

For information

Legislative Council Panel on Transport Subcommittee on Matters relating to Railways

Progress of Sheung Shui to Lok Ma Chau Spur Line

Purpose

This note informs Members of the progress of the construction of the Sheung Shui to Lok Ma Chau Spur Line (the Spur Line).

Background

2. The Spur Line will be an extension of the East Rail of the Kowloon-Canton Railway Corporation (KCRC). It will run from the existing Sheung Shui Station of the East Rail to a new boundary crossing at Lok Ma Chau (LMC). It aims to relieve the increasing congestion at Lo Wu and to cope with the growth in cross-boundary rail passenger traffic. Upon completion, the new boundary crossing at LMC will serve as the second rail-passenger boundary crossing between Hong Kong and the Mainland.

3. The Spur Line is 7.4 kilometres (km) in length, and will be made up of 5.2 km of tunnels and 2.2 km of viaducts. The works started in late 2002 and are scheduled for completion in 2007. The estimated cost of the Spur Line is about \$10 billion in money-of-the-day prices. It is wholly funded by the KCRC through its internal resources and commercial borrowing.

4. The Spur Line Terminus at LMC will be linked to the Huanggang Station of the Shenzhen Metro through a double-deck Passenger Bridge that we are building jointly with the Shenzhen Municipal People's Government (SMPG). The length of the Passenger Bridge is approximately 240 metres (m), of which 124m will be within Hong Kong. The Passenger Bridge will be equipped with travellers, air-conditioning and surveillance security installations. The cost of the civil works is shared by the SMPG and the Hong Kong SAR Government according to the length of the structure within their respective territories. The Hong Kong portion of the Passenger Bridge has been included as part of the Essential Public Infrastructure Works for the Spur Line. The Passenger Bridge will be completed to tie in with the commissioning of the Spur Line.

Progress of Works

Annex 5. The progress of the Spur Line is generally on schedule. A report prepared by the KCRC is at the **Annex**.

6. The Hong Kong SAR Government has entrusted the design and construction of the Passenger Bridge to the SMPG. The Shenzhen Metro Company Limited has been appointed by SMPG as its works agent. The works are being supervised by a Joint Working Group made up of representatives from the relevant departments of the two Governments. The works began in end-2003 and are expected to be completed by 2007 to tie in with the commissioning of the Spur Line.

7. As regards the provision of a public transport interchange (PTI) at the Lok Ma Chau Terminus, the design and construction of the PTI will be entrusted to the KCRC in view of the complicated works interface between the Spur Line Terminus and the PTI. The works are scheduled for completion in time for the commissioning of the Spur Line.

Environment, Transport and Works Bureau
November 2004
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**Legislative Council Panel on Transport
Subcommittee on Matters relating to Railways**

Progress Update on Lok Ma Chau Spur Line

The purpose of this paper is to update members on the progress of KCR Extension from Sheung Shui to Lok Ma Chau (LMC Spur Line).

General Progress

2. Major construction works of the 7.4-km railway from Sheung Shui of East Rail to Lok Ma Chau commenced in late 2002. After 24 months of construction, the project is now 56% complete overall.

3. Manpower participating in the project amounts to around 2 200 in total, including our internal staff, consultants and contractors.

4. The railway is constructed in three different forms over its alignment: 3.2 km in twin bored tunnel; 2.0 km in cut-and-cover tunnel and 2.2 km on viaduct.

5. For the bored tunnel section, the first of the two tunnel drives was completed in 9 months by June 2004 while the second drive is now 30% complete since commencement in August 2004. The structures of the cut-and-cover tunnel sections are 60% complete.

6. All the 89 viaduct spans have been erected and 70% of the side parapets have been installed on site.

7. The structures of the cross boundary terminal building at Lok Ma Chau which will house the railway, customs and immigration facilities are about 60% complete. Precast concrete elements are extensively used on site for a better control over construction activities in view of the close proximity with the sensitive ecological areas.

8. As the first stage of the existing Sheung Shui Station improvement, the platform widening work is now in progress and is scheduled for completion by end of 2004. This will be followed by the concourse extension work, which will provide 40% more station space when completed in mid 2006.

9. Detailed system design for railway systems is now being finalised and procurement of trackwork components is in progress. Tracklaying is scheduled to commence in March 2005.

Kowloon-Canton Railway Corporation
November 2004