

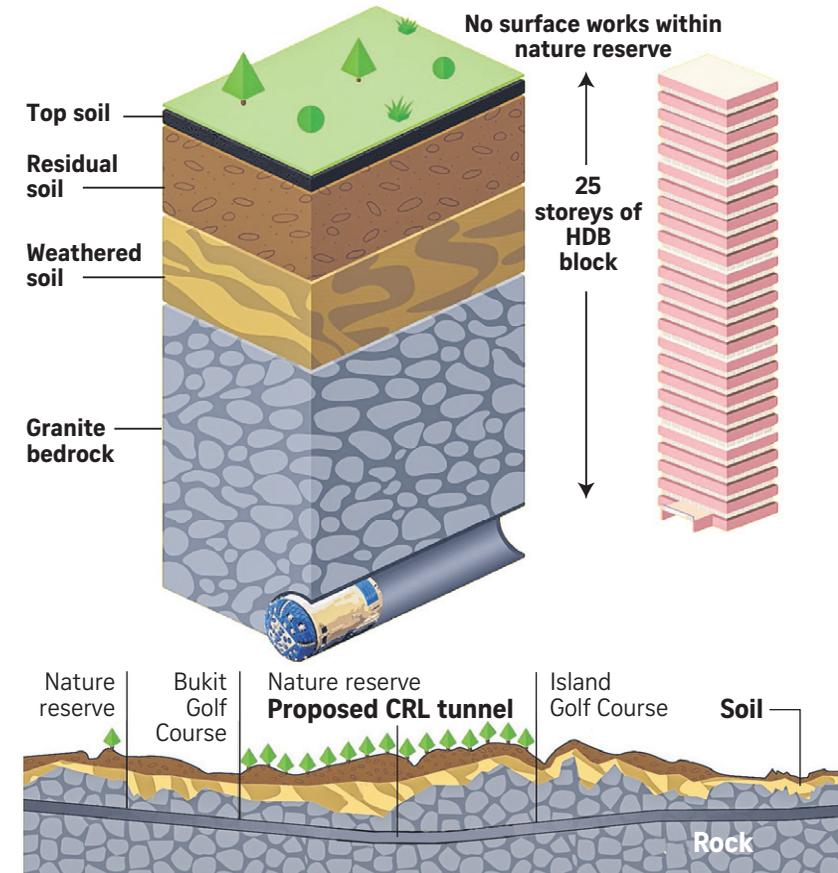
# Taking the direct route

After years of debate and consultation, it has been decided that the MRT Cross Island Line (CRL), that will run from Changi to Jurong, will be built deep under Singapore's largest nature reserve instead of skirting around it.

## MEASURES TO MITIGATE DISTURBANCE TO NATURE

Tunnelling 70m into the ground – deeper than the typical 20m to 30m – for the 2km stretch under the Central Catchment Nature Reserve. This is the height of a 25-storey HDB block, making this stretch the deepest rail tunnel in Singapore.

This ensures that tunnelling is fully carried out through granite rock, far away from surface flora and fauna, with no surface works in the reserve.

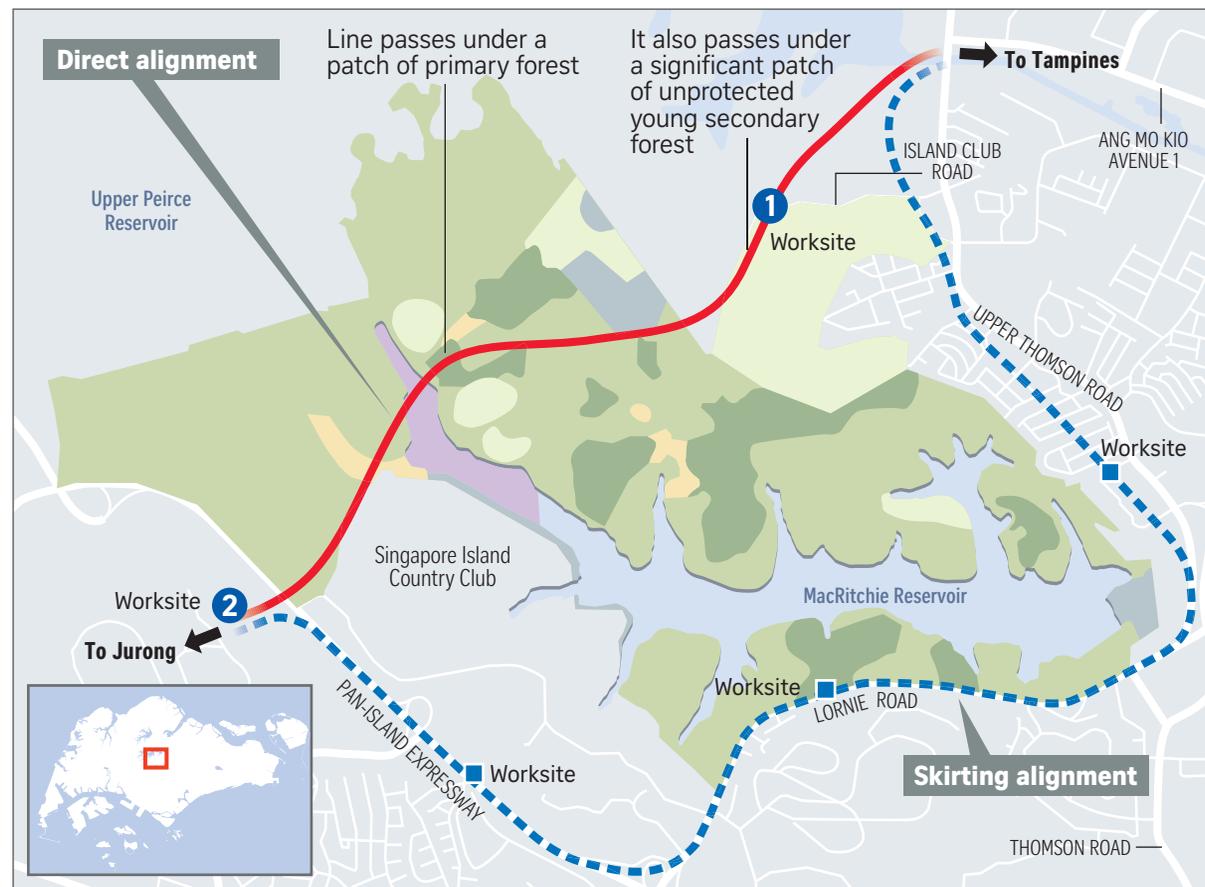


### The two worksites will be outside the nature reserve

- 1 For the first worksite along Island Club Road, LTA is currently in discussions with Singapore Island Country Club to use a part of its non-playing area to reduce any potential disturbance to nearby flora and fauna
- 2 The second worksite, which is located on the western edge of the reserve, will be subject to an advanced engineering study to minimise land-take and any potential disturbance

## CENTRAL CATCHMENT NATURE RESERVE

Responding to the decision, nature groups acknowledged that efforts have been made to mitigate the impact of construction works for the line on the animals and plants. But concerns remain that measures taken may still not be fail-safe and the development might set a precedent for work in other protected nature areas.



## KEY FACTS ABOUT THE CRL

- Country's 8th MRT line, to be ready by 2031
- There will be around 30 stations spanning more than 50km
- Ridership of more than 600,000 in the initial years. It will grow to over one million in the longer term
- Almost half of the stations will serve as interchanges, improving overall connectivity for commuters



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

Source: LAND TRANSPORT AUTHORITY  
ST PHOTO: DESMOND FOO  
STRAITS TIMES GRAPHICS

## WHY DIRECT ALIGNMENT OPTION?

**TRAVEL TIME:**  
**6min**  
less compared with that for skirting alignment

**FARES:**  
About  
**15%**  
less as route is shorter

**COST:**  
**\$2 billion**  
less to build

**ENVIRONMENT:**  
More  
**green**  
as direct alignment uses less energy

