



# 油尖旺區議會民選議員陳偉強議員辦事處

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**YTM DC Paper No. 196/2009**

## **Indifference to Public Disquiet about the Guangzhou-Shenzhen-Hong Kong Express Rail Link**

(Paper Submitted to the Meeting of Yau Tsim Mong District Council on 10 December 2009)

I refer to the report “Thousands to feel the noise from rail link construction” in South China Morning Post dated 9 November 2009. It is clear from the article that thousands of city dwellers will be tormented by deafening noise during the construction of the Guangzhou-Shenzhen-Hong Kong express rail link in West Kowloon from next year. Worse still, the government is keeping the public in the dark about these problems. This report struck a chord with me.

Given the way it is written, the MTR Corporation's environmental impact assessment report on the rail link can hardly be seen as being accessible to the vast majority of affected residents.

In unearthing more comprehensible data about the possible detrimental effects on residential buildings, as well as noise and air pollution in Yau Ma Tei and Tai Kok Tsui, I found the Transport and Housing Bureau, the Highways Department and the MTR Corp less forthcoming in the meetings of my district council. Indifferent to public disquiet, the departments concerned were reluctant to reveal how long the noise and air pollution would affect my district during the construction period.

Nor were they willing to specify the distance between the underground railway and the pillars of residential buildings. *This lukewarm approach by officials to the public consultation process is disgraceful, with regard to the public and district councillors.*

To conceal the possible ordeal of noise and air pollution and to underplay the potential danger to residential buildings will only fuel resistance to the construction of the rail link among the city dwellers in West Kowloon.

### **Questions for the Government Departments Concerned:**

- (1) How long will the afflictions of noise and air pollution be lingering on for in Yau Ma Tei and Tai Kok Tsui, especially Hoi Wang Road, during the construction of the rail link?



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- (2) Have the MTR Corp come up with a way to alleviate the noise and air pollution during the construction of the rail link in Hoi Wang Road?
- (3) What is the exact distance between the underground railway and the pillars of affected residential buildings in Hoi Wang Road and Tai Kok Tsui?
- (4) What is the possible effect on the pillars of the buildings in Hoi Wang Road and Tai Kok Tsui upon completion of the construction of the rail link?
- (5) Is it possible for the Buildings Department and Housing Department to reveal the depth and width of the pillars of affected buildings in Hoi Wang Road and Tai Kok Tsui to the District Council and the public?

I will be deeply grateful if the Transport and Housing Bureau, the Highways Department, the Buildings Department, the Housing Department, the Environmental Protection Department, and, above all, the MTR Corp can attend the meeting of District Council in response to this paper on 10 December 2009.

Councillor Wai-keung CHAN (陳偉強)  
Yau Tsim Mong District



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## 補充資料

### Indifference to Public Disquiet about the Guangzhou-Shenzhen-Hong Kong Express Rail Link (中文摘要)

#### 背景

根據香港鐵路有限公司就廣深港鐵路所提供的環評報告內容，本人認為根本未能如實反映鐵路對途經地居民的影響。本人過去就廣深港鐵路工程資料，曾各部門及機構(運輸署、房屋署、路政署、港鐵公司)進行查詢，但無奈各部門反應冷淡。

本人認為有關部門漠視公眾利益，並不願透露有關鐵路工程進行期間，對本區所構成的噪音及空氣污染等影響。除此之外，本人亦認為部份官員於公眾諮詢及區議會討論廣深港鐵路問題時，表現均未見積極，亦未能以市民利益為本，本人對此極為失望。

#### 問題

- (一)鐵路工程進行期間，本區居民將要面對為期多久的噪音及空氣污染？
- (二)鐵路工程進行期間，港鐵公司會作出什麼對策，以減少噪音及空氣污染，對鄰近屋苑居民所構成的影響？
- (三)因鐵路將極有可能途經海泓道及大角咀一帶，港鐵公司可否列出有關受影響大廈的樁柱及鐵路之距離？
- (四)廣深港鐵路工程對海泓道及大角咀等多個屋苑或大廈的樁柱會構成什麼影響？
- (五)屋宇署及房屋署，可否提供海泓道及大角咀等受廣深港鐵路工程影響大廈的樁柱資料？

#### 文件提呈

此文件呈上 2009 年 12 月 10 日大會供全體委員討論，並邀請運輸及房屋局、路政署、屋宇署、房屋署、環境保護署及港鐵公司等有關代表出席作回應。

(本文件一切以英文版本為準)

提呈人 陳偉強

富柏區議員

27/11/2009