

政府總部  
運輸及房屋局

運輸科  
香港添馬添美道 2 號  
政府總部東翼



**Transport and  
Housing Bureau**  
**Government Secretariat**  
**Transport Branch**

East Wing, Central Government Offices,  
2 Tim Mei Avenue,  
Tamar, Hong Kong

本局檔號 Our Ref. THB(T) CR 20/1016/99

來函檔號 Your Ref. CB1/PS/1/12

電話號碼 Tel. No. 3509 8188

傳真號碼 Fax. No. 2868 5261

5 August 2014

Council Business Division  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Ms. Sophie LAU)

Fax No. : 2978 7569

Dear Ms. LAU,

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

**The Kwun Tong Line Extension Project**

Thank you for your letter dated 4 July 2014 to the Secretary for Transport and Housing, referring to us the submissions from the “觀塘線延線紅磡段工程監察組” and the Whampoa Resident Association. Our consolidated reply is set out below.

The KTE, being the extension of the existing railway network owned by the MTR Corporation Limited (MTRCL), is an “ownership” project. Under the “ownership” approach, the MTRCL will be responsible for the finance, design, construction, operation and maintenance of the railway project and will own the railway.

According to the clauses in the Project Agreement signed between the Government and the MTRCL, the latter shall use its best endeavours to complete the railway project in accordance with the Baseline Programme.

The MTRCL shall also aim for early completion of the project for revenue generation. The Government, through the monitoring and co-ordinating work of the Highways Department (HyD), monitors the actual implementation progress of the project and helps the MTRCL solve problems encountered during the course of construction.

Whampoa Station of the KTE is situated in an area with dense population, heavy traffic and congested underground utilities. In addition, there are varying geological conditions underground. In order to minimise the impacts to nearby residents and traffic, and address the concerns of local residents and stakeholders, it is necessary to implement sophisticated temporary traffic management schemes (TTMS) and install temporary supports to cater for the varying geological conditions. Works that generate too much noise have to be carried out only in day time. All these have resulted in longer construction period. To this end, the excavation for both the East and West Concourses of Whampoa Station is anticipated for completion in the fourth quarter of this year, while the excavation for the platform tunnel between the concourses will commence in the third quarter of this year for completion in the first quarter next year. During the course of construction, the MTRCL and its contractor will continue to take all possible measures to endeavour to reduce the traffic and environmental impacts of the project on the local community and residents.

Since December 2012, the HyD has noticed delays in the construction of the KTE. During the monthly progress meetings and site inspections, the HyD expressed concerns on the works progress of the Ho Man Tin Station and Whampoa Station, and requested the MTRCL to give details on the delay recovery measures. The MTRCL repeated in the monthly progress meetings that the MTRCL would recover the delay by fine-tuning the construction procedures, deploying additional manpower and machinery, and adjusting electrical and mechanical works and fitting-out works to meet the target completion in 2015. As the delay persists, the HyD wrote to the MTRCL in April and May 2014, requesting the MTRCL again to give details of its delay recovery measures and the construction programme with completion date. The MTRCL replied in writing in mid-May 2014 that it was reviewing the construction programme with completion date and would provide the HyD with the relevant information of the work progress in due course. The target completion date remained to be 2015. Nevertheless, on 5 June 2014, the MTRCL informed the Transport and Housing Bureau and HyD that in view of the difficulties encountered at the Whampoa Station, the works were suffering a delay of about six months. The KTE could not be commissioned by 2015 as originally scheduled. The MTRCL will further update on the progress of the project and the target commissioning timing by the end of this year when

it is more certain on the progress of the works. The HyD will continue to closely monitor the progress of the works.

The HyD has long been proactively working with other Government departments to help the MTRCL implement its delay recovery measures. Taking account of the complexity and various limitations of constructing Whampoa Station and to facilitate its construction works, the HyD will continue to co-ordinate various departments to allow the MTRCL the flexibility in using traffic lanes for loading and unloading construction materials during off-peak hours without affecting road traffic. Furthermore, the HyD has also liaised with various Government departments, public transport operators and stakeholders for the implementation of the TTMS in the Whampoa area.

As regards the progress of the KTE, we briefed in details the Members of Subcommittee on Matters Relating to Railways of the Panel on Transport at its meeting on 17 June 2014, and would regularly submit the project progress information to the Subcommittee in the future. The MTRCL will continue to update the public on project information through various channels including District Council, the Community Liaison Group, project newsletters and the MTRCL website of the KTE project.

Should you have any enquiries on the KTE project, please feel free to contact Mr. YEUNG Kong-sang, Chief Engineer of Railway Development Office of the HyD, at 2762 4047.

Yours sincerely,

( Ralph LI )  
for Secretary for Transport and Housing

c.c.  
Railway Development Office, HyD  
MTR Corporation Limited

(Attn: Mr. K. S. YEUNG)  
(Attn: Ms. Prudence CHAN)