

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



CB(4)1469/14-15(01)
**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 17/1016/99
來函檔號 Your Ref.
電話號碼 Tel. No. 3509 8190
傳真號碼 Fax. No. 2868 5261

15 September 2015

Secretary General
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Hong Kong
(Attn: Miss Katherine CHAN)

By fax
(Fax no: 2978 7569)

Dear Miss CHAN,

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

**Meeting held on 2 January 2015
Progress Update of the Construction of the South Island Line (East) (“SIL(E)”) and
Kwun Tong Line Extension (“KTE”)**

Supplementary Information

At the meeting of the Subcommittee on Matters Relating to Railways of the Legislative Council held on 2 January 2015, Members enquired about the impact of the Occupy Movement on the five railway projects underway, namely the SIL(E), the Shatin to Central Link (“SCL”), the West Island Line (“WIL”), the KTE and the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”). I enclose the supplementary information provided by the MTR Corporation Limited (“MTRCL”) at Annex for Members’ reference.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Cyrus C C YAN'.

(Cyrus C C YAN)

for Secretary for Transport and Housing

c.c. (w/enclosure):

Highways Department (Attn: Mr NG Tak-wing)
MTR Corporation Limited (Attn: Ms Samantha SIU)

Fax no: 2714 5297
Fax no: 2891 8879

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

**Meeting held on 2 January 2015
Progress Update of the Construction of the South Island Line (East) (“SIL(E)”)
and Kwun Tong Line Extension (“KTE”)**

**Supplementary Information
provided by MTR Corporation Limited (“MTRCL”)**

The impact of the road closure in Admiralty due to public activities from late September to mid-December 2014 on the five railway projects underway, namely the SIL(E), the Shatin to Central Link (“SCL”), the West Island Line (“WIL”), the KTE and the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”), is summarised below:

SIL(E)

2. During the above period, the continuous closure of sections of roads in Admiralty affected the construction traffic of the works site of Harcourt Garden for the expansion works of Admiralty Station under the SIL(E).

3. The work site of Harcourt Garden has a total of three access points which are located at Queensway, Harcourt Road and Rodney Street respectively. All the access points had to be closed in the first week of the road closure. Subsequently, the access points at Harcourt Road and Rodney Street resumed limited operation. With the traffic conditions near the site returned to normal on 11 December 2014, all access points resumed normal operation on the following day.

4. Owing to the road closure, the excavated materials could not be removed from the work site of Harcourt Garden in time although the expansion works of Admiralty Station at the site could continue. The materials piled up and occupied part of the site. As a result, part of the structural works of the station could not commence. Meanwhile, the progress of the structural works of the station was also affected since the construction materials could not be delivered to the site as usual. Furthermore, the explosives had to be transported on a designated route having regard to the result of risk assessments. As part of the route was affected, the explosives could not be delivered to the work site of Harcourt Garden between 29 September and 22 October 2014. Thus, the excavation works for the overrun tunnel of the SCL under the expansion works of Admiralty Station

could not be carried out by blasting, thereby affecting the works progress. It was until 23 October 2014 when the relevant government department confirmed an alternative route that the delivery of explosives could resume to a limited extent.

5. After reviewing the relevant impact, MTRCL considers that the road closure only has limited impact on the overall progress of works of the project as the period of road closure was brief compared with that of overall works progress of the SIL(E). As for claims arising from it, MTRCL is still following up with the contractors according to the contracts. The underpinning works beneath the Island Line were the most critical to the progress of the SIL(E). During the road closure period, MTRCL accorded priority to the underpinning works and deployed machinery and materials available at the site to such works, so as to minimise the impact of the road closure on the overall works progress.

SCL

6. During the above period, the continuous closure of sections of roads in Central and Admiralty affected the traffic in Wan Chai. The supply of concrete for the works at part of the sites in Wan Chai North for the SCL was also affected in October and November 2014. MTRCL made redeployment and rearranged the working procedures with the contractors accordingly so that the road closure would not have substantial impact on the overall works progress of the SCL.

WIL, KTE and Hong Kong section of XRL

7. The said road closure did not have any impact on the works of WIL, KTE and Hong Kong section of XRL.

MTR Corporation Limited
September 2015