

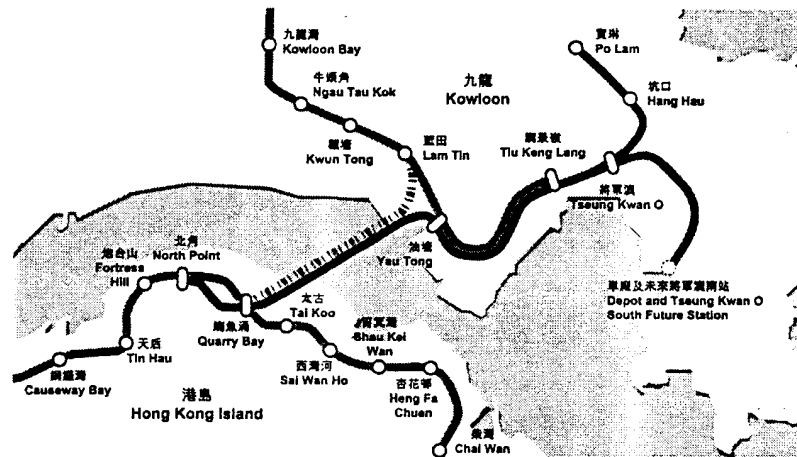


**Presentation to
LegCo Panel on Transport
on the Progress of
MTR Corporation's
Tseung Kwan O Extension Project**

R.J. Black
Project Director
8 March 2001



TKE Route Map



TKE Background

- ◆ First formulated in Railway Development Strategy in 1994
- ◆ Approved to proceed detailed design in December 1996
- ◆ Formal Project Agreement signed with Government in November 1998 for opening in December 2002
- ◆ First major construction contract awarded in November 1998
- ◆ Currently targeted opening date is late 2002

TKE Scope of Project

- ◆ 5 new stations namely Yau Tong, Tiu Keng Leng, Tseung Kwan O, Hang Hau and Po Lam
- ◆ A further station, Tseung Kwan O South at Area 86 will be added in future to meet population growth
- ◆ A new depot at Area 86
- ◆ 2 infeed substations at Quarry Bay and Tseung Kwan O for infeed of power supply from HEC and CLP respectively

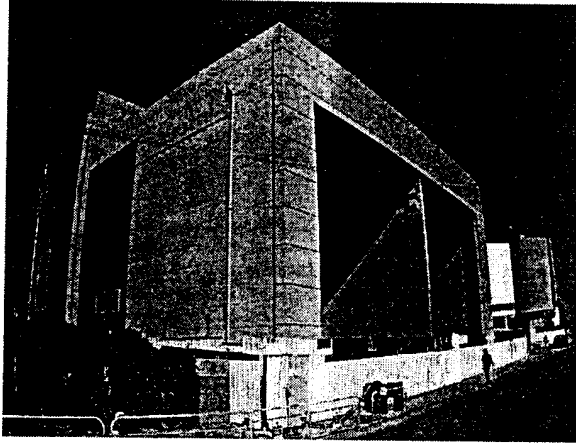


TKE Key Features

- ◆ Total route length – 12.5km
- ◆ Two passenger interchange stations at Yau Tong and Tiu Keng Leng
- ◆ All platforms to be equipped with Platform Screen Doors
- ◆ Public Transport Interchanges located adjacent to all stations
- ◆ Journey time between North Point and Po Lam will be 18 min.; and from Po Lam to Central less than 30 min.



Quarry Bay Infeed Substation



- ◆ Civil construction complete
- ◆ Architectural and building services works in progress



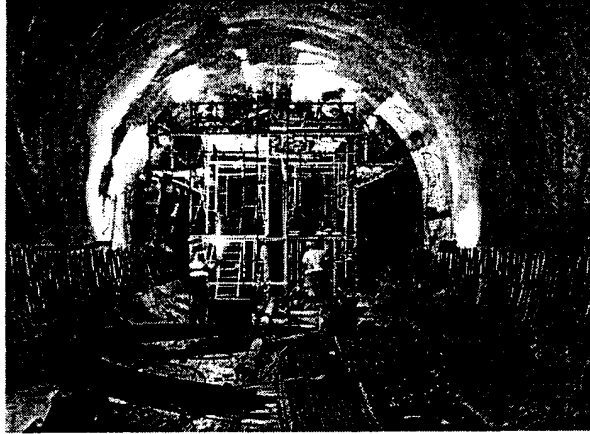
Cut & Cover Tunnels (From Yau Tong to EHC)



- ◆ Concrete structures are now critical activity



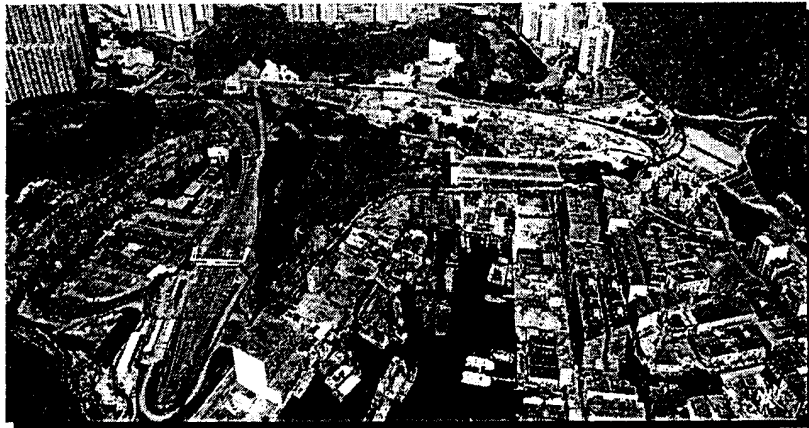
Lam Tin to Yau Tong Bored Tunnels



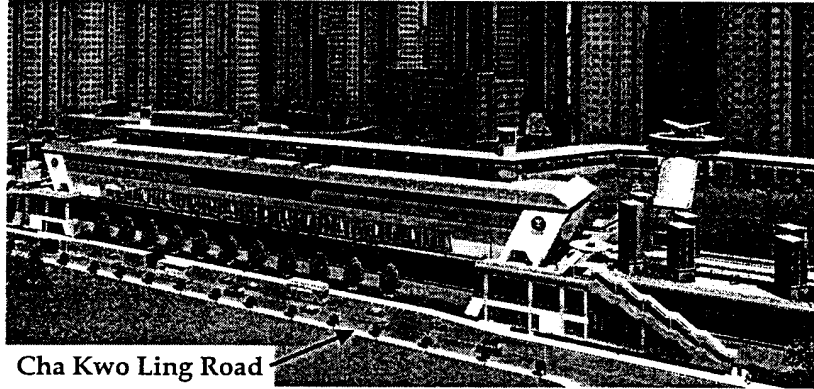
- ◆ Tunnel breakthroughs achieved
- ◆ Tunnel lining 55% complete



Yau Tong Station



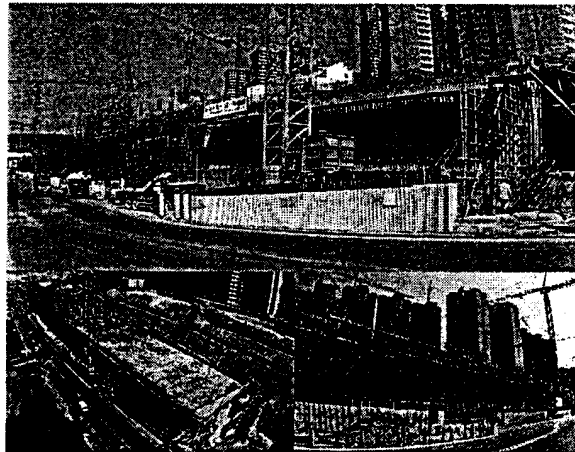
Yau Tong Station



Cha Kwo Ling Road



Yau Tong Station



- ◆ Station structure 62% complete



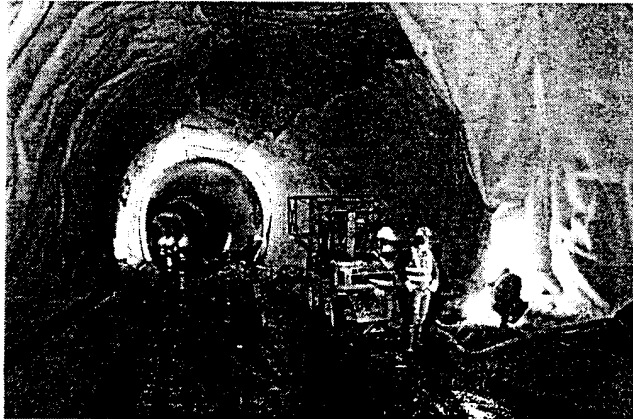
Yau Tong Station



- ◆ Track levels substantially complete



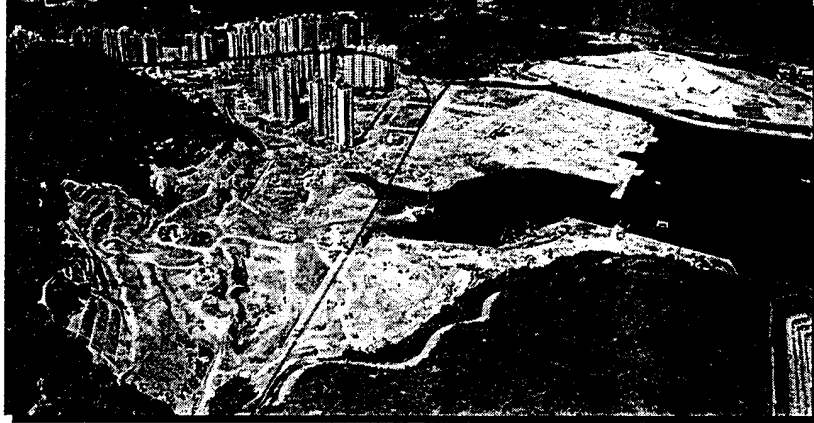
Black Hill Tunnels (Connecting Yau Tong and Tiu Keng Leng)



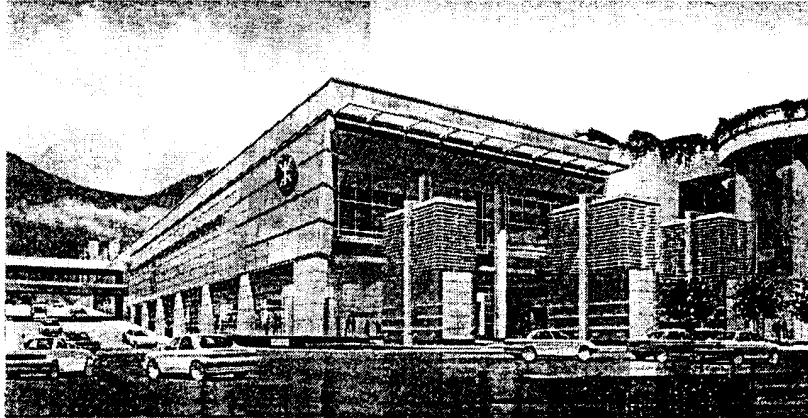
- ◆ Tunnel breakthroughs achieved
- ◆ Tunnel lining 50% complete



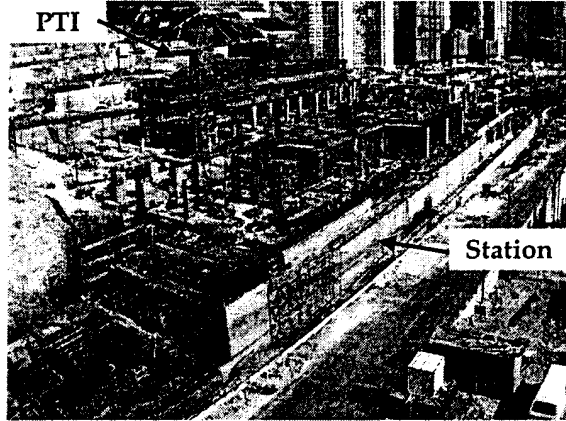
Tiu Keng Leng Station



Tiu Keng Leng Station



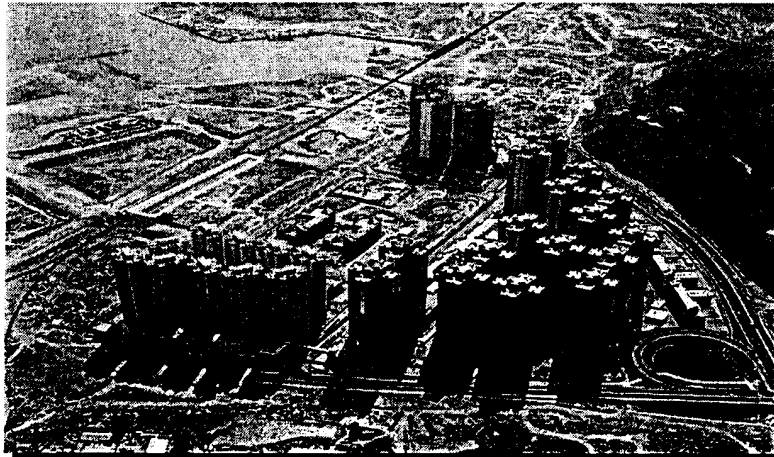
Tiu Keng Leng Station



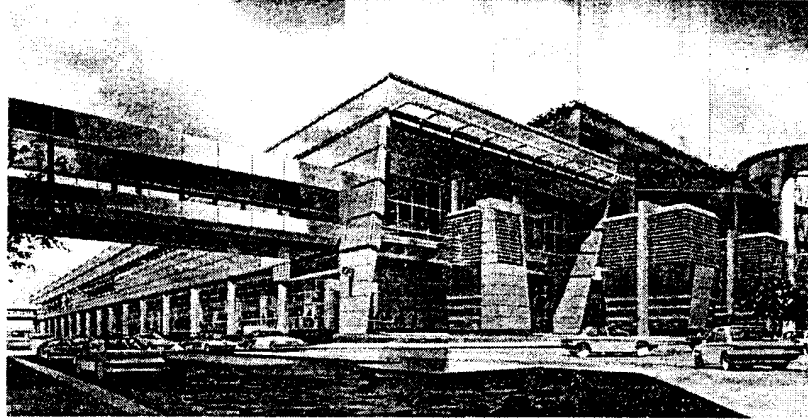
- ◆ Station structure 80% complete
- ◆ Building services installation commenced ahead of programme
- ◆ PTI construction well advanced



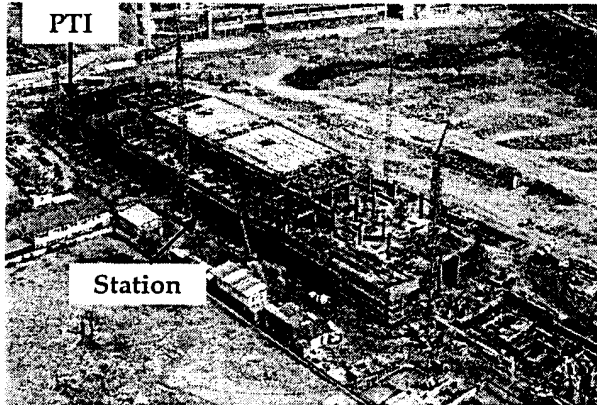
Tseung Kwan O Station



Tseung Kwan O Station



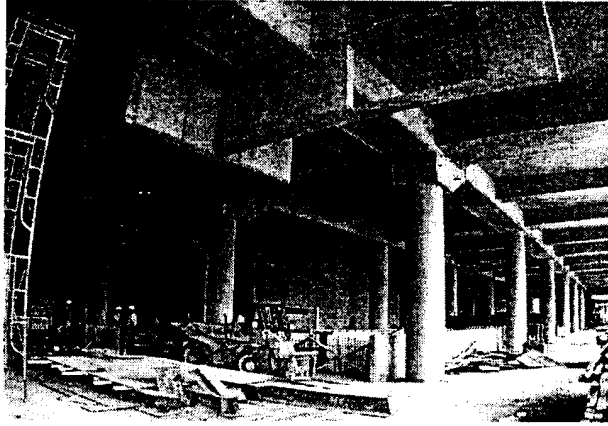
Tseung Kwan O Station



- ◆ Station structure substantially complete
- ◆ PTI construction substantially complete



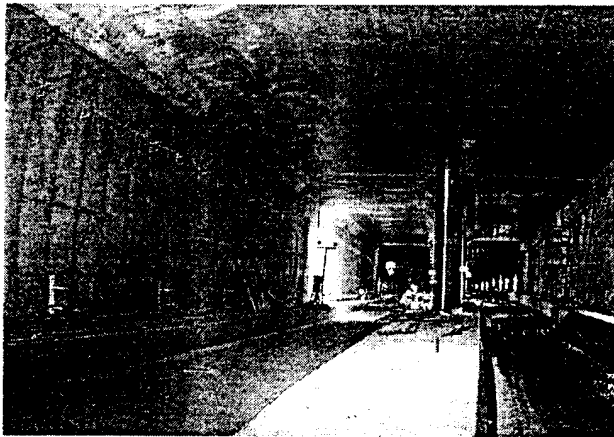
Tseung Kwan O Station



- ◆ Architectural works commenced
- ◆ Building services installation commenced ahead of schedule



Tseung Kwan O Station



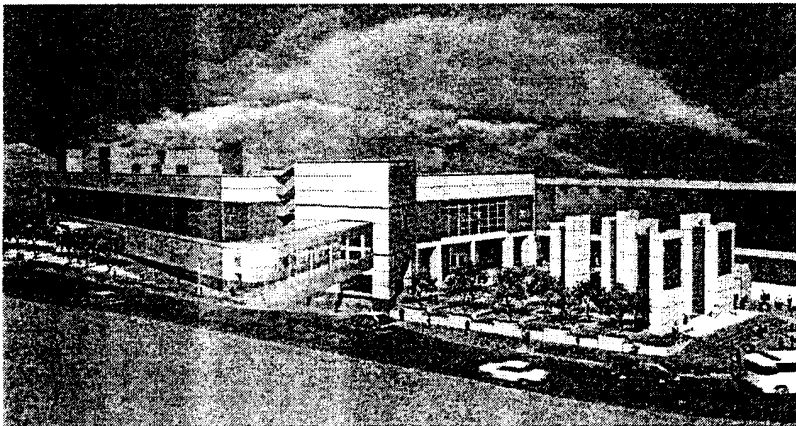
- ◆ Cut & cover tunnel well advanced
- ◆ Tracklaying access available early



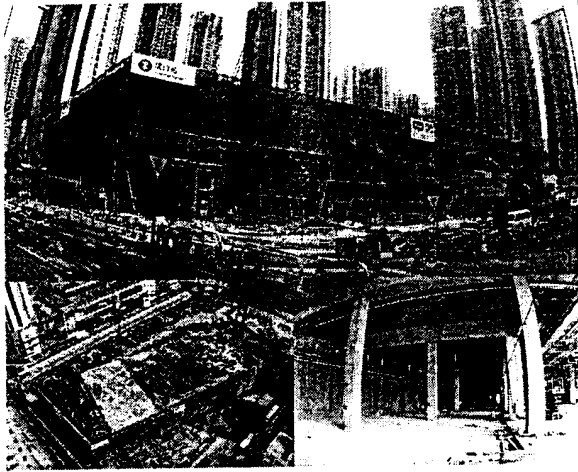
Hang Hau Station



Hang Hau Station



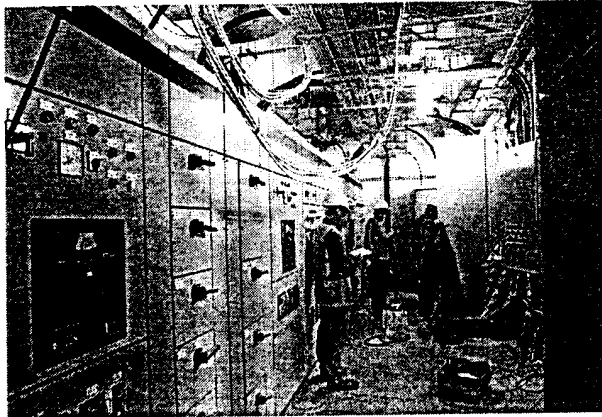
Hang Hau Station



- ◆ Station structure 99% complete
- ◆ Architectural works commenced
- ◆ Building services installation commenced ahead of programme



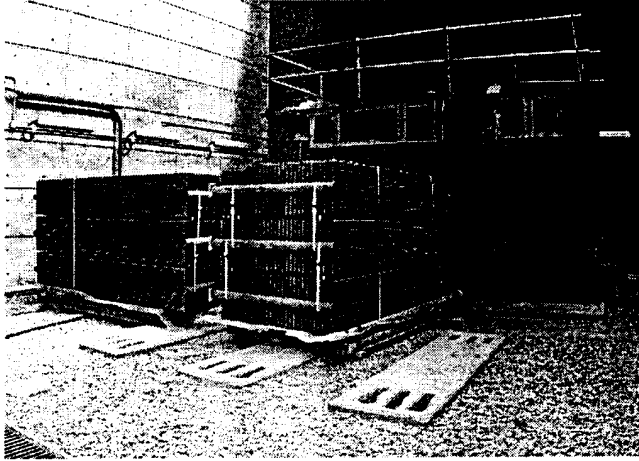
Tseung Kwan O Infeed Sub-station



- ◆ Civil works complete
- ◆ Architectural and building services works far advanced
- ◆ Electrical switchboards delivered



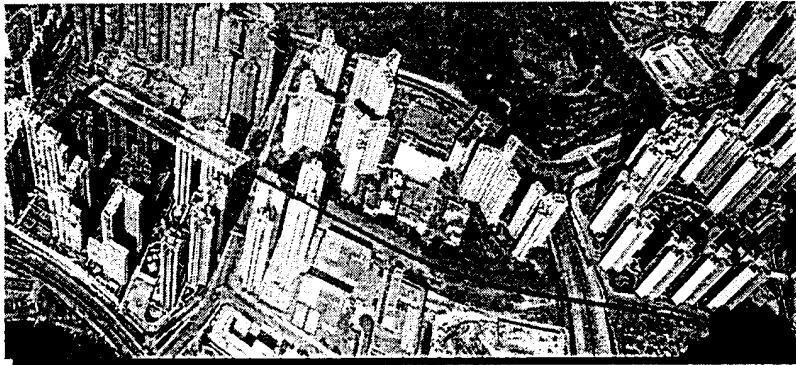
Tseung Kwan O Infeed Sub-station



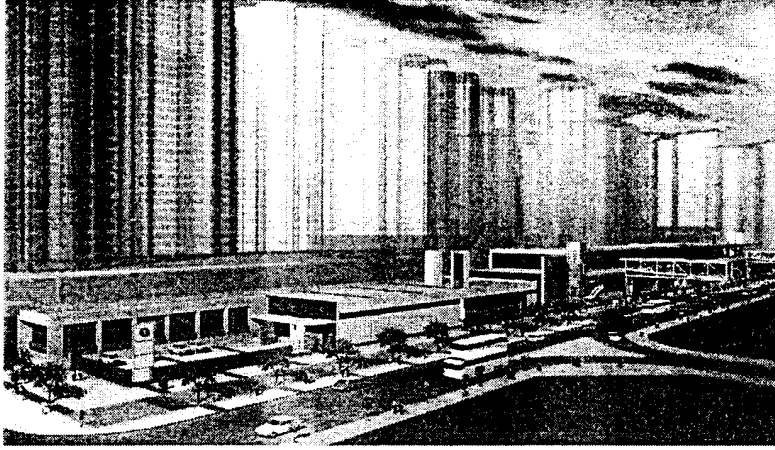
- ◆ 2 nos. of 85-tonne CLP transformers delivered on time



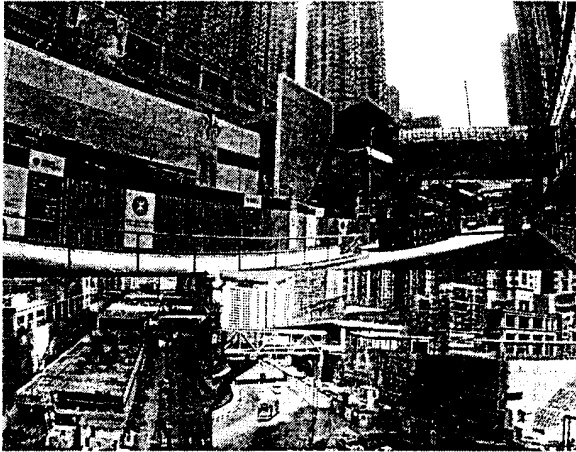
Po Lam Station



Po Lam Station



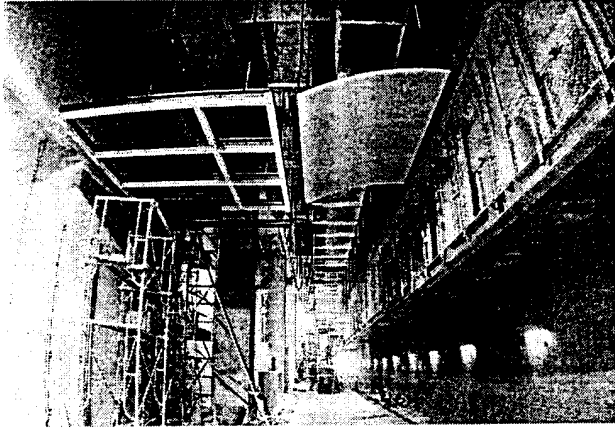
Po Lam Station



- ◆ Station structure complete
- ◆ 5 footbridges erected and 2 of them already open for public use



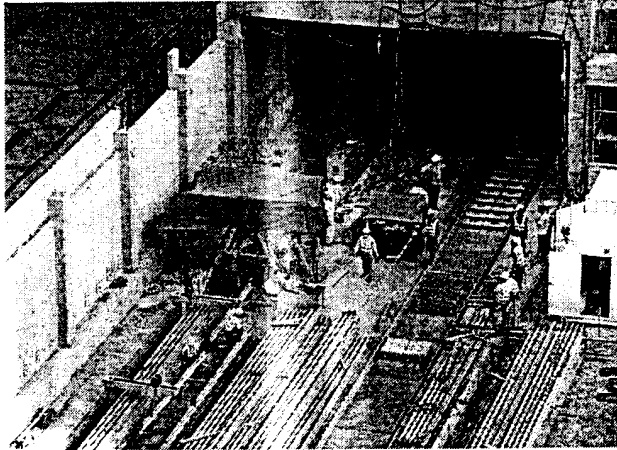
Po Lam Station



- ◆ Architectural and building services work commenced



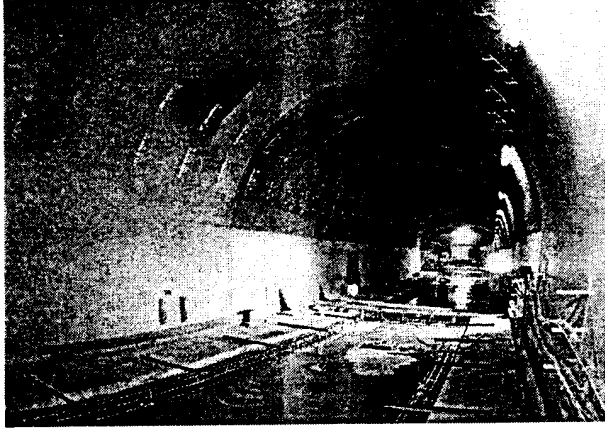
Po Lam Station



- ◆ Tracklaying work 6 weeks ahead of schedule



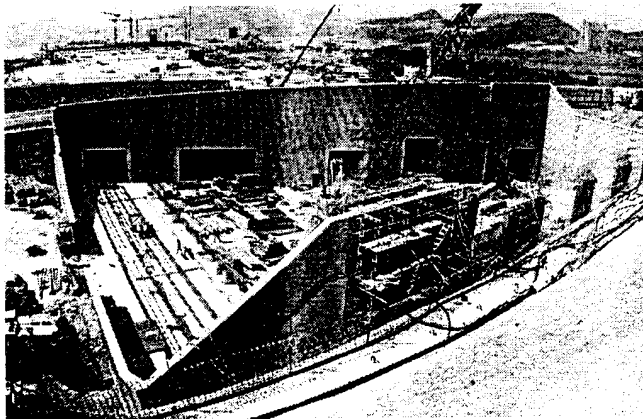
Pak Shing Kok Tunnels



- ◆ Tunnel breakthroughs achieved
- ◆ Tunnel lining in progress
- ◆ Tracklaying commenced



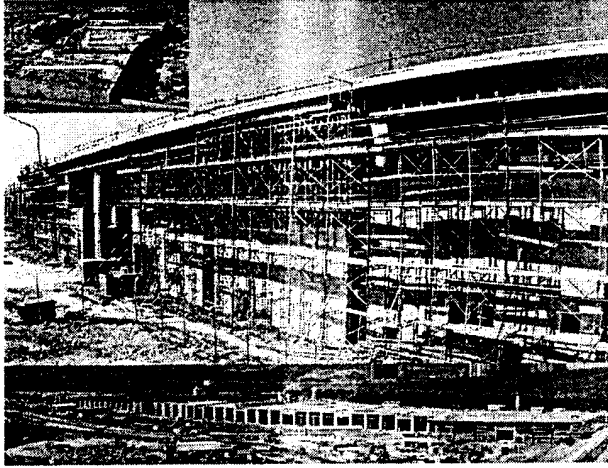
Pak Shing Kok Tunnels



- ◆ Headwall construction in progress



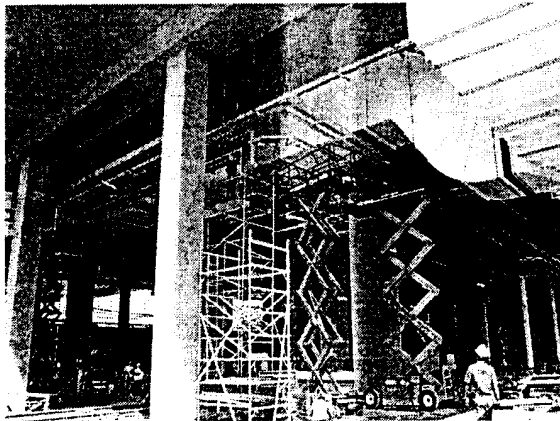
Tseung Kwan O Depot



- ◆ 66% Podium slab complete
- ◆ 90% columns complete



Tseung Kwan O Depot



- ◆ Building services installation proceeding 3 weeks ahead of programme



Tseung Kwan O Depot



- ◆ Tracklaying work commenced 6 weeks ahead of programme



Rolling Stock



- ◆ Rolling stock being manufactured in Korea
- ◆ First test train operation in Korea due in May 2001



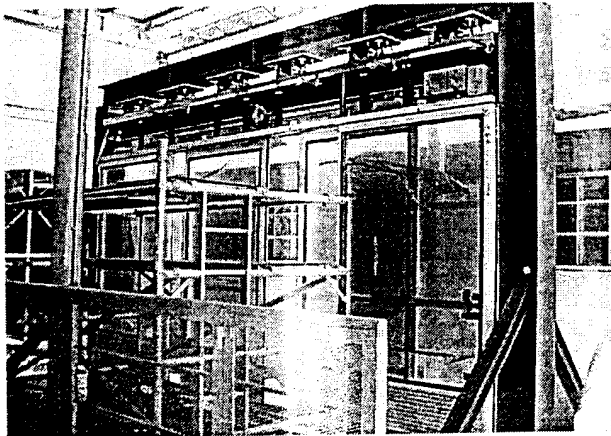
Rolling Stock



- ◆ Car body shell mock up completed
- ◆ First train arrives in HK in third quarter of 2001
- ◆ Standard MTR interior provisions



Platform Screen Doors



- ◆ PSD prototype test completed satisfactorily
- ◆ Manufacturing in progress



THE END

