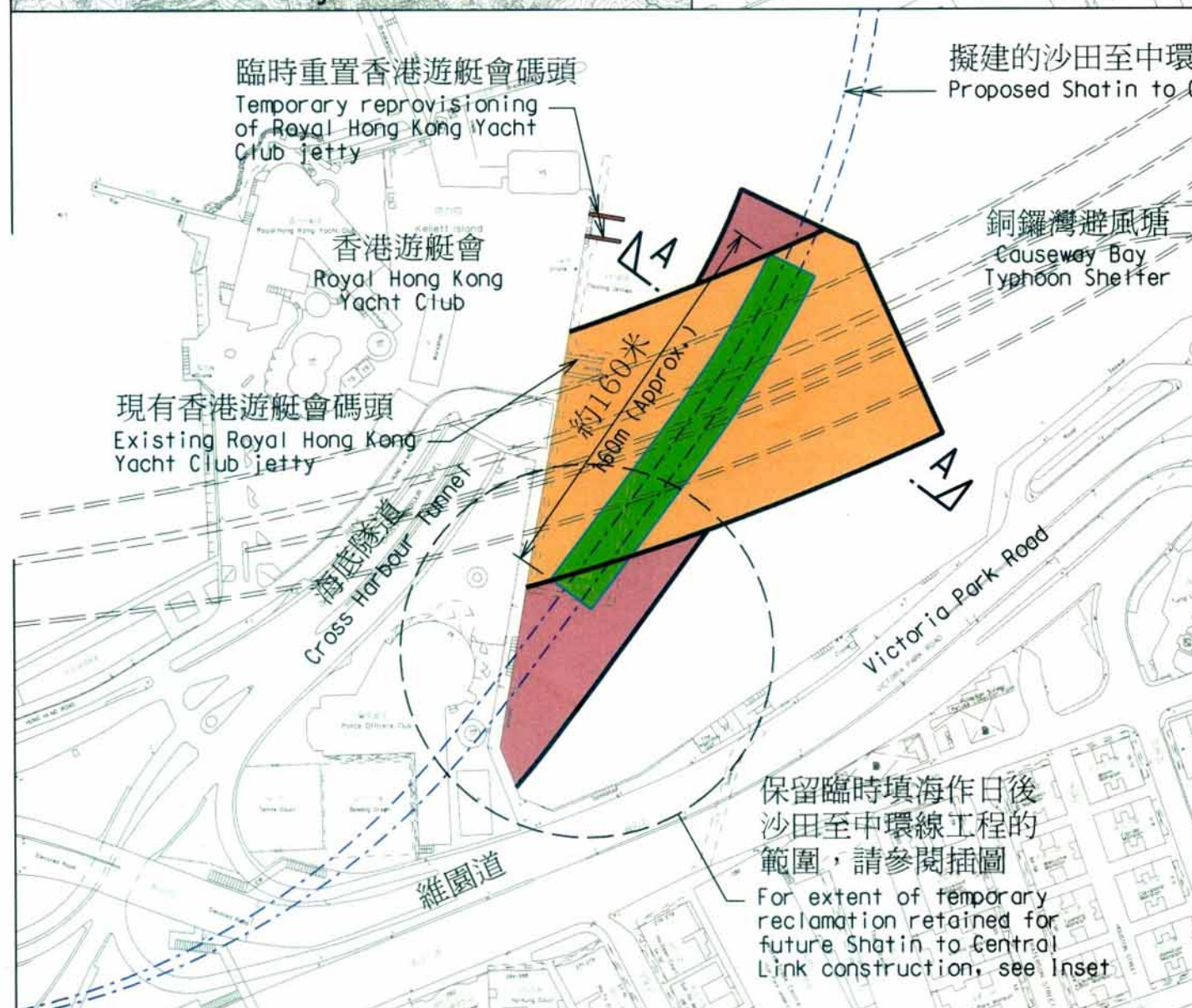


路政署
HIGHWAYS DEPARTMENT



圖例: Legend:

- 沙田至中環線保護工程所需的額外臨時填海
Additional temporary reclamation for Shatin to Central Link protection works
- 為設置臨時碇泊區進行浚挖工程範圍
Area to be dredged for temporary anchorage
- 中環及灣仔繞道第1A期(西段)所需的臨時填海
Temporary reclamation stage 1A(west section) under Central - Wan Chai Bypass project
- 擬建沙田至中環線保護工程
Proposed Shatin to Central Link protection works



切面圖 A-A (不按比例)
Section A-A (N.T.S.)

說明: Notes:

所有水平均為約數，以米為單位顯示高/低於香港的主水平基準。
All levels are approximate and in metres above/below Hong Kong principal datum (mPD)

圖則名稱 drawing title

工務計劃項目第58TR號

沙田至中環線 — 鐵路建造工程 — 保護工程

PWP Item No. 58TR

Shatin to Central Link - Construction of Railway Works - Protection Works

圖號 drawing no.

HRWSCL003-SK0250

版權所有 COPYRIGHT RESERVED

鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT

A3 297X420

**58TR – Shatin to Central Link – construction of railway works –
protection works**

**Breakdown of the estimates for consultants' fees and resident site staff costs
(in September 2010 prices)**

		Estimated man- months	Average MPS salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants' fees for construction supervision and contract administration (Note 2)	Professional	--	--	--	1.5
	Technical	--	--	--	2.8
Sub-total					4.3
(b) Resident site staff costs (Note 3)	Professional	183	38	1.6	17.0
	Technical	982	14	1.6	31.3
Sub-total					48.3
Comprising					
(i) Consultants' fees for management of resident site staff (RSS)					3.7
(ii) Remuneration of RSS					44.6
(c) Consultants' fees for Environmental Monitoring and Audit programme (Note 2)	Professional	4	38	2.0	0.5
	Technical	33	14	2.0	1.3
Sub-total					1.8
Total					54.4

Notes

1. A multiplier of 2.0 is applied to the average MPS salary point to arrive at the full staff costs including the consultants' overheads and profits as the staff will be employed in the consultants' offices. A multiplier of 1.6 is applied to the average MPS salary point in the case of resident site staff supplied by the consultants. (As at now, Master Pay Scale (MPS) salary point 38 = \$58,195 per month and MPS salary point 14 = \$19,945 per month.)

2. The consultants' fees for construction supervision and contract administration are estimated in accordance with the terms stipulated in Agreement No. CE 5/95 titled "Design and Construction of Central-Wan Chai Bypass and Island Eastern Corridor Link". The part of the Agreement relevant to 58TR will only be executed subject to Finance Committee's approval to upgrade the remaining part of **58TR** to Category A.
3. The actual man-months and associated costs will only be known after completion of the construction works.

**58TR – Shatin to Central Link – construction of railway works –
protection works**

Objections and Administration's Response

- (a) One of the objectors is a yacht club adjacent to the CBTS. The objector is concerned about the possible impact on the club's yacht activities including the need for temporary reprovisioning of the jetty, temporary rearrangement of boat storage areas and boatyard operations, rearrangement of pontoon system and the water area available for mooring, and launching and recovery of yachts and small crafts.

We presented to the objector a conceptual re-arrangement plan of the boatyard and boat storage areas corresponding to the temporary reprovisioning of the jetty and agreed to continue liaison with the objector and further develop the conceptual plan into a work plan. We also explained that sufficient water area would be provided for the mooring of the club vessels within CBTS. The loss in mooring water area within the CBTS due to the temporary reclamation for the Protection Works would be re-provided at the southeast corner of CBTS. The objector would also be consulted on the revised mooring and pontoon layout plans before their finalization and implementation. The objector would also be invited to participate in a Marine Management Task Force for the CBTS, which has been set up under the CWB project to deal with the marine traffic and temporary mooring issues in CBTS during construction period.

- (b) The other objector expressed concern on how the SCL design and alignment may affect the community in general, and specifically the impact to the availability of moorings and berthing in the CBTS. The objector also alleged that their research shows that there is a shortage of berths available for leisure craft in Hong Kong, and Victoria Harbour specifically. The objector also enquired whether provision of a temporary breakwater to the north of the existing one for the CBTS to provide more mooring spaces could be considered so as to reduce the impact to the vessels affected.

We responded that we had conducted a comprehensive public consultation programme since mid 2009 and gained public support in general for early implementation of SCL. Regarding the objector's concern on the possible impact to the availability of moorings and berthing in CBTS, we explained that the SCL project has been planned on the basis that no more vessels would have to be relocated away from CBTS in addition to those already required to be relocated under the CWB project. It was under this consideration that a coordinated construction sequence with the CWB works in the CBTS had been developed hence minimizing the temporary reclamation required. Construction of the remainder of the SCL tunnels at the CBTS will start later when it is possible to accommodate the additional temporary reclamation area required by SCL without the need to relocate additional moorings out of CBTS. We also explained to the objector that the existing public landings along the shoreline would not be affected by the proposed works, and that the floating pontoons for RHKYC would be temporarily reprovisioned. We added that we have had close dialogues with the RHKYC since 2009 to discuss the pontoon reprovisioning issues and would continue to do so. Regarding the provision of a temporary breakwater to the north of the existing one, we explained that similar consideration had been given before but such temporary breakwater could not be justified under the Protection of the Harbour Ordinance, as reclamation for the new breakwater could be avoided by the currently proposed arrangement.

Subcommittee on Matters Relating to Railways
Meeting on 6 May 2011

Supplementary Information Requested from the Administration

At the meeting of the Subcommittee on Matters Relating to Railways held on 6 May 2011, we sought Members' support for submitting funding applications to the Public Works Subcommittee and the Finance Committee for the Shatin to Central Link (SCL) protection works at the Causeway Bay Typhoon Shelter (CBTS). At the meeting, Members requested supplementary information from the Administration. This paper sets out the relevant supplementary information, including –

- (A) Whether the court's judgment on the Environmental Impact Assessment (EIA) Reports of the Hong Kong-Zhuhai-Macao Bridge (HZMB) local projects would affect the implementation of the proposed protection works;
- (B) The situation of EIA Reports and Environmental Permits (EP) of the SCL;
- (C) The situation of anchorage space in typhoon shelters within Hong Kong; and
- (D) The views of CBTS stakeholders on the temporary arrangements of anchorage space.

(A) **Whether the court's judgment on the EIA Reports of the HZMB local projects would affect the implementation of the proposed protection works**

1. The Director of Environmental Protection has approved the EIA Report for the SCL protection works in CBTS and issued an EP for the proposed works in April 2011. For the judicial review case in respect of the HZMB local projects, the Court's judgment was in respect of the EIA Reports and EPs for HZMB local projects, and did not touch on other engineering projects. We consider that the EIA Report and EP for the SCL protection works in CBTS are still valid and effective. We plan to implement the protection works as scheduled.

2. The SCL protection works will be carried out as part of a construction contract for the CWB project. As temporary reclamation works for CWB are in progress, to implement the proposed protection works will enable the shared use of temporary reclamation at the same location by the two projects. This will avoid repeated reclamation, protect the harbour, enable efficient use of resources and reduce construction time. This arrangement can also meet the expectations of environmentalists to protect the harbour.

3. The protection works in CBTS mainly comprise the construction of temporary reclamation and temporary seawalls for the construction of a concrete tunnel box below seabed. Upon completion of SCL works, all temporary seawalls and temporary reclamation will be removed and will not give rise to long-term environmental impact. The relevant environmental impact will be very mild and transient.

4. The environmental impact of the SCL protection works to the neighboring areas is temporary and minimal. In addition, the CWB contractor will develop measures to address the environmental impact during the construction period as specified in the EP issued by the Environmental Protection Department (EPD).

5. Public consultation and surveys conducted by the MTR Corporation Limited (MTRCL) indicate that the public generally supports the early commencement and completion of the SCL project. Implementation of the protection works as scheduled is in line with public expectations. Therefore, we plan to implement the protection works as scheduled.

(B) **The situation of EIA Reports and EP of the SCL**

6. We commenced the preliminary design of the SCL since end 2008 and implemented in stages the associated advanced works and protection works.

(i) **Protection works in Wan Chai Development Phase II (WDII)**

7. We upgraded part of **58TR** to Category A in July 2010. As one section of the SCL tunnel intersects with the water mains to be reprovisioned under the WDII project, we need to carry out protection works for this section of SCL tunnel so that diversion of these water mains will not be required when the SCL main works are carried out at this location. The protection works itself is not a designated project under Environmental Impact Assessment Ordinance (EIAO). But, the WDII project is a designated project, and an EP for the WDII project has been obtained and construction works have commenced. To assess the environmental impact of the protection works, we have conducted an additional environmental review (ER) for the protection works covering noise, air and water quality impacts during construction and waste management issues. The ER concluded that the scale of the protection works is relatively small as compared with that of the WDII works and the environmental impact is minimal. Hence, the environmental acceptability conclusions of the WDII and CWB EIA report are still valid.

8. The protection works were given funding approval by the Finance Committee in July 2010 and are now under construction under the WDII project.

(ii) **SCL Advance Works at Admiralty Station and Ho Man Tin Station**

9. We need to expand the Admiralty Station as the interchange station of the South Island Line (East) (SIL(E)) and the SCL. The SIL(E) portion and the SCL portion of the Admiralty Station must be constructed together from an engineering perspective. On the other hand, we need to construct the Ho Man Tin Station as an interchange station for the Kwun Tong Line Extension (KTE) and the SCL. Similarly, the KTE portion and the SCL portion of Ho Man Tin Station must be constructed together. As the SIL(E) and KTE will commence works in 2011, we have to incorporate the SCL portions of the expanded Admiralty Station and the proposed Ho Man Tin Station in the form of advance works into the SIL(E) and KTE projects, so that the works can be implemented together.

10. We upgraded part of **61TR** to Category A in February 2011 for the construction of the SCL advance railway works at Admiralty Station and Ho Man Tin Station in order to meet the implementation programme of the SIL(E) and KTE respectively. The Finance Committee of the Legislative Council has given funding approval for these two advance works items.

11. The SIL(E) (including the SCL advance works for interchange facilities in Admiralty Station) and the KTE (including the SCL advance works for interchange facilities in Ho Man Tin Station) are designated projects under Schedule 2 of the EIAO. EPs are required for the construction of these works projects. The DEP issued an EP for the SIL(E) and KTE projects in September 2010 and December 2010 respectively. For the judicial review case in respect of the HZMB local projects, the Court's judgment was in respect of the EIA Reports and EPs for HZMB local projects, and did not touch on these two railway projects. We consider that the EIA reports and EPs for these two railway projects are still valid and effective.

12. We have already completed the necessary legal, administrative and funding procedures for the SIL(E) and KTE. Construction of these two railway projects, including the SCL advance works in the Admiralty Station and Ho Man Tin Station to be implemented together, commenced in May this year.

(iii) The SCL main works

13. The progress of the detailed design of the SCL main works has been good. The three EIA Reports of the SCL had been completed and submitted to the DEP in February 2011. The 17 kilometre-long SCL runs from Tai Wai to Kowloon via some densely populated areas, and then from Hung Hom Station via Victoria Harbour to terminate at Admiralty. The MTRCL will carry out appropriate environmental mitigation measures depending on the design and construction procedures adopted in light of different conditions of various areas along the SCL. As such, the EIA and the mitigation measures of different sections of the project are contained in three different EIA reports. The first report covers the section from Tai Wai to Hung Hom, the second report covers the section from the Mong Kok East to Hung Hom and the third report covers the section from Hung Hom to Admiralty. As the environmental issues involved are complex and affect a number of areas, a year was taken to prepare and draft the three EIA Reports respectively. Due to the judicial review case in respect of the EIA Reports and EPs for the HZMB local projects, the MTRCL, in the interest of prudence, withdrew the EIA Reports for the SCL on 21 April so as to review the contents of the reports.

14. We and the MTRCL are carefully studying the new EIA requirements laid down by the court's judgment on the EIA Reports of the HZMB local projects and are discussing with EPD on how to meet those requirements in the EIA process for the works. We need to seek the views of the EPD in this regard. We need to have a clear understanding of the new EIA requirements before we can assess how to handle the three affected EIA Reports for the SCL, and the complexity of and time required for the work. By then, we will be in a better position to assess whether there will be delay in the SCL programme.

15. We expect that more time would be required for reviewing the EIA Report of more complex EIA works for affected projects. Also, the risk of delay in construction would be higher if less time is available for reviewing the EIA Report, the originally scheduled works commencement date is closer, and if the preparation for the project is more mature. As regards the SCL, despite the very complex EIA work, the EIA work as well as other preparatory work have been making good progress. Our original plan is to complete the statutory consultation process and statutory EIA process in early 2012, and submit the railway scheme to the Executive Council for consideration of authorization with a view to commence construction works in 2012. If the re-examination and preparation of the EIA Reports takes time and we cannot complete the work within this year and the original schedule may be affected.

(C) **The situation of anchorage space in typhoon shelters within Hong Kong**

16. According to the Study Report on the Assessment of Typhoon Shelter Space Requirements for the period 2009-2025¹ published by Marine Department (MD), the current supply of typhoon shelter/shelter anchorage space within Hong Kong waters could adequately meet the future demand of all locally licensed vessels including pleasure vessels during the forecasting horizon. Furthermore, MD also pointed out that at the time of approaching and during typhoons over the past few years, the overall capacity of the typhoon shelters and shelter waters within Hong Kong waters was sufficient to receive the locally licensed vessels including pleasure vessels using Victoria Harbour as their main base of business operations.

¹ The report was published in December 2009. Its summary has been uploaded to Marine Department's website http://www.mardep.gov.hk/hk/publication/pdf/ass2009_2025c.pdf.

17. Observation of the actual utilisation of typhoon shelters in the urban area during the passage of typhoon (with typhoon signal No. 8 or higher was issued) over the past ten years revealed that they were about 80% to 90% full. As such, the typhoon shelters in the urban area are capable of catering for the working vessels operating in the Victoria Harbour seeking shelter during the passage of typhoons.

(D) The views of CBTS stakeholders on the temporary arrangements of anchorage space

18. To better understand the concerns of CBTS stakeholders and collect their views, Highways Department (HyD) and MTRCL had held meetings with them since mid-2009. The views of stakeholders are summarized as follows:

(a) Hong Kong Royal Yacht Club (RHKYC):

19. RHKYC does not oppose the construction of the SCL. Their major concerns include: the reprovisioned moorings should be retained in CBTS and should have adequate draft; affected facilities related to their operational and sailing activities should be reprovisioned, and the protection provided by the existing breakwater should not be compromised.

20. Since mid-2009, HyD and MTRCL had conducted several meetings with RHKYC to discuss reprovisioning of the moorings and other affected facilities (including the pier and the pontoon system). To reduce the impact to RHKYC's moorings and facilities, the SCL protection works in CBTS will be carried out in conjunction with the CWB works. Furthermore, a RHKYC jetty located at the western side of the CBTS for hoisting yachts will be affected by the proposed temporary reclamation and need to be demolished. Hence, we will construct a temporary jetty at a nearby location to enable the continuation of the RHKYC's operation. As the location of the reprovisioned temporary jetty is not desirable for RHKYC's operation, the jetty will only be temporary. As such, upon completion of the SCL protection works in 2014, we will reinstate the RHKYC jetty at its original location and demolish the temporary jetty. The RHKYC agreed with the arrangement. The jetty reprovisioning works are part of the proposed protection works.

(b) Anchorage Area Users:

21. After the briefing to CBTS stakeholders in mid-2009 during which HyD and MTRCL explained that constraints for the SCL alignment included: the Cross Harbour Tunnel, the existing buildings, Hung Hom Station and the existing railway lines, the anchorage area users understood that the SCL had to pass through CBTS. Their concerns were: the construction period should be shortened as much as possible; the potential risks brought by removing part of the existing breakwater; and the possible impact on marine ecology and water quality caused by dredging works.

22. HyD and MTRCL responded that, in order to reduce the impact to CBTS users, the SCL protection works in CBTS will be carried out in conjunction with the CWB works. In addition, we will construct temporary seawall and carry out temporary reclamation spanning the section of breakwater concerned before its removal to ensure that there will be no gap at the breakwater. The temporary reclamation and temporary seawalls will only be removed after the section of breakwater is fully reinstated. The SCL project will also implement mitigation measures such as good site practices, silt curtains and closed grab dredgers to minimize the impact arising from dredging.

23. In April this year, HyD and MTRCL had another meeting with the anchorage area users to explain the SCL protection works and mooring rearrangements. Participants expressed concerns about the water depth at the southeast corner of CBTS and the impact of rainwater discharge from the outfalls on vessels. We explained to the participants that the southeast corner of the CBTS will be dredged to provide adequate draft, and the outfalls are at a considerable distance from the anchorage area and the expected impact is not significant. We will continue to communicate with them and inform them timely the mooring rearrangement.

(c) Private Mooring Area (PMA) Users (including commercial boats):

24. The PMA users learnt about the postponement of their return to the CBTS for a period of up to 18 months (i.e. after completion of the SCL works in around mid-2018). They were concerned about whether they would be able to moor in the same location upon their return to the CBTS. We advised that we would further discuss with them at the later stage of the works and make arrangements for their returning to CBTS.

25. In April this year, we had another meeting with the users of the private moorings and owners of other affected vessels at the southwest corner of CBTS to explain the SCL protection works and the mooring arrangements. Views expressed by the participants included: reducing the number of relocation of their vessels and to notify them in advance about the relocation. We responded that, prior to commencement of works, we would inform them in good time the mooring reprovisioning and relocation arrangements. We would also closely liaise with them throughout the process of relocation so as to minimize the disturbance to their daily operations. Furthermore, a Marine Management Working Group has been established under the CWB project to deal with the mooring reprovisioning and relocation arrangements. Owners of affected vessels will be invited to join the working group.