

9 February 2010  
Information Paper

**Legislative Council Panel on Transport  
Subcommittee on Matters Relating to Railways**

**Progress Report of the West Island Line**

**Introduction**

This paper informs Members of the progress of the West Island Line (WIL) project.

**Background**

2. The WIL is an extension of the existing MTR Island Line, approximately 3 kilometre in length, from Sheung Wan to Kennedy Town with two intermediate stations at Sai Ying Pun and Hong Kong University (a plan showing the alignment is at **Annex 1**). It will provide a fast and reliable railway service to the Western District.

3. In October 2007, the Government gazetted the railway scheme for the WIL. The Chief Executive in Council authorized the scheme for the WIL under the Railways Ordinance in March 2009. The Subcommittee discussed issues relating to the funding arrangements for the WIL on 1 and 4 June 2009. We subsequently consulted the Public Works Sub-committee at its meeting on 10 June 2009. The Finance Committee approved the funding support to the MTR Corporation Limited (MTRCL) for the implementation of the WIL project on 3 July 2009.

4. The construction of the WIL has commenced in July 2009 and is expected to complete in 2014.

**Community Participation**

5. We place great importance to the public consultation and community participation during the planning, design and construction stage of the WIL. Since 2005, we have arranged a series of public engagement activities to consult the Central and Western District Council (C&WDC) and a wide spectrum of the local community in the project planning and design stage. Through 58 district council meetings and 93 public fora and residents' meetings, we discussed all issues thoroughly with the stakeholders.

6. Since the construction of the WIL in July 2009, we continue to keep close contact with the residents. Till now, we have attended 12 district council meetings and 32 other meetings including residents' meetings to meet the residents directly.

7. We have set up Community Liaison Groups (CLGs) for the Sai Ying Pun, the Hong Kong University and the Kennedy Town sections respectively to maintain close contact with the community and inform them of the progress of the WIL project. Members of the CLGs include district councilors, representatives of area committees, local representatives, representatives of government departments and the MTRCL. Three rounds of meetings were held in July and October 2009 and in January 2010, and were well attended by local residents. At the meetings, the MTRCL introduced the design of stations, entrance locations, construction methods, temporary traffic management schemes and progress of works. Members and attendees also provided constructive feedback to the MTRCL and government departments.

8. At the same time, we also provide the latest project information to the residents through various channels. The MTRCL has published the first and second issues of WIL Project News in October 2009 and January 2010 (the second issue of the Project News is at **Annex 2**). The newsletter is published quarterly to present the latest progress of the project and is distributed to Incorporated Owners in the Western District, members of the C&WDC and CLGs, as well as some local groups. Information of the WIL project is available on the MTRCL website ([www.mtr.com.hk](http://www.mtr.com.hk)). It will be updated regularly to provide latest information to the public. Besides, notice boards have been installed on the hoarding of WIL construction sites to provide update information such as temporary traffic management schemes and CLG meetings schedule and minutes to the public.

9. To further enhance the contact with the residents, the MTRCL is holding a roving exhibition for the WIL at various locations in the Central and Western District from January to March 2010. Display panels and a project video showing the progress of works will be shown. In addition to the MTR hotline, a dedicated hotline will be in service in February 2010 to answer public enquiries regarding the WIL project. The MTRCL will also set up an information centre for the WIL project in the Kennedy Town Community Centre in March 2010. Residents can enquire the progress of the project and provide suggestions directly at the information centre.

### **Latest Project Progress**

10. The construction works for the WIL project has been progressing well since July 2009. The major works include:-

### Sai Ying Pun Station

- (i) Refurbishing and upgrading works at the ex-Upper Level Police Station and foundation work for a new annex building at High Street are now underway for the reprovisioning of facilities of the existing David Trench Rehabilitation Centre;
- (ii) Shaft construction works at the King George V Memorial Park and Sai Woo Lane;

### Hong Kong University Station

- (iii) Foundation works for the reprovisioning of the Kennedy Town Swimming Pool at Shing Sai Road;
- (iv) Excavation works for access shafts at Kennedy Town Praya and Hill Road

### Kennedy Town Station

- (v) Construction works of Kennedy Town Station;

### Other works

- (vi) Slope upgrading works at a few locations near Cadogan Street; and
- (vii) Construction of the underground temporary magazine at Victoria Road.

11. The MTRCL has awarded nine major civil works contracts as of January 2010 (details of the contracts are at **Annex 3**). The last major civil works contract for the construction of the Sai Ying Pun Station, Hong Kong University Station and the tunnels from Sai Ying Pun to Kennedy Town is scheduled to be awarded in March 2010. Tender assessment of this contract is in progress.

12. We have to timely implement temporary traffic management schemes to facilitate the construction works of the WIL. The MTRCL has submitted detailed temporary traffic management schemes for the initial construction stage to the Site Liaison Group, which consists of various government departments, for approval. These schemes will be implemented in stages. Prior to implementation, the MTRCL will inform the nearby shops and residents, and report to the C&WDC and CLGs.

13. The MTRCL has adopted environmental mitigation measures and implemented monitoring regarding environmental protection. In addition to

appointing the certified arborists to protect and transplant trees, the MTRCL has also required contractors to implement good site practices, such as regular spraying of water and covering of stockpile materials at construction sites. The MTRCL has also included various construction noise control measures, such as adoption of low-noise construction equipment and temporary noise barriers etc.

14. In order to secure the safety to the public and structures of private properties, the MTRCL has commenced to install instrumentation to closely monitor the effects of WIL construction works on the nearby roads, buildings and structures and ensure that no adverse effect will be caused.

15. The MTRCL has appointed an independent consultant to conduct condition surveys of the premises in about 400 buildings along the alignment of the new railway to record the condition of the buildings. The survey is now being undertaken in phases according to the construction programme.

### **Other major issues**

#### **(A) Ventilation Shafts**

16. Ventilation shafts are essential facilities of an underground railway system to allow air circulation. The design of the ventilation system in railway tunnel is different from vehicle tunnel. Railway will not cause pollution and ventilation shafts will not emit harmful gases. The quality of the air emitted from railway ventilation shafts is same as the air outside the ventilation shafts, inside the tunnel and inside the station public areas. The MTRCL has submitted the Environmental Impact Assessment (EIA) report to the Environmental Protection Department (EPD), which confirms that the air quality during the operation stage will not be affected by the ventilation shafts. The EIA report was approved by EPD in December 2008.

17. It is not easy to identify suitable locations to accommodate the necessary railway facilities in the densely populated Western District. While determining the location of ventilation shafts, other factors such as railway alignment, station locations, constraints of structures in the vicinity, construction safety, topography and environmental protection have also been considered. The design and location of ventilation shafts are decided after a thorough study of these factors and careful consideration of other alternative locations.

18. Regarding the residents' objection to the construction of ventilation shafts at Hill Road and Bonham Road, we have revisited the design of ventilation shafts in detail and provide detailed explanation and responses to the Railway Subcommittee, Public Works Subcommittee and Finance Committee in mid-2009. To address the concerns of Members and local

residents on ventilation shafts, the MTRCL had incorporated a requirement into the tender documents requiring the tenderers to provide suitable solutions for reducing the size and impact of the ventilation shafts.

19. As mentioned in paragraph 11, the MTRCL is now conducting the tender assessment. The submitted tenders have thoroughly considered the requirement in the tender documents and have provided proposal for reducing the size and impact of the ventilation shafts. The MTRCL is now examining the details of the tenderers' proposal and undergoing discussions with the government departments concerned, to ensure that the new ventilation design can conform to the tender specification, requirements in the environmental protection ordinances and safety regulations.

(B) Blasting

20. Since most of the railway tunnels and pedestrian tunnels connecting stations and entrances in the WIL are located deep underneath rock strata, blasting using explosives is the most suitable and effective way in constructing most of the WIL sections. Based upon the current site progress, the first blasting is expected to take place in March 2010 for the construction of the temporary underground magazine for the WIL on Victoria Road. Other blasting work is expected to start in the second half of 2010.

21. The MTRCL has resubmitted the revised blasting assessment reports to the Mines Division of the Civil Engineering and Development Department in December 2009. The contractor has also applied for the Blasting Permit from the Mines Division. Once the approval of the reports is obtained, the MTRCL will pass a copy of the reports to the LegCo Secretariat and upload a summary of the blasting works to the MTRCL website for public viewing.

22. Suitably qualified professionals will be employed for the blasting operations and a set of stringent control measures in accordance with the Buildings Ordinance and relevant statutory requirements will be adopted. The MTRCL has conducted condition surveys of the buildings in the vicinity of the WIL alignment prior to the commencement of construction work in order to record the current condition of the buildings. Monitoring points will be installed prior to the works commencement to monitor the possible impact to nearby buildings. Building Department and Mines Division will also carry out site audit monitoring to check for compliance.

23. To facilitate residents to better understand the blasting works, the MTRCL is preparing a blasting leaflet providing the general public with background information about the blasting works for the WIL and associated mitigation measures. The local residents in the vicinity will be advised of the date, time and location before commencement of the blasting works.

(C)      Resumption of Land and Underground Stratum

24.      To facilitate tunnel construction works and to construct entrances to the station, two private buildings at 2-4 Tsz Mi Alley and 203-209 Queen's Road West have been resumed and reverted to Government on 18 October 2009. Lands Department issued compensation offers to the affected owners and occupiers in November 2009. As at mid-January 2010, about 23 % of the affected owners/occupiers have accepted the offers and Lands Department is processing the remaining cases in accordance with the Railways Ordinance. In parallel, Housing Department is also processing the rehousing of eligible owners or occupiers affected by the resumption.

25.      Underground strata of land required for the WIL will be resumed in 8 phases. Resumption notices for Phases 1 and 2 in the Sai Ying Pun area were gazetted in December 2009 and January 2010 respectively. The remaining 6 phases from Sheung Wan to Kennedy Town will be resumed in stages from February to July 2010 to suit the construction programme.

26.      Regarding the residents' concerns on compensation and rehousing arrangement for land resumption, and the effect of existing building structures and compensation due to strata resumption, we have clearly explained the relevant details to the affected residents, in twelve district council meetings and resident meetings, and if requested, in individual meetings or in writing. We will continue to maintain contact with the affected residents to address their concerns.

**Way Forward**

27.      We will continue to keep close contact and communication with the C&WDC during the construction stage, and update progress of the WIL project to the community members and response to their concerns via various channels.

28.      Members are requested to note the content of this paper.

**Transport and Housing Bureau  
MTR Corporation Limited  
February 2010**



圖例  
LEGEND

- 現有鐵路路線  
EXISTING RAIL LINE
- 西港島線路線  
WEST ISLAND LINE
- 現有鐵路車站  
EXISTING RAILWAY STATION
- 西港島線車站  
WEST ISLAND LINE RAILWAY STATION



維多利亞港  
VICTORIA HARBOUR

附件一  
ANNEX 1

西港島線路線  
WEST ISLAND LINE

現有港島線  
EXISTING ISLAND LINE

石塘咀  
SHEK TONG TSUI

上環  
SHEUNG WAN

堅尼地城  
KENNEDY TOWN

在西營盤  
的鐵路車站  
RAILWAY STATION  
AT SAI YING PUN

現有上環站  
EXISTING  
SHEUNG WAN  
STATION

在香港大學附近  
的鐵路車站  
RAILWAY STATION NEAR  
THE UNIVERSITY OF HONG KONG

在堅尼地城  
的鐵路車站  
RAILWAY STATION  
AT KENNEDY TOWN

0 250 500 750 m  
比例尺 1 : 15 000 SCALE BAR

圖則名稱 drawing title

西港島線  
WEST ISLAND LINE



## 提升西區設施 活化歷史建築

### 舊半山區警署變身戴麟趾康復中心

## WIL Revitalises the ex-Upper Level Police Station into New Rehabilitation Centre



西港島綫西營盤站般咸道出入口將於戴麟趾康復中心現址興建，現時康復中心內的設施將遷往區內的歷史建築物——高街舊半山區警署。為了令重置後的康復中心能夠提供更完善的服務，港鐵公司現正為警署進行翻新及加建工程，令這幢樓高五層的建築物能夠活化再用。

舊半山區警署前身是香港警察港島總區刑事總部，又稱為「八號差館」。警署建於1935年，被評為三級歷史建築，並已被納入港島中西區文物徑。其建築採用了裝置藝術派及簡約古典的建築風格，這些特色可見於大樓的支柱、窗框、露台，以及外牆的線條及圖案上。

警署在2005年中開始空置至今，這次工程除了包括復修現有的主樓，盡量保留建築物的特色設計外，更將於大樓北面蓋建一座新翼大樓，以提供足夠空間重置戴麟趾康復中心的服務和設施。為突顯建築物原有特色，令新舊風格能夠互相融合，新翼大樓將採用簡約的設計風格。兩座大樓在地面層會以全天候有蓋通道連接，主樓南面外牆會加裝一部玻璃升降機，而大樓內將設無障礙通道，方便傷健人士進出康復中心各樓層。

有關工程已於2009年7月展開，包括清拆舊半山區警署的室內裝飾、於外牆加建升降機槽及新翼大樓的地基工程。工程完成後，新康復中心內會展示和介紹舊半山區警署的歷史，讓公眾認識其歷史背景。

警署主樓南面外牆會加裝一部玻璃升降機，北面則蓋建一座新翼大樓（電腦模擬圖）。  
An external glass lift tower will be added to the south facade of the old wing, while a new annex will be constructed to the north (photomontage).



The West Island Line (WIL) Sai Ying Pun Station's entrance will be located at the current location of the David Trench Rehabilitation Centre (DTRC). To make way for the construction the DTRC will be demolished. Its facilities will be re-housed at a historic building nearby – the ex-Upper Level Police Station (ex-ULPS) on High Street. In order to accommodate the service needs of the new Centre, the MTR Corporation is now carrying out a series of refurbishment and upgrading works at the ex-ULPS, including the construction of a new annex.

The ex-ULPS has been vacated since mid-2005. In the old days it served as the Regional Headquarters of the Hong Kong Island Crime Wing of the Hong Kong Police Force. Constructed in 1935, this 5-storey building is also commonly known as No. 8 Police Station. It has been classified as a Grade III Historic Building and included in the Central and Western Heritage Trail. The building represents an example of a hybrid Art Deco and Stripped Classicism style of architecture which is reflected in the design features of its columns, window frames and balconies, as well as the curves and patterns of the external walls.

現有的壁爐及煙窗將予以保留。  
The existing fire places and chimneys will be retained.



警署北面蓋建的新翼大樓正進行地基工程。  
Foundation works for the new annex have commenced.

Architectural features of the ex-ULPS will be retained as much as possible during the renovation. A new annex adopting a simple design to match with the existing building's features will be built to the north of the existing structure in order to provide sufficient accommodation and facilities. The two buildings will be connected by a covered weather-proof walkway. A new external glass lift tower and other installations will be constructed to provide barrier-free access.

Construction works commenced in July 2009, including demolition of existing fixtures in the old wing, construction of a lift tower and foundation works for the new annex. Upon completion, the history of the ex-ULPS will be on display in the new rehabilitation centre.



## 社區聯絡小組：加緊與社區溝通

### CLG: Enhancing Communication with the Public

第二輪社區聯絡小組會議已於2009年10月份順利舉行。港鐵公司工程師向與會者介紹工程的最新進展及臨時交通管理措施等。在會議上，與會者均希望對工程有更多了解，並向港鐵及政府部門代表就工程對環境的影響和工地的管理、臨時交通改道及樹木移植等安排發表意見。

高級統籌工程師葉偉富先生表示，建造西港島綫的其中一個目的就是為了滿足西區的交通需要。社區人士透過社區聯絡小組會議提供的寶貴意見，將有助成功建造這條社區鐵路。



社區人士於會上提問及發表意見。  
Participants expressed their views in the meeting.

#### 第三輪社區聯絡小組會議

#### Third Round of Community Liaison Group Meetings

	日期及時間 Date and Time	地點 Venue
西營盤段 Sai Ying Pun Section	2010年1月21日(星期四) 晚上八時至九時三十分 21 January 2010 (Thursday) 8:00pm – 9:30pm	西營盤社區綜合大樓社區會堂 (西營盤高街2號) Community Hall, Sai Ying Pun Community Complex, (2 High Street, Sai Ying Pun)
香港大學段 Hong Kong University Section	2010年1月19日(星期二) 晚上八時至九時三十分 19 January 2010 (Tuesday) 8:00pm – 9:30pm	好鄰舍福音堂 (德輔道西410-418號太平洋廣場10樓) Good Neighbour Chapel (10/F, Pacific Plaza, 410-418 Des Voeux Road West)
堅尼地城段 Kennedy Town Section	2010年1月27日(星期三) 晚上八時至九時三十分 27 January 2010 (Wednesday) 8:00pm – 9:30pm	堅尼地城社區中心二樓 (堅尼地城石山街12號) 2/F, Kennedy Town Community Complex (12 Rock Hill Street, Kennedy Town)

The second round of Community Liaison Group (CLG) meetings was successfully conducted in October 2009. Engineers of the MTR Corporation introduced the latest progress of the construction works. Participants expressed their views about various issues such as noise and work sites management, temporary traffic arrangements, and tree transplanting, etc.

"Maintaining a two-way communication with the public is of vital importance to the success of building a community railway. We deeply appreciate the valuable suggestions made by the public at the CLG meetings," said Mr Wallace Yip, Senior Liaison Engineer of WIL.

## 爆破技術建造鐵路隧道

### Drill and Blast for Excavation

西港島綫是一條地下鐵路，工程包括興建隧道、地下車站、出入口及連接出入口的通道。由於西港島綫沿綫地底大部分是堅硬的岩石，挖掘工程適合以爆破方法進行。

爆破是建造隧道其中一種行之有效的方法，在香港及世界各地亦經常使用。港鐵公司在爆破技術方面亦富有經驗，過去多次採用炸藥爆破方法興建多個位於石層內的車站，包括鰗魚涌站、太古站、砲台山站、北角站及北角站擴建工程等等。

隧道爆破工程須按一套嚴謹安全的程序進行。所用的工業用炸藥跟一般的爆炸品不同，它需要連接特定的雷管才能引爆，平常的碰撞或受熱並不會引爆炸藥。在香港使用炸藥進行建築工程已有很長的歷史，一直以來紀錄都非常良好。

在進行爆破工程前，港鐵公司會預先通知附近居民，並會在社區聯絡小組報告進展。

The WIL is an underground railway. The construction works mainly comprise the excavation for the running tunnels, underground stations and entrances. As most of the tunnels are in rock, excavation work is expected to be done by the drill and blast method.

Drill and blast is an effective method of rock excavation for tunnels in Hong Kong and around the world. The MTR Corporation is experienced in blasting for excavation works. This method was used in the construction of several underground stations in rock, including Quarry Bay, Taikoo, Fortress Hill and North Point Stations together with related expansion works.

There are stringent procedures on blasting works. The industrial explosive used in blasting can only be detonated by connecting to specific detonators. Under normal circumstances it remains stable upon impact or when heated. Hong Kong has a long history of using explosives in construction works and no accident involving delivery vehicles carrying explosives has happened here before.

The MTR Corporation will notify the residents in the neighbourhood prior to blasting, and inform the public of the works progress in CLG meetings.

Drill and blast is an effective







# 實施臨時交通管理措施 令工程更暢順

## Temporary Traffic Arrangements Facilitate the Work Progress

為配合西港島綫工程，西區不同地點將需要分階段實施臨時交通管理措施。有關措施在實施前，要得到由運輸署、警務處及路政署等多個部門組成的地盤聯絡小組審批，並諮詢中西區區議會。港鐵公司會與運輸署配合，密切監察路面情況，盡量將影響減至最低。

在2010年1月至3月期間，預計下列地點將實施臨時交通管理措施，包括交通改道、暫時或局部封閉道路或行人路。

To accommodate the construction works of the WIL, temporary traffic arrangements have to be made. Prior to implementing these arrangements, submissions are made to the Site Liaison Group formed by various Government Departments such as Police, Transport Department and Highways Department etc. after consultation with the Central and Western District Council. The MTR Corporation will work closely with the Transport Department and monitor the traffic to minimise the possible impacts to the community.

From January to March 2010, temporary traffic arrangements including traffic diversions, temporary or partial closure of roads and footpaths are expected at the following locations.

### 西營盤段 Sai Ying Pun Section

- 高街  
High Street
- 高街及醫院道  
High Street and Hospital Road
- 西湖里及德輔道西  
Sai Woo Lane and Des Voeux Road West
- 梅芳街  
Mui Fong Street
- 新街市街  
New Market Street
- 奇靈里  
Ki Ling Lane
- 第一街及第二街  
First Street and Second Street

### 香港大學段 Hong Kong University Section

- 南里及山道  
South Lane and Hill Road
- 城西道、西祥街及堅尼地城海旁  
Shing Sai Road, Sai Cheung Street and Kennedy Town Praya
- 薄扶林道(近任白樓)  
Pokfulam Road (near Yam Pak Building)
- 薄扶林道  
(香港大學黃克競大樓外)  
Pokfulam Road (outside HKU Haking Wong Building)
- 皇后大道西(屈地街公廁外)  
Queen's Road West (outside Whitty Street Public Toilet)

### 堅尼地城段 Kennedy Town Section

- 加多近街及西市街  
Cadogan Street and Sai See Street
- 加惠民道(警察宿舍外)  
Ka Wai Man Road (outside Police Quarters)
- 士美菲路及科士街  
Smithfield and Forbes Street
- 域多利道  
Victoria Road
- 山市街  
Sands Street

有關安排的詳情及實施時間，請瀏覽網頁  
[www.mtr.com.hk/chi/projects/hongkong\\_wil\\_index.html](http://www.mtr.com.hk/chi/projects/hongkong_wil_index.html)。

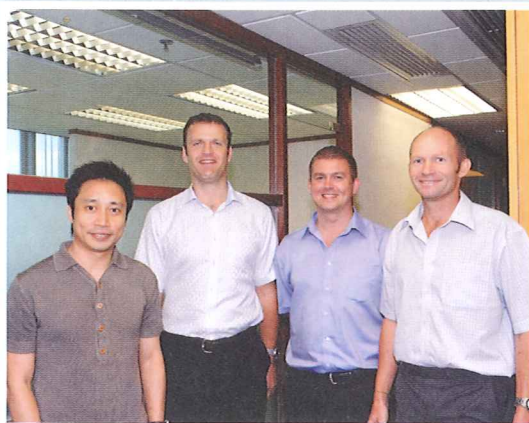
For details of the arrangement, please visit the website  
[www.mtr.com.hk/eng/projects/hongkong\\_wil\\_index.html](http://www.mtr.com.hk/eng/projects/hongkong_wil_index.html).



爆破是常用而非常安全的建造方法。  
construction method commonly used.

## 西港島綫項目團隊

## West Island Line Project Team



上期已介紹過西港島綫項目經理及兩位建造經理，整個團隊由多位經驗豐富的專業工程師組成，負責管理工程及確保工程按計劃全面推進。

We introduced the Project Manager and the two Construction Managers in the first issue. Composed of experienced engineers, the WIL project team supervises and coordinates the project's construction works.

### 西港島綫項目團隊 (右起) West Island Line Project Team (from right)

### 負責工程範圍 Major Projects

Mr Kristian Murfitt  
高級建造工程師 — 隧道  
Senior Construction Engineer – Tunnels

臨時爆炸品倉庫建造工程  
Temporary Underground Magazine Construction

Mr Thomas Barret  
高級建造工程師 — 隧道  
Senior Construction Engineer – Tunnels

西營盤至上環隧道工程  
Sai Ying Pun to Sheung Wan Tunnel Construction

Mr Ashley Calvert  
高級建造工程師 — 土木  
Senior Construction Engineer – Civil

堅尼地城站及越位隧道段建造工程，及重置堅尼地城游泳池  
Kennedy Town Station and Overrun Tunnel Construction, and Re-provisioning of Kennedy Town Swimming Pool

林偉德先生 Mr Walter Lam  
高級建造工程師 — 土木  
Senior Construction Engineer – Civil

堅尼地城海旁及山道建造豎井工程，及重置戴麟趾康復中心  
Access Shafts at Kennedy Town Praya and Hill Road, and Re-provisioning of David Trench Rehabilitation Centre



## 工程人員參與「海灘清潔比賽」

### WIL Project Staff Supported International Coastal Cleanup Challenge

西港島綫項目可推動西區的發展，而環境保護是社區發展的重要一環。為體現港鐵公司愛護環境、努力建設香港的目標，港鐵西港島綫項目小組人員聯同承建商金門建築參加了一年一度的國際環保活動——「海灘清潔比賽」，這項比賽在過去23年曾於127個國家舉行。雖然當日天氣炎熱，但隊員依然十分投入，在西港島綫臨時地下爆炸品倉庫工地沿海一帶的半哩範圍內，清理了八百磅垃圾。

While the WIL project fosters the development of the Western District, environmental protection is one of the critical forces in driving the work. WIL project staff and one of its contractors, Gammon Construction Ltd, participated in the "International Coastal Cleanup Challenge", an annual event held in 127 countries over the last 23 years, to demonstrate the Corporation's commitment to environmental protection and community engagement. Participants were eager to join the challenge amid the hot weather. Some 800 pounds of debris were collected by the team along half a mile of coastline adjacent to the site of the WIL Temporary Underground Magazine.



港鐵職員聯同承建商金門建築參與「海灘清潔比賽」，於西港島綫臨時地下爆炸品倉庫工地沿海一帶清理垃圾。

MTR staff joined Gammon to support the "International Coastal Cleanup Challenge" and cleaned up the coastline adjacent to the Temporary Underground Magazine site.

## 新批出的主要工程合約 New Major Contracts Awarded

合約編號 Contract Number	工程合約 Contract Title	批出合約日期 Contract Award Date	承建商 Contractor
705	隧道工程（堅尼地城越位隧道段）及堅尼地城站建造工程 Kennedy Town Station and Overrun Tunnel Construction	12/2009	金門建築有限公司 Gammon Construction Ltd.
706A	斜坡改善及鞏固工程 Slope Upgrading and Natural Terrain Mitigation Works	11/2009	保華建築有限公司 Paul Y. Construction Company Ltd.
7201	樹木移植工程 Tree Transplanting	7/2009	怡生花園有限公司 Yee Sun Garden Ltd.

港鐵熱綫 MTR Hotline  
**2881-8888**

辦公時間

Office Hours

星期一至五 上午八時三十分至下午六時

Monday to Friday 8:30am to 6:00pm

星期六 上午八時三十分至下午一時

Saturday 8:30am to 1:00pm



**Annex 3****Major Civil Works Contracts Awarded as of January 2010**

Civil Works Contracts	Commencement Date	Expected Completion Date
Re-provisioning of Kennedy Town Swimming Pool (Phase 1)	July 2009	2011
Re-provisioning of David Trench Rehabilitation Centre	July 2009	2011
Tree Transplanting	July 2009	2010
Construction of Project Site Office	July 2009	2014
Construction of Temporary Underground Magazine	July 2009	2014
Construction of Access Shafts at Kennedy Town Praya and Hill Road	July 2009	2014
Construction of Sheung Wan to Sai Ying Pun Tunnel	August 2009	2014
Slope Upgrading and Natural Terrain Mitigation Work	November 2009	2010
Construction of Kennedy Town Station and Overrun Tunnel	December 2009	2014