

## 交通事務委員會

在2017年6月16日會議上提出，  
並在2017年7月21日會議上通過有關  
"跨越2030年的鐵路及主要幹道策略性研究"的議案

鑒於西鐵綫在繁忙時間的擠迫率以一平方米四人計算已達至104%，與此同時，隨着多個新市鎮如洪水橋、元朗南和錦田南等相繼發展，2025年後新界西將會陸續新增40多萬人口，因此當區鐵路系統必須訂立一個長遠方案，以解決西鐵綫乘客過剩問題。就此，本會促請政府：

1. 盡快開展「第五條跨海鐵路」的可行性研究，建議走線為屯門碼頭、港珠澳大橋香港口岸、東涌東、喜靈洲、交椅洲人工島至香港西；
2. 盡快開展「屯九鐵路」的可行性研究，建議走線為屯門、掃管笏/大欖、青龍頭/深井、灣景花園、梨木樹、石籬、美孚（可轉乘荃灣綫）至南昌（可轉乘西鐵綫），並同時研究石籬分支連接至沙田大圍等地。

動議人： 田北辰議員及陳恒鑾議員

(Translation)

**Panel on Transport**

**Motion on**

**" Strategic studies on railways and major roads beyond 2030"  
raised at the meeting on 16 June 2017 and  
passed at the meeting on 21 July 2017**

Given that the overcrowding rate of the West Rail Line ("WRL") calculated on the basis of four persons per square metre has already reached 104% during peak hours, and meanwhile, with the successive development of a number of new towns such as Hung Shui Kiu, Yuen Long South and Kam Tin South and a gradual intake of a new population of over 400 000 in New Territories West after 2025, a long-term proposal must be formulated for the regional railway system to solve the problem of excessive loading of WRL. In this connection, this Panel urges the Government to:

1. expeditiously commence a feasibility study on a fifth cross-harbour railway with a proposed alignment running from Tuen Mun Pier to Hong Kong Island West via Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities, Tung Chung East, Hei Ling Chau, and the artificial island at Kau Yi Chau;
2. expeditiously commence a feasibility study on a Tuen Mun-Kowloon Railway with a proposed alignment running from Tuen Mun to Nam Cheong (for interchanging with WRL) via So Kwun Wat/Tai Lam, Tsing Lung Tau/Sham Tseng, Bayview Garden, Lek Muk Shue, Shek Lei and Mei Foo (for interchanging with the Tsuen Wan Line), and, at the same time, study the provision of a spur line connecting Shek Lei with Sha Tin and Tai Wai, etc.

Moved by : Hon Michael TIEN Puk-sun and Hon CHAN Han-pan