



西九龍
總站
West Kowloon
Terminus

Building on Hong Kong's Rail Network

The Network For Hong Kong's Future Growth

堅尼地城
Kennedy Town

柯士甸
Austin

大學
University

馬頭圍
Ma Tau Wai

海怡半島
South Horizons

黃埔
Whampoa

利東
Lei Tung

西營盤
Sai Ying Pun

何文田
Ho Man Tin

黃竹坑
Wong Chuk Hang

啟德
Kai Tak

海洋公園
Ocean Park

土瓜灣
To Kwa Wan



Design of new stations is ultra-modern and sophisticated.



Hong Kong Network Expansion

As a result of the Rail Merger and the Government's commitment to a number of priority rail infrastructure projects, 2008 was again a milestone year for the design and planning of the Company's future Hong Kong rail projects.

New Hong Kong Projects

Planning and design are underway for five new rail projects in Hong Kong, which together with the substantially completed Kowloon Southern Link (incorporating the new Austin Station) will extend our network by approximately 60 kilometres when they are all completed. These five new lines represent the most significant network expansion in the Company's history, adding to our growth opportunities as well as enhancing rail services as the backbone of public transportation in Hong Kong.

Shatin to Central Link

In March, the Government gave approval for the planning and design of the Shatin to Central Link. The Shatin to Central Link comprises two sections that will add 17 kilometres to the railway network, creating a number of new interchanges and connections and forming both a north-south and an east-west rail corridor. The 11-km Tai Wai to Hung Hom Section, the East West Corridor, expected to be completed in 2015, will extend the Ma On Shan Line to Hung Hom via Diamond Hill with four new stations in East Kowloon, and will link up with the West Rail Line at Hung Hom. The 6-km Cross Harbour Section, the North South Corridor, expected to be completed in 2019, will form Hong Kong's fourth rail harbour crossing, extending the East Rail Line from Hung Hom to Hong Kong Island with new stations initially at Exhibition and Admiralty, and eventually in Central. The preliminary design of the new link was started in September with a view to developing a scheme to be gazetted under the Railways Ordinance in late 2009.



West Island Line will be a "Community Railway".

Kowloon Southern Link

Tunnel Boring Works Substantially Completed – Mar 2008

Austin Station Topped Out – Apr 2008

Architectural and Building Services Fit-out Works Substantially Completed – Jan 2009

Tseung Kwan O South

Architectural and Building Services Fit-out Works Completed – Nov 2008

West Island Line

Detailed Design Commenced – Feb 2008

Environmental Permit Received – Dec 2008

South Island Line (East)

Preliminary Planning and Design Commenced – Feb 2008

Shatin to Central Link

LegCo Finance Committee Approved Funding – May 2008

The Company and Government Signed an **Entrustment Agreement** for the Design and Site Investigation – Nov 2008

Kwun Tong Line Extension

Preliminary Planning and Design Commenced – Jun 2008

Express Rail Link

Government Decision to Proceed with **Further Planning and Design** – Apr 2008

Gazette of Express Rail Link Scheme under the Railways Ordinance – Nov 2008





Kwun Tong Line Extension

The 3-km Kwun Tong Line Extension, the planning and design for which was also approved in March, will run from the existing Yau Ma Tei Station of Kwun Tong Line to Whampoa via Ho Man Tin, which will be an interchange station with the East West Corridor of the Shatin to Central Link. This extension will provide a much needed railway service to the 146,000 people living in these areas and will relieve road traffic congestion in the existing east-west corridors in Kowloon. With this extension, passengers from Whampoa will be able to reach Mong Kok via Ho Man Tin in five minutes.

Preliminary design started in June, and will be completed in early 2009. The current plan is to gazette the scheme under the Railways Ordinance and to proceed with the detailed design in the second half of 2009. The project agreement with Government is anticipated to be signed in 2010, which allows for construction works to commence by the end of that year. The project is expected to be completed in 2015.

Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Express Rail Link)

In April, the Government asked the Company to proceed with planning and design of the Express Rail Link, which will further enhance the strategic position of Hong Kong as the southern gateway to the Mainland of China. The 26-km Express Rail Link will provide cross-boundary high speed rail services connecting Hong Kong to Shenzhen, Guangzhou and Mainland of China's new high speed intercity rail network.

When the Hong Kong section commences service, it will take only 14 minutes to travel from the new West Kowloon Terminus to Futian in Shenzhen and 48 minutes to Guangzhou. This Hong Kong terminus may possibly be the largest underground high speed rail terminus in the world, serving both shuttle trains for journeys within the Pearl River Delta and long haul trains for other destinations. Long haul journeys will take about five hours to Wuhan, eight hours to Shanghai and ten hours to Beijing.

During 2008, preliminary design and planning for the Express Rail Link made significant progress, together with the Environmental Impact Assessment study and other preparatory works. The project was gazetted under the Railways Ordinance on 28 November 2008.



Express Rail Link will connect Hong Kong to the Mainland's intercity rail network.

South Island Line (East)

The South Island Line (East) is envisaged to be a medium capacity railway service connecting Admiralty Station to South Horizons on Ap Lei Chau via Ocean Park, Wong Chuk Hang and Lei Tung. Following the announcement of Government's support for the planning and design of the line in December 2007, preliminary design commenced in February 2008 and will be completed in early 2009. The design will provide a comprehensive foundation for the project to progress to detailed design in 2009. Extensive consultation with the local community, District Councils and other stakeholders has been undertaken and will continue as the project progresses. The feedback received so far has resulted in an optimisation of the design to cater for the needs of the community. The final plan will be issued to Government for review and gazetting in early 2009.



Hong Kong Network Expansion at a Glance

Network Extensions	Estimated Route Length	Estimated Completion Date	Project Funding
Kowloon Southern Link	3.8 km	2nd half of 2009	Service Concession
West Island Line	3 km	2014	Capital Grant
Shatin to Central Link			Service Concession
– Tai Wai to Hung Hom	11 km	2015	
– Hung Hom to Hong Kong Island	6 km	2019	
Kwun Tong Line Extension	3 km	2015	Rail and Property
Express Rail Link	26 km	2015	Service Concession
South Island Line (East)	7 km	2015	Rail and Property



On-going Projects

West Island Line

The West Island Line will extend the Island Line with three new underground stations at Sai Ying Pun, University (at The University of Hong Kong) and Kennedy Town. Through early proactive engagement with stakeholders and identification of their interests, the Company proposed a community-oriented rail line, sensitive to local heritage and urban renewal opportunities, thereby creating a "Community Railway". Frequent dialogue with, and input from the local communities on design and access points for the rail line has facilitated the planning, design and gazettal processes.

The West Island Line was gazetted under the Railways Ordinance in October 2007. Detailed design was commenced in early 2008 and the Environmental Impact Assessment report for the project has been approved. Tendering for advance works contracts has begun. The line is planned to commence in 2009 for completion in 2014.

Kowloon Southern Link

Satisfactory progress was made during 2008 on the Kowloon Southern Link, which will connect the existing East Rail Line's East Tsim Sha Tsui Station with West Rail Line's Nam Cheong Station and provide a new intermediate station, Austin Station, in the West Kowloon area. The main civil works, including the tunnel boring works, were substantially completed and the fitting out of Austin Station is rapidly approaching completion.



Kowloon Southern Link will connect East Rail Line to West Rail Line in West Kowloon.

Both ends of the project are now fully connected to the existing West Rail and East Rail lines and trial operations will commence in the second quarter of 2009. The line is expected to open in the second half of 2009. The extension of the pedestrian subway system in the Peking Road area, constructed under the umbrella of the Kowloon Southern Link project, has also made significant progress with the civil works now 40% complete.

Project Funding

The funding model for these new Hong Kong rail projects will take different forms, appropriately designed for each project. For the West Island Line, Government has indicated that it will consider a capital grant model whereby Government grants to the Company a sum of money to establish the financial viability of the project. The Company will be responsible for the balance of the capital costs and all of the operation, maintenance and asset replacement costs. The first part of this grant, HK\$400 million, was received in February 2008 while the amount of the remaining portion, which will form the bulk of the total capital grant, is being discussed with Government.

The South Island Line (East) and the Kwun Tong Line Extension will likely follow the Company's traditional "Rail and Property" approach whereby property development rights will be granted to the Company. Suitable sites have been identified and negotiations with Government on the development rights are continuing.

A third model for future rail lines is the Service Concession model established in the Rail Merger, whereby Government or KCRC pays for the initial capital costs of the rail line, with the Company being entrusted to design and construct such lines. The Company will pay an annual concession payment to operate the line following its completion as well as being responsible for maintenance and replacement costs of the related rail assets. The Kowloon Southern Link has adopted this approach, and Shatin to Central Link and the Express Rail Link will also adopt this approach. On this basis, the Finance Committee of the Legislative Council of Hong Kong (LegCo) approved an amount of HK\$2.4 billion in May to be used for design and site investigation works for the Shatin to Central Link and an amount of HK\$2.8 billion in July for similar works for the Express Rail Link. On 24 November 2008, The Company entered into Entrustment Agreements with Government entrusting the Company to design the Shatin to Central Link and Express Rail

Link with costs to be borne by Government. Further funding arrangements for construction of these two lines will be made by Government at the appropriate time. The construction of the Kowloon Southern Link is being funded by KCRC as part of the Rail Merger agreement.

Completion of Projects

Phase 2 of the Tseung Kwan O Line, which provides a new station at LOHAS Park, is on schedule for completion in the second quarter of 2009 to coincide with occupancy of The Capitol at LOHAS Park.

Subways and Pedestrian Links

Subways and pedestrian links extend the Company's catchment areas, enabling more members of the community to access rail benefits and customer services.

Development of the integrated entrance within the new development at No. 63 Nathan Road at Tsim Sha Tsui station (Entrance C) made good progress during the year. Structural breakthrough and electrical and mechanical modifications will be carried out in 2009.

The new subway connection to Liberte, the residential property in Lai Chi Kok, and new entrances at Cheung Lai Street at Lai Chi Kok Station began civil construction with the opening date scheduled for the second quarter of 2010. The new subway extension and satellite concourse at the north end of Tsim Sha Tsui Station is planned to be gazetted and put out to tender in the first quarter of 2009. Included in this project is the upgrading of the existing entrance A1 at Kowloon Park to provide a lift for the disabled as well as three new integrated entrances connecting to The Mira Hong Kong and Tung Ying Building redevelopment upon completion of the subway extension.



South Island Line (East) will connect Admiralty Station to Ap Lei Chau.