

**For information**  
**31 March 2009**

**Legislative Council Panel on Transport**  
**Subcommittee on Matters Relating to Railways**

**Progress of the Shatin to Central Link**

**Background**

The Shatin to Central Link (SCL) comprises two railway lines with a total length of 17 kilometres: the Tai Wai to Hung Hom section which, together with the Ma On Shan Line, Kowloon Southern Link and West Rail Line, form an east-west strategic railway corridor; and the cross harbour section from Hung Hom to Central which extends the East Rail Line to Central to form a north-south strategic railway corridor (alignment plan shown at Annex 1). Along the SCL, there will be six interchange stations allowing passengers to interchange between platforms to the existing and future railway lines.

Annex 1

2. In March 2008, the Executive Council decided to proceed with the implementation of the SCL project using the “concession approach”. The Government will be responsible for the construction costs of the SCL and the MTRCL will be entrusted with the planning and design of the project. Upon completion, the MTRCL will be granted a service concession for the operation of the railway line while the Government will receive a service concession payment annually. We briefed the Subcommittee on Matters Relating to Railways on 27 March 2008.

3. The Legislative Council (LegCo) approved the funding for the design and site investigation works of the SCL in July 2008. These works, including the alignment options appraisal, location selection for station entrances and ventilation shafts, are underway. Our plan is to commence construction of the SCL in 2010 for completion of the Tai Wai to Hung Hom section in 2015 and the cross harbour section in 2019.

**Public Consultation**

4. Since the commencement of the design and site investigation works, we have been staying in touch with the districts concerned. We have attended meetings of the Shatin, Wong Tai Sin, Kowloon City, Yau Tsim Mong, Wanchai, Central and Western District Councils (DC) about the project from March to May in 2008. We also have had informal meetings and site visits with LegCo and DC members as well as local residents.

5. The issues that require further action are:

(a) Tsz Wan Shan

Since the provision of a station in Tsz Wan Shan has been confirmed to be not feasible, we have, in response to requests from the local community, studied how the footbridge system in the Tsz Wan Shan area can be improved and how the connectivity with Diamond Hill Station can be strengthened. In this connection, we have been discussing with the LegCo and DC members on the feasibility of the options put forward by them. We have worked out some detailed proposals and we have been in close liaison with the local communities to see if these are acceptable. We will consult the Wong Tai Sin District Council as soon as we can sort out how to deal with the constraints while addressing the public needs in the detail design;

(b) SCL Depot

We are conducting detailed studies to review the design of the SCL depot at the former Tai Hom Village site. There are three built heritages at the site, namely, the Old Pillbox, the Former Royal Airforce Hangar and the Stone House. We are still investigating how these built heritages may integrate with the future development above the depot and nearby. We will continue to consult the Wong Tai Sin District Council. We also note the recent amendments in the List of Historical Buildings with the Old Pillbox being re-assessed as Grade III, the Former Royal Airforce Hangar being retained in Grade III while the Stone House being removed from the List;

(c) Hin Keng Station

We consider that there is railway transport need for the residents in Hin Keng area. The provision of Hin Keng Station will help alleviate congestion at Tai Wai Station and provide access to the leisure facilities in Hin Keng area. The proposed Hin Keng Station will be incorporated into the railway scheme to be gazetted in due course;

(d) To Kwa Wan Station

The public has requested for a convenient pedestrian connection from Kowloon City to the future To Kwa Wan Station. The MTRCL is working on this together with the station design;

(e) Central South Station

As regards the public's concern over the provision of the Central South Station, we will review the matter after a decision has been made on

the future land use of the site occupied by the current Central Government Offices so as to better match the future developments in the area;

(f) Station Entrances

In the course of design of the stations, the MTRCL will take into consideration the public's request that locations of the station entrances should be user-oriented; and

(g) Interface with Other Infrastructure Projects

The MTRCL, the Highways Department and the Civil Engineering Development Department are working closely to resolve the interfaces with the Central – Wanchai Bypass and the Wanchai Development Phase II projects. We are examining various ways to reduce the disturbance to the waterfront areas in Wanchai and Causeway Bay, and to develop a design that requires the minimum extent of reclamation, if this is inevitable. We will conduct comprehensive public consultation and meet the statutory requirements.

**Next Steps**

6. We are working on the preliminary design of the SCL project, and the task will be completed in mid 2009. We intend to gazette the proposed railway scheme as soon as possible within this year. In the meantime, we will continue to stay in close touch with the various district councils and local communities for further consultation.

**Transport and Housing Bureau  
March 2009**

圖例  
LEGEND

— 現有鐵路路線  
EXISTING RAIL LINE

— 擬建沙田至中環線  
(東西鐵路走廊)  
PROPOSED SHATIN TO  
CENTRAL LINK (SCL)  
EAST WEST LINE

— 擬建沙田至中環線  
(南北鐵路走廊)  
PROPOSED SHATIN TO  
CENTRAL LINK (SCL)  
NORTH SOUTH LINE



# 沙田至中環線 SHATIN TO CENTRAL LINK (SCL)