

LegCo Panel on Transport

An Update on the Progress of MTR Corporation's Tseung Kwan O Extension Project

Purpose

This Paper provides Members an update of the MTR Corporation's Tseung Kwan O Extension (TKE) Project.

Background

2. TKE is one of the railway projects that was given priority in the Government's Railway Development Strategy (RDS) published in 1994. A Project Agreement was signed between Government and the MTR Corporation in November 1998 and the first major construction contract was awarded in the same month.

Scope of TKE Project

3. TKE will serve Tseung Kwan O New Town and Yau Tong. The service will become the 6th operational line of the MTR Corporation, after Kwun Tong, Tsuen Wan, Island, Tung Chung and the Airport Express lines.

4. The route length of TKE is 12.5 km. TKE comprises :-

- (a) a diversion of the existing Kwun Tong Line from the existing Lam Tin Station, passing through Yau Tong Station and terminating at Tiu Keng Leng Station (Line map attached);
- (b) a new Tseung Kwan O Line formed by connecting with the existing Eastern Harbour Crossing on the Kowloon side, passing through Yau Tong Station and beyond into Tseung Kwan O New Town; and
- (c) the line will be split into two legs after Tseung Kwan O Station, one proceeding in a northerly direction towards Po Lam; the other leg proceeding in a southerly direction towards Area 86 in Tseung Kwan O South.

5. Construction will be completed in 2 stages. When TKE opens to the public, targeted to be late 2002, five new stations namely Yau Tong, Tiu Keng Leng, Tseung Kwan O, Hang Hau and Po Lam and the depot at Area 86 will be operational.

6. A further station, Tseung Kwan O South, will be added at Area 86 as soon as residential development within its catchment builds up.

Key Features of Tseung Kwan O Line

7. Trains will operate at the same speed and frequency as the other urban lines.

8. Journey time between North Point and Po Lam will be 18 minutes and that between Central and Po Lam less than 30 minutes.

9. The line will operate with 8-car trains. Each train will accommodate 2,500 persons which is the same as the existing urban line trains.

10. Interchange facilities with the Kwun Tong Line will be provided at Yau Tong and Tiu Keng Leng, and with the Island Line at Quarry Bay and North Point.

11. Stations will be conveniently located to allow easy access from adjacent property developments and convenient pedestrian access, e.g. footbridges linking the adjacent developments and the stations will be provided.

12. The Public Transport Interchanges will be located adjacent to the stations and most of them will be completed in time for the railway opening.

13. The railway is underground for almost its whole length with stations typically having platforms below ground and concourses at ground level.

Progress of TKE Project

14. The overall progress of the Project is good with a number of milestones being achieved ahead of programme. Project costs have been steadily reduced with the estimated outturn cost now standing at HK\$21 billion compared to the original budget of HK\$30.5 billion.

15. The advance works to relocate two schools at Yau Tong were completed in 1999. All construction contracts - 13 for major civil works and 20 for electrical and mechanical works have been awarded and the works are progressing very satisfactorily. Currently 62% of civil works and 51% of electrical and mechanical works have been completed.

16. Progress of the structural works associated with the 5 stations is encouraging. Po Lam Station structure is complete with a topping out ceremony held on 6 December 2000, 6 weeks ahead of programme. Overall structural completion of the remaining 4 stations ranges from 76% at Tiu Keng Leng Station to 99% at Hang Hau Station. Access for follow-on fitting-out contractors is expected to be provided on or ahead of schedule at all stations.

17. Breakthroughs of all bored tunnels including Black Hill Tunnels and Pak Shing Kok Tunnels have been achieved and all major excavation on the Project is now complete. The high risk activities associated with civil engineering works are therefore now complete. Lining of the tunnels is continuing.

18. Concreting of the Depot podium slab, which will completely enclose the railway depot, is progressing with 66% of slab cast.

19. Building services installation has commenced at the Depot, Po Lam Station, Hang Hau Station, Tseung Kwan O Station and Tiu Keng Leng Station, all ahead of programme.

20. The two major infeed substations at Quarry Bay and Tseung Kwan O for the supply of electricity have been structurally completed. Building services installation is continuing satisfactorily and CLP Power's two infeed transformers have been positioned at Tseung Kwan O as scheduled.

21. Tracklaying has commenced in Po Lam Station, Depot and Pak Shing Kok Tunnels, 6 weeks ahead of programme.

22. Manufacturing and testing of electrical and mechanical equipment/materials is well advanced at the contractors' factories in various parts of the world. Rolling stock is being manufactured in Korea. The first train running on the test track in Korea is expected to commence in mid 2001 with the first train arriving in Hong Kong in the third quarter of 2001.

Partnering Initiatives

23. With the objective of achieving a substantial improvement in Project delivery efficiency, the MTR Corporation, has with the voluntary support of all its civil contractors, instituted a structured partnering initiative on TKE. Emphasis is on building teamwork between the MTR Corporation's supervisory staff and the contractors in a positive environment seeking continuously to reduce the cost of the works through innovation and the

elimination of wasteful practices wherever they arise. This initiative continues to deliver excellent results for all parties and is a significant contributor to the steadily reducing estimated outturn cost. The strong support of most of the contractors has been very encouraging. This has led to a major reduction in adversarial behaviour on the Project and a concentration by all concerned on efficient delivery of the works.

Community Liaison

24. On 24 April 1999, to mark the commencement of the construction works of the TKE Project, a "MTR Tseung Kwan O Fun Day" was held at Hang Hau work site with a view to building good relationship with residents in our neighbourhood. More than 35,000 residents enjoyed the fun-filled game stalls, performances and exhibitions in the carnival.

25. During the construction period, "Road Shows" are being held in major shopping centres in the Tseung Kwan O area to keep the public informed of the Project and its progress. "School talks" are conducted by MTR School Ambassadors to primary and secondary schools in the vicinity in order to keep students informed of the Project progress and to promote our future service. So far, 11 schools with a total of 6,000 students have been covered.

26. The Corporation continues to support local events and maintains dialogues with the local community. A Project Hotline has been set up for residents who prefer direct dialogue at their convenience.

Safety Management

27. The MTR Corporation is fully committed to achieving high standards of health and safety for all employees, contractors and public who may be involved in or interface with the construction activities. To maintain high standards on health and safety, the Corporation has adopted a proactive safety management system to manage the TKE Project. Each contractor on the TKE Project is required to develop a project safety plan to address his safety management system.

28. To encourage contractors, the MTR Corporation has introduced a safety award scheme to provide a competitive safety award to contractors for good safety performance on a quarterly basis.

Environmental Management

29. Construction of the TKE Project is being undertaken with an Environmental Permit issued by the Environmental Protection Department.

30. All necessary measures are being taken to minimise the effects of the works on the public. Comprehensive water quality, noise and dust control provisions have been included in the contract requirements to ensure that all impacts which may arise from the works are kept within acceptable standards.

31. There has been no non-compliance to any permit conditions and the Environmental Protection Department is satisfied with the level of environmental protection.

32. In addition, the MTR Corporation has pioneered a reward system for the contractors by introducing Hong Kong's first Project Environmental Award. The Contractor at Po Lam Station won the first award and this will continue to be awarded on a quarterly basis.

33. The MTR Corporation's project management team will continue to ensure that the requirements of the Environmental Permit are fully satisfied.

Conclusion

34. Good progress is being made and with a continuation of the current high level of co-operation and partnering support of our contractors. The MTR Corporation expects to open the Tseung Kwan O Extension for public service in late 2002 well within budget and to the required standards of safety, quality and environmental compliance.

MTR Corporation Limited

28 February 2001

將軍澳支綫 Tseung Kwan O Extension

