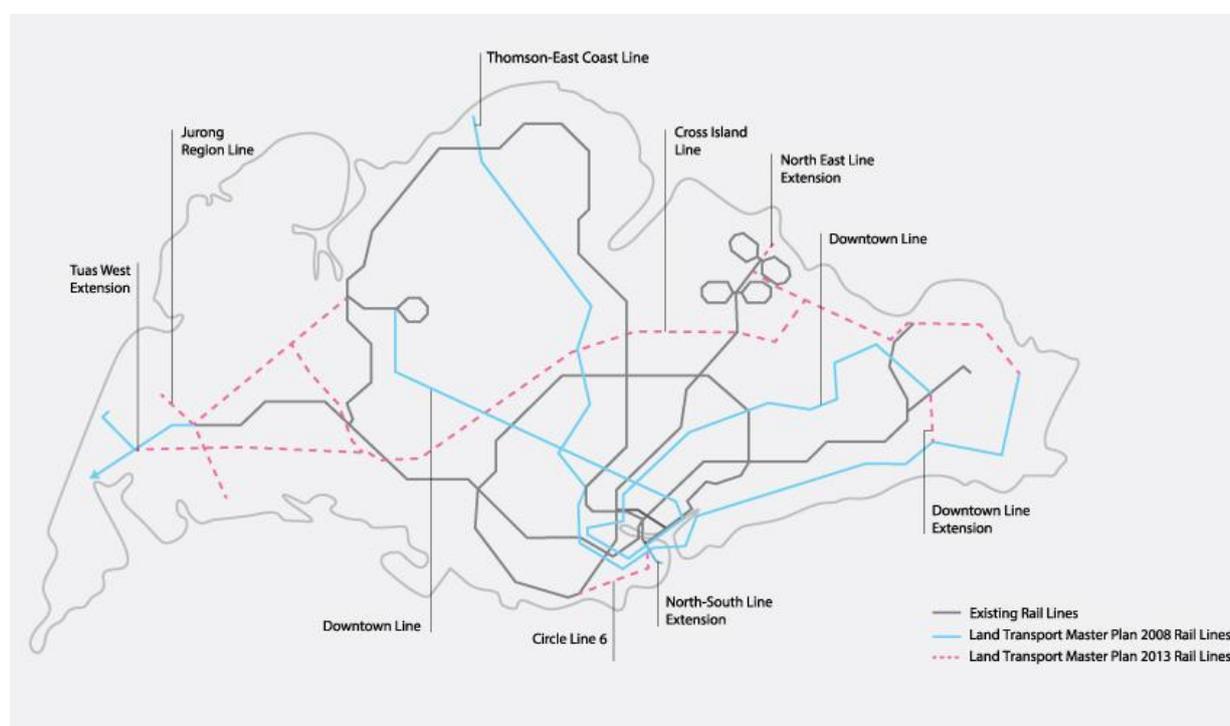


Cross Island Line Factsheet

Overview of the Cross Island Line

1. The CRL was announced in January 2013 as part of the Government's rail infrastructure expansion plan to double the length of the rail network in Singapore by 2030. Approximately 50km in length, the CRL will be the eighth line in our MRT network, linking the east/north-east and the west of Singapore.

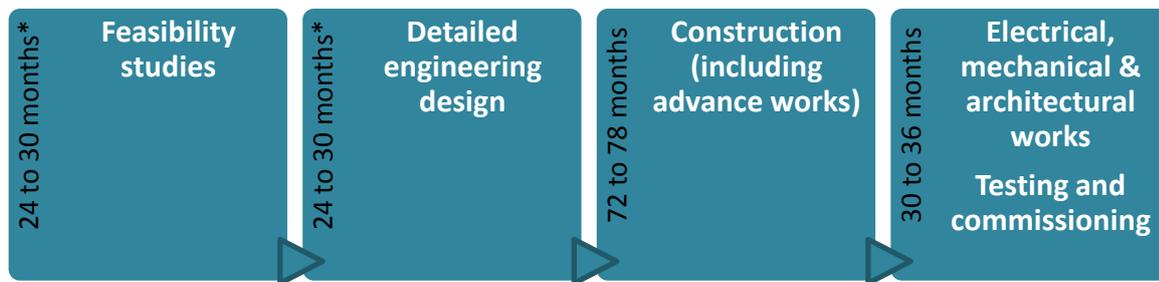
2. Targeted for completion by 2030, the CRL will provide commuters with an alternative to the current East-West Line. In addition, it will serve as a key transfer line by connecting to major radial lines, complementing the role currently played by the orbital Circle Line. This will relieve the load on several of the existing lines, bringing greater comfort to all commuters and shortening journey times. The CRL will also strengthen the overall resilience of the MRT network. The CRL is a critical component of our plans to enable eight in 10 households to be within a 10-minute walk of a train station by the year 2030.



3. The CRL will connect Changi and Jurong Industrial Estate, passing through Loyang, Pasir Ris, Hougang, Ang Mo Kio, Sin Ming, Bukit Timah, Clementi and West Coast. The exact locations for the stations have not yet been determined.

Building an MRT Line

4. It takes about 13 to 15 years to plan, construct and implement a large-scale infrastructural project such as an underground MRT Line. This task is made even more challenging when we need to go underground. Here are the key phases in a typical construction of an underground MRT line:

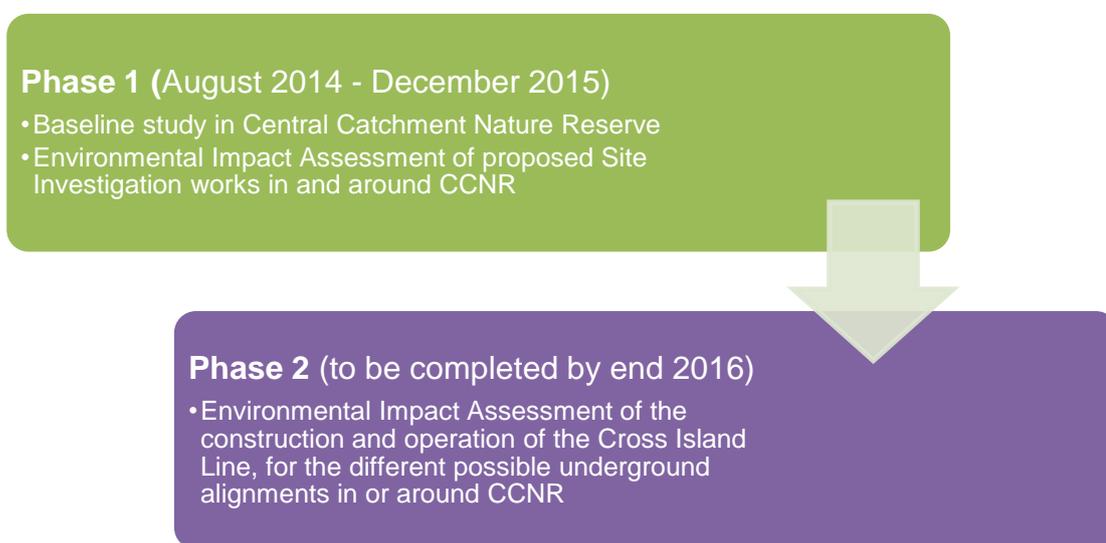


*Including tender calling, evaluation and internal administrative processes

5. The CRL project is currently at the feasibility studies phase. While this phase typically takes around 24 to 30 months to complete, it will take longer for the CRL due to the Environmental Impact Assessment (EIA) study for the stretch of the CRL around the Central Catchment Nature Reserve (CCNR).

Environment Impact Assessment (EIA)

6. The EIA comprises two main phases:



7. Members of the public will have four weeks from 5 February 2016 to view and provide their feedback on the EIA (Phase 1) report after its gazette. Following that, LTA will seek approval from NParks to carry out site investigation works in the CCNR, which will provide LTA with the information needed to understand the soil profile around the two possible CRL alignments in the vicinity of the CCNR, and enable LTA to subsequently design safe and robust engineering specifications for the CRL. LTA plans to commence the site investigation works in 3Q 2016.

Protecting the CCNR

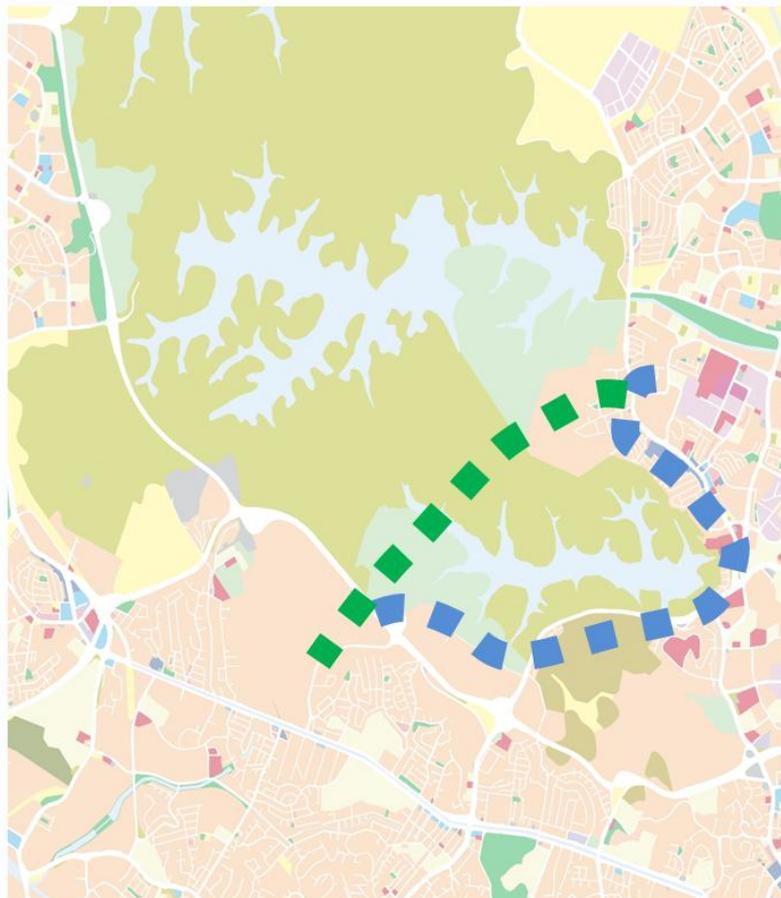
8. LTA has taken and will continue to take all efforts to protect the CCNR. Initiatives so far include:

- i. *Pre-site investigation works*
 - a) Engaging an EIA consultant and the nature groups to develop mitigation measures, as outlined in the EIA (Phase 1) report, to be carried out during site investigation works within the CCNR.
- ii. *Site investigation works*

- b) Significantly reducing the number of boreholes initially planned, to only 16 boreholes at the maximum spacing of 400m apart, after extensive consultations with the nature groups. Besides reducing the number of boreholes, LTA has also taken in the nature groups' suggestion to locate the 16 boreholes on existing trails/clearings to further minimise impact to the CCNR.
- c) Using geophysical surveys such as Seismic Reflection/Refraction surveys, Electrical Resistivity and Gravity surveys, to complement the data collected from the boreholes.
- d) Using customised equipment, together with a well-designed and considered methodology when carrying out all the site investigation works within the CCNR.
- e) Ensuring that works carried out in the CCNR will be supervised by NParks staff.
- f) Limiting vehicular access to the existing trails in the CCNR. Surveyors will hand-carry equipment to other work locations in the CCNR.

Decision on CRL Alignment

9. The Government will consider the views from all stakeholders before deciding on the final CRL alignment. Apart from environmental impact, the decision on the final CRL alignment will also take into account the need to maximise benefits to commuters and minimising impact to residents and businesses, the need for land acquisition, and costs to taxpayers.



The two possible CRL alignments under consideration

Timeline of events

Jan 2013	<ul style="list-style-type: none">• LTA announced the CRL for the first time, commencement of engagement with stakeholders.
Sep 2013	<ul style="list-style-type: none">• LTA announced that it will conduct an EIA to explore alignment options for the CRL in the vicinity of the CCNR. Engagement with nature groups started on the development of Terms of Reference for the EIA tender.
Feb 2014	<ul style="list-style-type: none">• LTA called for the EIA and Engineering Feasibility Study tenders for the CRL.
Jul 2014	<ul style="list-style-type: none">• LTA announced the appointment of Environmental Resources Management (S) Pte Ltd to carry out the EIA.
Aug 2014 - Dec 2015	<ul style="list-style-type: none">• EIA study progresses; engagement sessions with nature groups to update and discuss EIA progress / report.
5 Feb 2016	<ul style="list-style-type: none">• Gazette of EIA report (Site Investigation Plan).
Third Quarter 2016	<ul style="list-style-type: none">• Commencement of Site Investigation Works

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