

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

**Progress Update of the Construction of the
West Island Line, South Island Line (East) and Kwun Tong Line Extension**

Introduction

This paper reports to Members on the progress of the main construction works of the West Island Line (“WIL”), South Island Line (East) (“SIL(E)”) and Kwun Tong Line Extension (“KTE”) (as at 31 March 2016).

Background

WIL

2. WIL is an approximately three-kilometre long railway extension of the existing Island Line running from Sheung Wan Station to Kennedy Town Station with two intermediate stations at Sai Ying Pun and the University of Hong Kong (the alignment is at **Annex 1**). In 2009, the estimated capital cost of WIL was \$15,400 million (in December 2008 prices) or \$17,200 million (in money-of-the-day prices). According to the estimation of the MTR Corporation Limited (“MTRCL”) in November 2014, the revised capital cost of WIL is estimated to be \$18,500 million (in money-of-the-day prices).

SIL(E)

3. SIL(E) is a new railway corridor running from South to North of Hong Kong Island. It starts from South Horizons on Ap Lei Chau to Admiralty via Lei Tung, Wong Chuk Hang and Ocean Park with a total length of about seven kilometres (the alignment is at **Annex 2**). SIL(E) will connect the MTR Island Line, Tsuen Wan Line and the future Shatin to Central Link (“SCL”) at Admiralty Station. The existing Admiralty Station will be expanded to form an integrated station for the four lines to provide seamless interchanges for passengers. In 2011, the estimated capital cost of SIL(E) was \$12,400 million (in December 2009 prices) or \$13,520 million (in money-of-the-day prices). MTRCL advised in November 2014 that the cost had increased to \$15,200 million (in

money-of-the-day prices). According to the report submitted by MTRCL to the Legislative Council (“LegCo”) Subcommittee on Matters Relating to Railway (“RSC”) in August 2015, the estimate of the construction cost of SIL(E) had been further revised upward to \$16,900 million (in money-of-the-day prices) due to the complexity of the project and continued challenges encountered.

KTE

4. KTE is an approximately 2.6-kilometre long railway extension of the existing Kwun Tong Line running from Yau Ma Tei Station to the new Ho Man Tin Station and Whampoa Station (the alignment is at **Annex 3**). In 2011, the estimated capital cost of KTE was \$5,300 million (in December 2009 prices) or \$5,900 million (in money-of-the-day prices). Owing to the complexity of the project and continued challenges encountered, in the report submitted by MTRCL to the LegCo RSC in August 2015, the estimate of the construction cost of KTE had been adjusted upward to \$7,200 million (in money-of-the-day prices).

Project Implementation and Funding Mode

5. WIL, SIL(E) and KTE, being the extensions of the existing railway networks owned by MTRCL, are ‘ownership’ projects. Under the ‘ownership’ approach, MTRCL will be responsible for the financing, design, construction, operation and maintenance of these railway projects, and will own the railways. The Government and MTRCL signed the Project Agreement for WIL in July 2009, and the Project Agreements for SIL(E) and KTE in May 2011. The original target commissioning dates are August 2014 for WIL, and December and August 2015 for SIL(E) and KTE respectively.

6. The construction cost of the railways is so enormous that WIL, SIL(E) and KTE are not considered financially viable based on their fare and non-fare revenues alone. Funding support to MTRCL is needed from the Government to bridge the funding gaps¹ of the projects.

¹ A railway is considered not financially viable if the present value of all its projected revenues net of projected expenditures falls short of the expected return on capital. During the initial public offering (“IPO”) of MTRCL in 2000, the Government acknowledged to investors through the IPO Prospectus that the return required by MTRCL for any new railway project would ordinarily be between 1% and 3% above the Weighted Average Cost of Capital (“WACC”). This shortfall is known as the funding gap.

7. To implement SIL(E) and KTE projects, the Government granted the property development rights under the ‘Rail-plus-Property Model’ to bridge the funding gaps of the projects with caution that the land to be granted to MTRCL should not be more than what is required to bridge the funding gaps. As such, the Government granted in 2011 the topside property development rights at Wong Chuk Hang Depot and Ho Man Tin Station for the implementation of SIL(E) and KTE projects respectively.

8. Being granted the property development rights, MTRCL is responsible for all the costs of the property development as well as the construction and operating costs of the railway projects. In addition, it has to bear long term risks in financing the projects, operating the railways, and market fluctuations in rail and property developments. The design philosophy of the ‘Rail-plus-Property Model’ is to strike a fair balance of risks and benefits between the Government and MTRCL. As the SIL(E) and KTE are ownership projects, MTRCL will be responsible for the additional expenditure arising from the delay of the railway works.

9. For WIL, due to the lack of suitable sites for property developments along or adjacent to the alignment, the Government decided in 2009 to provide a non-recurrent capital grant of \$12,700 million (Net Present Value in June 2009) as the ceiling of the funding support to bridge the funding gap of the project.

Essential Public Infrastructure Works related to Railway Projects

10. In order to tie in with the commissioning of WIL, SIL(E) and KTE, the Government also entrusted the implementation of the associated ‘Essential Public Infrastructure Works’ (“EPIW”) to MTRCL. They include construction and improvement of the pedestrian and linking facilities for providing convenient access to railway stations so that the consequential social and economic benefits of the railways can be fully realised. EPIW, which are constructed in parallel with the railway works, include:-

EPIW of WIL (Layout plan at Annex 4)

- (i) a covered pedestrian link at Sands Street, including a lift tower at the junction of Sands Street and Rock Hill Street with a single-way

- escalator;
- (ii) a footbridge across Pok Fu Lam Road for connecting to the University of Hong Kong Centennial Campus; and
- (iii) a boarding and alighting area for green minibuses at Kennedy Town Station.

EPIW of SIL(E) (Layout plan at Annex 5)

- (i) construction of public transport facilities underneath Wong Chuk Hang Station; improvement of the road network in the vicinity of Ocean Park Station and Wong Chuk Hang Station;
- (ii) modification of a section of Wong Chuk Hang Nullah between Ocean Park Road and Nam Long Shan Road;
- (iii) construction of a covered footbridge connecting Wong Chuk Hang Station with the adjacent industrial area and a covered footbridge linking the western part of Ap Lei Chau Estate to Yi Nam Road near Precious Blood Primary School; and
- (iv) construction of a pedestrian link to Aberdeen Channel Promenade and improvement of the road junctions of Ap Lei Chau Drive and Ap Lei Chau Bridge Road.

EPIW of KTE (Layout plan at Annex 6)

- (i) construction of a pedestrian link system connecting Ho Man Tin Station to Ho Man Tin Estate, Oi Man Estate and the Hung Hom area south of Chatham Road North, which includes covered footbridges, covered walkways and subways;
- (ii) construction of a footbridge integrating with the existing footbridge across Chatham Road North and connecting Ho Man Tin Station to Wuhu Street; and
- (iii) construction of a public transport facility at Chung Hau Street near Ho Man Tin Station.

Latest Progress of the Works

11. MTRCL has submitted progress reports on WIL, SIL(E) and KTE (as at 31 March 2016) at **Annexes 7 to 9** respectively. The analysis and supplement made by the Highways Department (“HyD”) on these progress reports are

provided below.

WIL

12. WIL, together with HKU Station and Kennedy Town Station, was commissioned on 28 December 2014 whilst Sai Ying Pun Station (except Ki Ling Lane Entrance) was subsequently completed and opened on 29 March 2015. All the three stations of WIL are now opened to the public. All EPIW related to WIL have also been completed.

13. Ki Ling Lane Entrance of Sai Ying Pun Station was opened on 27 March 2016. MTRCL estimated that a passenger lift at the entrance would be commissioned by the end June 2016. HyD would closely monitor the works progress of the passenger lift. At the moment, there are 10 serving lifts in other entrances for passengers to travel between the concourse of Sai Ying Pun Station and the ground level.

SIL(E)

14. The expansion works at Admiralty Station for SIL(E) involve the addition of three underground levels below Harcourt Garden east of the existing station and the construction of an approximately 200m long overrun tunnel for SCL. The additional three underground levels include one level for interchange and two levels for train platforms. The platforms at the upper level are reserved for the use of SCL while the platforms for SIL(E) are at the lowest level. Upon expansion, Admiralty Station will become an integrated station serving passengers of Island Line, Tsuen Wan Line, SCL and SIL(E). Hence, except that the construction cost (about \$300 million in money-of-the-day prices) of the overrun tunnel of SCL which would be fully absorbed by the SCL project, the construction cost of the expansion works of Admiralty Station will be apportioned between SCL and SIL(E) projects at a ratio of 70:30 in accordance with the estimated patronage at peak hours at the station. According to the cost estimate in 2011, SCL project has to share about \$2,700 million (in money-of-the-day prices) for the costs of building works, building services works, electrical and mechanical works for the portion of SCL at Admiralty Station. Besides, the SCL project has to share about 350 million for the costs of the portion of ventilation facilities at Admiralty Station for SCL. Hence, the SCL will have to share an overall cost of

about \$3,350 million (in money-of-the-day prices) at Admiralty Station. MTRCL advised HyD on 12 August 2015 that the completed cost estimate review of the expansion works of Admiralty Station of SIL(E) indicated an upward adjustment of the relevant cost of expansion works of Admiralty Station to be shared by SCL. According to the apportionment ratio of 70:30 above, the cost shared by SCL has to be adjusted upward from about \$3,350 million to about \$4,650 million with an increase of about \$1,300 million. HyD has commented and raised questions on the further information provided by MTRCL and requested for further details. After MTRCL has submitted detailed information, HyD will critically examine the latest cost estimate with the assistance of its monitoring and verification consultant.

15. In order to connect the expansion part with the platforms of SIL(E) and SCL, underpinning works for the existing tunnel of the Island Line have to be carried out for excavation underneath. The excavation for the underpinning works was completed in December 2015. However, the progress of excavation has not resulted in the recovery of delay, which has in turn affected the progress of the subsequent structural works for the station expansion. MTRCL reported to LegCo RSC in November 2014 that its target was to commission SIL(E) at the end of 2016. MTRCL submitted the revised baseline programme to HyD in early September 2015 with the target commissioning date at the end of 2016. As at 31 March 2016, the overall progress was generally on schedule, but the programme for the remaining structural works, electrical and mechanical works, and fire services installation works, as well as the subsequent statutory inspections to be conducted by the relevant Government departments will be very tight. MTRCL has to improve the progress effectively.

16. The structural works of the Nam Fung Tunnel connecting Admiralty Station and Ocean Park Station as well as other railway facilities at Wong Chuk Hang and Ap Lei Chau were completed. The electrical and mechanical works, and building services installation works were in progress. The overall progress generally meets the revised works schedule. HyD will closely monitor the work progress of the relevant works and review the information of the work progress provided by MTRCL on a regular basis.

17. For the EPIW entrusted by the Government to MTRCL mentioned in paragraph 10 above, the modification of a section of Wong Chuk Hang Nullah between Ocean Park Road and Nam Long Shan Road has been completed, while the covered footbridge linking the western part of Ap Lei Chau Estate to Yi Nam

Road near Precious Blood Primary School and the new slip road completed under the improvement works of the road junctions of Ap Lei Chau Drive and Ap Lei Chau Bridge Road were opened in January and July 2015 respectively. Due to the fact that the underground utilities and the electrical power connection works were more complicated than expected, the construction of a pedestrian link to Aberdeen Channel Promenade was expected to be completed in the end of June 2016, which was about 11 months later than the completion date stated in the entrustment agreement. Furthermore, as the existing underground utilities were more complicated than expected, the construction of the public transport facilities underneath Wong Chuk Hang Station and the widening of Heung Yip Road were expected to be completed in the end of June 2016, which was about 11 months later than the completion date stated in the entrustment agreement. The covered footbridge for connecting Wong Chuk Hang Station with the adjacent industrial area was opened in April 2016. The improvement works of the road network in the vicinity of Wong Chuk Hang Station were expected to be completed in the end of June 2016 and opened to the public. The progress of the above works will not affect the target commissioning date of SIL(E) in end 2016.

18. According to the revised cost estimate advised by MTRCL to HyD on 12 August 2015, EPIW of SIL(E) may exceed the approved project estimate² by about \$190 million. MTRCL informed HyD on 14 December 2015 that the revised cost would exceed the approved project estimate by about \$220 million. HyD has commented and raised questions on the preliminary information provided by MTRCL and requested for further details. HyD will critically examine the cost estimate submitted by MTRCL.

19. On the whole, MTRCL maintains the target of commissioning SIL(E) at the end of 2016. Although the progress of works at various sections of Admiralty Station has matched the targets in the revised programme, the programme shows that the timetable for remaining works and the associated statutory inspections of the station has been highly compressed. Hence, MTRCL has to improve the efficiency of every aspect of the expansion works at Admiralty Station and expedite the remaining works to achieve the revised target commissioning at the end of 2016. Otherwise, there would be a chance that SIL(E) could not be commissioned at the end of 2016. HyD has asked MTRCL to provide more detailed information to substantiate the feasibility of the arrangement of the remaining construction works.

² In 2011, the estimated capital cost of EPIW of SIL(E) was \$927 million (in money-of-the-day prices).

KTE

20. Ho Man Tin Station will be an integrated station connecting both SCL and KTE and providing convenient interchange for passengers travelling on these two railway lines. The construction cost of Ho Man Tin Station is therefore apportioned between SCL and KTE projects at a ratio of about 74:26 in accordance with the estimated patronage at peak hours at the station. According to the cost estimate in 2011, the SCL project has to share about \$2,900 million (in money-of-the-day prices) for the costs of building works, building services works, E&M works for the portion of SCL at Ho Man Tin Station. MTRCL advised HyD on 12 August 2015 that the completed cost estimate review of KTE indicated that the relevant construction cost of Ho Man Tin Station shared by SCL would still remain within the budget. However, the EPIW of KTE entrusted by the Government to MTRCL may exceed the approved project estimate³ by about \$75 million. HyD has commented and raised questions on the preliminary information provided by MTRCL and requested for further details. As the construction of EPIW is near completion, MTRCL is reviewing the latest estimate of the construction cost. After MTRCL has submitted detailed information, HyD will critically examine the information.

21. MTRCL reported to the LegCo RSC in August 2015 that the target to commission the KTE would be in the third or fourth quarter of 2016. MTRCL formally submitted a revised programme to HyD in mid-October 2015. MTRCL is currently engaged in the fitting-out works, electrical and mechanical works, and building services installation works of Ho Man Tin (“HOM”) Station and Whampoa (“WHA”) Station in full swing according to the revised programme. The statutory inspections would be conducted by the relevant Government departments. Moreover, the services installation works inside the tunnels of KTE was substantially completed and a series of testing for the trains started in January 2016.

22. EPIW connecting Ho Man Tin Estate and Oi Man Estate, including the footbridges at Chung Yee Street, Sheung Lok Street and Fat Kwong Street, and the covered walkway, etc, were substantially completed in mid-December 2015 and opened to the public. As regards the remaining EPIW, including the two pedestrian subways for crossing Fat Kwong Street and Chung Hau Street, part of

³ In 2011, the estimated capital cost of EPIW of KTE was \$826.9 million (in money-of-the-day prices).

the footbridge connecting to HOM Station, as well as the public transport facility at Chung Hau Street in the vicinity of Ho Man Tin Station, MTRCL estimated that they would be available for public use at the same time as the commissioning of KTE.

23. HyD monitors the progress of various items through reports on work progress provided by MTRCL, regular progress meetings with MTRCL and site visits. It also discusses with MRTCL and co-ordinates with related government departments to help MTRCL resolve problems encountered in the course of works. Through progress meetings and letters to MTRCL, HyD, has on a number of occasions, requested MTRCL to confirm the commissioning programme of KTE and provide progress briefings and detailed works programmes on the major construction activities. In response to the requests of HyD, MTRCL has provided HyD with regular progress briefs on major works processes, and has improved the works sequence, increased manpower and machinery, and adjusted the E&M and fitting-out works to further improve the construction progress.

24. MTRCL reported to the LegCo RSC in early August 2015 that the target date to commission KTE would be in the third or fourth quarter of 2016. MTRCL submitted a revised programme to HyD in October 2015. Given that MTRCL had started the testing for the trains and the statutory inspections, including fire services installation, in HOM Station, in January and March 2016 respectively, the revised target commissioning date of MTRCL (i.e. the third or fourth quarter of 2016) would be achievable. HyD will continue to closely monitor the progress of the works.

Conclusion

25. We will continue to closely monitor the progress of the works and system testing of the remaining passenger lift at Ki Ling Lane Entrance of WIL for its commissioning by the end of June 2016. Regarding SIL(E), although the overall progress of works at different sections has generally matched the targets set in the revised programme for the target commissioning at the end of 2016, the revised works programme shows that the timetable for the remaining works and the associated statutory inspections of the expanded Admiralty Station is extremely compressed. This would put the target commissioning date at substantial risk. Whether the project could be commissioned as scheduled, would depend on the progress of the remaining works and the associated statutory inspections in the

coming few months. HyD will closely monitor MTRCL regarding the progress of the remaining works. For KTE, MTRCL has revised the target commissioning date to the third or fourth quarter of 2016 and the relevant Government departments have been conducting the statutory inspections. HyD was of the view that the revised target commissioning date would be achievable. Nonetheless, the above railways are ownership projects and MTRCL will bear the additional expenditure arising from the delay of these railway works.

26. The above railway works are major underground infrastructure projects of a considerable scale. There are various difficulties and challenges encountered in the course of construction. It is unavoidable that there are deviations from the original plan for individual works contracts. MTRCL has adjusted its works sequence having regard to the actual situation of work sites. Additional manpower and machinery have also been deployed to particular construction activities in order to overcome the difficulties. The Government will fully assist MTRCL to resolve problems encountered in the construction works as early as possible and closely monitor MTRCL to ensure the remaining works are progressing according to the revised programme for target commissioning of the projects.

**Transport and Housing Bureau
Highways Department
June 2016**

圖例

LEGEND

— 現有鐵路路線
EXISTING RAIL LINE

— 西港島線
WEST ISLAND LINE

附件一
ANNEX 1

維多利亞港
VICTORIA HARBOUR



西港島線
WEST ISLAND LINE

圖例
LEGEND

- 現有鐵路路線
EXISTING RAIL LINE
- 南港島線（東段）
SOUTH ISLAND LINE (EAST)



南港島線（東段）

SOUTH ISLAND LINE (SIL) (EAST)

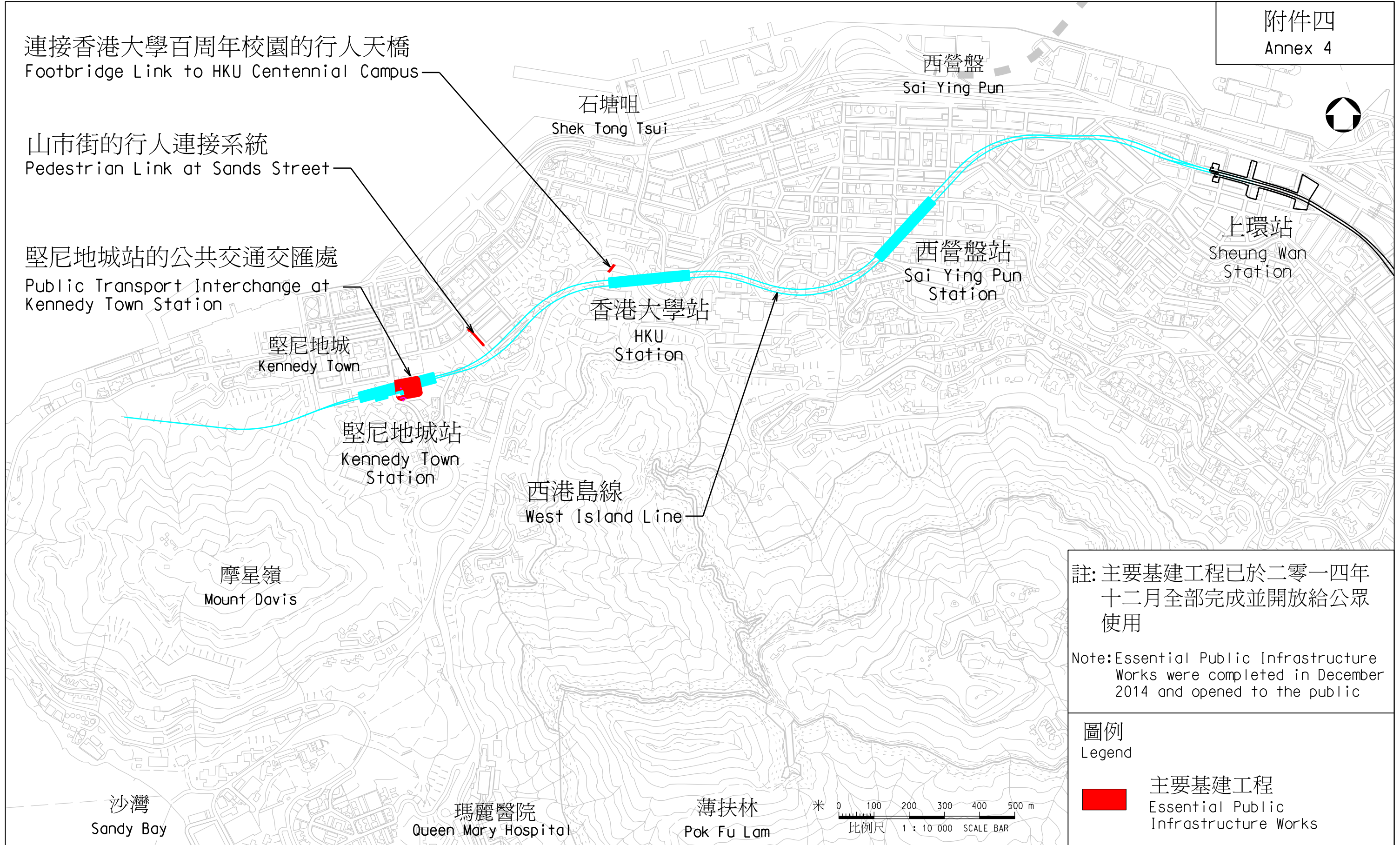


觀塘線延線 KWUN TONG LINE EXTENSION

連接香港大學百周年校園的行人天橋
Footbridge Link to HKU Centennial Campus

山市街的行人連接系統
Pedestrian Link at Sands Street

堅尼地城站的公共交通交匯處
Public Transport Interchange at Kennedy Town Station



註：主要基建工程已於二零一四年十二月全部完成並開放給公眾使用

Note: Essential Public Infrastructure Works were completed in December 2014 and opened to the public

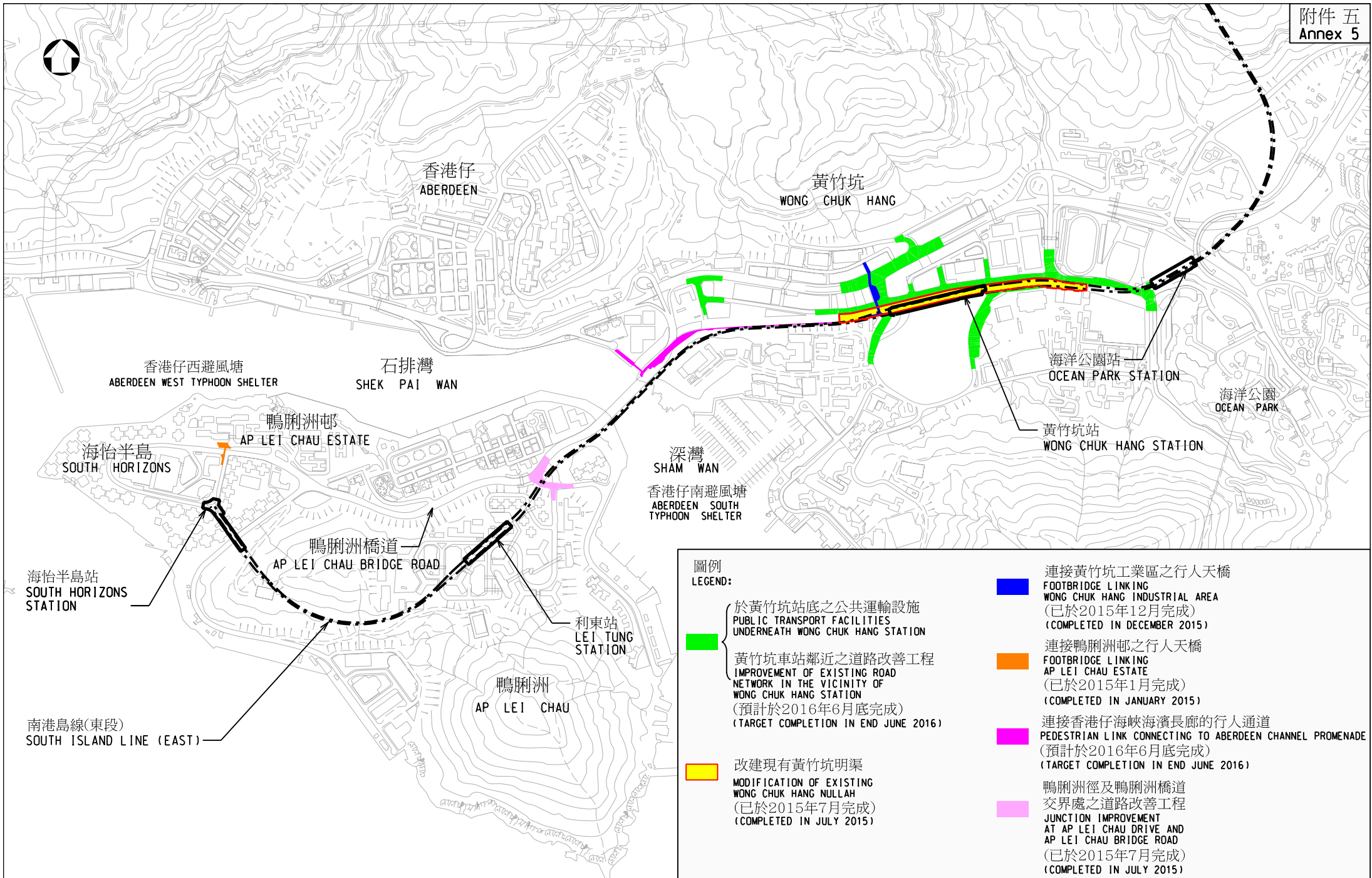
圖例
Legend

 主要基建工程
Essential Public Infrastructure Works

圖則名稱 drawing title

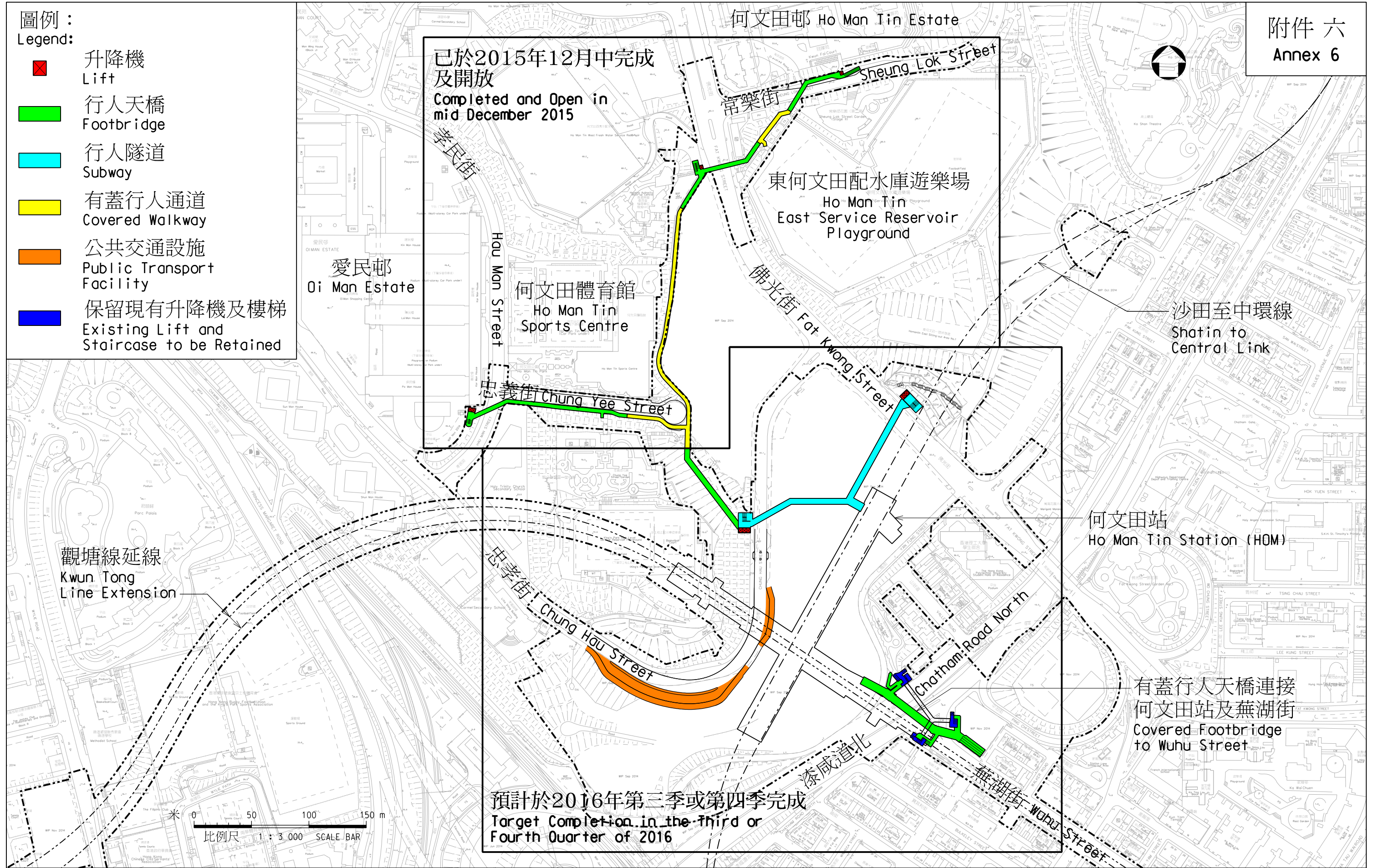
西港島線－主要基建工程

West Island Line - Essential Public Infrastructure Works



南港島線(東段) - 主要基建工程
SOUTH ISLAND LINE (EAST) - ESSENTIAL PUBLIC INFRASTRUCTURE WORKS

- 圖例：
Legend:
-  升降機
Lift
 -  行人天橋
Footbridge
 -  行人隧道
Subway
 -  有蓋行人通道
Covered Walkway
 -  公共交通設施
Public Transport Facility
 -  保留現有升降機及樓梯
Existing Lift and Staircase to be Retained



已於2015年12月中完成
及開放
Completed and Open in
mid December 2015

預計於2016年第三季或第四季完成
Target Completion in the third or
Fourth Quarter of 2016

圖則名稱 drawing title

觀塘線延線 - 主要基建工程
Kwun Tong Line Extension - Essential Public Infrastructure Works

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

**Progress Update of the West Island Line
(As at 31 March 2016)**

This paper briefs Members on the latest progress of outstanding station works of the West Island Line (WIL).

Background

2. The MTR Island Line has been extended from Sheung Wan Station (SHW) to Kennedy Town Station (KET) with two intermediate stations, Sai Ying Pun Station (SYP) and HKU Station (HKU) since December 2014. Overall, train service has been operating smoothly.

3. Entrance B3 of SYP at Ki Ling Lane was opened for public use on 27 March 2016.

Latest Construction Progress

4. The installation works of the passenger lift at the Ki Ling Lane entrance are underway. Proper protection measures are in place to ensure that the works would not affect the station operations and passengers.

5. It is expected that the passenger lift will commence service by the end of June 2016.

Conclusion

6. Members are invited to note the above information.

**MTR Corporation Limited
June 2016**

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

**Progress Update of the South Island Line (East)
(As at 31 March 2016)**

Purpose

This paper provides an update on the works progress of the South Island Line (East) (SIL(E)) project as at 31 March 2016.

Background

2. SIL(E) is a 7-kilometre, medium-capacity railway that connects the Southern District with the existing railway network in Hong Kong through tunnels and viaducts with stations at Ocean Park, Wong Chuk Hang, Lei Tung and South Horizons. A train maintenance depot is located in Wong Chuk Hang.

Project Progress

3. As at 31 March 2016, the overall works for SIL(E) are 94.9% complete. 96.3% of civil works and 90% of the electrical and mechanical (E&M) works have been completed respectively. In view of the current progress, the target opening of SIL(E) remains at end 2016. However, the continuing construction challenges at Admiralty Station Extension have put the target commissioning date at a certain risk. Whether the project could be commissioned as scheduled would depend on the progress of the remaining works and the associated statutory inspections in the coming few months.

Stations and Depot in Southern District

4. Following the completion of structural works for Ocean Park Station, Wong Chuk Hang Station and Wong Chuk Hang Depot, fitting-out and E&M works have also been completed. Both stations and the depot have now entered

pre-operational phase and a series of testing and preparatory work is underway to pave way for future operation.



Testing for station facilities and various systems at Ocean Park Station and Wong Chuk Hang Station is underway

5. Structural works for Lei Tung Station and its entrances including the shaft at Entrance B have been completed with fitting-out and E&M works in progress. Installation of passenger lifts at Entrance B is also underway and is expected to be completed in June 2016.



Above-ground structural works of Lei Tung Station Entrance B have been completed

6. Structural works for South Horizons Station and its entrances as well as the End Plant Building at Yuk Kwai Shan have been completed with fitting-out and E&M works in progress. For the ventilation building at Lee Wing Street, both structural and fitting-out works have been completed and E&M works are also substantially completed.



Fitting-out and E&M works at South Horizons Station are underway

Track-related Works and Train Testing

7. Construction of Nam Fung Tunnel, Ap Lei Chau Tunnel and the viaduct has been completed. All track-laying works, installation of overhead lines and trackside auxiliary services between Admiralty Station and South Horizons Station have been completed. Meanwhile, all track areas inside Wong Chuk Hang Depot, and from Admiralty Station to South Horizons Station have been energised.

8. On-track testing of the 10 new trains of SIL(E) between Wong Chuk Hang Station and South Horizons Station have begun since April 2015. The testing has been extended to the section of track between Wong Chuk Hang and Admiralty stations starting from mid-February 2016.

Essential Public Infrastructure Works (EPIW)

9. To enhance convenience for the residents of Southern District, the Corporation was also entrusted to carry out of a number of EPIW in addition to the railway. These include (i) the construction of public transport facilities under Wong Chuk Hang Station; improvement of the existing road network in the vicinity of Ocean Park Station and Wong Chuk Hang Station; (ii) modification of a section of Wong Chuk Hang Nullah between Ocean Park Road and Nam Long Shan Road; (iii) the construction of a covered footbridge connecting Wong Chuk Hang Station with the adjacent industrial area; and a covered footbridge crossing Ap Lei Chau Bridge Road to link the western part of Ap Lei Chau Estate to Yi Nam Road near the Precious Blood Primary School; and (iv) the construction of a pedestrian link to the Aberdeen Channel

Promenade and improvement of the road junctions of Ap Lei Chau Drive and Ap Lei Chau Bridge Road.

10. The covered footbridge across Ap Lei Chau Bridge Road linking the western part of Ap Lei Chau Estate to Yi Nam Road near the Precious Blood Primary School has been opened for public use since January 2015, while another covered footbridge connecting Wong Chuk Hang Station to the north side of Wong Chuk Hang Road was opened in April 2016. Modification works for the existing Wong Chuk Hang Nullah have been completed in July 2015. The new slip road connecting Ap Lei Chau Drive from Ap Lei Chau Bridge Road was also opened in July 2015.



A covered footbridge connecting Wong Chuk Hang Station to the adjacent area was opened for public use

11. Other improvement measures for the road network such as the construction of the public transport facilities under Wong Chuk Hang Road and the U-turn at Tong Bin Lane, and the widening of the section of Heung Yip Road near Wong Chuk Hang Station to four-lane-two-way-traffic are expected to open by end June 2016. The construction of the pedestrian link to Aberdeen Channel Promenade and the park with pet facilities has been substantially completed. After the completion of the remaining works for the lighting power supply expected by end June 2016, they would be opened for public use.

Admiralty Station Extension

12. Admiralty Station is undergoing expansion to become an interchange station for the Island Line, Tsuen Wan Line, SIL(E) and Shatin to Central Link (SCL). There are three levels at the existing Admiralty Station including one

concourse level and two platform levels serving passengers on the Tsuen Wan Line and Island Line. The extension works of Admiralty Station are being carried out under Harcourt Garden, east of Admiralty Station, with three additional levels being constructed below the existing station.

13. The extension works of Admiralty Station as part of the SIL(E) project include the construction of a cut-and-cover station box and platforms for the SIL(E) and SCL at Harcourt Garden. The works also cover two overrun tunnels for SCL, each with an approximate length of 200 metres. Excavation for the platforms and tunnels of SIL(E) and the platform tunnels of SCL was completed in May 2015. Construction of the cavern structure has been completed and fitting-out and E&M works are well advanced and construction of the SCL tunnel structures is in progress. As for the Hong Kong Park Ventilation Building, the structural works have been completed with fitting-out and E&M works underway.



Fitting-out and E&M works at Admiralty Station are underway

14. The underpinning excavation works beneath the existing Island Line tunnel structure have been completed. Cut-and-cover excavation for the station box has been substantially completed and construction of the station structures, fitting-out and E&M works are now progressing in full swing. The timetable to complete fitting-out and E&M works is extremely tight due to congested site conditions and logistics challenges, and any delay in these activities would put the target opening of SIL(E) at end 2016 at risk. The Corporation will continue to work closely with its contractors to ensure that sufficient manpower is secured to achieve the required progress.



Cut-and-cover excavation for the station box is substantially completed

Conclusion

15. Members are invited to note the above information.

MTR Corporation Limited
June 2016

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

**Progress update of the Kwun Tong Line Extension
(As at 31 March 2016)**

Background

The Kwun Tong Line Extension (KTE) project is a 2.6-kilometre underground extension of the existing Kwun Tong Line from Yau Ma Tei to Whampoa, with an intermediate station at Ho Man Tin. Ho Man Tin Station will be an interchange station with the future Shatin to Central Link (SCL).

Project Progress

2. As at 31 March 2016, the overall works for KTE are 95.5% complete. Approximately 98.9% of civil works and 83.8% of the electrical and mechanical (E&M) works have been completed. According to the current progress, the target of commissioning the KTE remains in the 3rd or 4th quarter of 2016.

3. All structural works and major E&M equipment installation at Ho Man Tin Station have been completed. The E&M works at Whampoa Station, including the installation of the communication system, main control and signalling systems, are in full swing.

Track-related Works and Train Testing

4. Following the completion of the track laying and overhead lines installation works for the railway tunnels between Yau Ma Tei Station and Whampoa Station, the Corporation has been conducting test run of non-passenger trains in the tunnel since end January 2016. Testing and commissioning for various railway systems including the overhead line, traction power, signalling, trains and platform screen doors are also being carried out during non-traffic hours.



Train test runs are being carried out between Yau Ma Tei and Whampoa tunnels.

Ho Man Tin Station

5. Ho Man Tin Station will serve as the future interchange station between the Kwun Tong Line and the SCL. The 8-level station is in cruciform-shaped design with dedicated interchanging escalator connections, interchange concourse and entrance connections at various levels, providing convenient access and transfer service between KTE and the future SCL.

6. Following the completion of major E&M systems at Ho Man Tin Station, statutory inspections for railway services and operational safety by the relevant Government departments commenced in March 2016. Meanwhile, the remaining finishing and fitting-out works in the station continues.

7. Ho Man Tin Station has five entrances which are located at Yan Fung Street, Fat Kwong Street, Chatham Road North and Chung Hau Street respectively. Structural works for the entrances have been completed while fitting-out work is in progress.



Fitting-out work in Ho Man Tin Station is in progress.

8. Utilities connection and landscaping works continue in the vicinity of Ho Man Tin Station. Reinstatement works for roads and facilities affected by KTE construction works are being carried out. The Gascoigne Road/Nathan Road Rest Garden (Stage I) was reinstated and opened for public use in March 2016.

Essential Public Infrastructure Works (EPIW)

9. To facilitate convenient access to railway service for local commuters, the Corporation was entrusted by the Government to carry out a number of Essential Public Infrastructure Works (EPIW) comprising a series of pedestrian walkways, footbridges and subways are being constructed alongside the railway works.

10. The EPIW is 98.5% completed. The walkway and footbridges connecting Oi Man Estate and Ho Man Tin Estate have been opened to public since December 2015. For the public transport facilities at Chung Hau Street, the two sections of subway crossing underneath Fat Kwong Street and Chung Hau Street and the section of footbridge connecting Chatham Road North and Ho Man Tin Station will be opened for public use at the same time as the opening of Ho Man Tin Station.



The lifts and covered walkway connecting Oi Man Estate and Ho Man Tin Estate have been opened to public since December 2015.

Whampoa Station

11. Whampoa Station, the future terminal station of Kwun Tong Line, is comprised of East and West Concourses with a single platform in between. While the station structure is substantially complete, building service and architectural fitting-out works are progressing in parallel with E&M installation. The statutory inspection at Whampoa Station is anticipated to commence in mid-2016.



E&M equipment are being installed at the Whampoa station platform.

12. The entrance structures at Man Siu Street, Hung Hom Road as well as the integrated entrances at Shung King Street and Tak On Street connecting to shopping malls of Whampoa Garden have been substantially completed. Structural works for ventilation buildings and emergency evacuation access at Shung King Street, Tak Ting Street and Wan Hoi Street are also complete. External finishing and fitting-out work are in progress.



The external finishing work of the entrance at Man Siu Street is in progress.

13. Meanwhile, reinstatement works for the roads and services affected by construction works have commenced. Temporary traffic management schemes are being implemented in stages to facilitate the permanent road reinstatement works in the vicinity of Whampoa Station. Some road reinstatement works would continue after the opening of KTE and it is expected to be completed in the first quarter of 2017.

Conclusion

14. With the commencement of statutory inspection and train test in KTE tunnels, the KTE project is at the final testing and commissioning phase

before integration with the existing network. The Corporation is pushing forward the remaining works of KTE with a view to of commencing KTE in the 3rd or 4th quarter of 2016.

15. Members are invited to note the above information.

MTR Corporation Limited
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