

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

**Progress Update of the Construction of the
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 South Island Line (East) (“SIL(E)”) and Kwun Tong Line Extension (“KTE”) (as at 30 June 2016).

Background

SIL(E)

2. 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 1**). 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).

KTE

3. 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 2**). 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).

Project Implementation and Funding Mode

4. 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 and operation of these railway projects, and will own the railways. The Government and MTRCL signed the Project Agreements for SIL(E) and KTE in May 2011. The original target commissioning dates are December and August 2015 for SIL(E) and KTE respectively.

5. The construction cost of the railways is so enormous that 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.

6. 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.

7. 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. 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

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.

\$16,900 million (in money-of-the-day prices) due to the complexity of the project and continued challenges encountered. The estimate of the construction cost of KTE had also been adjusted upward to \$7,200 million (in money-of-the-day prices).

Essential Public Infrastructure Works related to Railway Projects

8. In order to tie in with the commissioning of 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 SIL(E) (Layout plan at Annex 3)

- (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 4)

- (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

9. MTRCL has submitted progress reports on SIL(E) and KTE (as at 30 June 2016) at **Annexes 5 to 6** respectively. The analysis and supplement made by the Highways Department (“HyD”) on these progress reports are provided below.

SIL(E)

10. 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 facilitates 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 information provided by MTRCL. MTRCL has submitted further information for the examination of HyD with the assistance of its monitoring and verification consultant.

11. 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. The electrical and mechanical works, and fire services installation works at the expansion of part of Admiralty Station are in progress in September 2016. The subsequent statutory inspections will be conducted by the relevant government departments in stages with a view to buying time. All these works are under a very tight programme.

12. The fitting-out works, electrical and mechanical works, and building services installation 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 substantially completed. The statutory inspections by the relevant government departments are in progress as at September 2016. The overall progress generally meets the revised works schedule. A series of test running of trains continues according to the schedule. HyD would continue to closely monitor the progress of the relevant works.

13. For the EPIW to facilitate the commissioning of SIL(E), entrusted by the Government to MTRCL mentioned in paragraph 8 above, the works were substantially completed as at September 2016. 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. The covered footbridge for connecting Wong Chuk Hang Station with the adjacent industrial area; and the public transport facilities underneath Wong Chuk Hang Station and the improvement works of the adjacent road network were opened to public in April

and June 2016 respectively. The pedestrian link to Aberdeen Channel Promenade was also opened to public in August 2016.

14. 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. Following the completion of EPIW, MTRCL is carrying out a further review of the cost estimate. Upon completion of the review by MTRCL, HyD will critically examine the cost estimate submitted by MTRCL.

15. 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 still been highly compressed. Hence, MTRCL has to improve the efficiency of every aspect of the expansion works at Admiralty Station, expedite the remaining works and allow sufficient time for relevant government departments to conduct statutory inspections with a view to achieving the revised target commissioning at the end of 2016. Otherwise, there would be a high chance that SIL(E) could not be commissioned at the end of 2016.

16. HyD monitors the progress of various items of SIL(E) 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. Relevant government departments have deployed sufficient manpower to conduct relevant statutory inspections but the prerequisites are the early completion of the works that require statutory inspections. HyD will continue to closely monitor the progress of the remaining works.

KTE

17. Ho Man Tin Station will be an integrated station connecting both SCL and KTE and providing convenient interchange for passengers travelling on these

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

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 was substantially completed as at September 2016, MTRCL is reviewing the latest estimate of the construction cost. Initial result of the review indicated that there was room for reduction of the estimated construction cost. After MTRCL has submitted detailed information, HyD will critically examine the information.

18. 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 reported at the meeting of the LegCo RSC in June 2016 that the target to commission the KTE would be in the early part of the fourth quarter of 2016. MTRCL subsequently announced on 6 August 2016 that the target commissioning of the KTE would be in October 2016. The fitting-out works, electrical and mechanical works, and building services installation works of Ho Man Tin (“HOM”) Station and Whampoa (“WHA”) Station were substantially completed in August 2016. A series of testing for the trains is also progressing as planned. Moreover, the statutory inspections conducted by the relevant government departments were fully completed in August 2016.

19. For the EPIW to facilitate the commissioning of KTE, entrusted by the Government to MTRCL mentioned in paragraph 8 above, the works were substantially completed in September 2016. The 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 completed in mid-December 2015 and opened to the public. The remaining EPIW,

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

including the two pedestrian subways for crossing Fat Kwong Street and Chung Hau Street, part of 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, would be available for public use at the same time as the commissioning of KTE by MTRCL.

20. Given that MTRCL had started the testing for the trains in January 2016 and with the full completion of the statutory inspections in HOM Station, WHA Station and tunnel equipment in August 2016, and handed over to the Operations Division of MTRCL to carry out preparation works for operation, the revised target commissioning date of MTRCL (i.e. October 2016) would be feasible. HyD will continue to closely monitor the progress of the preparation works prior to commissioning.

Conclusion

21. Regarding SIL(E), MTRCL has still maintained the target commissioning date to be end 2016. Although the overall progress of works at different sections has generally matched the targets set in the revised programme, the revised works programme shows that the timetable for the remaining works and the associated statutory inspections of the expanded Admiralty Station would be extremely compressed. This would put the target commissioning date at substantial risk. In other words, the progress of remaining works and whether there would be sufficient time to complete the relevant statutory inspections would be critical to the commissioning in end 2016 as scheduled. HyD will continue to closely monitor MTRCL regarding the progress of the remaining works and fully take forward the associated statutory inspections with relevant government departments. For KTE, MTRCL has revised the target commissioning date to be October 2016 and the Operations Division of MTRCL has fully carried out the preparation works for operation. 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.

22. 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
September 2016**

圖例
LEGEND

— 現有鐵路路線
EXISTING RAIL LINE

— 南港島線（東段）
SOUTH ISLAND LINE (EAST)

附件一
ANNEX 1



金鐘站
ADMIRALTY
STATION

黃竹坑站
WONG CHUK HANG
STATION

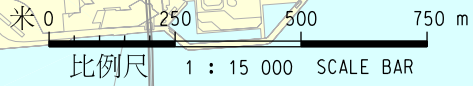
海洋公園站
OCEAN PARK
STATION

海怡半島站
SOUTH HORIZONS
STATION

利東站
LEI TUNG
STATION

米 0 500 1000 1500 m
比例尺 1 : 35 000 SCALE BAR

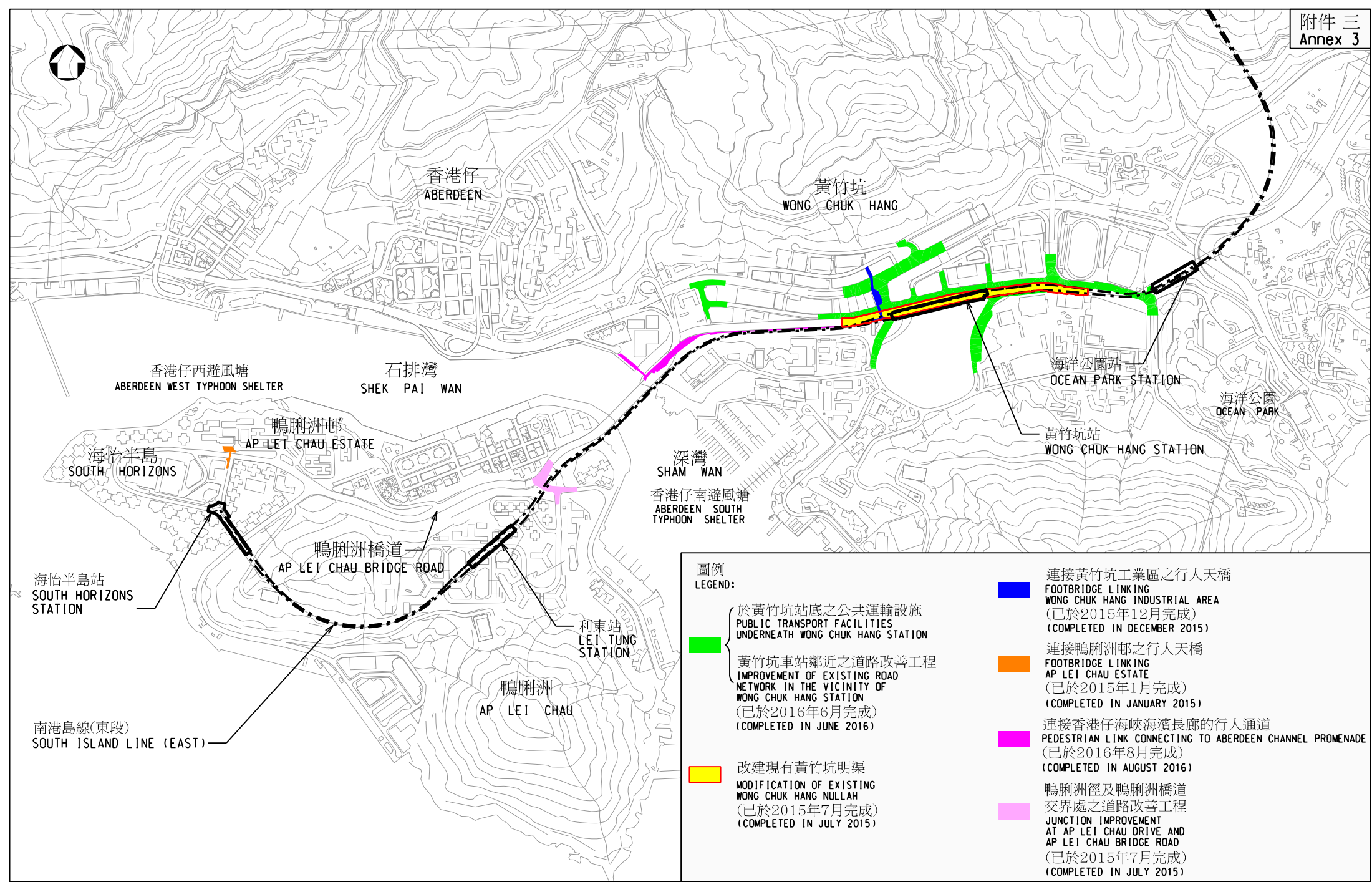
南港島線（東段） SOUTH ISLAND LINE (SIL) (EAST)



圖例 LEGEND	
	現有鐵路路線 EXISTING RAIL LINE
	觀塘線延線 KWUN TONG LINE EXTENSION
	沙田至中環線 SHATIN TO CENTRAL LINK

觀塘線延線

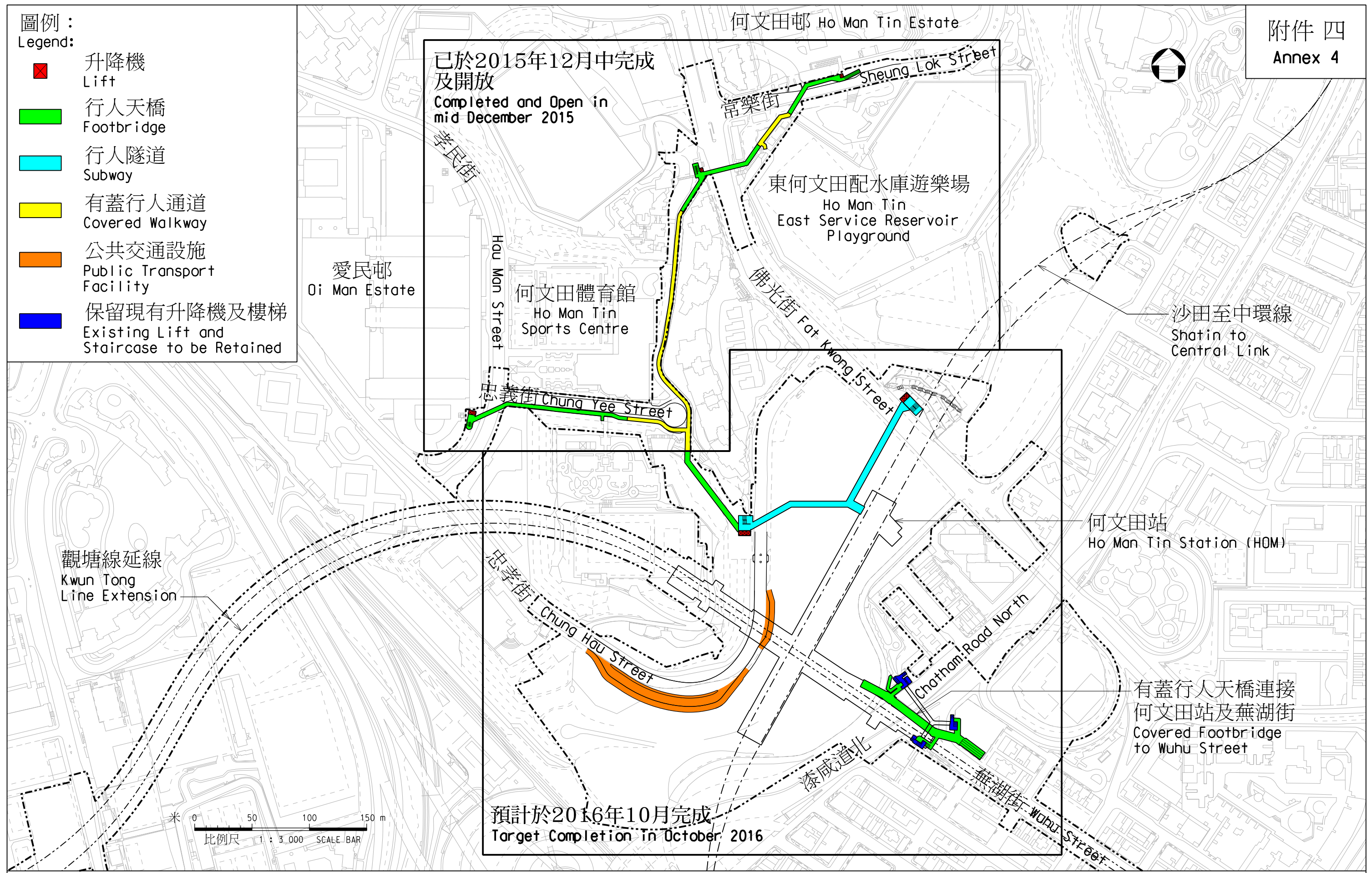
KWUN TONG LINE EXTENSION



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



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

圖則名稱 drawing title

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

**Progress Update of the South Island Line (East)
(As at 30 June 2016)**

Purpose

1. This paper provides an update on the works progress of the South Island Line (East) (SIL(E)) project as at 30 June 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 30 June 2016, the overall works for SIL(E) are 96.8% complete. 97.7% of civil works and 93.8% 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 risk. Whether the project could be commissioned as scheduled would depend on the progress of the remaining works, train testing and statutory inspections in the coming few months. Remaining works critical to achieve the target opening date are the fitting-out, E&M and building services (BS) installation works at Admiralty Station. Thorough testing and run-in will need to be conducted after these works are completed to assure operational performance before the commencement of railway service.

Stations and Depot in Southern District

4. Ocean Park Station, Wong Chuk Hang Station and Wong Chuk Hang Depot have 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 have been completed with fitting-out and E&M works near completion. Installation of passenger lifts at Entrance B has been completed.



Structural works for Lei Tung Station 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 near completion. For the ventilation building at Lee Wing Street, structural and fitting-out and E&M works have been completed.



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

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. Testing of the new trains is being carried out along the full SIL(E) alignment from mid-February 2016. The testing takes time and is programme critical for operational readiness as repeated stringent testing must be carried out to ensure the safety and reliability of the trains and signalling system under fully automatic operation.

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 EPIW have been substantially completed. 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. The new slip road connecting Ap Lei Chau Drive from Ap Lei Chau Bridge Road was opened in July 2015. The covered footbridge connecting Wong Chuk Hang Station to the north side of Wong Chuk Hang Road was opened in April 2016.

11. The construction of the public transport facilities at Wong Chuk Hang Station and the road network improvement measures in the area such as the widening of the section of Heung Yip Road near Wong Chuk Hang Station to four-lane-two-way-traffic are substantially complete; while the new road sections have been opened to the public on 19 June 2016. The pedestrian link to Aberdeen Channel Promenade was also opened to the public on 6 August 2016.



The PTF at Wong Chuk Hang Station were opened in June 2016

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, E&M and BS installation works are well underway 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 substantially completed.

14. The underpinning excavation works beneath the existing Island Line tunnel structure and the cut-and-cover excavation for the station box have been completed. The station box structure works are nearly completed, and fitting-out, E&M and BS installation works are now progressing in full swing. Preparation is underway for the statutory inspections expected to commence in late August 2016. The timetable to complete fitting-out, E&M and BS installation works is extremely tight due to congested site conditions and logistics challenges, and puts at risk the target opening of SIL(E) by the end of 2016. The Corporation will continue to work closely with its contractors to ensure that sufficient manpower is secured to achieve the required progress.



Fitting-out and E&M works at the SIL(E) platform level are underway

Conclusion

15. Members are invited to note the above information.

MTR Corporation Limited
September 2016

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

**Progress update of the Kwun Tong Line Extension
(As at 30 June 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 30 June 2016, the overall works for KTE are 99.4% complete. Approximately 99.9% of civil works and 98% of the electrical and mechanical (E&M) works have been completed. The Corporation continues to push forward with the project with the target of commissioning the KTE in October 2016.

3. Statutory inspections for railway services and operational safety by relevant government departments are completed at Ho Man Tin Station and Whampoa Station.

Track-related Works and Train Testing

4. Following the overhead line energisation of the railway tunnels between Yau Ma Tei Station and Whampoa Station in January 2016, non-passenger trains have been running in the KTE tunnels for test runs. Testing and commissioning for various railway systems including the overhead line, traction power, signalling, trains and platform screen door are also being carried out during non-traffic hours.

Ho Man Tin Station

5. Ho Man Tin Station will serve as the future interchange station between the Kwun Tong Line (KTL) and the SCL, with five entrances to serve the community. The 8-level underground 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 KTL and the future SCL. Structural works for the station and entrances have been completed while fitting-out work is completed.

6. Fire Service inspection at the station was also completed in May 2016 while the remaining statutory inspections for railway services and operational safety by relevant government departments have also been completed. The station was handed over to the operations team in preparation for service commencement in July.



Station facilities at Ho Man Tin station are installed.



External finishing works of Ho Man Tin Station is substantially completed.

7. Utilities connection and landscaping works continue in the vicinity of Ho Man Tin Station while reinstatement works for roads and facilities affected by KTE construction works are in progress. To facilitate the reinstatement of the Fat Kwong Street playground, the site office and supporting services have been decommissioned and will be dismantled in July 2016.

Essential Public Infrastructure Works (EPIW)

8. To provide convenient access to railway service for local commuters, the Corporation was entrusted by the government to carry out a number of relevant Essential Public Infrastructure Works (EPIW) comprising a series of covered pedestrian walkways, footbridges and subways, which are being constructed alongside the railway works. The EPIW is substantially completed and some of the facilities have been opened for public use since December 2015. 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.

Whampoa Station

9. Whampoa Station, the future terminal station of Kwun Tong Line, is comprised of East and West Concourses with a single platform in between. The statutory inspection at Whampoa Station was commenced in June 2016 and completed in end August 2016.



Installation of facilities at the East Concourse of Whampoa station is substantially completed.

10. 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 the shopping malls of Whampoa Garden have been fully completed. Structural works for the ventilation structure and emergency evacuation access at Shung King Street, Tak Ting Street and Wan Hoi Street are also completed. External finishing and fitting-out work was completed in August 2016.

11. For the roads and underground utilities affected by KTE works, the Contractor will carry out reinstatement works in compliance with the requirements by the relevant government departments. In view of the densely populated area and busy traffic in Whampoa, the reinstatement works have to be implemented in stages in order to maintain the current traffic lanes for the safety of road users.

12. Currently, reinstatement works including drainage and utilities connection works are being carried out progressively to facilitate backfilling and road resurfacing works. During the course of works, Temporary Traffic Management Scheme will be implemented in stages at part of Tak Man Street, Hung Hom Road, Tak On Street, Tak Ting Street, Shung King Street, Wan Hoi Street, Tak Fung Street and Man Tai Street. When KTE commences passenger service, most of footpath adjacent to station entrances

will be re-opened while road reinstatement works may continue at a section of Tak Man Street and Hung Hom Road after the opening of KTE until the first quarter of 2017.



Road reinstatement works at Hung Hom Road are being carried out.

Conclusion

13. With the completion of relevant statutory inspections in end August 2016 and the commencement of train tests at both Ho Man Tin and Whampoa stations, the KTE project is at the final testing and commissioning phase before integration with the existing network. The Corporation is pushing forward with the remaining works of KTE in accordance with the target of commencing train service in the October 2016.

14. Members are invited to note the above information.

MTR Corporation Limited
September 2016