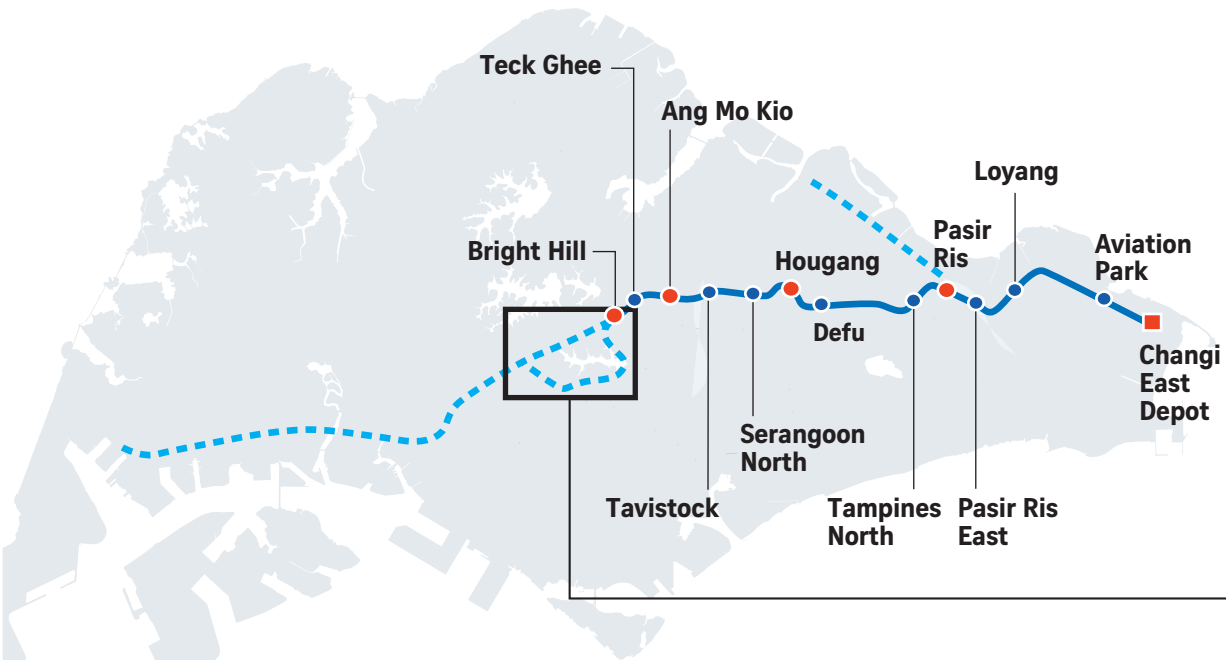


# Options for Cross Island Line

The Land Transport Authority (LTA) has said that it is feasible for the Cross Island Line (CRL) to go under the Central Catchment Nature Reserve or go around it. In both cases, impact on the environment can be reduced sufficiently with mitigation measures, LTA noted.

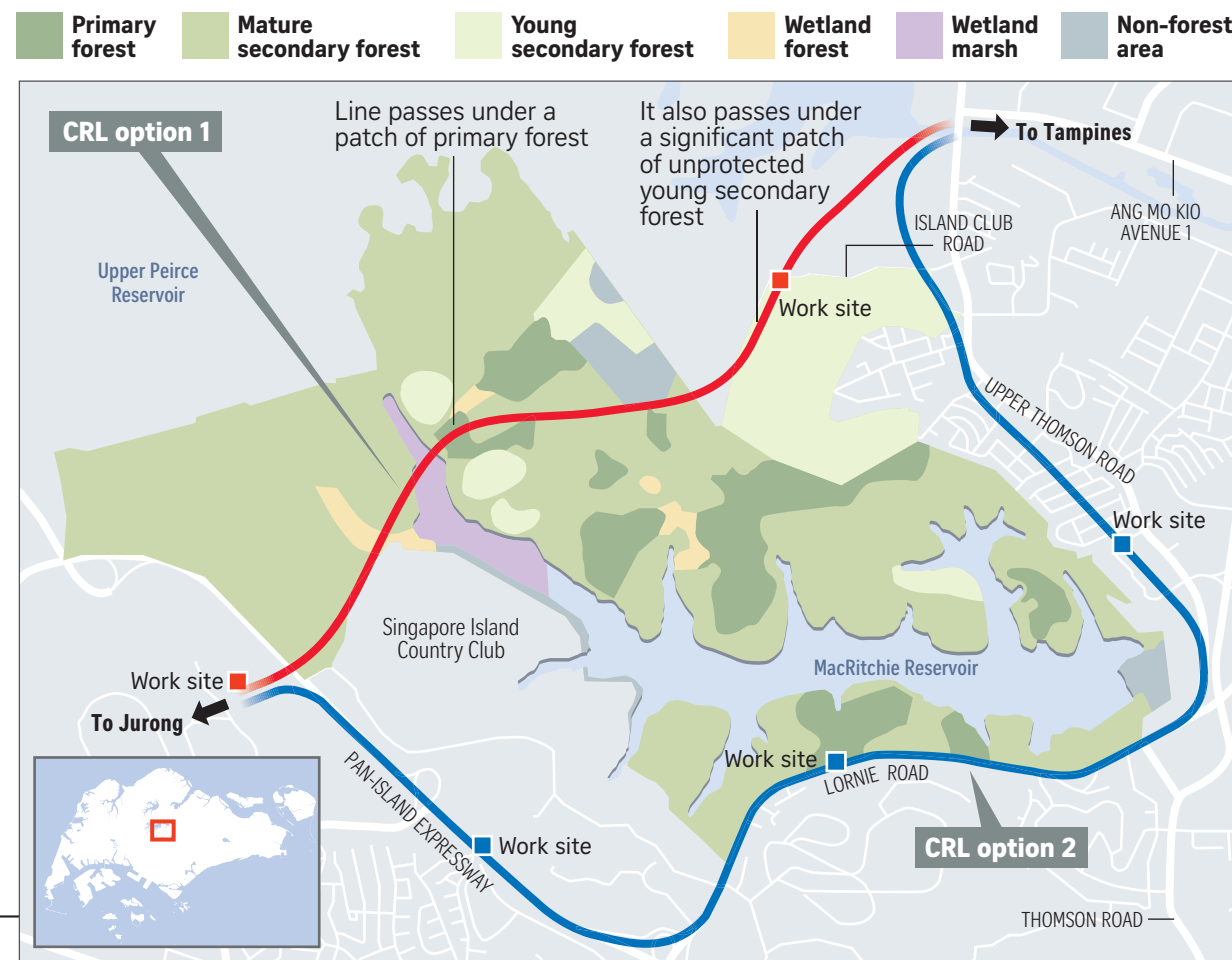
The CRL is slated to be completed by the early 2030s. It will have about 30 stations, with close to half of them being interchanges with existing lines. It will have an initial daily ridership of at least 600,000 trips.

● Interchange station    — CRL1 (completion by 2029)    - - - CRL's subsequent phases (under study)



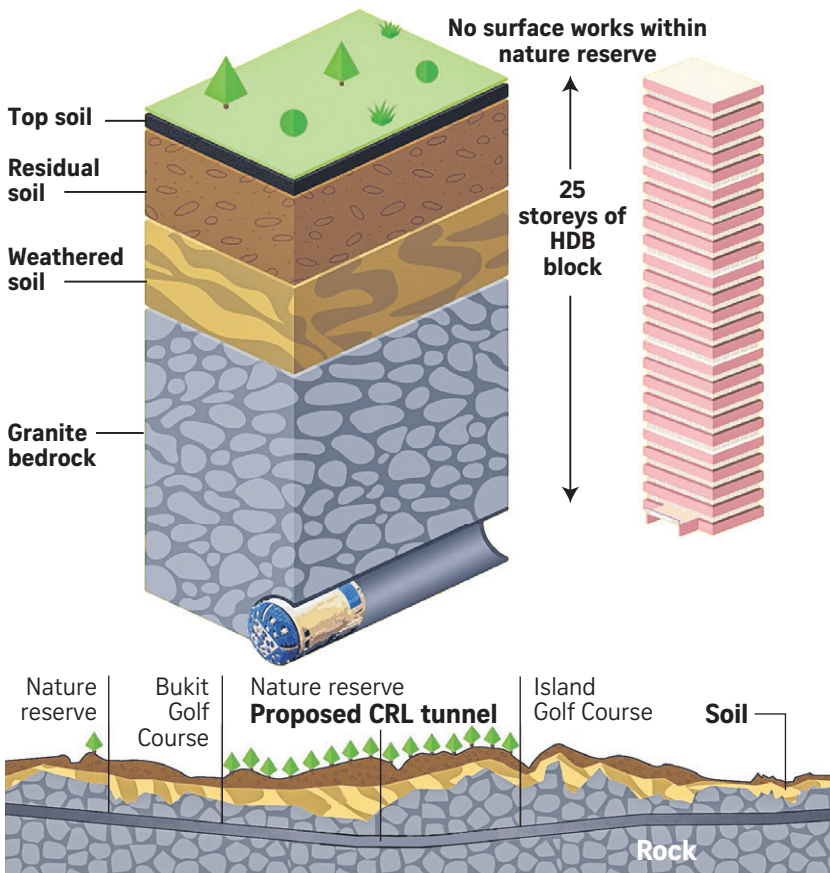
## CENTRAL CATCHMENT NATURE RESERVE

Nature groups say plans to build part of the second phase of the line under the Central Catchment Nature Reserve would damage the nature reserve and affect biodiversity there. But residents say the alternative route, which skirts around the nature reserve, would affect their lives and their homes.



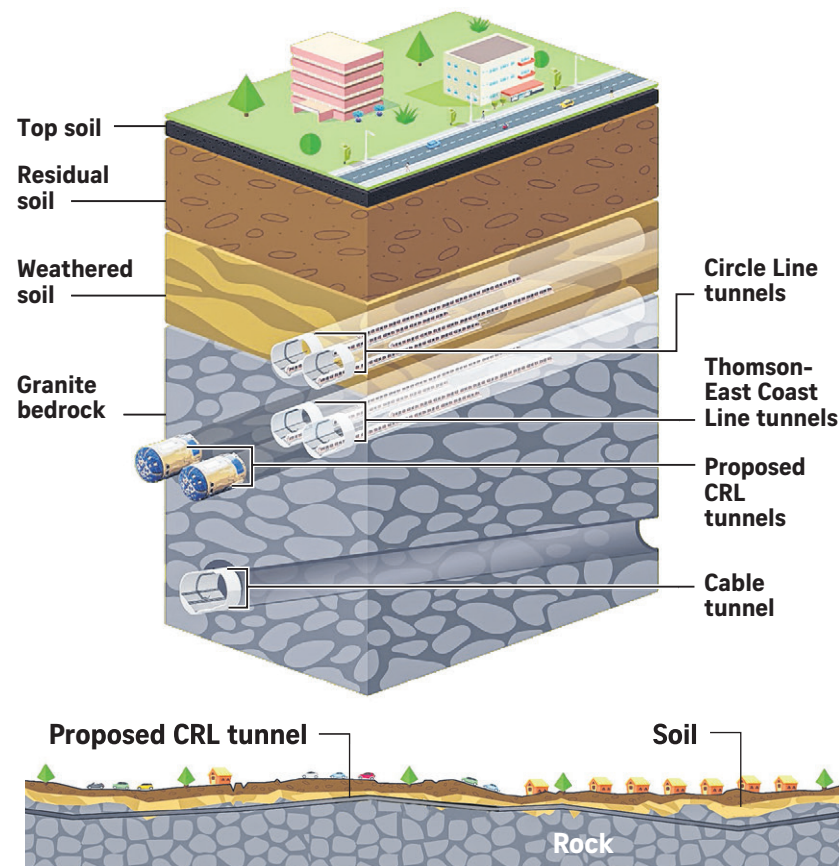
## DIRECT ALIGNMENT

Tunnelling will be carried out 70m below ground and no surface works will take place in the Central Catchment Nature Reserve. LTA said the impact on ecology and biodiversity in the reserve would be reduced to negligible levels with adequate mitigation measures.



## SKIRTING ALIGNMENT

Tunnelling will be carried out about 45m below ground, which is safe for existing buildings. But this could cost an additional \$2 billion and increase travelling time on the CRL by six minutes.



## FOREST ANIMALS AFFECTED

The line may go 70m under the nature reserve for the direct alignment, but two structures at ground level are needed for ventilation. Building these would require two forest plots adjacent to the reserve, home to threatened wildlife, to be levelled.

