

2007-08 Policy Address

A New Direction for Hong Kong



- Promoting economic development through infrastructure projects
- Promoting community development through revitalisation
- Promoting social harmony by helping people to help themselves

二零零七至零八年施政報告

香港新方向

甲、引言

乙、十大建設 繁榮經濟

交通基建

跨界基建

都市新發展區

國際金融中心

經貿發展

丙、優質城市 優質生活

環境保護

文物保育

創意之都

安全生活

2007-2008施政佈告推出之「十大基礎建設」

交通基建

1. 南港島線
2. 沙田至中環線
3. 屯門西繞道及屯門至赤鱲角連接路

跨界基建

4. 廣深港高速鐵路
5. 港珠澳大橋
6. 港深空港合作
7. 港深共同開發河套

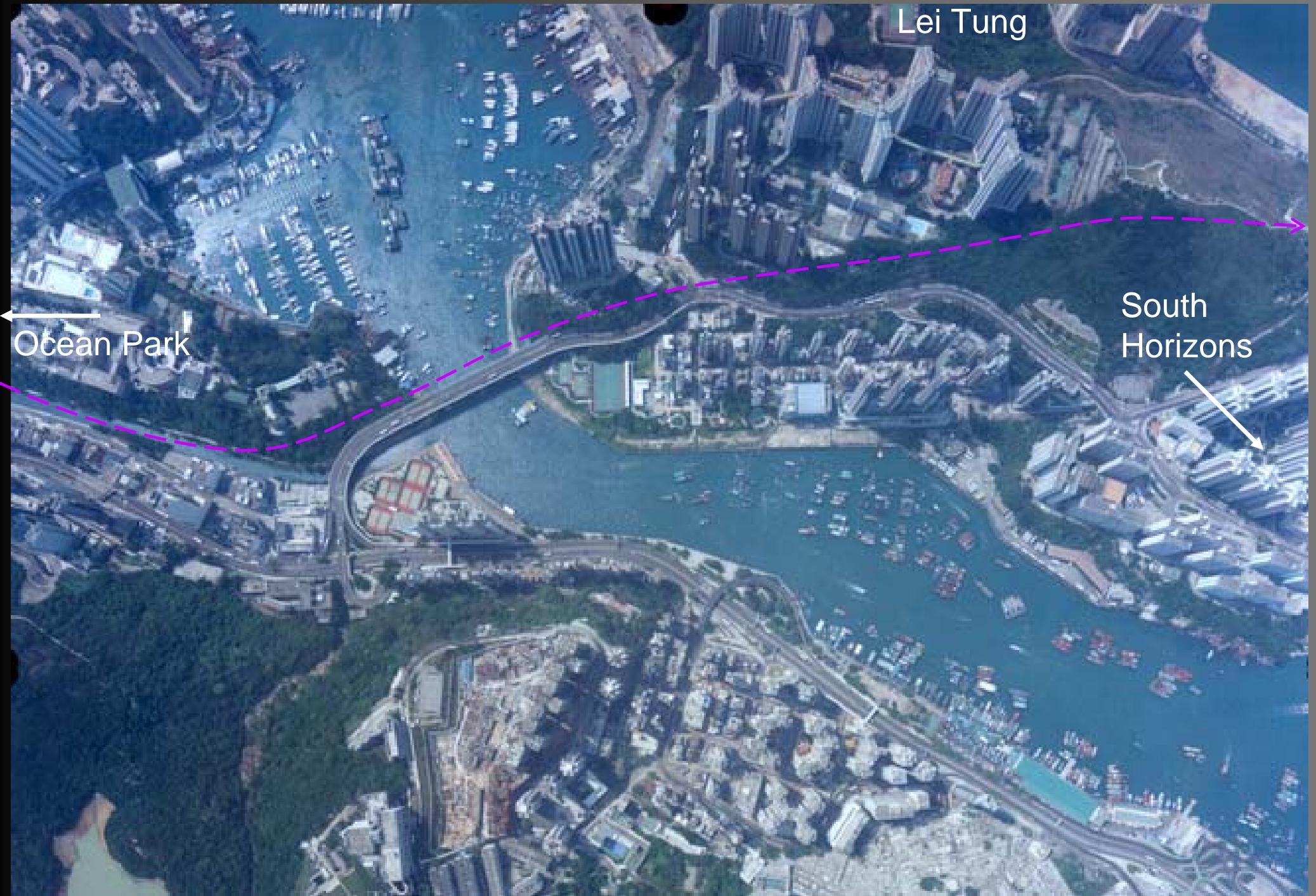
都市新發展區

8. 西九文化區
9. 啓德發展計劃
10. 新發展區

南港島線

South Island Line (East) – Indicative Alignment





Wong Chuk Hang
(Interchanging) Station



Lei Tung Station

South Horizons Station

Aberdeen Station

Wah Fu Station

Cyberport Station

Sai Ying Pun Station

University Station

Kennedy Station

→ S Island Line West

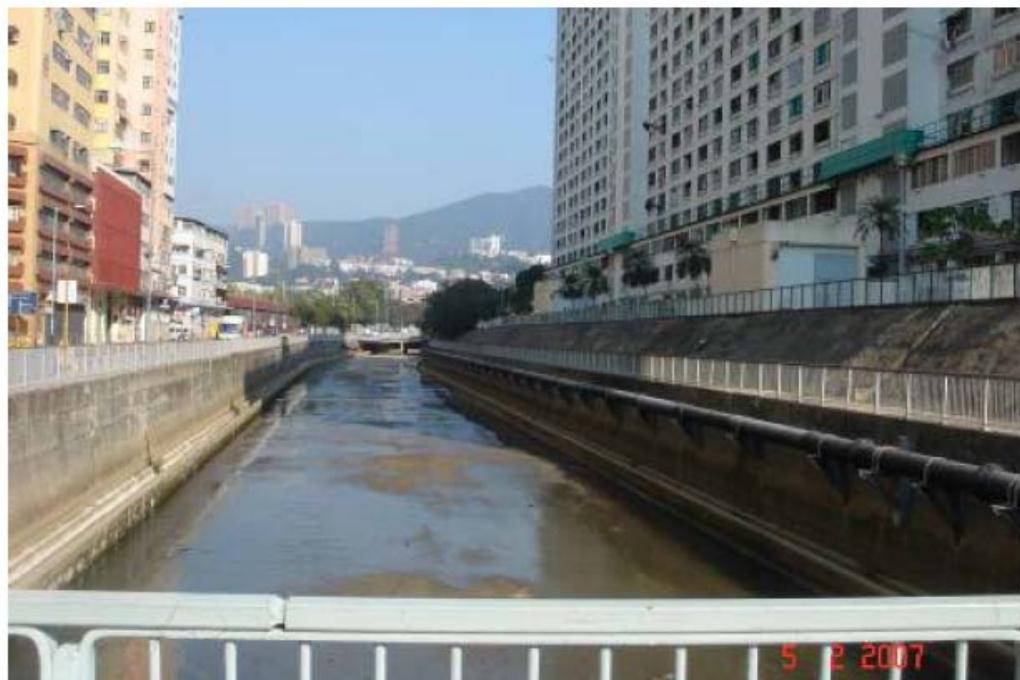
→ S Island Line South



金鐘站



黃竹坑站



現貌

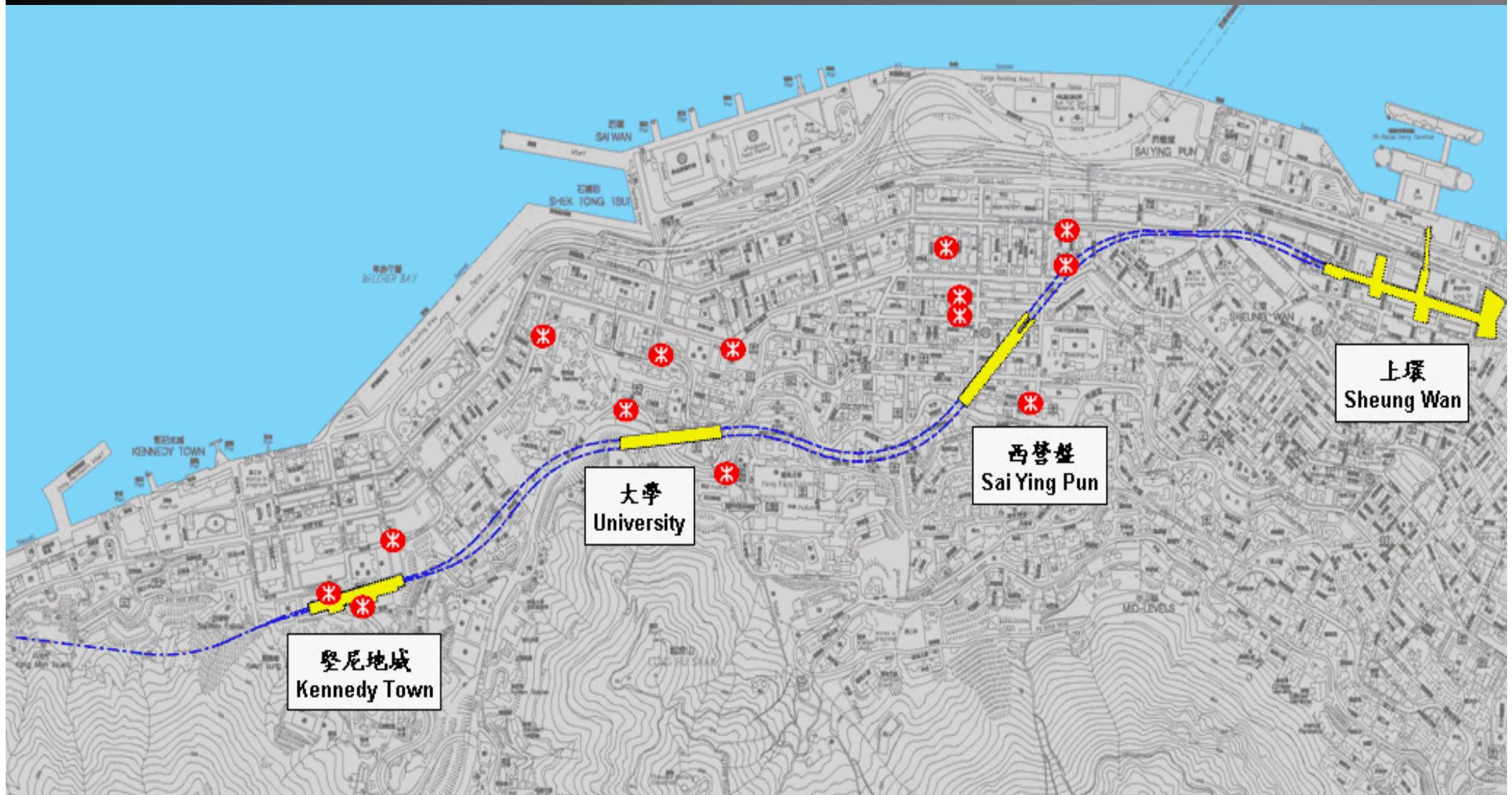


新貌





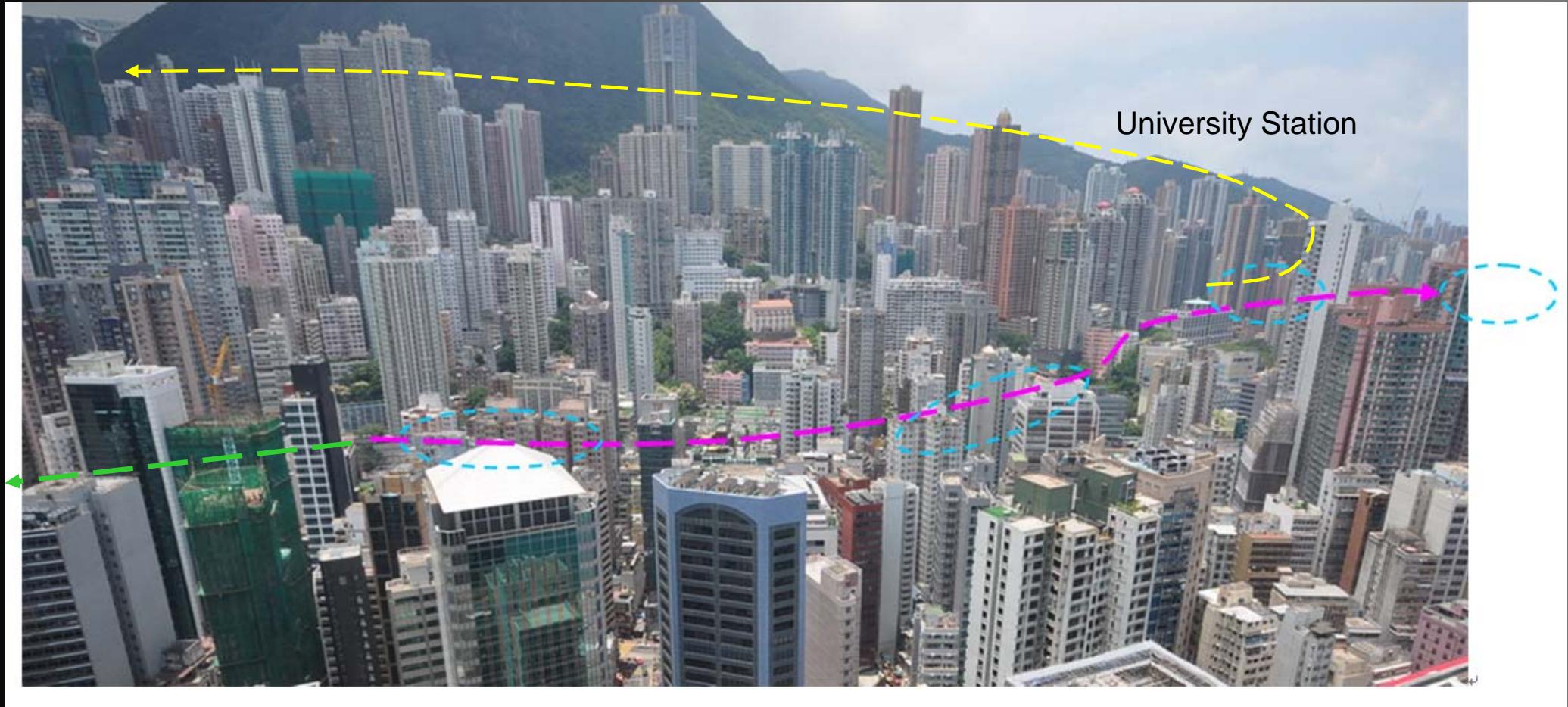
西港島線



The Western District of Hong Kong from satellite map



West Island Line runs across the densely populated areas of Western District on the Hong Kong Island. It is so designed that over 90% of the residents can access to the new railway stations on foot when the line being completed.



—→ Future connection of the South Island Line (at the rear of Victoria Peak)

—→ Existing Island Line

—→ The approximate alignment of the West Island Line

—○— The approximate location of the underground stations (from left to right, the connecting station, Sai Ying Pun, University and Kennedy Town stations)



Typical urban environment where the West Island Line cutting through

Urban environment of HK Western district





The playground and swimming pool as seen in 2008 before their removal for the construction of the Kennedy Town Station

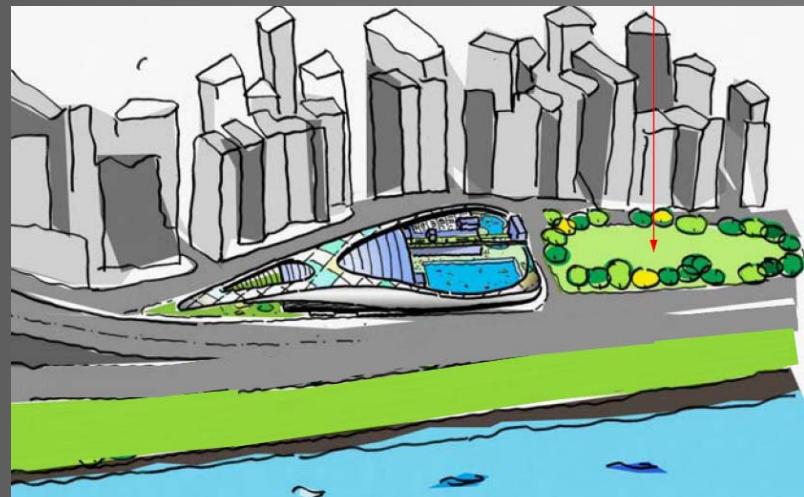


Swimming pool being removed and handed over for construction works in early 2011





New swimming pool completed for operation in early 2011. Upon the changing over, the one in Kennedy Town started the demolition.

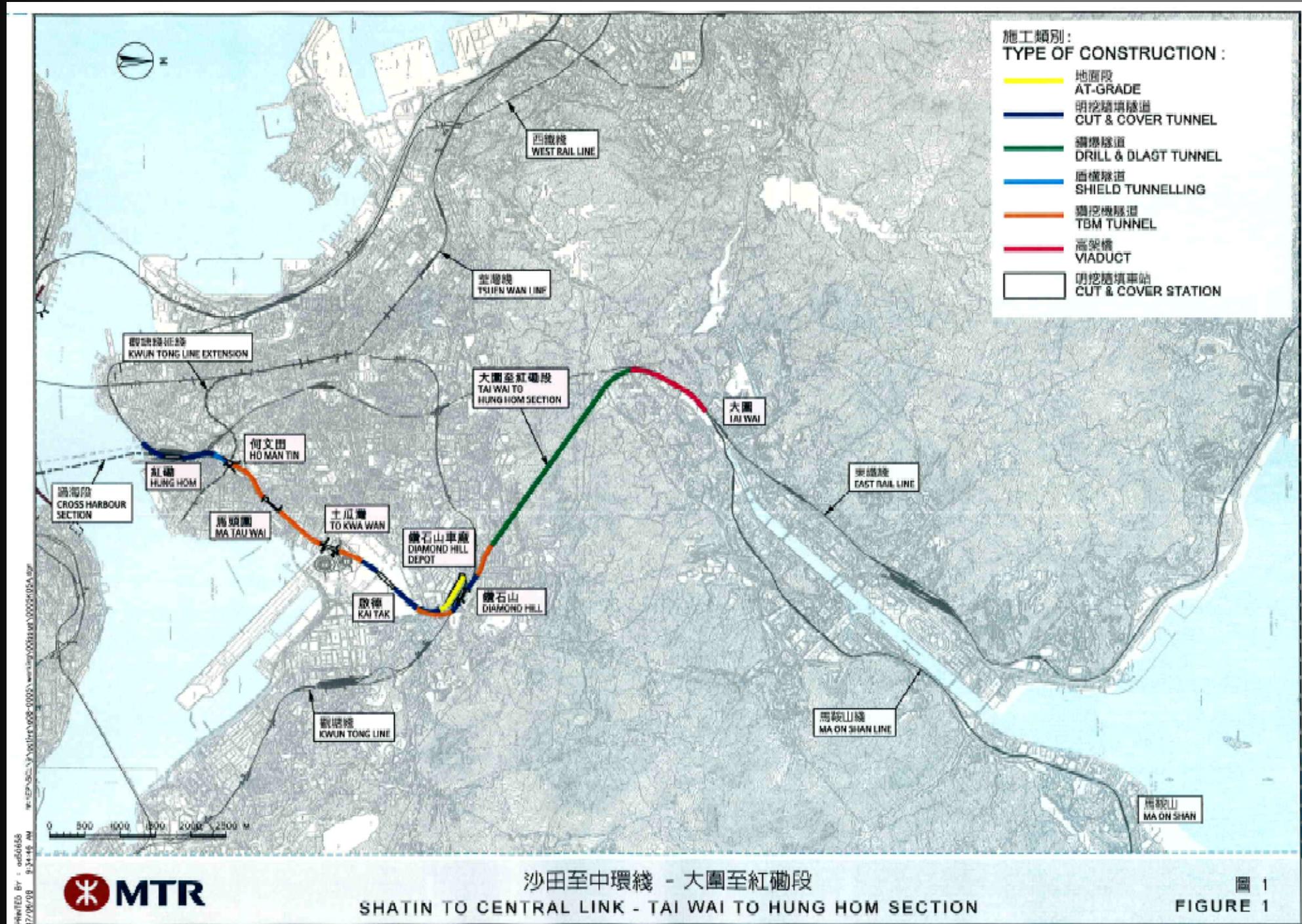




The ex upper-level police Station at High Street as viewed before the commencement of conversion work in late 2009.



沙田至中環線



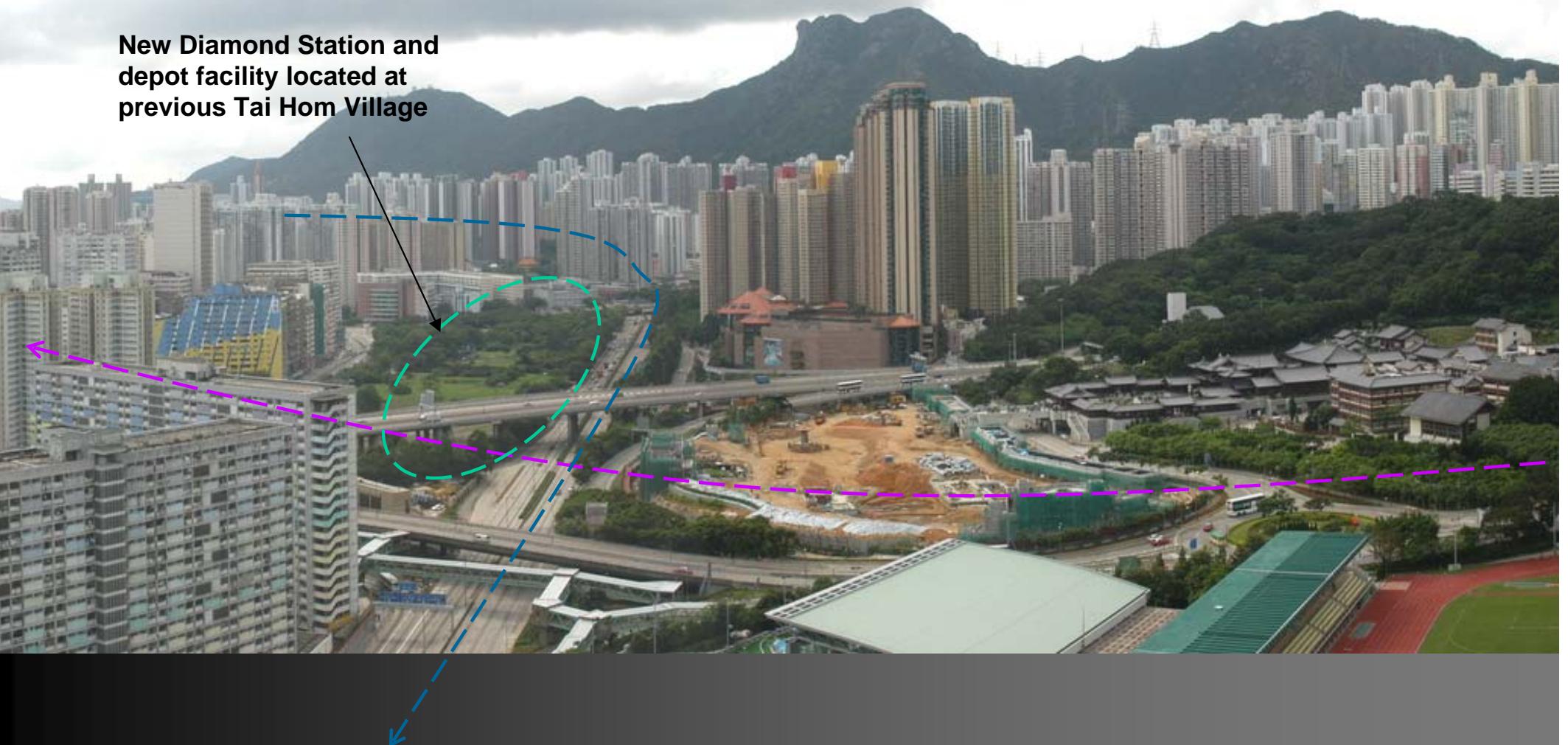


District at present
without mass transit
transportation service



Diamond Hill Station
and Depot

**New Diamond Station and
depot facility located at
previous Tai Hom Village**



Existing MTR Kwun Tong Line



← ----- Approximate run of
Shatin-Central Link



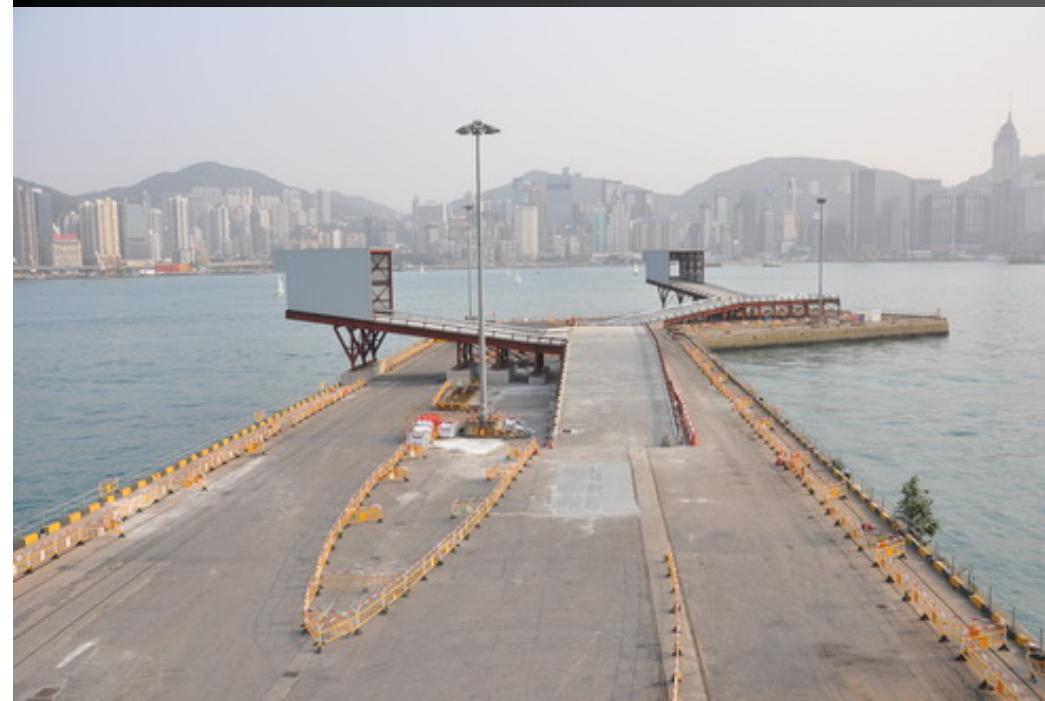
The land reserved for the Ho Man Tin Station
(previous Valley Road Estate) before site formation



Site formation for the Ho Man Tin Station



Advance work for the Whampoa Station in early 2012





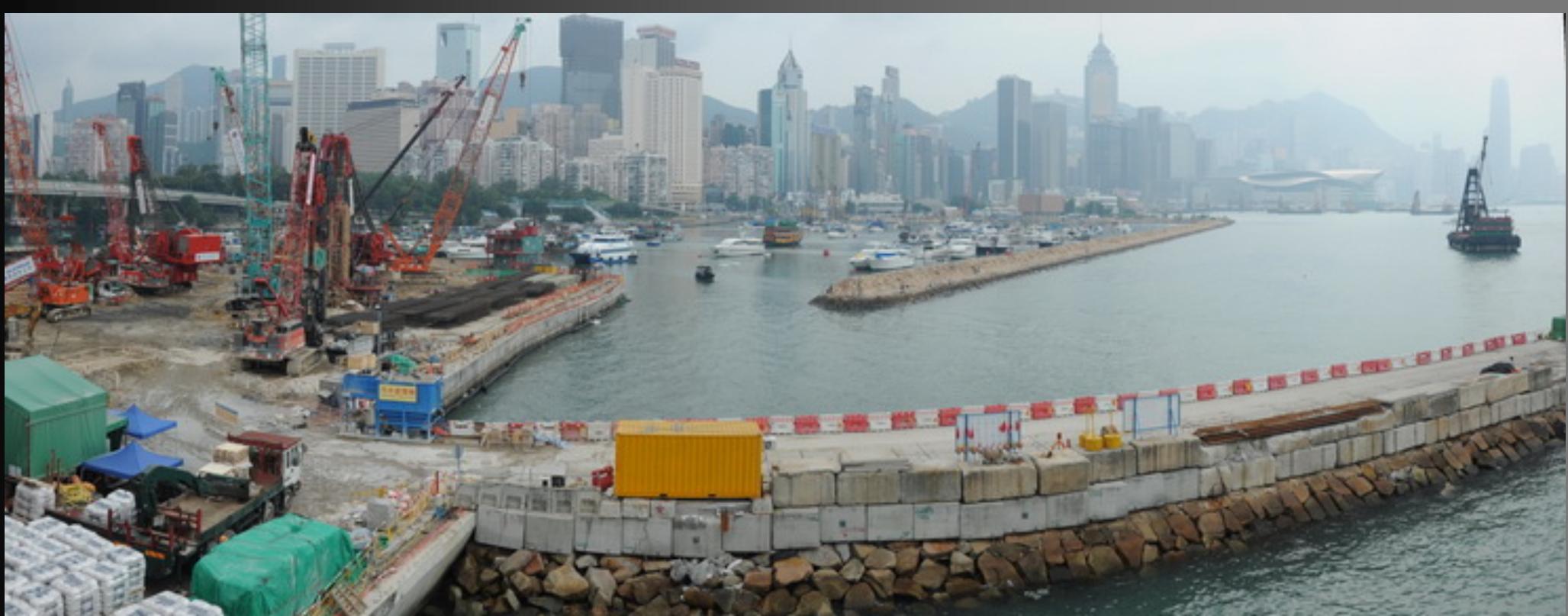
The International Mail Centre – to be relocated to Kowloon Bay due to part of the building foundations will be infringed by the SCL harbour crossing tunnel

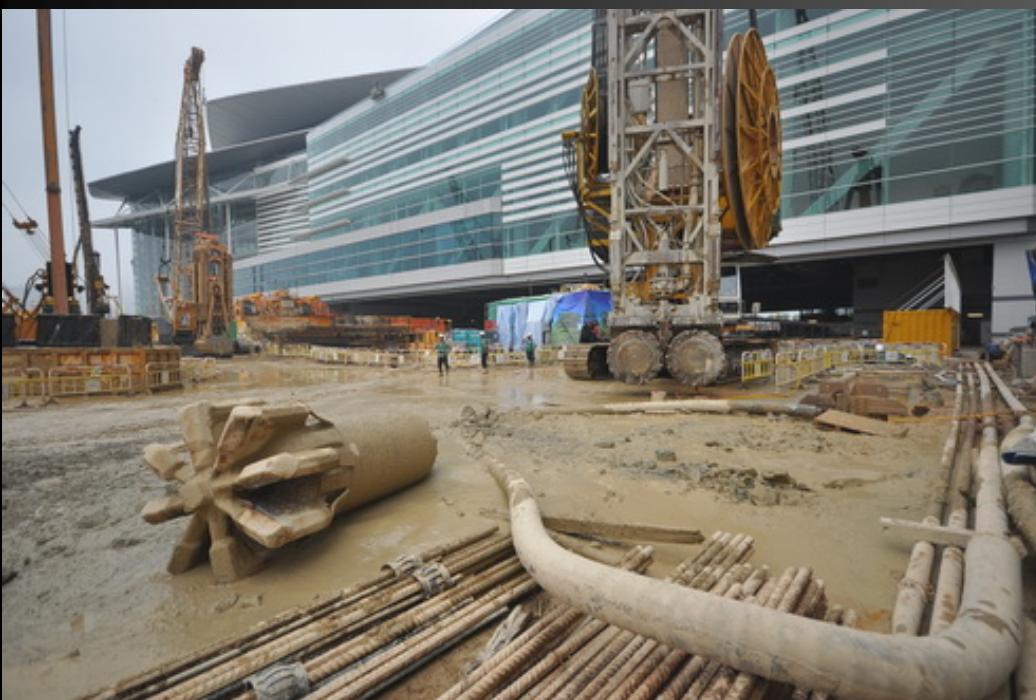
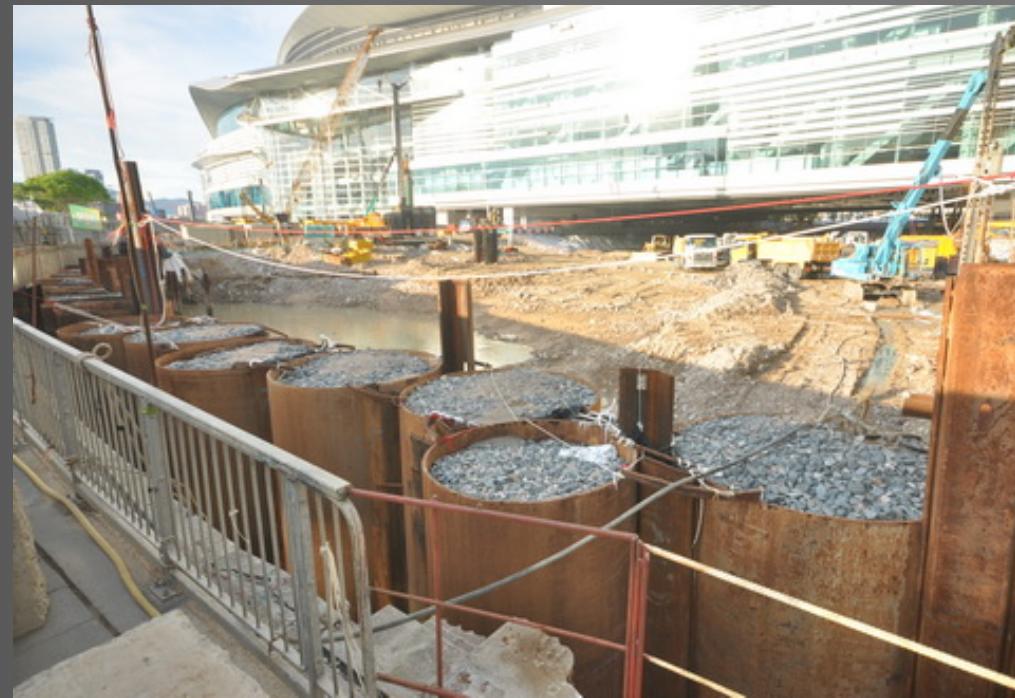


Temporary reclamation and construction of SCL tunnel in Causeway Typhoon Shelter

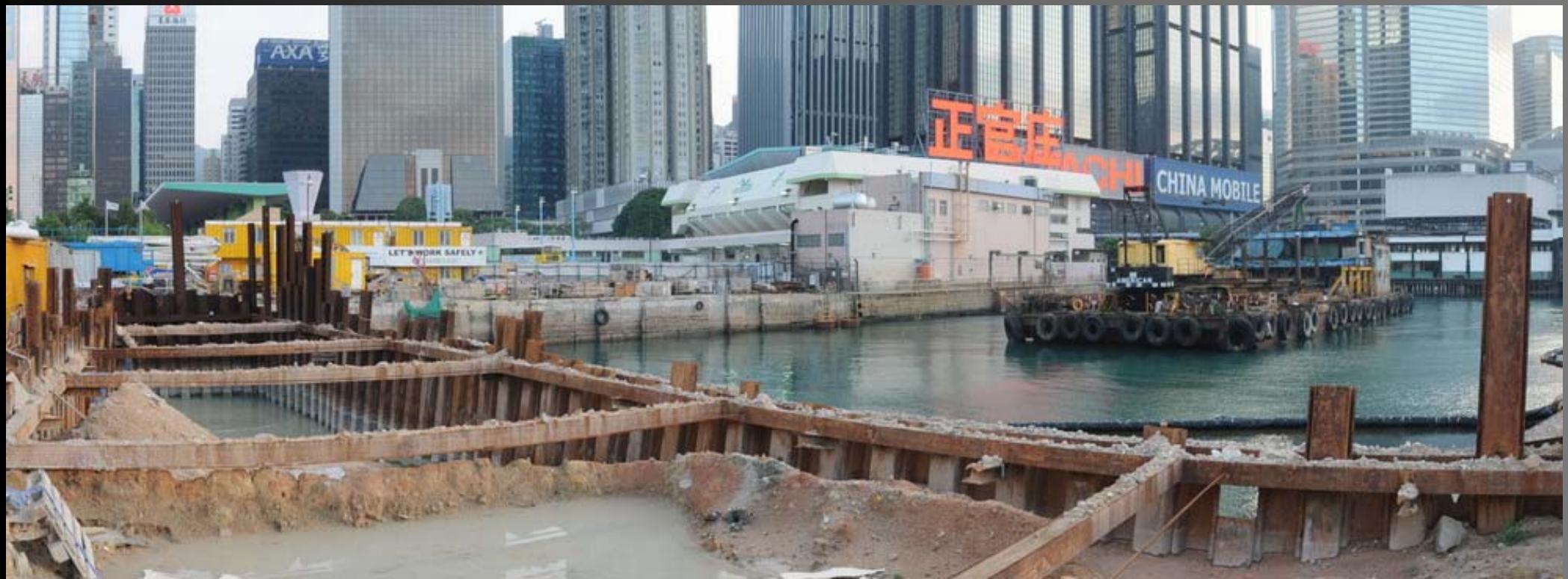








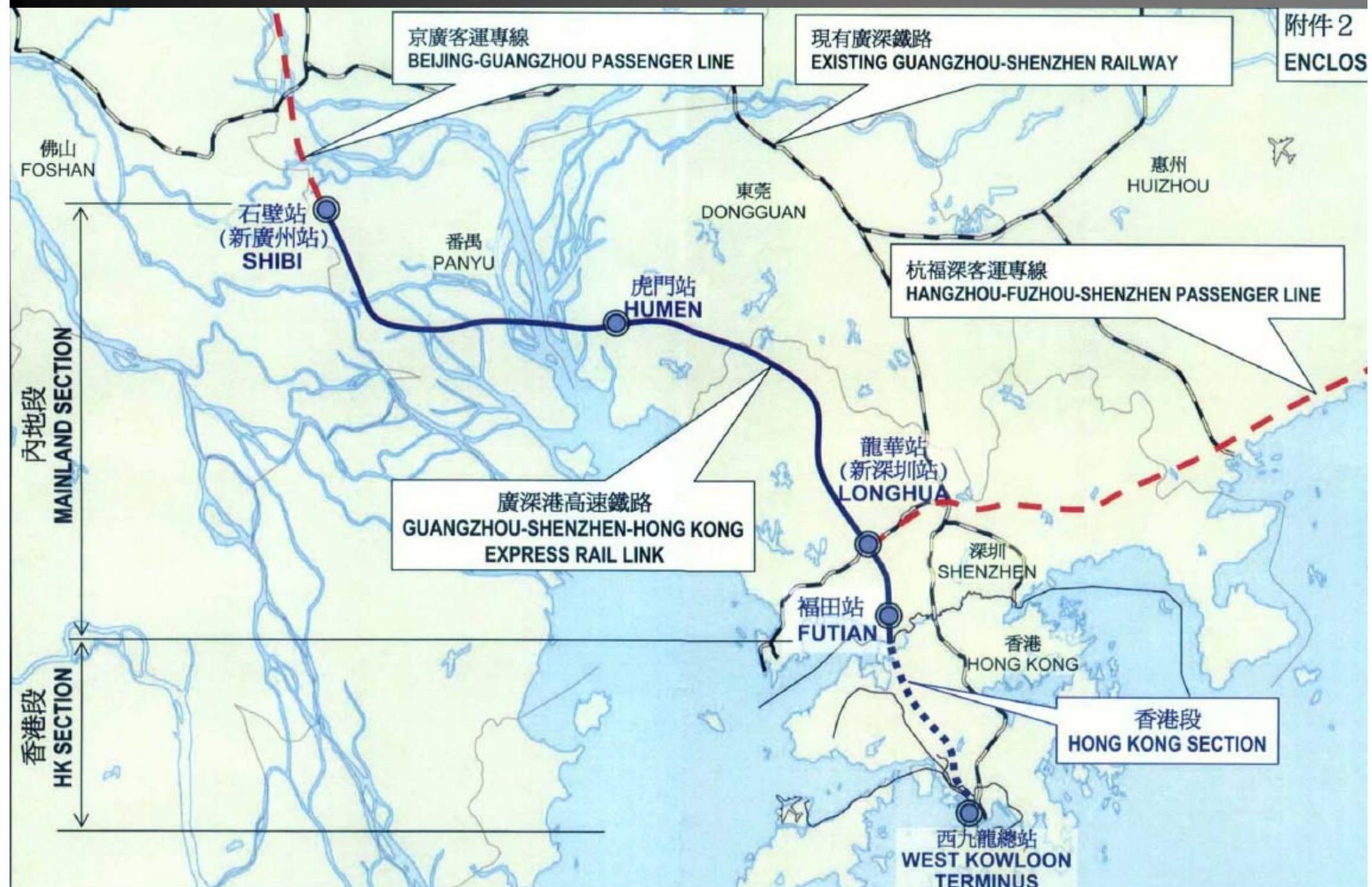




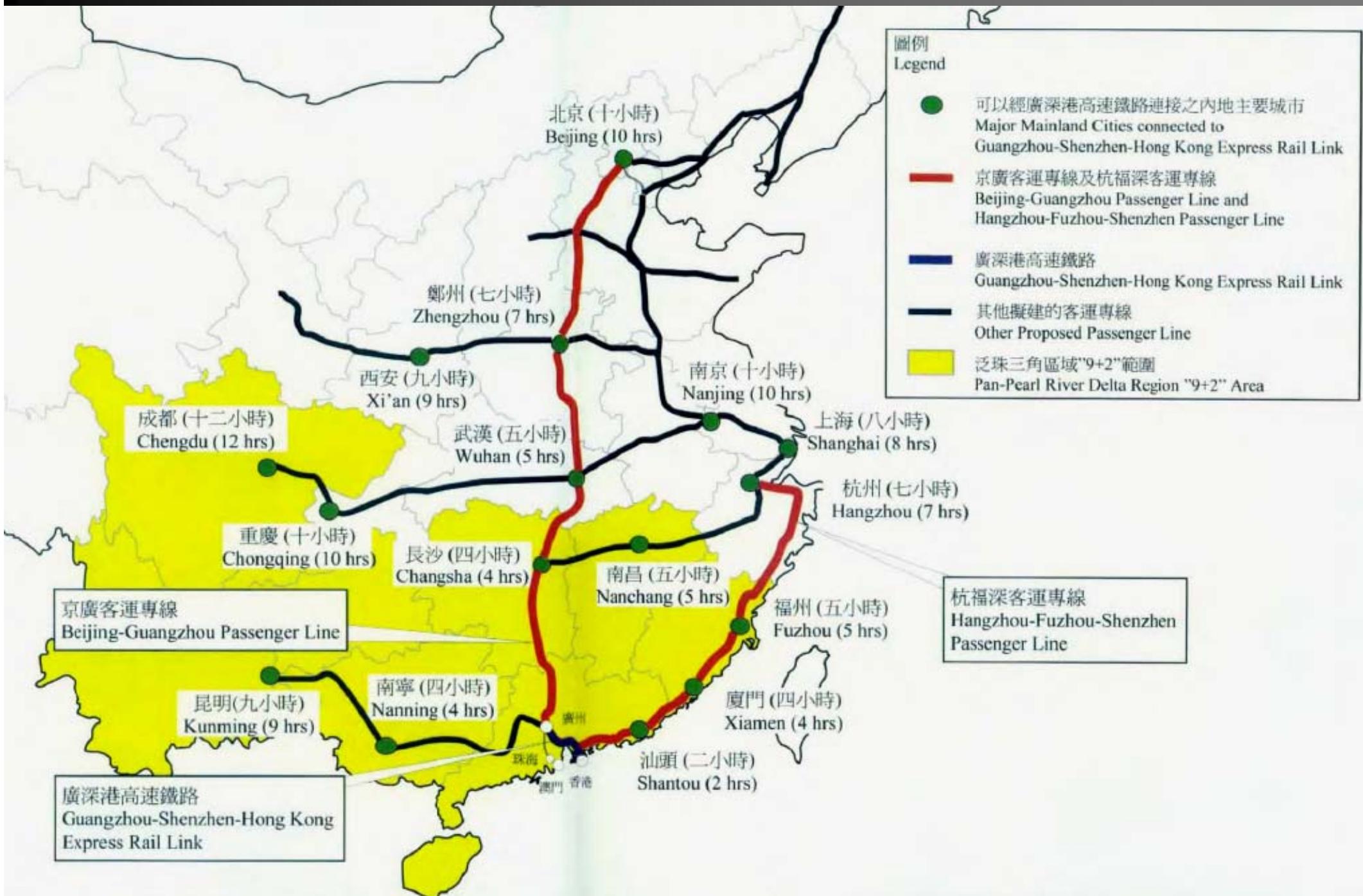
廣深港高速鐵路

The 26-km Express Rail Link (XRL) runs from the terminus in West Kowloon to Shenzhen. There will be no intermediate station within the Hong Kong territory. The alignment runs beneath Yau Tsim Mong, Sham Shui Po, Kwai Tsing, Tsuen Wan and Yuen Long Districts. The Express Rail Link will operate entirely in dedicated tunnels.





Rail alignment (Construction scheduled between late 2009 to 2015 (HK section))



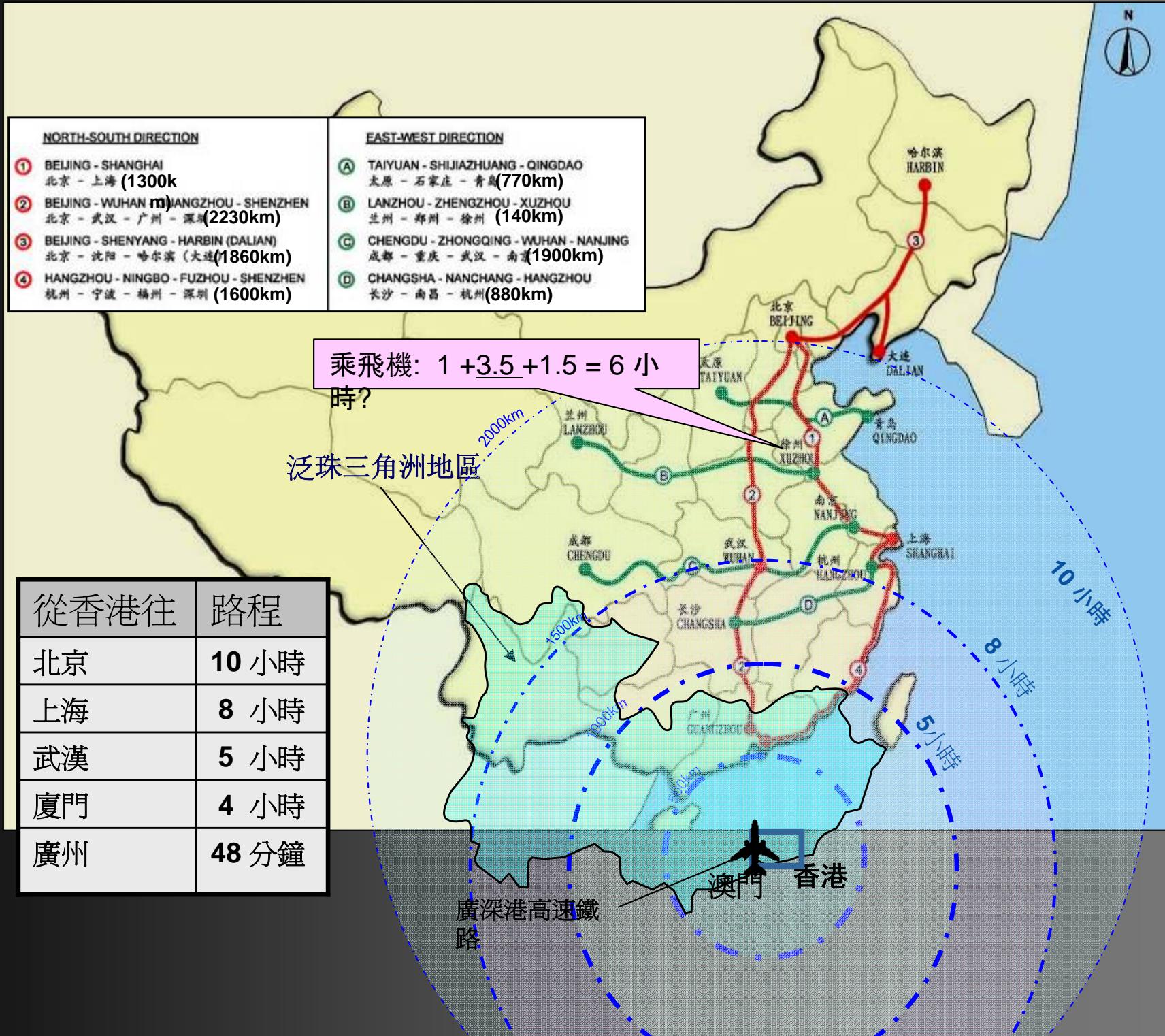
Express Rail (High Speed Train Line) network in China (total about 16,000 km)

<u>NORTH-SOUTH DIRECTION</u>	<u>EAST-WEST DIRECTION</u>
① BEIJING - SHANGHAI 北京 - 上海 (1300km)	Ⓐ TAIYUAN - SHIJIAZHUANG - QINGDAO 太原 - 石家庄 - 青岛(770km)
② BEIJING - WUHAN - GUANGZHOU - SHENZHEN 北京 - 武汉 - 广州 - 深圳(2230km)	Ⓑ LANZHOU - ZHENGZHOU - XUZHOU 兰州 - 郑州 - 徐州 (140km)
③ BEIJING - SHENYANG - HARBIN (DALIAN) 北京 - 沈阳 - 哈尔滨 (大连) (1860km)	Ⓒ CHENGDU - ZHONGQING - WUHAN - NANJING 成都 - 重庆 - 武汉 - 南京(1900km)
④ HANGZHOU - NINGBO - FUZHOU - SHENZHEN 杭州 - 宁波 - 福州 - 深圳 (1600km)	Ⓓ CHANGSHA - NANCHANG - HANGZHOU 长沙 - 南昌 - 杭州(880km)

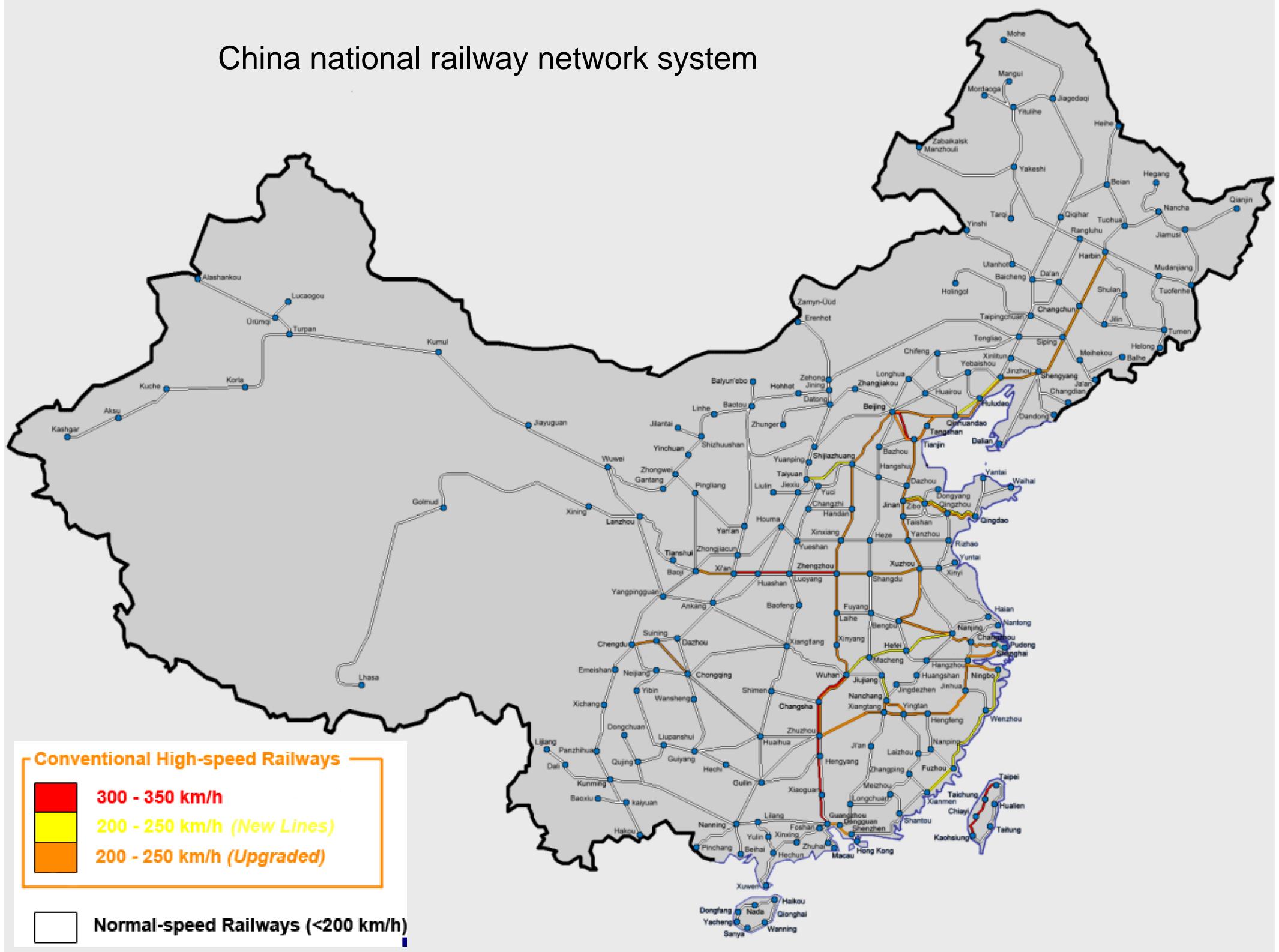
乘飛機: $1 + \underline{3.5} + 1.5 = 6$ 小時?

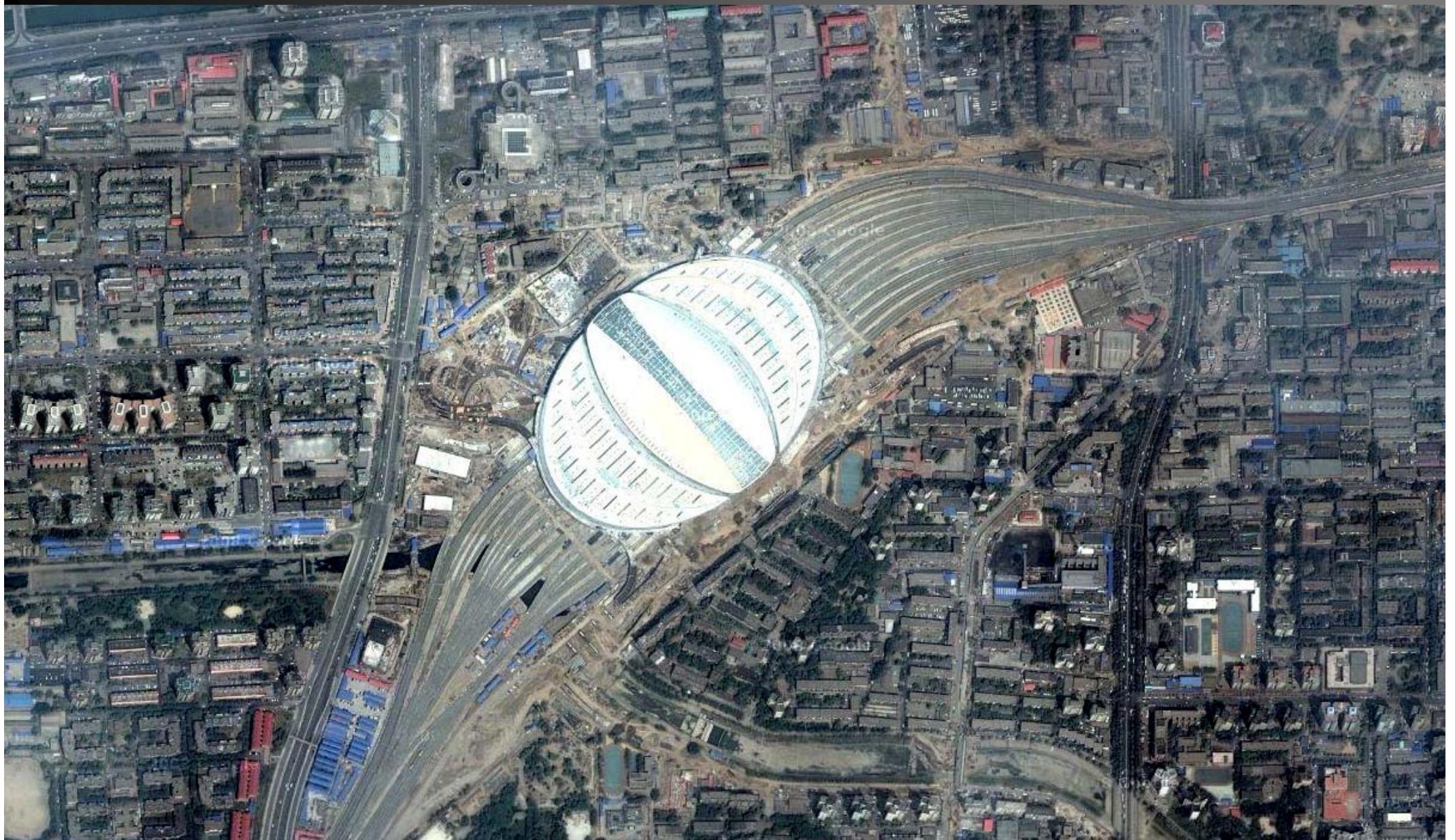
泛珠三角洲地區

從香港往	路程
北京	10 小時
上海	8 小時
武漢	5 小時
廈門	4 小時
廣州	48 分鐘

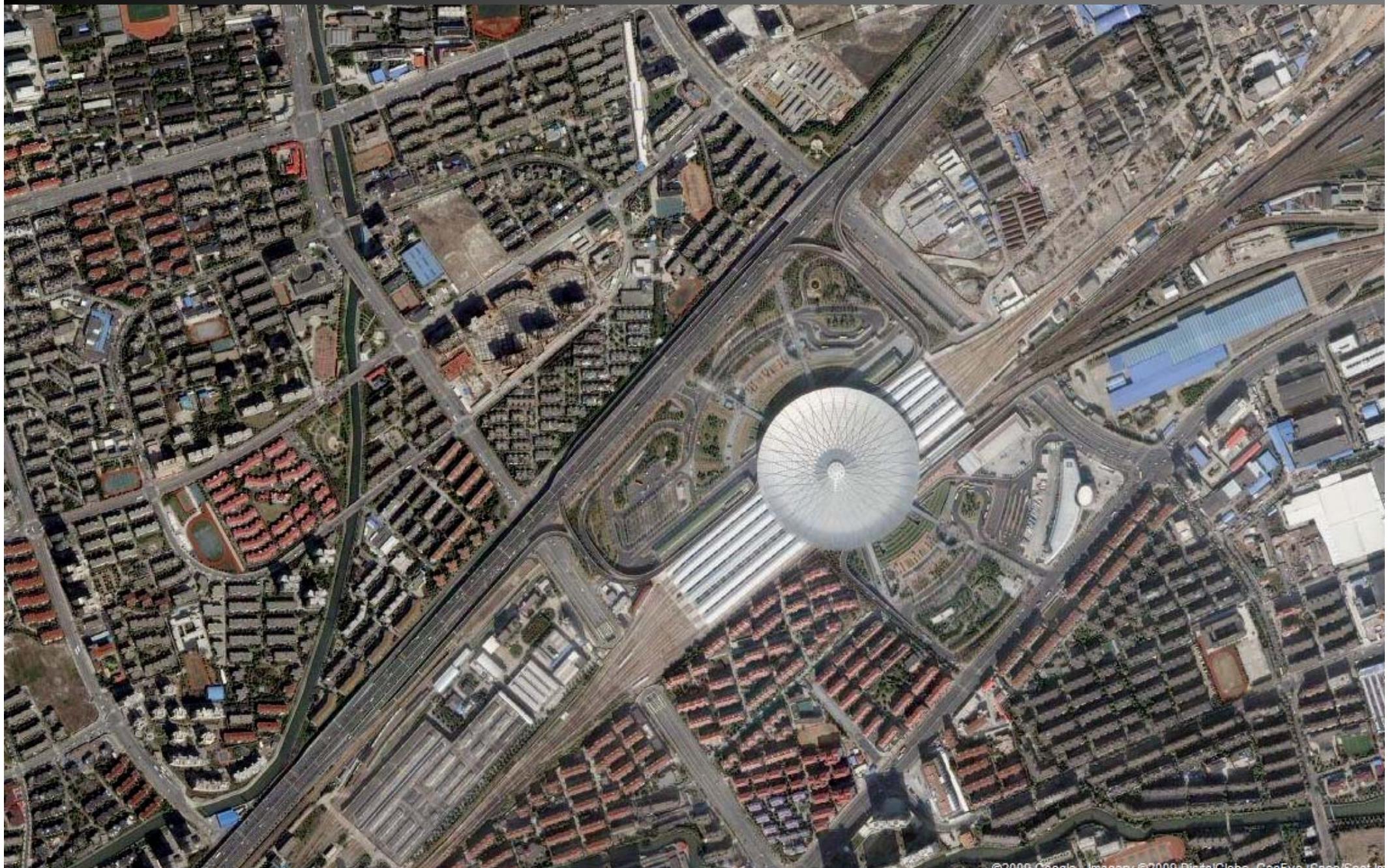


China national railway network system





New Beijing Railway Station



New Shanghai South Railway Station



Zuzhou Railway Station Complex



The Station Platform



New Hangzhou Station

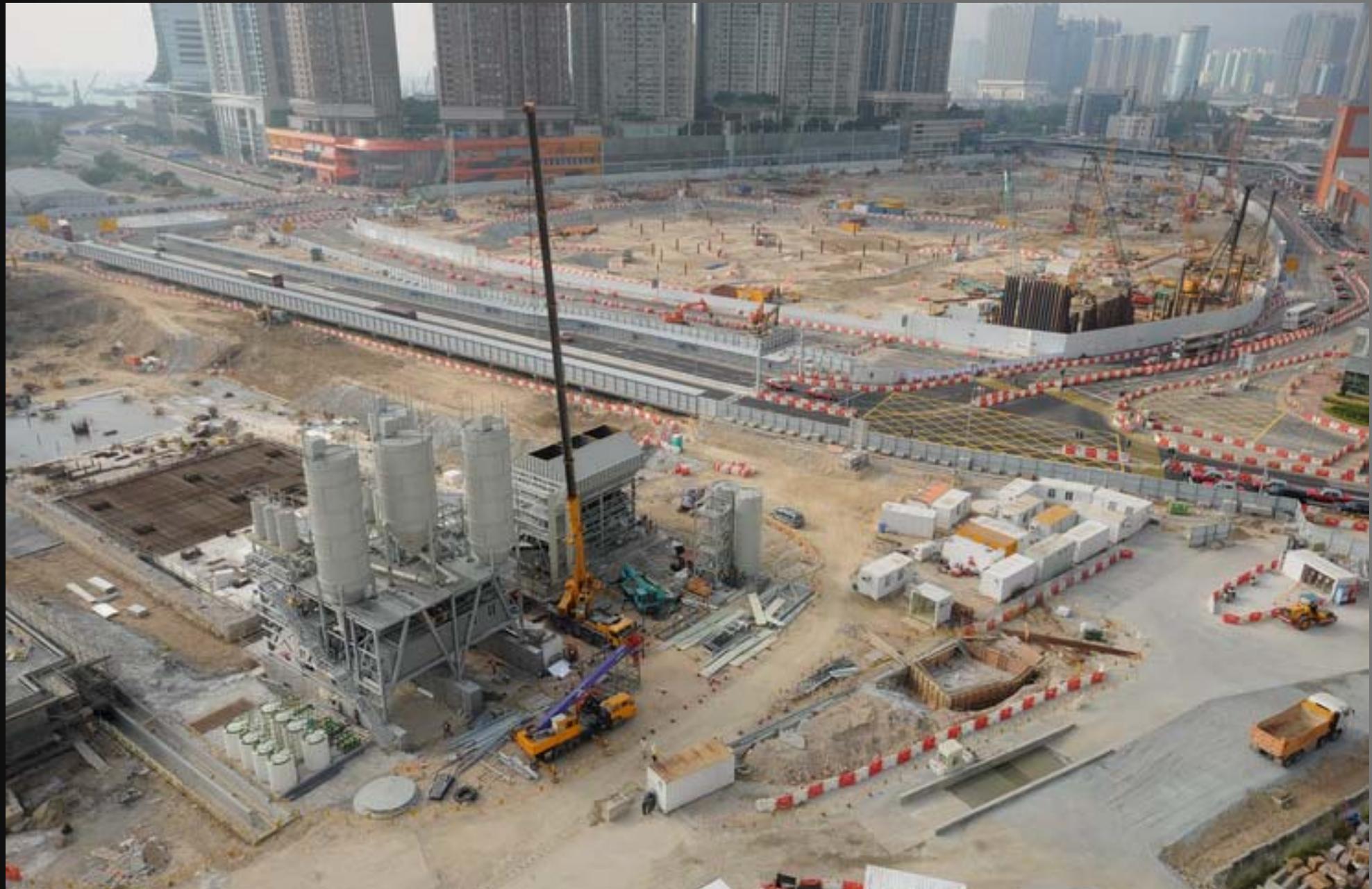


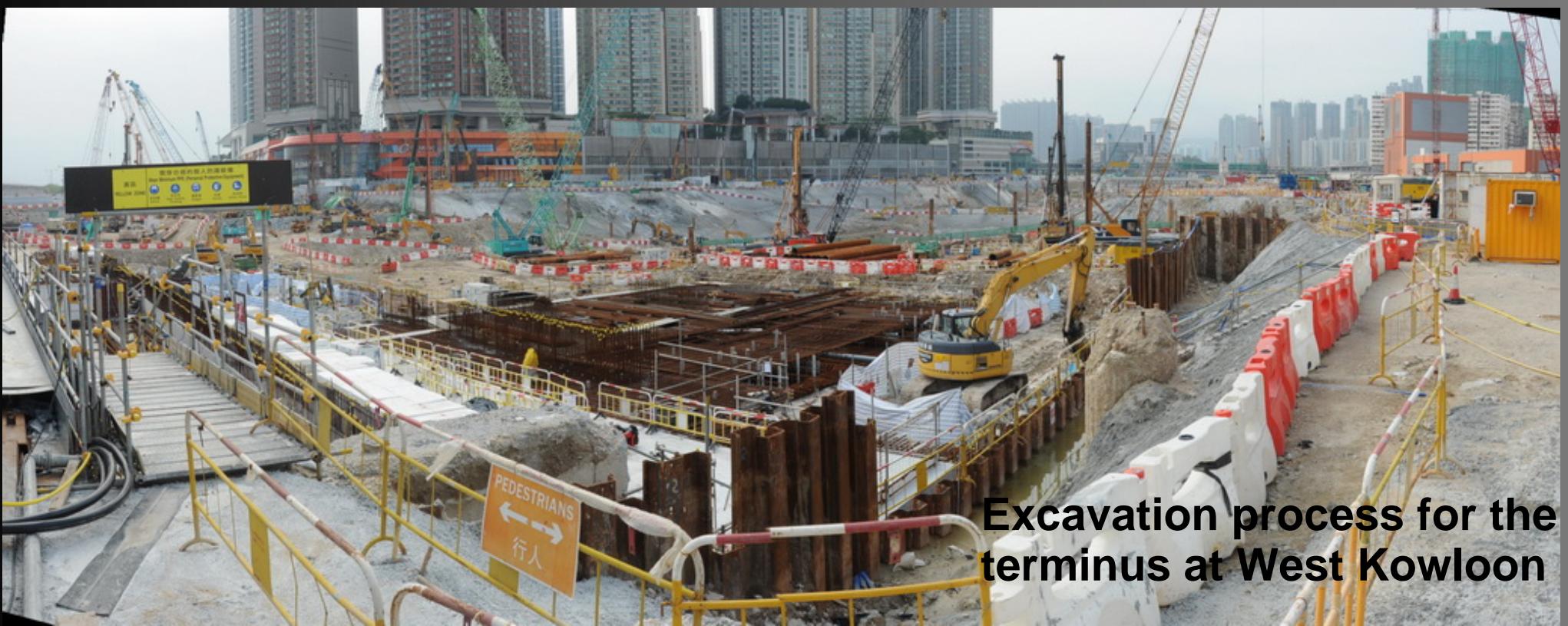
Shenzhen North Station at Lung Hwa under construction in late 2009



Aerial view of the Express Rail Terminal at West Kowloon

The Express Rail Terminal Site at West Kowloon (November 2011)





Excavation process for the terminus at West Kowloon

The site set-up as in November 2011



Sham Shui Po



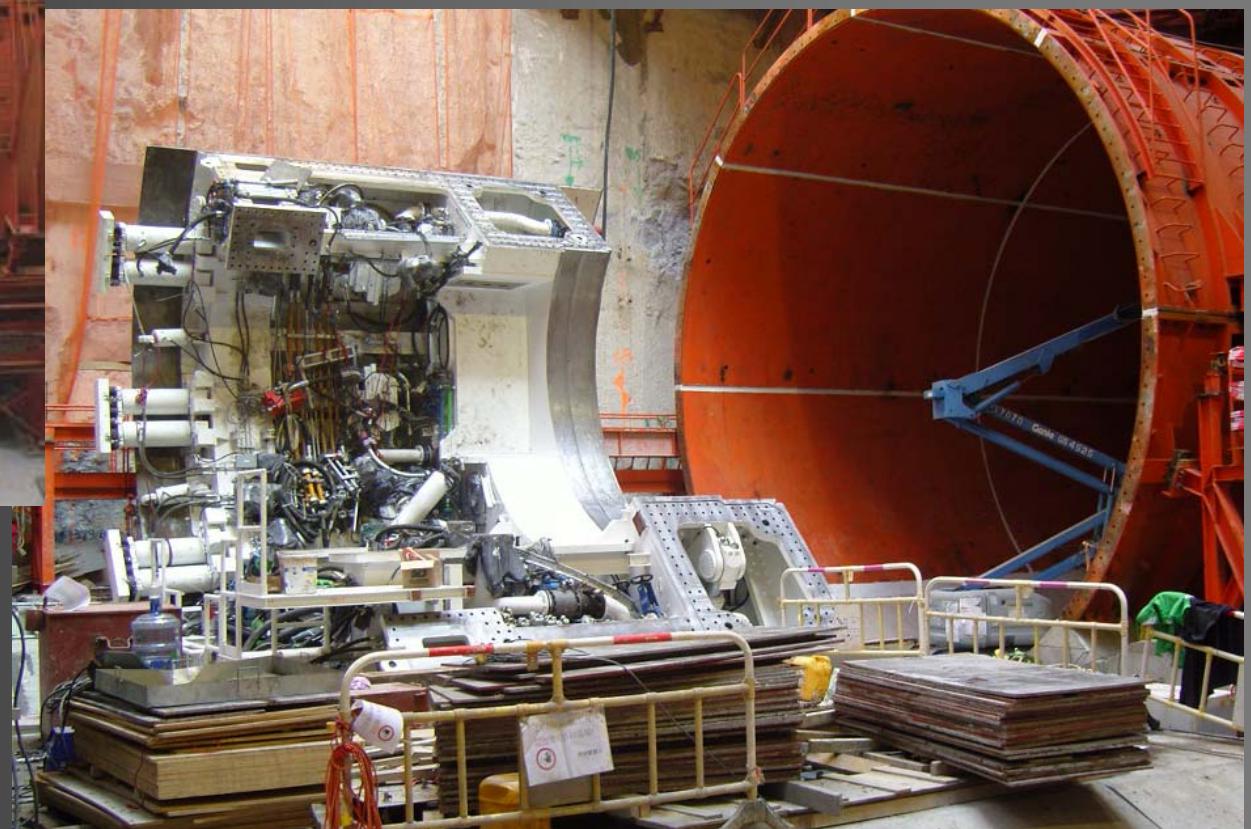
Alignment of the Express Rail

**Alignment of the
West Rail**



Interior view of the servicing shaft

Installation of the TBM





Commercial development at WKT station north



港珠澳大橋

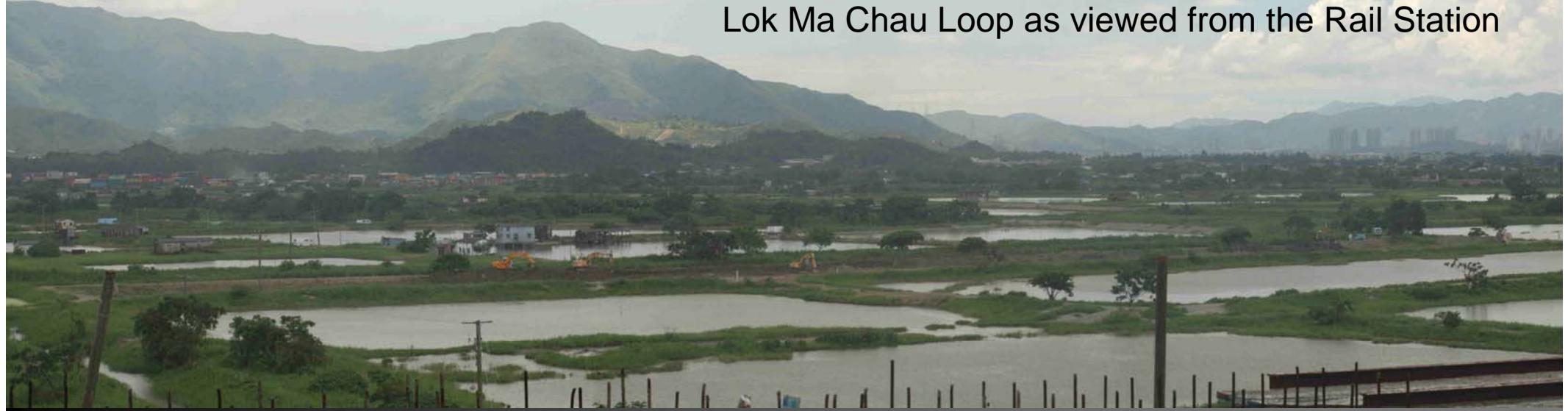
港深共同開發河套





Current land-use condition of the areas near the Lok Ma Chau Loop

Lok Ma Chau Loop as viewed from the Rail Station



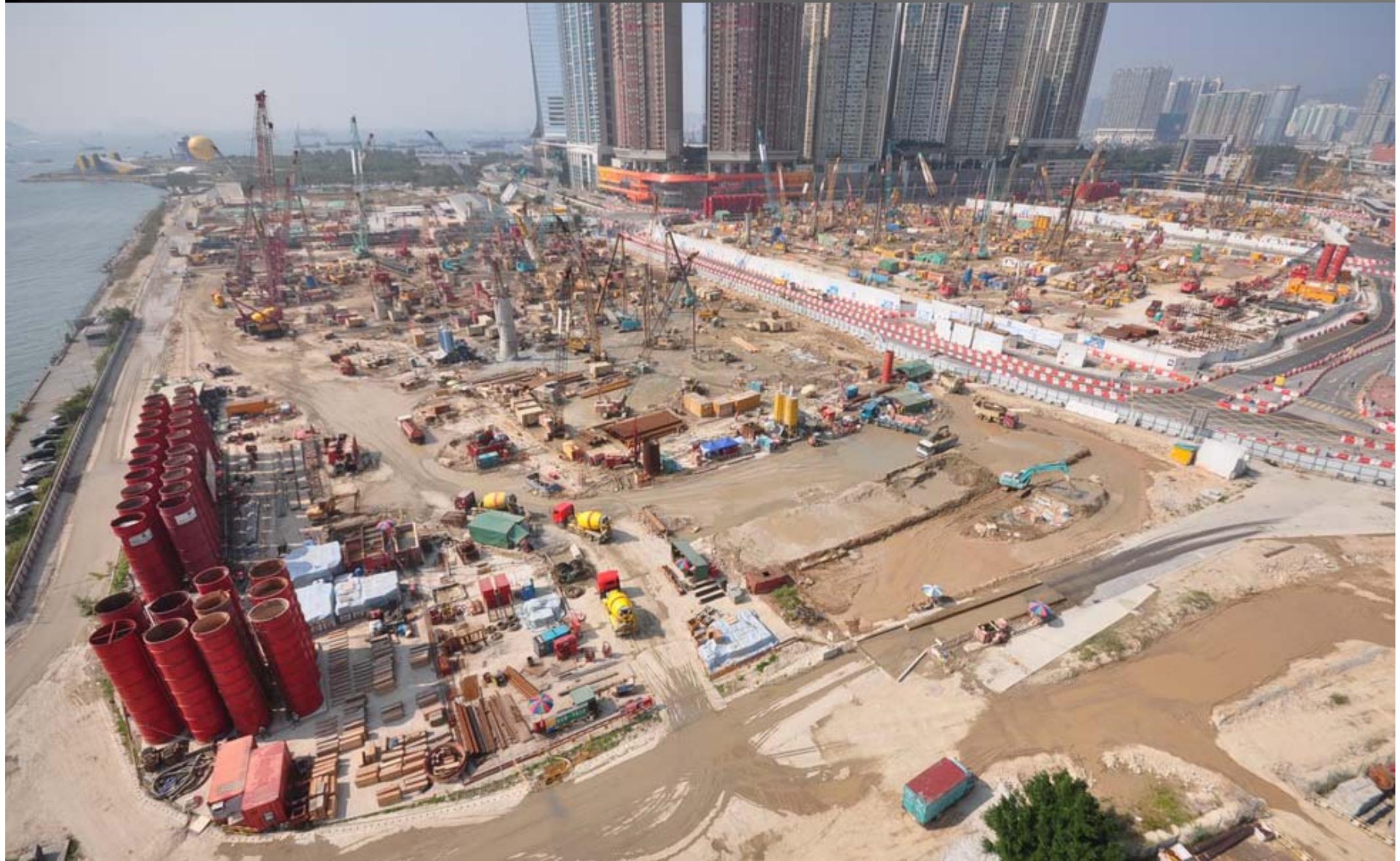
Fotien District on the other
side of Lok Ma Chau





The latest artistic view of the development released in June 2012

The land for the future WKCD as seen in early 2011





Various design
schemes proposed by
interested consortium



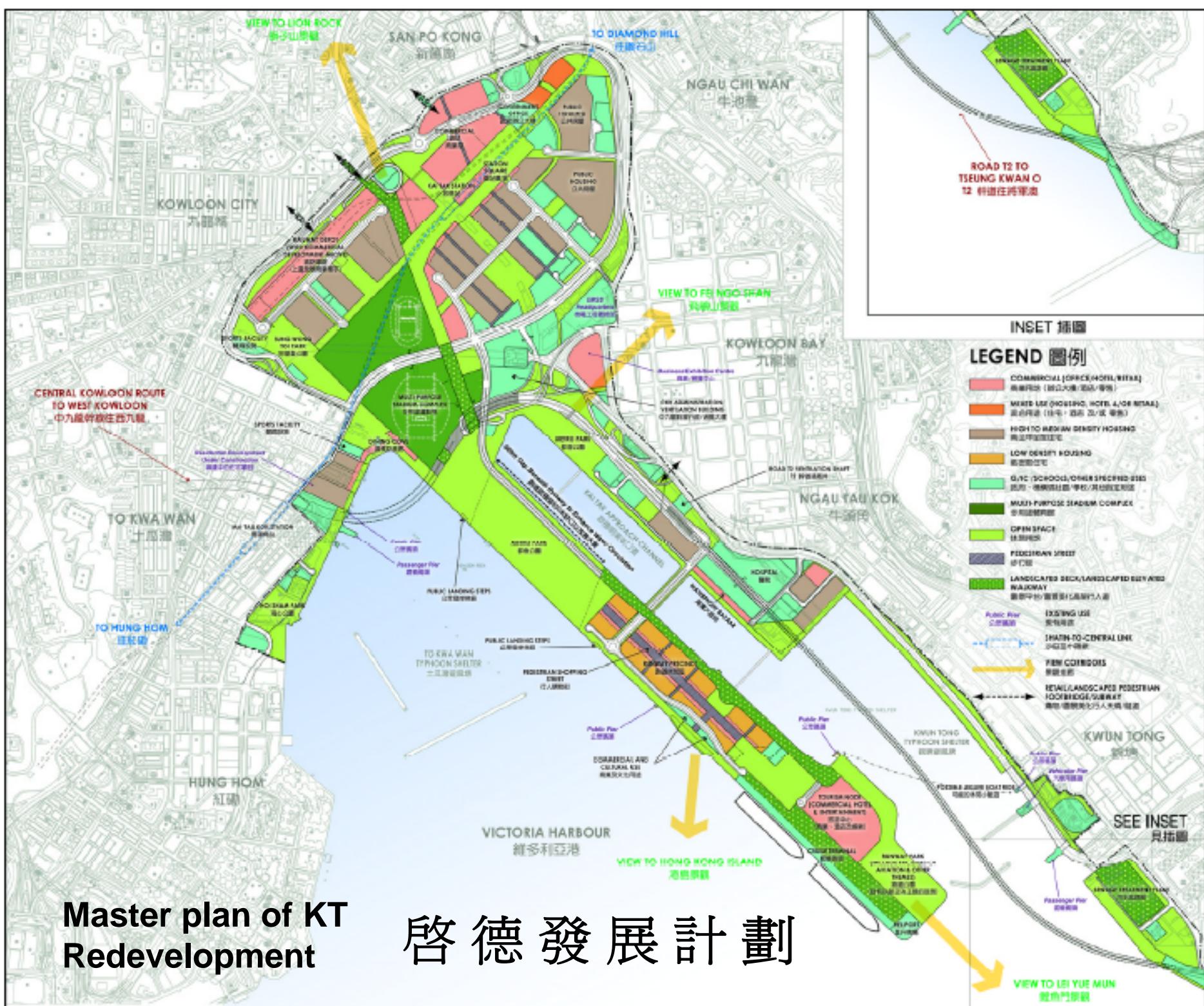
西九文化區

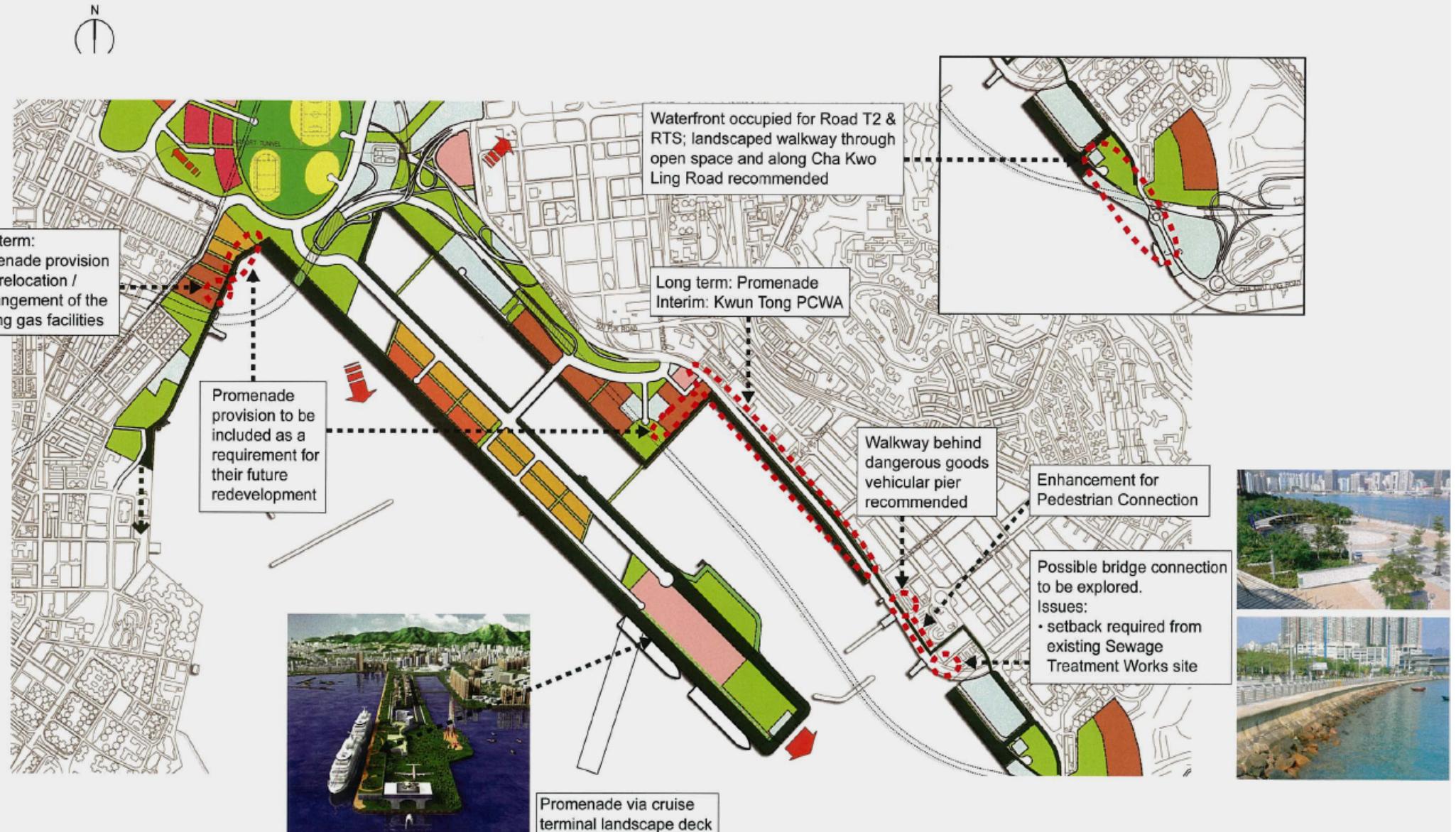


Various design
schemes proposed by
interested consortium

Master plan of KT Redevelopment

啓德發展計劃





Theme on Public Promenade



Kai Tak Airfield in 2005



Overview of the previous Kai Tak airfield from Kowloon City (top) and Kowloon Bay (bottom, toward To Kwa Wan and Hung Hom)



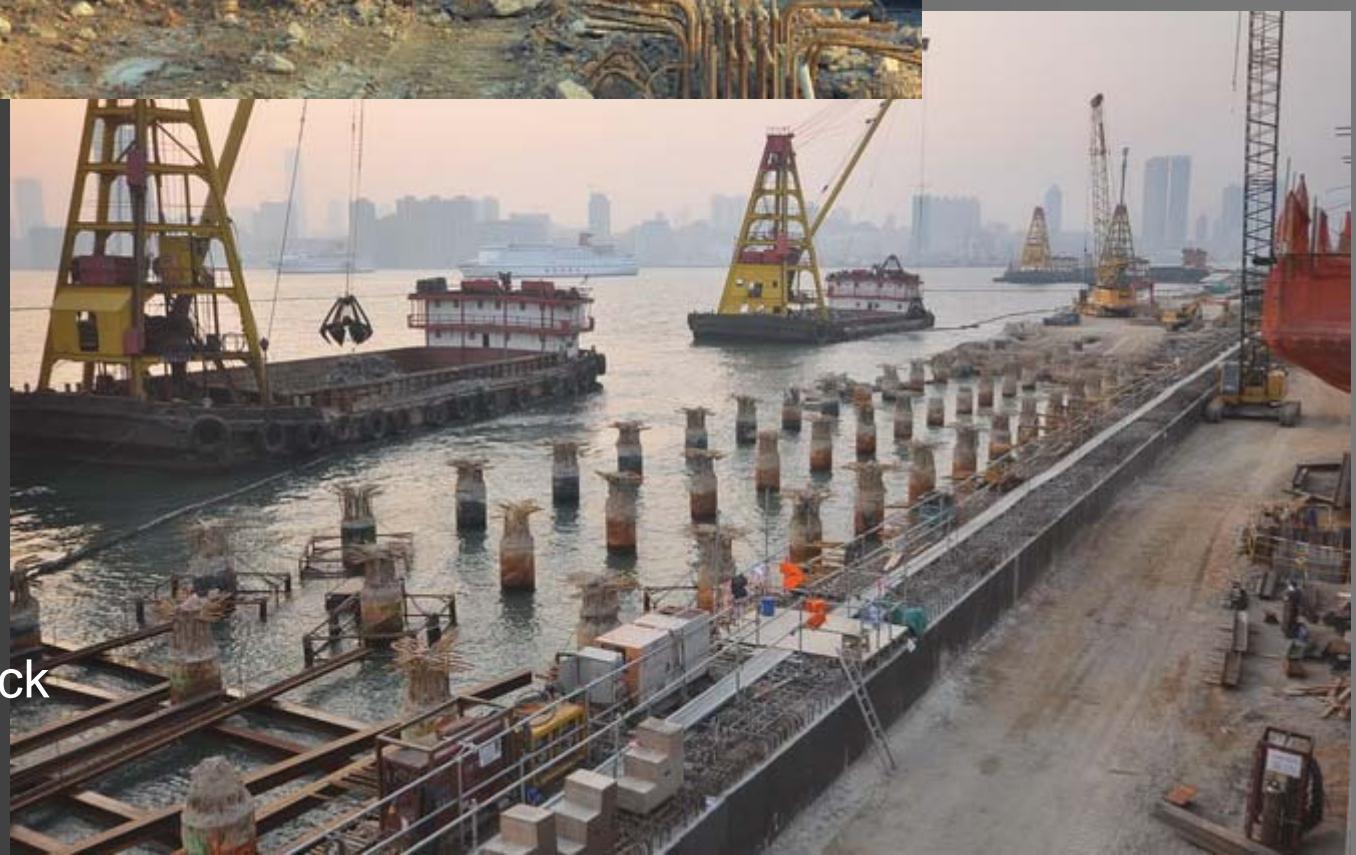
Existing land-use condition of the previous Kai Tak airfield

Kai Tak Nullah
leading to
Kowloon Bay

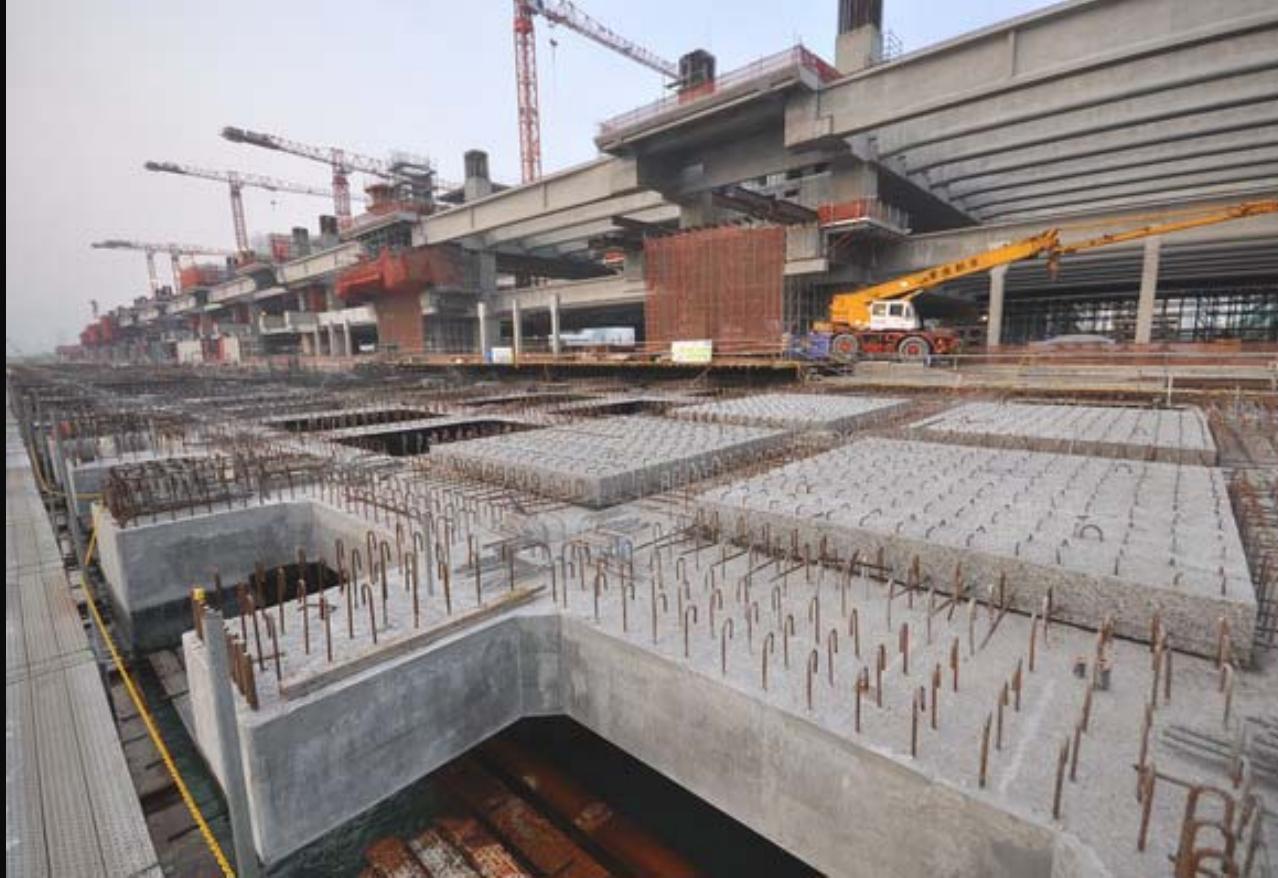


Artistic view of the future terminal





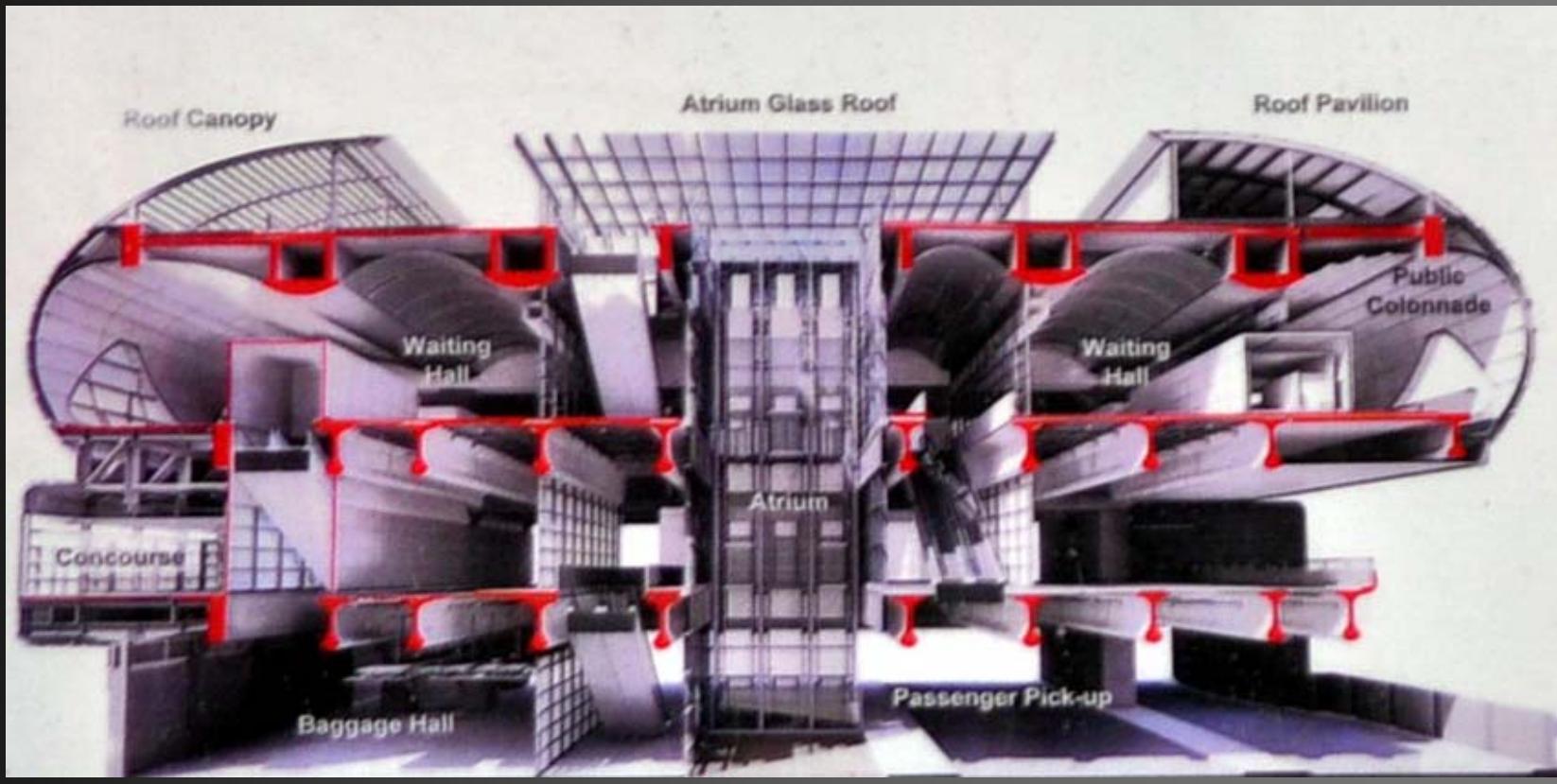
Construction of the berth deck
(December 2011)



Forming of the main core structure constructed using in-situ RC,

Construction of main shelter terminal 60m main structure as in Dec 2011





NE corner near Choi Hung and Kowloon Bay

– construction sites for Public Housing Projects



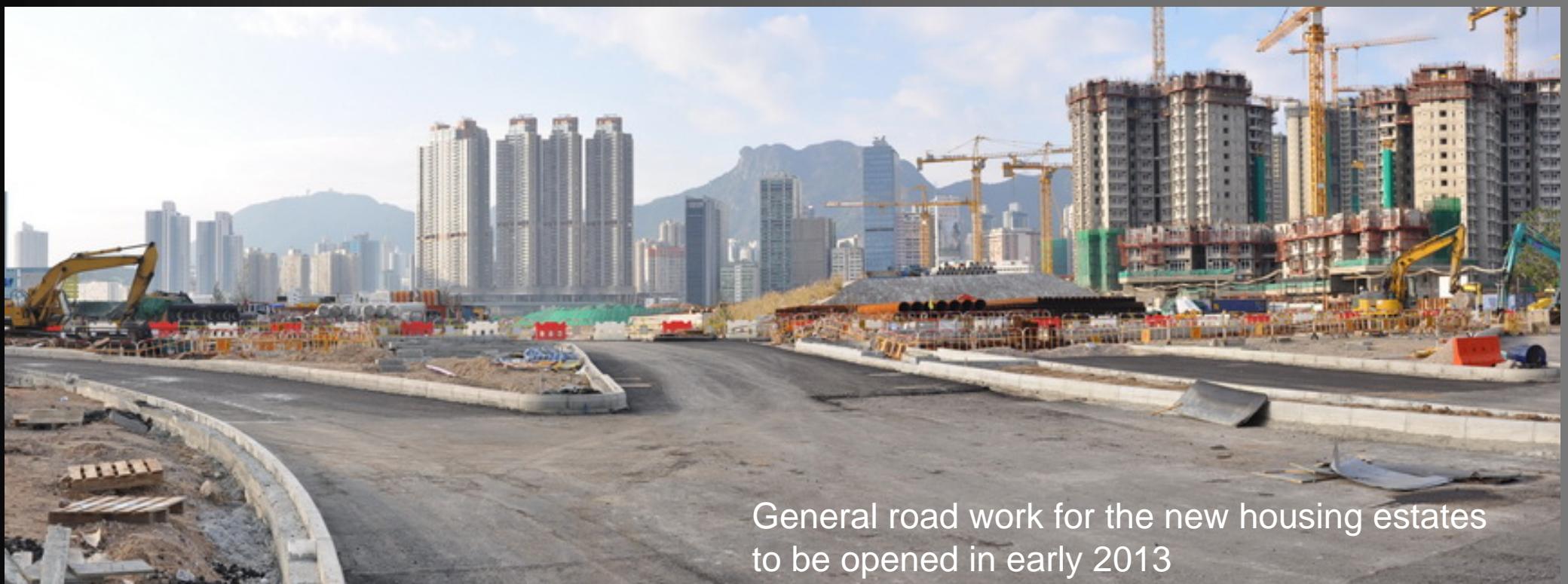
2007

Early
2010





Other supportive works carried out since 2010 as the advance stage of the Kai Tak Development – construction of a series of public housings.



General road work for the new housing estates
to be opened in early 2013



其他基建

港深空港合作
新發展區

(因至目前爲止，上兩項工程主要仍來初、中期的構思與規劃階段，未有具體進展，在此不談。)

作為一個總結，過去四十年香港在城市建設方面，最少做就了下述的優勢與條件，使香港成為一個國際公認的優質城市：

1. 香港保存著一個優美的海岸線，為世界所矚目。
2. 以700多萬人口而言，香港擁有相對廉宜、效率高的公共交通系統。
3. 藉著鐵路(軌道交通)的發展，香港的城市內涵得到充實的提昇。
4. 香港建設了一個質素頗高的市容及公共空間，令大眾包括市民及遊客，得以受惠。
5. 香港以空港與航運為主的物流基建，令香港成為一個重要的國際運輸樞紐。
6. 雖然有時勢與經濟背景的局限，香港也建設了多項長遠、具國際水平的策略性發展，如大型的會議展覽設施、主題公園、科學園及數碼港等項目。這對支援香港的核心經濟，是非常重要的。
7. 其他的公共建設，如政府物業、市政、環境衛生、文娛康樂、教育、社會福利，以至是社區等設施，尙算完備，使大眾可以享用。
8. 香港亦建設了一個頗暢順的跨境交通系統。香港與國內交通頻繁，香港能更有效成為中國與國際社會的一個窗戶，有賴於此。

以上的觀察均從一個體諒與欣賞的角度為出發，其中香港當然還有很多不完善及不足的地方。

以一個平常心而論，近二十年來在環視東西方不同的現代城市發展過程中，能造到萬事完美、無駭可擊的優質城市，談何容易。況且，發展背景也不盡相同，紙上談兵將別處的亮點過分理想化，卻將自己長年累月艱辛的建設視若罔聞，也不見得是對實情準確的解讀。何況，香港掌握關鍵的發展期，也只是過去三數十年的時間。

從這個觀點下看，希望大眾能多珍惜香港的現今成就。建設也是一個眾志成城的工作，實有賴大家的支持，才能成事。

