

**LegCo Panel on Transport
Subcommittee on matters relating to railway**

Progress Update on Ma On Shan Rail and Tsim Sha Tsui Extension

The purpose of this paper is to update members on the progress of Ma On Shan to Tai Wai Rail Link (MOS Rail) and the KCR Extension from Hung Hom to Tsim Sha Tsui (TST Extension).

General Progress

2. Work on both projects is progressing on schedule. All civil construction works are virtually complete and the focus is now on completing statutory inspections, integration testing and full trial running prior to the target commissioning by end 2004.

Ma On Shan to Tai Wai Rail Link (MOS Rail)

3. As at the end of May 2004, the 11.4 km-railway is 97% complete in overall terms.

4. Civil engineering works, building works and installation of related electrical and mechanical services have been substantially completed. Fire services inspections of the Tai Wai Maintenance Centre were completed in May 2004 and those of the stations are now in progress.

5. Works on the footbridges of City One Station and Ma On Shan Station and the pedestrian subways of Che Kung Temple Station, Tai Shui Hang Station and Heng On Station are well on the way for completion in August/September 2004.

6. The overall railway systems works are 93% complete. The tracks for the entire alignment from Tai Wai to Wu Kai Sha had been laid by the end of 2003. The overhead line system was energised in April 2004.

7. System Acceptance Tests commenced in April 2004 to make certain that all the equipment and systems meet performance standards. This is followed by Integrated System Tests in June to validate the smooth operation and compatibility of the different interfacing systems.

8. The last batch of the entire eighteen trains required for MOS Rail arrived Hong Kong in early May 2004. Test runs are in progress.

Tsim Sha Tsui Extension (TST Extension)

9. Civil engineering works, building works and building services installation of the East Tsim Sha Tsui Station are substantially complete. Fire services inspections have commenced and are expected to be completed by July 2004.

10. The railway tunnels along Salisbury Road are undergoing the last stage of electrical and mechanical works. Both the elevated walkway from the existing Hung Hom Station to the Promenade and the lift opposite Shangri-La Hotel have been opened for public use.

11. Architectural finishes and electrical and mechanical works of the pedestrian subway link are 70% complete. Fire services inspections will commence in July 2004. Backfilling and reinstatement of roads are 65% complete.

12. The overall railway systems works for the TST Extension project are 91% complete. All track works between the existing Hung Hum Station and East Tsim Sha Tsui Station have been completed. The overhead line system was connected to the existing East Rail system and energised in March 2004.

13. Testing and commissioning commenced in April 2004. Non-service passenger trains have started running during non-peak traffic hours to East Tsim Sha Tsui Station since late May 2004 to test the signalling and train control systems. Pending the results of the test runs, trial operation will commence in August 2004.

Environmental Efforts

14. Air quality monitoring points and noise monitoring points have been set up for both extensions since works commenced in early 2001. Close monitoring has been carried out to minimise disturbances that might be caused.

15. Independent environmental consultants together with the Corporation's dedicated environmental specialists advise the contractors on the environmentally-friendly machines to be used and the mitigation measures required. Site inspections are carried out regularly. The Corporation has been working closely with Environmental Protection Department to ensure the works carried out are in compliance with statutory requirements, and the train noise will be kept within statutory noise limits.

Commissioning Operations

16. To ensure that MOS Rail and TST Extension will provide the travelling public with safe and quality journeys, all operation procedures will adhere to the Corporation's Safety Management System with regular reviews conducted by an independent expert. Government departments such as the Hong Kong Railway Inspectorate will be consulted in the preparation of safety-related procedures. The Corporation will provide trained and competent staff for the proper control, operation and maintenance of the railways.

17. Prior to the opening of the new railways for public use, various testings and trial operations with very stringent requirements will be carried out. All newly installed systems have to undergo a series of tests to make sure the new systems are of satisfactory performance and work well together. These will be followed by trial operations. The railways need to achieve high standards of train punctuality and service delivery before they are open for passenger service.

Kowloon-Canton Railway Corporation
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