

# Harbourfront Commission

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For discussion  
on 21 June 2016

HC/07/2016

## Progress Update on the Shatin to Central Link

### PURPOSE

This paper updates the Commission on the progress of the Shatin to Central Link (SCL).

### BACKGROUND

2. The SCL comprises two railway lines with a total length of 17 kilometres: the Tai Wai to Hung Hom section connects with the Ma On Shan Line and West Rail Line to form an east-west strategic railway corridor; and the Hung Hom to Admiralty section extends the East Rail Line to Hong Kong Island to form a north-south strategic railway corridor. There will be ten stations along the SCL and six of which are interchange stations. Some parts of the new railway line will run through or be in proximity to the harbourfront areas. Connectivity to these areas from the hinterland will be improved upon its completion, providing a sustainable transport mode to facilitate access of pedestrians to the harbourfront.

3. We updated the Commission on the works progress of the SCL and the proposed works areas on 2 May 2013. We have also enhanced the design of the Hong Kong Island section of the SCL taking into account comments from the Task Force on Harbourfront Developments on Hong Kong Island between 2013 and 2015. Works have been progressing at all fronts over the past few years, yet various challenges and interface issues were encountered in the course of construction. The progress of works related to harbourfront areas and changes to the works areas required are elaborated in the ensuing paragraphs.

### PROGRESS OF WORKS RELATED TO HARBOURFRONT AREAS

4. The sections of SCL in the harbourfront areas are underground railways away from the shorelines. Majority of the works sites and works areas are close to the inland side within the harbourfront areas. Some works areas are near the shoreline due to geographical constraints or the need for marine access. We would from time to time review the land requirement and seize opportunities to set back the temporary land occupation, so as to allow for the flexibility of a passageway along the waterfront should there be such plans.

5. Two new stations, namely Kai Tak Station and To Kwa Wan Station, are being constructed within the Kai Tak Development Area, together with the adjoining tunnels. While the main structure of the Kai Tak Station has been substantially completed, the works in To Kwa Wan Station site (including both the station structure and the tunneling works towards Ho Man Tin Station) were delayed due to the archaeological discoveries. Works procedures had been adjusted to minimize the programme impact and the works of To Kwa Wan Station fully resumed in March 2015. It is estimated that the archaeological and conservation works would result in a delay of at least 11 months to the Tai Wai to Hung Hom Section of the SCL. Nevertheless, through rearrangement of works and coordination with other infrastructure projects, a number of works sites not affected by the archaeological issues are scheduled to be handed back by the end of 2016 for other developments within the harbourfront areas.

6. Works in Hung Hom are in full swing. New platforms and stabling sidings were being constructed. Modification of Hung Hom Station concourse has moved into the second phase. Construction of the landfall connection for the Fourth Rail Harbour Crossing also commenced in 2015.

7. On Hong Kong Island side, due to the waterfront alignment, the SCL closely interfaces with the major infrastructure projects in Wan Chai North. Works near Causeway Bay Typhoon Shelter (CBTS) for the SCL tunnels have just started, and continuous coordination with the Central – Wan Chai Bypass project for the works inside CBTS has been conducted to minimize impact to the users. In future, footpath to be reinstated alongside the Police Officers' Club site would be enhanced as per the discussions in the Task Force meetings in 2013.

8. Construction of Exhibition Station commenced in phases since 2015 following the temporary relocation of the public transport interchange and the permanent reprovisioning of the Wan Chai Swimming Pool. The connectivity between the seaside and the hinterland will be maintained throughout construction. Due to land handover issue and station enabling works required for its topside development, it is anticipated that there will be an overall 6-month delay of the completion of the station. Delay mitigation measures are being explored to minimize the impact.

9. In the past few years, there has been continuous coordination with adjacent infrastructure projects in Wan Chai North with an aim to optimizing the works site locations and shapes. The total area of SCL works sites has been reduced by nearly 26,000m<sup>2</sup> comparing with the previous updates to the Commission and most of our works sites are away from the coastline. Among these, a number of works sites are still

yet to be handed over to SCL from other projects. Some of the sites adjoining the seafront will only be handed over in late 2017. We will then carry out the necessary works in full swing and hand the piece of land back to the Government as soon as possible. The exact schedule would depend on the actual handover date of the site which is yet to be handed to the SCL project as of today.

10. The current target of commissioning the Tai Wai to Hung Hom section of SCL is 2019 while the current target commissioning date for the Hung Hom to Admiralty section is 2021.

## **CHANGES TO WORKS AREAS**

11. Works procedures have been adjusted in regard to the actual situation of works sites. Additional manpower and machinery have also been deployed in order to overcome the difficulties. The extents of the works sites and works areas have therefore been refined to suit the latest progress of the SCL and interface projects, as well as to minimize the programme impact, so as to achieve timely completion of the railway that in turn enhances the connectivity to and facilitates future long-term development of the harbourfront area. The latest works area requirements and changes as compared to May 2013 are shown in **Annexes**.

## **ADVICE SOUGHT**

12. Members are invited to note the contents of this paper.

## **ATTACHMENTS**

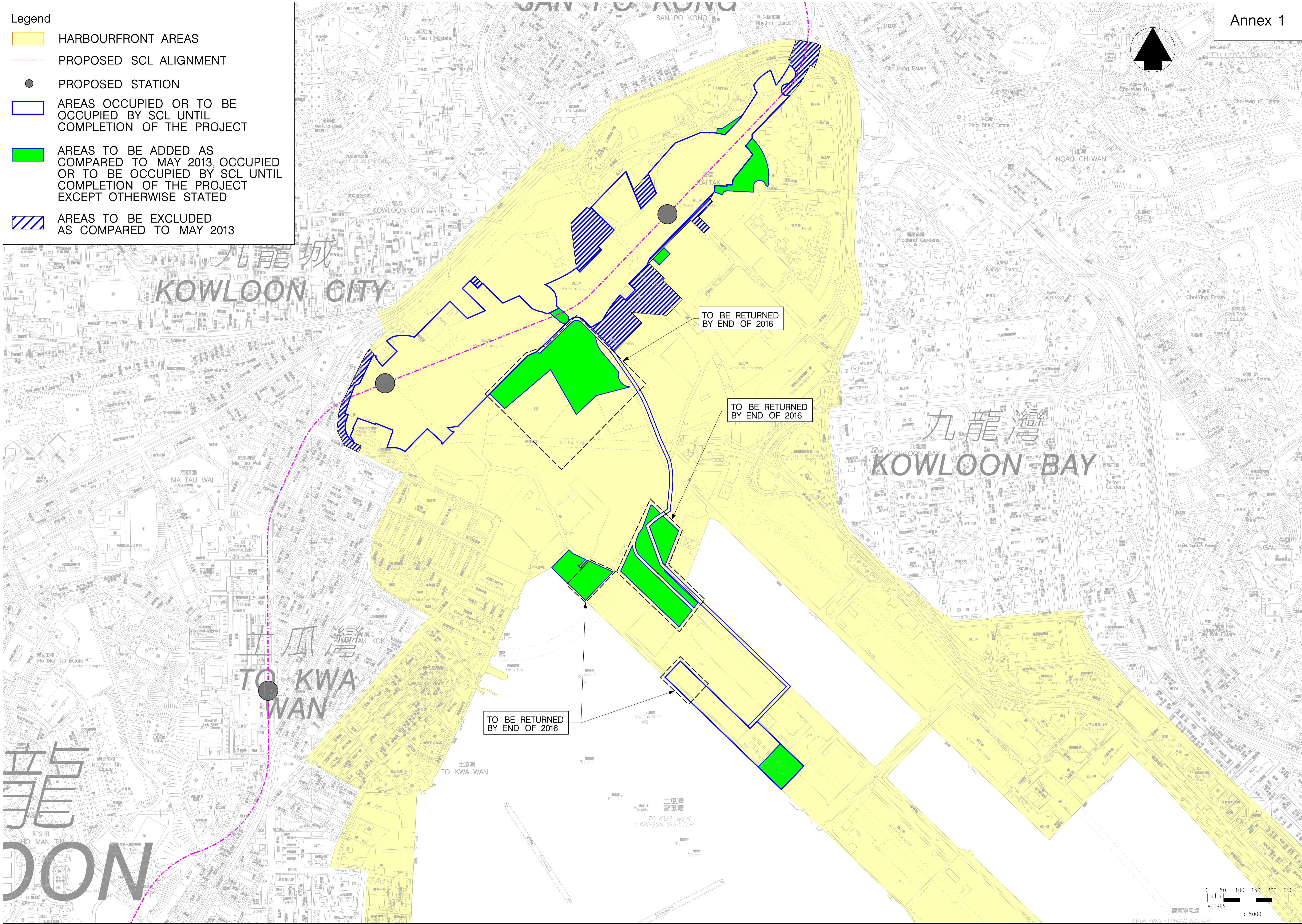
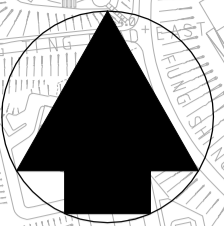
Annex 1 – Latest Works Site and Works Area Requirements in Kai Tak Area

Annex 2 – Latest Works Site and Works Area Requirements on Hong Kong Island Area and Hung Hom West

**Highways Department**  
**MTR Corporation Limited**  
**June 2016**

Legend

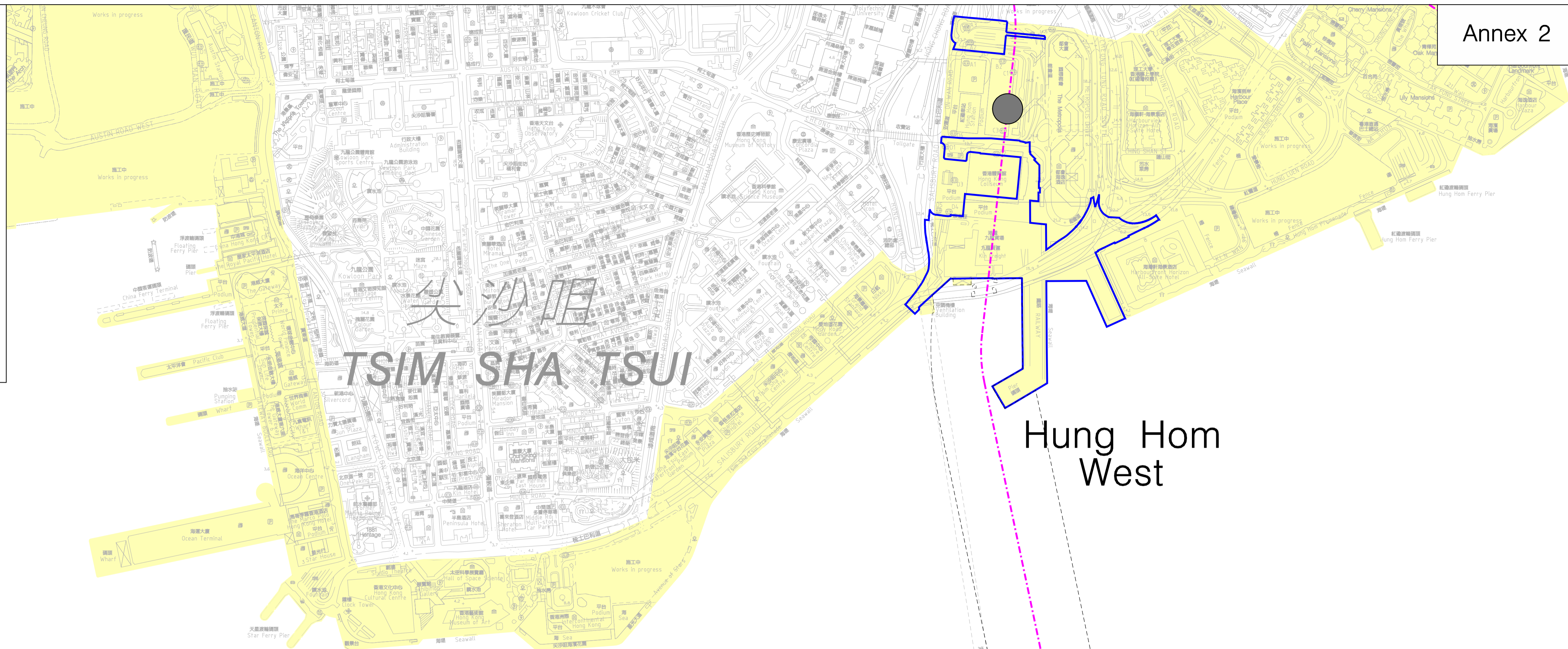
- HARBOURFRONT AREAS
- PROPOSED SCL ALIGNMENT
- PROPOSED STATION
- AREAS OCCUPIED OR TO BE OCCUPIED BY SCL UNTIL COMPLETION OF THE PROJECT
- AREAS TO BE ADDED AS COMPARED TO MAY 2013, OCCUPIED OR TO BE OCCUPIED BY SCL UNTIL COMPLETION OF THE PROJECT EXCEPT OTHERWISE STATED
- AREAS TO BE EXCLUDED AS COMPARED TO MAY 2013



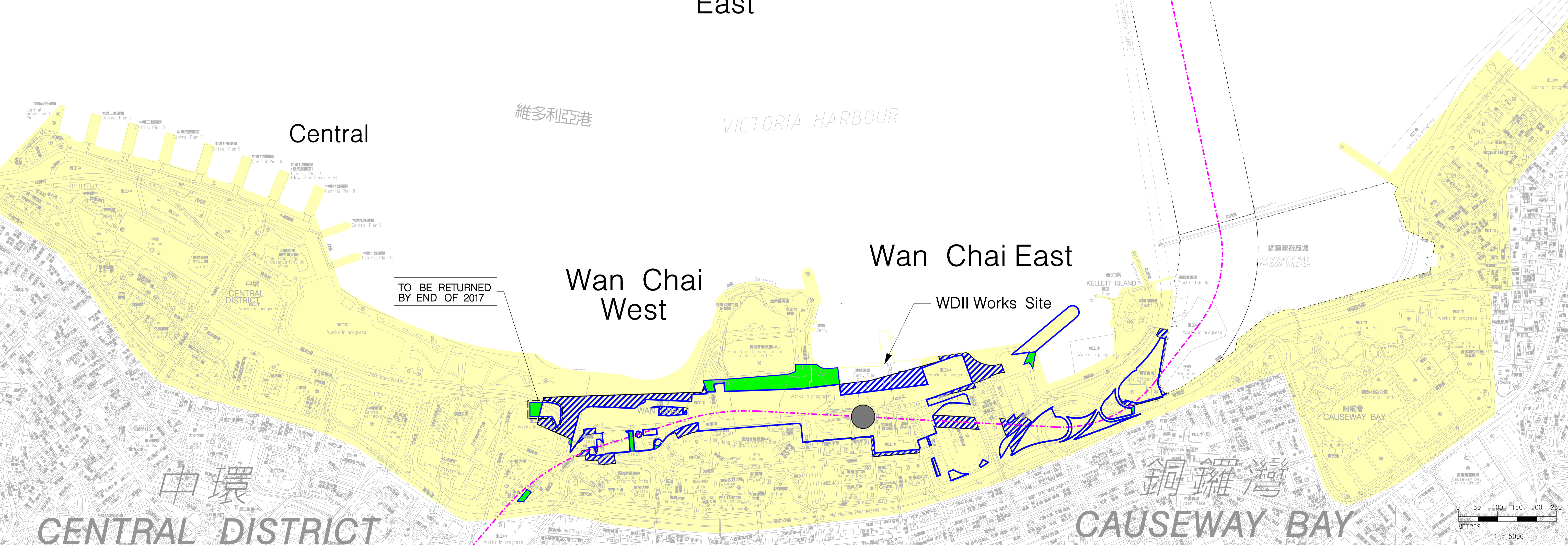
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- Legend**
- HARBOURFRONT AREAS
  - PROPOSED SCL ALIGNMENT
  - PROPOSED STATION
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  - AREAS TO BE EXCLUDED AS COMPARED TO MAY 2013



Western Harbour  
Tsim Sha Tsui East



TO BE RETURNED BY END OF 2017

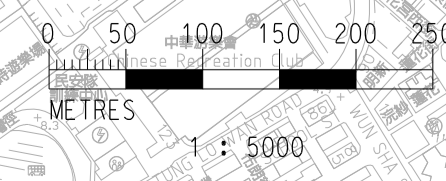
Wan Chai East

WDII Works Site

Wan Chai West

CENTRAL DISTRICT

CAUSEWAY BAY



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