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**SUPPORT**  
**LIFE'S JOURNEYS**

# Hong Kong Network Expansion



**Completed Projects**  
**LOHAS Park Station**  
opened – 26 July 2009  
**Austin Station**  
opened – 16 August 2009

**West Island Line**  
Funding Approved by  
**LegCo Finance Committee**  
– July 2009

**Project Agreement**  
signed with Government  
– July 2009

**South Island Line (East)**  
Gazetted under  
the **Railways Ordinance**  
– July 2009

**Detailed Design**  
commenced – July 2009

Following Government approvals, construction has commenced on the West Island Line and the Express Rail Link (Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link), the first two of our five new strategic extensions.

- On 16 August 2009, the Kowloon Southern Link with the new Austin Station opened for service. ■



**Kwun Tong Line Extension**  
Gazetted under the  
**Railways Ordinance**  
– November 2009

**Detailed Design**  
commenced – December 2009



**Express Rail Link**  
Project Approved by  
**LegCo Public Works  
Subcommittee**  
– December 2009

Funding Approved by **LegCo  
Finance Committee** and  
**Civil Contracts Awarded**  
– January 2010



**Shatin to Central Link**  
**Public Consultation**  
commenced – June 2009

**Preliminary Design**  
substantially completed  
– August 2009

Planning and design of the remaining three extensions, the South Island Line (East), the Kwun Tong Line Extension and the Shatin to Central Link is well underway. Together with the opening of the Kowloon Southern Link incorporating the new Austin Station, and the final phase of the Tseung Kwan O Line, these five rail projects represent a significant step forward in our 30 years' history of supporting Hong Kong's growth. These projects will extend our network to reach new catchment areas, new communities and new customers in Hong Kong as well as business opportunities in the Mainland of China and overseas.

### Completed Projects

On 16 August 2009, the Kowloon Southern Link with the new Austin Station opened for service. The Kowloon Southern Link plays a strategic role in connecting the West Rail Line and the East Rail Line, with the terminus of both lines located at Hung Hom Station where a convenient cross-platform interchange is provided. This inter-connectivity enables commuters from the Northwest New Territories to travel directly to Tsim Sha Tsui without having to change trains or use other modes of transport. Conversely, passengers on the East Rail Line are also able to access the many destinations in West Kowloon.

The final phase of the Tseung Kwan O Line was completed with the opening of LOHAS Park Station on 26 July 2009 to coincide with occupancy of The Capitol at LOHAS Park. An enhanced train service was implemented with every three trains running between North Point Station and Po Lam Station while the fourth one continues to LOHAS Park Station. The opening marked the full completion of the Tseung Kwan O Line, enabling a growing young community to benefit from our railway service.



The South Island Line (East) will carry passengers to Aberdeen and tourist attractions in the south.

## Hong Kong Network Expansion



Relaxed students at the University of Hong Kong which will be connected to one of three new stations on the West Island Line.

### On-going Projects

#### West Island Line

The Project Agreement with the Government was signed on 13 July 2009 for the financing, design, construction and operation of the West Island Line Project. A ground breaking ceremony was held in August. The 3-km West Island Line is an extension of the existing Island Line from Sheung Wan to Kennedy Town, via Sai Ying Pun and the University of Hong Kong. The scope of the project includes the construction of railway tunnels, three new railway stations, procurement of rolling stock and the associated essential public infrastructure works.

The West Island Line is not only a railway extension, but is also a "Community Railway" with many features incorporating the results of detailed consultation with local stakeholders. These features embrace a number of public facilities in the area, including the re-provisioning works for the Kennedy Town swimming pool and the David Trench Rehabilitation Centre. Upon signing of the Project Agreement, the Company awarded contracts for the first stage of construction with completion targeted in 2014.

#### South Island Line (East)

The South Island Line (East) was gazetted on 24 July 2009, and a further period of public consultation began in September with the local communities, district councils and other stakeholders to integrate their needs in the railway's planning and design. The South Island Line (East) will connect Admiralty Station to South Horizons on Ap Lei Chau via Ocean Park, Wong Chuk Hang and Lei Tung, serving new customers as well as the tourist attractions in the southern part of the Island. The environmental impact

assessment study is due to be completed in early 2010, followed by commencement of works in early 2011.

#### Kwun Tong Line Extension

Preliminary design of the Kwun Tong Line Extension was completed in June 2009, with gazettal and commencement of detailed design in the following November and December respectively. The 3-km Kwun Tong Line Extension will run from the existing Yau Ma Tei Station of the 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. Construction is expected to commence in 2011.

#### Express Rail Link

The Express Rail Link will be one of the most significant infrastructure developments in the history of Hong Kong, bringing Guangzhou within 48 minutes' travelling time, Shanghai eight hours and Beijing ten hours. The terminus, in the heart of West Kowloon, will be well positioned, within minutes of Central and Tsim Sha Tsui, providing ease of access for both outgoing and incoming passengers. This major high-speed rail project will bring both economic and environmental benefits to Hong Kong, making rail travel a viable alternative to flying for thousands of travellers.

Following the Government's decision to proceed with the planning and design of the Express Rail Link in April 2008, public consultations were held. An environmental impact assessment was approved by the Environmental Protection Department (EPD) in September with all mitigation measures for environmental impacts being made available to the public on the MTR Corporation and EPD websites. This information was complemented by a commitment to keep district councils informed of all updates to the project's status, as well as to provide a platform for direct communications with affected residents and stakeholders. Following these consultations, an amended scheme was authorised by the Government on 20 October 2009. Environmental Permits were also issued in October. The overall construction cost for both railway and non-railway works is HK\$66.9 billion (in money-of-the-day prices). Following approval of this funding by the Legislative Council (LegCo) on 16 January 2010, the first major civil contracts were awarded and construction commenced on site with completion of the project targeted for 2015. Government has agreed to invite the Company to operate this service on a concessionary basis.

#### Shatin to Central Link

Following funding approval from LegCo in May 2008 for the further planning and design of the Shatin to Central Link, the Company carried out a series of activities to gather views from the public. Having taken into consideration the views expressed and the updated development plans of Kowloon City District, the Company refined the planning of the Kowloon City section to run along Ma Tau Wai Road and Ma Tau Chung Road, in order to better serve the population centre of To Kwa Wan.

## ■ Hong Kong Network Expansion at a Glance

Network Extensions	Estimated Route Length	Project Funding
West Island Line	3 km	Capital Grant
South Island Line (East)	7 km	Rail and Property
Kwun Tong Line Extension	3 km	Rail and Property
Express Rail Link	26 km	Service Concession
Shatin to Central Link		Service Concession
– Tai Wai to Hung Hom	11 km	
– Hung Hom to Hong Kong Island	6 km	

Further consultations were held in Shatin District with the local communities. These resulted in a newly proposed Hin Keng Station to be included in the plan to serve the local catchment area. The proposal for the Shatin Section also includes the modification of the stations along the Ma On Shan Line to facilitate future 8-car operations when the Shatin to Central Link opens. Preliminary design was completed in 2009 and the draft environmental impact assessment will be submitted to the Government in early 2010.

### Project Funding

The funding model for these new rail projects will take different forms, each appropriately designed for the project. For the West Island Line, which will use the capital grant model, we received the initial part of this grant of HK\$400 million in February 2008 with the balance of HK\$12,252 million to be received in the first quarter of 2010.



West Kowloon Terminus, the future gateway to the Mainland of China.

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 us. Suitable sites have been identified and negotiations with the Government are continuing.

The Service Concession model used successfully in the Rail Merger was adopted for Kowloon Southern Link and will be adopted for the Shatin to Central Link and the Express Rail Link. Under this model, the Kowloon-Canton Railway Corporation (KCRC) or Government will pay all the capital cost of the line with the Company being responsible for operations, maintenance and asset renewals and replacement. The Company will pay KCRC or Government an annual Service Concession payment. On 26 January 2010 we signed an Entrustment Agreement whereby Government entrusted MTR Corporation with the construction and commissioning of the Express Rail Link. The Company will act as the project manager in the construction phase and the Government will invite the Company to operate the railway after its completion. Operational requirements relating to the Express Rail Link are still under discussion with the Government and certain entities from the Mainland of China. For the Shatin to Central Link, we continue further planning and design work funded by Government under an Entrustment Agreement signed in November 2008. Further funding arrangements for the construction of this system will be subject to future agreement with the Government.

### Subways and Pedestrian Links

A further and effective means to extend the Company's catchment areas and enhance customer access is through the provision of subways and pedestrian links.

All structural works for the Middle Road Subway Extension were completed during the year. Electrical and mechanical works made good progress, with all six travelators delivered and installed. The extension opened on 10 February 2010.

Construction of the integrated entrances within the new development at No. 63 Nathan Road at Tsim Sha Tsui Station were completed and the entrances were opened on 17 December 2009.

The scheme proposal for the new subway extension and the new concourse at the north end of Tsim Sha Tsui Station has been amended to include one new integrated entrance connecting to Tung Ying Building Redevelopment. The amended scheme retains the proposed upgrading of the existing entrance A1 at Kowloon Park to provide a lift for the disabled and is planned for gazettal amendment in 2010.

Civil construction of the new subway connection to Liberte, the residential property in Lai Chi Kok, and the new entrances at Cheung Lai Street at Lai Chi Kok Station progressed well with the opening date scheduled for mid-2010.