

Lego Panel on Transport

Construction of the Tseung Kwan O Extension: an update

Introduction

1. This note updates members on the progress regarding the construction of the Tseung Kwan O Extension.

Background

2. The Tseung Kwan O Extension (TKE) is one of the railway projects that was given the highest priority in the Government's Railway Development Strategy published in 1994. The MTR Corporation commissioned a feasibility study in May 1995, which was completed in 1996, and the findings formed the basis of proposals submitted to the Hong Kong Government in April 1996.
3. Formal approval was announced by the Government in December 1996 for TKE to proceed to the design stage. In November 1998, the Project Agreement was signed, and the first four major construction contracts were subsequently awarded.

General Features of the Tseung Kwan O Extension

4. TKE on completion will become the Tseung Kwan O Line and will serve Tseung Kwan O New Town and Yau Tong. The service will become the 6th operational line of the MTR Corporation, after Kwun Tong, Tsuen Wan, Island, Tung Chung and the Airport Express lines.
5. Construction is expected to be completed in stages. When the extension first opens to the public, targeted to be by December 2002, five new stations, namely Yau Tong, Tiu Keng Leng, Tseung Kwan O, Hang Hau and Po Lam, and part of the depot at Area 86 will be operational. A route map is attached in Appendix A to illustrate this Tseung Kwan O Line.
6. A further station will be added at Area 86 (Tseung kwan O South) as soon as residential development within its catchment builds up.
7. Interchange facilities with the Kwun Tong Line will be provided at Yau Tong and Tiu Keng Leng, and with the Island Line at Quarry Bay and North Point.
 - Most importantly, this new service will provide the following major benefits to Hong Kong
 - It will serve the new communities in Tseung Kwan O new town, as well as development in Yau Tong.

8. It will overcome congestion on parallel roads and provide a more environmentally friendly transport mode.

Progress of Construction

9. The preparatory work to relocate schools and prepare work sites has commenced and four major construction contracts have been awarded in November. The remaining 30 major contracts will be let in the coming 12 months, giving a total of 34 major contracts, of which 13 are for civil and the remaining 21 for electrical and mechanical works.

Programme

10. All consultancy contracts had been awarded by March 1998 and are now in an advanced stage of detailed design. Construction has commenced and will continue well into 2002. Revenue service is targeted to commence in December 2002, following a period of testing and trial running. A project implementation programme is attached in the Appendix.
11. It should be noted that no loss of existing residential nor business premises will be required in the construction of TKE, and there are no land issues that would hinder the progress of the project.

Environmental Concerns

12. The environmental concerns for the construction and operation of TKE were addressed through two detailed Environmental Impact Assessments (EIA) in 1996 and 1997. Each report was endorsed by Environmental Protection Department (EPD) as well as by the Advisory Council on the Environment (ACE).
13. District Boards were consulted on the measures outlined in the EIAs, resulting in an objection from residents of On Ning Gardens, Hang Hau. An additional assessment was undertaken to examine the environmental impact related to the proposed temporary works site nearby Area 40A. It was concluded and accepted by EPD that no significant impacts would result from the proposed site office and material storage at this area.
14. An Environmental Permit for the construction and operation of TKE was issued by EPD under the Environmental Impact Assessment Ordinance in September 1998.

Job Opportunities

15. Around 500 - 600 jobs will be created by the end of 1998. Job opportunities on site will build up to around 9000 at the peak of construction during the year 2000.

Property Development

16. Four sites along the Tseung Kwan O Extension have been identified for property development (at Tiu Keng Leng, Tseung Kwan O, Hang Hau and Area 86) for residential as well as commercial usage.
17. Residential accommodation will constitute the majority of the development and at completion, a total of over 28000 residential flats will be produced. Property development tenders will be awarded in phases, the first tender anticipated to be let in 2000, with occupation planned in 2003, exact dates dependent on market conditions.
18. On the commercial development front, an area totalling 130,000m² for retail and 100,000m² for offices is planned.
19. Public Transport Interchanges (PTI) will be built alongside the stations at Tseung Kwan O, Hang Hau and Tiu Keng Leng. The construction of these PTIs has been entrusted to the Corporation to ensure timely delivery when TKE opens for public service in 2002. Two further PTIs are planned for Area 86, the first of which would be completed in 2003, which matches the target occupation of flats in the area. The other PTI will be completed with the opening of the Area 86 station.

MTR Corporation
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