



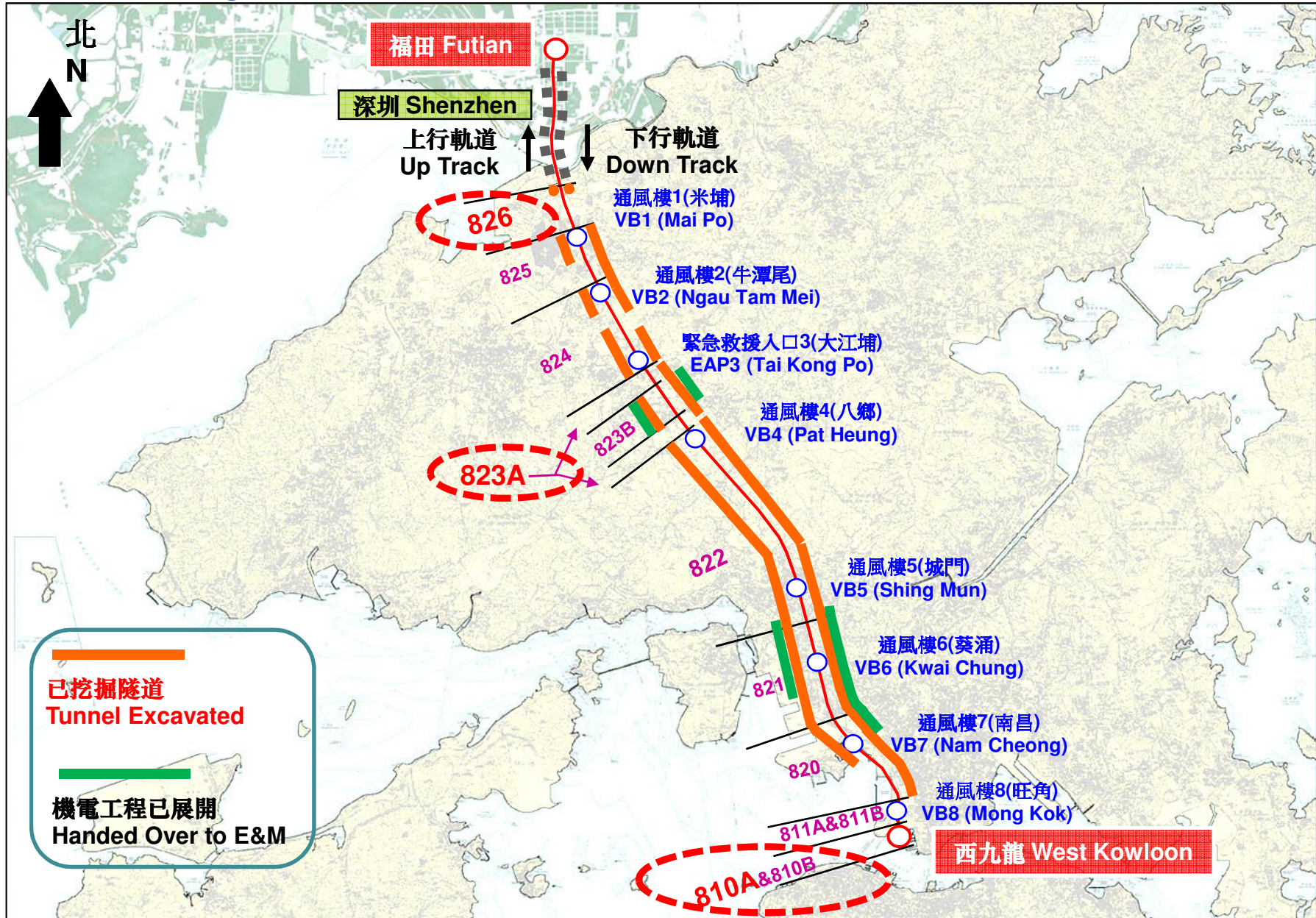
**廣深港高速鐵路 (香港段)
工程進度
Express Rail Link (Hong Kong Section)
Project Status**

5/5/2014



整體工程進度

Overall Progress Status

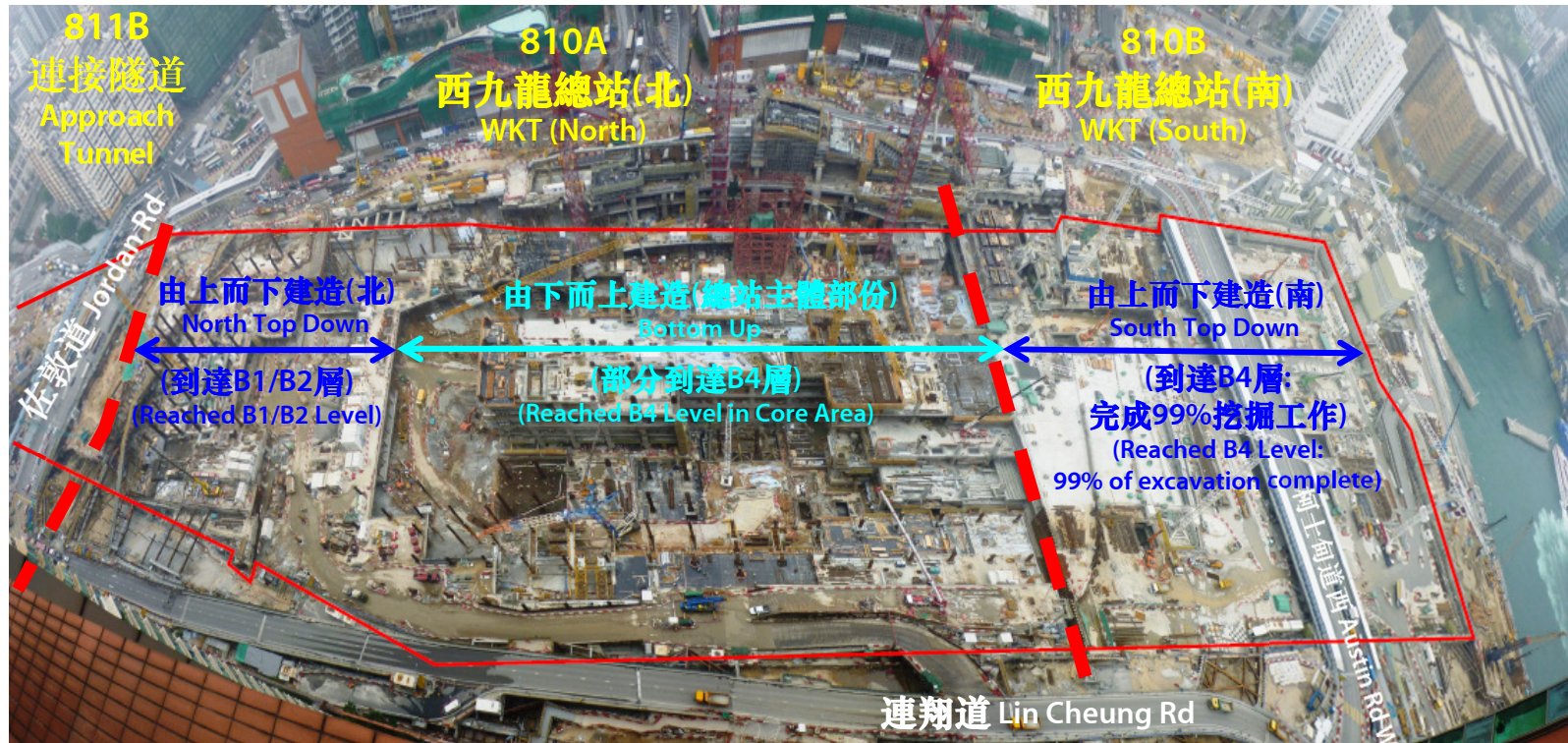


合約 810A- 西九龍總站(北)

Contract 810A - West Kowloon Terminus Station (North)

延誤原因 Causes of Delay

- 811B的地下連續護土牆建造工程受阻 Diaphragm Wall construction at 811B delayed by:
 - 未能預見的地質情況 Unforeseen ground conditions
 - 佐敦道底錯綜複雜的地下公共管綫 Complex underground utilities at Jordan Road
- 延遲進場 Late site possession



合約 810A- 西九龍總站(北)

Contract 810A - West Kowloon Terminus Station (North)

已落實多項追補進度措施 Substantial Delay Recovery Measures Implemented

- 修訂總站(北)近佐敦道範圍的施工工序 Re-sequencing in North Top Down Area
 - 採用額外的鑽孔方法安裝鋼柱
Additional bored piling method to install steel column
 - 增加臨時工字樁柱以推進B3層主要機房的建造
Additional temporary socketed H-piles to advance construction of critical plant rooms at B3 level
- 修訂車站入口大樓的施工工序 Re-sequencing for Station Entrance Building Area
 - 種入額外的工字樁柱及鑽孔樁以加快核心結構的施工、加入鋼鐵支柱以加快頂部的建造
Additional socketed H-piles and bored piles to accelerate core structure and steel struts to facilitate roof erection
 - 橫跨B2層頂板增建額外支柱以提早提供側向支撐
Additional struts across B2 slab opening to provide earlier lateral support

• 仍未能追回進度 - 需修訂時間表

Still cannot catch up the delay – need to revise programme

合約 810A- 西九龍總站(北)

Contract 810A - West Kowloon Terminus Station (North)

追上修訂時間表的措施 Measures to Deliver Revised Programme

- **優化總站(北)近佐敦道關鍵地方的工序，讓機電工程承建商提早進場**
Prioritise critical areas for E&M contractors' early access to plant rooms in North Top Down Area
- **集中提升關鍵工期範圍的建造速度** Focus the production rate on critical areas:
 - 總站(北)由上而下建造範圍 North Top Down Area
 - 車站入口大樓 Station Entrance Building
 - 連翔道三層地下通道 Lin Cheung Road Underpass
- **2016年12月- 完成車站主體結構，配合2017年底通車**
Dec 2016 – Complete major station structure to prepare for end 2017 Opening

合約 810A- 西九龍總站(北)

Contract 810A - West Kowloon Terminus Station (North)

進一步加快進度的可行措施 Potential Measures to Further Accelerate Programme

- **封閉工地旁的一段連翔道，以進行連翔道三層地下通道建造工程**
Closure of a section of Lin Cheung Road to facilitate construction of new Lin Cheung Road Underpass
- **以鑽爆方式處理總站(北)近佐敦道的基石層**
Excavation by rock blasting in North Top Down Area

合約 823A – 大江埔至謝屋村隧道

Contract 823A - Tai Kong Po to Tse Uk Tsuen Tunnels

延誤原因 Causes of Delay

- 菜園村收地延誤 Late site possession at Choi Yuen Tsuen
- 隧道鑽挖機豎井工程延誤 Delay in TBM launching shaft excavation

追補進度措施 Recovery Measures

- 訂購第二部隧道鑽挖機以追補進度 Procured second TBM to recover delay
- 因地質情況，仍未能追上進度 Still cannot catch up the delay due to difficult ground conditions

2014年3月30日隧道鑽挖機被浸 TBM Flooded on 30 Mar 2014

- 隧道鑽挖機維修需時9個月，才可全面恢復運作
9 months to repair and re-start full TBM operation

修訂工程時間表 Revised Programme Date

- 2016年2月 – 完成隧道挖掘
Feb 2016 – Complete tunnel drives

合約 826- 皇崗至米埔隧道

Contract 826 - Huanggang to Mai Po Tunnels



延誤原因 Cause of Delay

- 隧道鑽挖機由深圳抵達時間較預期遲 Late boring through of TBMs from Shenzhen

將進入高風險地帶

Additional Risk Going Forward

- 隧道鑽挖機進入大理石層的溶洞區 TBM entering into cavities in marble zone

修訂工程時間表

Revised Programme Date

根據現時工作進度:

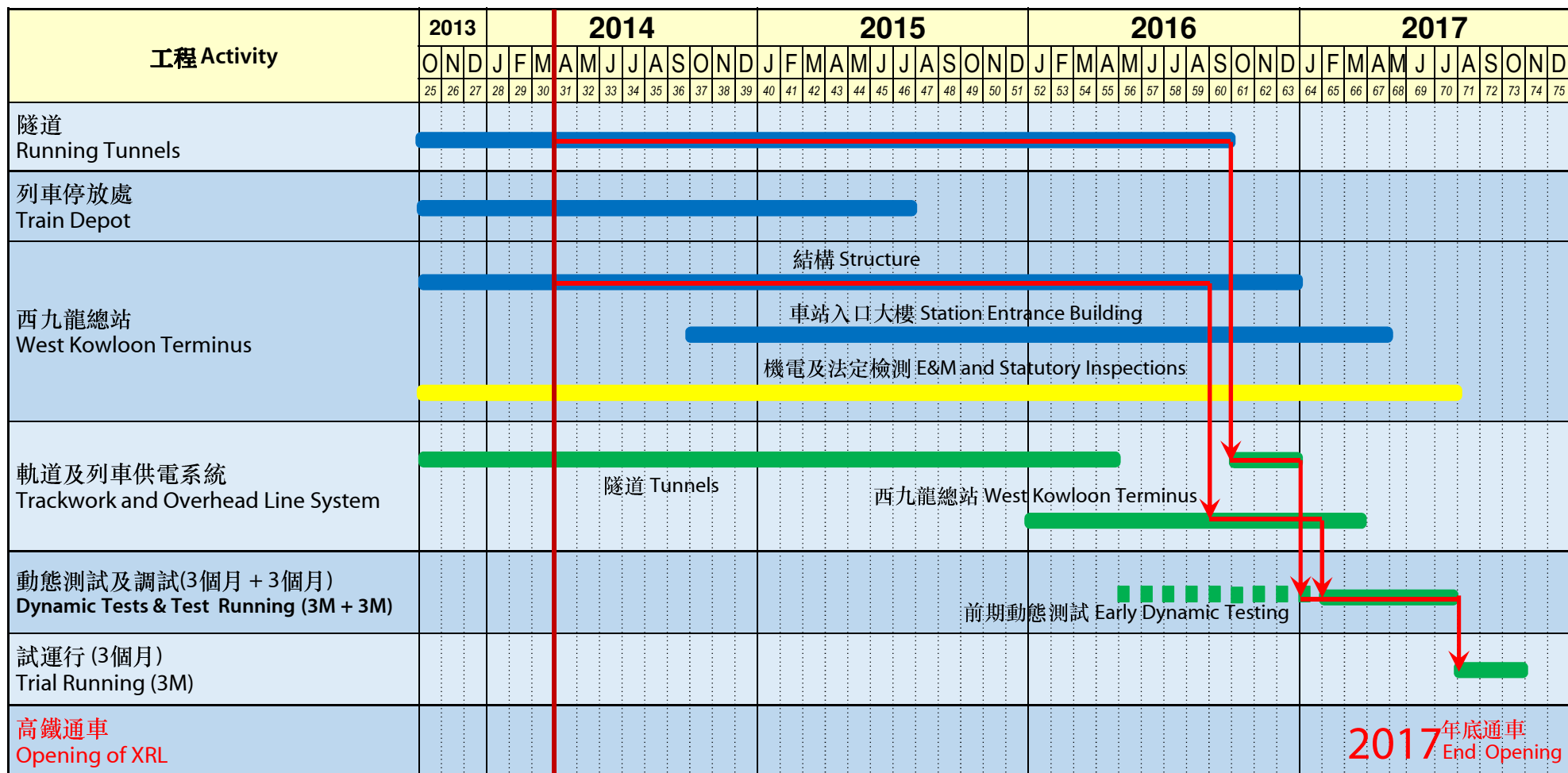
Based on current production rate:

- 2015年5月 - 完成隧道挖掘
May 2015 – Complete all tunnel drives

高鐵(香港段) – 修訂工程時間表

XRL Project – Revised Programme to Completion

現在 Time Now



工程費預算

Project Cost Estimate

- 根據原先的委託協議，應急費用為港幣54億元。截至今日，根據已知及獲批的開支，應急費用的餘額為港幣37.49億元

Based on the original Entrustment Agreement, the contingency amount was HK\$5.4 billion. To date, based on known and approved costs, the contingency balance is HK\$3.749 billion

- 港鐵公司現正進行以高鐵2017年年底通車為目標的最新工程預算修訂工程費用，最終費用相信與傳媒早前報導的港幣684億元相若(根據不同模擬情景規劃進行的內部評估)

Based on XRL opening date end of 2017 a revised cost to complete exercise is currently underway but we anticipate the final cost will not differ significantly from the media reported amount of HK\$68.376 billion (a figure estimated based on an internal review of different scenarios)

- 詳細評估將於7月完成，並會定期更新

This exercise will be completed by July and then periodically updated

- 港鐵公司會繼續嚴謹監察及控制工程開支

Construction cost will continue to be tightly controlled and monitored

