

**Summary of the Minutes of
the 4th Meeting of Sha Tin District Council (2008 Session)**

The 4th meeting of Sha Tin District Council (2008 session) was held on 20 March 2008. The major issues discussed are summarised below:

Confirmation of the Minutes of the 3rd Meeting held on 14 February 2008

2. The Council endorsed the revised minutes of the 3rd meeting.

Briefing on Sha Tin to Central Link

3. Representative of Transport and Housing Bureau (THB) said that the Executive Council had approved the Mass Transit Railway Corporation (MTRC) to launch the planning and design of Sha Tin to Central Link (SCL). He added that representatives of THB and MTRC would visit and consult all district councils later.

4. Representative of MTRC briefly introduced the planning of SCL project. He said that SCL comprised of the Tai Wai to Hung Hom section and Cross Harbour Section. Tai Wai to Hung Hom Section was about 11 km long, with five stations in between, namely Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai and Homantin. The Cross Harbour Section was about 6 km long, extending from Hung Hom across the harbour to Admiralty via the Exhibition Station. The network would form two railway corridors. The north-south corridor would run from Lo Wu and Lok Ma Chau to Admiralty via the East Rail and Cross Harbour Section of SCL. The east-west corridor, extending from the Ma On Sha Rail to Hung Hom, would join the Kowloon Southern Link and the West Rail to Tuen Mun. He remarked that there were 6 interchange stations at Tai Wai, Diamond Hill, Hung Hom, Exhibition and Admiralty. Passengers could change to other railway lines by means of inter-platform or inter-level interchange. A depot for SCL would be built near Diamond Hill Station. Moreover, the project also involved an extension of Kwun Tong line from Yau Ma Tei Station to Whampoa with an intermediate station at Homantin, which was expected to complete by 2015. He added that the Tai Wai to Hung Hom Section would be completed by 2015, while the Cross Harbour Section by 2019. The estimated cost was \$37.4 billion. The SCL would be owned by the government while operated by MTRC under a service concession.

5. Most of the members were concerned about the construction of Hin Keng Station. They pointed out that the increase in population in Tai Wai would cause congestion at Tai Wai Station and urged the government to reconsider adding Hin Keng Station. They asked about the construction cost of Hin Keng Station and the estimated cost for future construction. Besides, some members requested the government to shorten the construction time of Tai Wai to Hung Hom Section, reconsider the design of interchange stations, extend the SCL to central and Causeway Bay and review the supporting transport services at Fo Tan Station. Some members also asked about the mechanism in determining and monitoring the fare.

6. Representative of THB replied that after the completion of SCL, MTRC estimated that Tai Wai Station would be able to handle the future passengers demand, and passengers of Ma On Shan Line would not need to change train for traveling to Hung Hom and Tuen Mun. He stated that the population of Hin Keng was about 30 000 and the requirement for construction of a station was 50 000, however the Bureau would still review the situation with Development Bureau and Transport Department. After completing the funding application and detailed design, THB would consult all district councils on the details of the project, including location of the stations, arrangement of entrance and exit etc. He added that the Central Station option was still under review. He said that owing to geographical differences and technical constraints, inter-platform interchange could not be arranged for all interchange stations. He remarked that SCL would be fully-owned by the Government and operated by MTRC under a service concession and no returns from property development was needed as a subsidy.

7. Representative of MTRC replied that information on the construction cost of Hin Keng Station was not available at this stage. He said that the construction of a railway line would normally require 7 years, including 2 years of design and environmental assessment work and 4 to 5 years for the rail works. The works of Diamond Hill Station was complicated as it involved relocation of the Kwun Tong Line and the changing existing two platforms to four platforms. Moreover, the construction of the Cross Harbour Section had to be in line with the Wan Chai Reclamation work and the Central - Wanchai Bypass. He added that the interchange of SCL with East Rail and Kwun Tong extension would be inter-level due to geographical limitations and technical considerations. He said that upon approval of funding, MTRC would carry out the initial design work and local consultation. MTRC would review and follow up with THB the development of and the supporting transport facilities at Fo Tan Station. He added that the fare would be determined in

accordance with the existing fare and the adjustment mechanism. He further said that the existing Causeway Bay Station already provided convenient transport service and there would be interchange for SCL at Admiralty Station to Causeway Bay. MTRC would be pleased to arrange briefing or meeting for District Councilors to further explain the rail route and interchange arrangement.

8. The Council endorsed the following motion of Ms. LAM Chung-yan with 26 in favour and 6 abstentions:

“Sha Tin District Council supports the Government to expedite the construction of Sha Tin to Central Link but deeply regrets that the government ignored the need and prolonged request of residents and refused to build the Hin Keng Station when deciding to construct the Sha Tin to Central Link. We strongly urges the Transport and Housing Bureau and the Mass Transit Corporation to review the station arrangement of Sha Tin to Central Link and deliberately consider the building of Hin Keng Station simultaneously.”

9. The Council also endorsed the following provisional motion of Mr. LEE Chi-wing with 24 in favour and 5 abstentions:

“Sha Tin District Council strongly urges the extension of Sha Tin to Central Link terminal from Admiralty to Central in order to maximize the effectiveness of railway transport.”

Financial Account of STDC (as at 31 March 2008)

10. The Council endorsed the above paper.

2008/2009 STDC Draft Estimates

11. The Council endorsed the above draft estimates.

Postal Service Joint Consultative Conference 2008 - STDC Representative

12. The Chairman announced that Mr. YEUNG Cheung-li was elected as the representative of STDC in the Postal Service Joint Consultative Conference 2008.

Progress Reports of Committees

District Facilities Management Committee

13. The Council noted the report of the above Committee.

Culture, Sports & Community Development Committee, Development and Housing Committee, Education and Welfare Committee, Health and Environment Committee, Traffic and Transport Committee and Finance and General Affairs Committee

14. The Council noted the reports of the above committees and endorsed the recommended co-opted members.

“2008 Sha Tin Dragon Boat Races”

“100-day Countdown to Olympic Games cum Sha Tin Lighting Ceremony and Production of Television Programme”

15. The Council endorsed the above funding applications.

Question by Ms. YEUNG Sin-hung - Monitoring employers' default in payment of Mandatory Provident Fund or failure to make contributions

16. Despite the written reply of Mandatory Provident Fund Schemes Authority (MPFA), Ms. YEUNG Sin-hung was disappointed that no representative was sent by MPFA and hoped the MPFA would reinforce the publicity work on the new penalty on employers' noncompliance.

17. Since MPFA had not sent representative to the meeting, the Council agreed with the Chairman that a letter should be sent to MPFA and Financial Services and the Treasury Bureau.

2008 Policing Plan of Sha Tin Police District

18. The Council endorsed the above paper.

2008/09 Sha Tin District Office Work Plan

19. Sha Tin District Officer stated that the work of Sha Tin District Office this year would focus on supporting STDC on district facilities management and district minor works, assisting in the coordination of Olympic and Paralympic Equestrian Events, facilitating the development of social enterprise, promoting national education and assisting in the Legislative Council election.

20. The Council noted the above work plan.

Report of the District Management Committee

21. The Council endorsed the above report.

Next Meeting

22. The next meeting would be held at 2:30 p.m. on 29 May 2008.