

Going towards a bright  
*future*







connecting  
people

from every district in  
Hong Kong



West Island Line  
is targeted to

open in  
2014



# Executive Management's Report

## Hong Kong Network Expansion



In Hong Kong, the Company is simultaneously engaged in five railway projects, which will add 56 km to the network by 2020. All five projects are moving on schedule and within budget.

### West Island Line

The 3-km West Island Line is an extension of the Island Line. As at 31 December 2013, the project was 84% complete and it remains on schedule to open in late 2014.

This new line will be the first rail service to serve the major population and employment centres in Western District on Hong Kong Island, adding a catchment population of 140,000 and catchment employment of an estimated 60,000 in 2016.

During 2013, the major structural works and installation of platform screen doors at all three new stations, namely Sai Ying Pun, HKU and Kennedy Town, were completed, along with the related trackwork and overhead line installation. The AC power supply systems in all stations were energised in August 2013. Architectural Builders Works & Finishes ("ABWF") and Electrical and Mechanical ("E&M") installation works are currently progressing well.

### South Island Line (East)

The 7-km South Island Line (East) project will extend MTR services from Admiralty to the Southern District of Hong Kong Island, with a train depot at Wong Chuk Hang. The project was 55% complete at end December 2013 and, while construction works to integrate the new line with the existing Admiralty Station present a significant challenge to the programme, the target for completion in 2015 is being maintained. It will be the first metro service to the Southern District, an area containing a number

of tourist attractions, adding a catchment population and employment of an estimated 121,000 and 46,000 respectively in 2016.



Construction of the new lines has involved extensive tunnelling work

Work on the stations and related infrastructure continued through the year. The structural works for the new Ocean Park and Wong Chuk Hang stations were completed and ABWF works are now in progress. Excavations continued for the Admiralty Station extension, the Nam Fung Tunnel and South Horizons Station, while erection of the noise barriers at the Aberdeen Channel Bridge was substantially completed. Construction of the Wong Chuk Hang Depot has continued and ABWF works are currently under way. Manufacturing of equipment and software development for the railway E&M systems are also in progress.

"In Hong Kong, the Company is simultaneously engaged in five railway projects, which will add 56 km to the network by 2020."





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The Express Rail Link will connect to the Mainland of China's high speed rail network



### Kwun Tong Line Extension

The 2.6-km Kwun Tong Line Extension will extend the Kwun Tong Line from its existing terminus at Yau Ma Tei Station to new stations in Ho Man Tin and Whampoa. As at 31 December 2013, the project was 54% complete and remains on schedule for completion in 2015. It will be the first metro service to link Ho Man Tin and Whampoa, adding a catchment population of 146,000 in 2016.

At Ho Man Tin Station, excavation was 95% complete by year-end 2013 and construction of the station structure had commenced. At Whampoa Station, piling works were also nearly complete by year end and excavation work is in progress. Tunnel excavation between Yau Ma Tei and Whampoa stations is well advanced and lining works have commenced.

### Express Rail Link

The 26-km Express Rail Link, funded by Government, will provide high speed cross-boundary rail services connecting Hong Kong to Shenzhen, Guangzhou and the high speed rail network in the Mainland of China. While completion in 2015 continues to be the target, construction of the complex West Kowloon Terminus and interface issues at the Mainland boundary crossing are proving to be significant challenges. As at 31 December 2013, the project was 51% complete.

Excavation work for the West Kowloon Terminus and approach tunnels is progressing well and work is also under way on casting the concrete structures. All Tunnel Boring Machines are now in operation and excavation work has made satisfactory progress. Ten out of 14 building structures for the Shek Kong Stabling Sidings were completed during 2013 and trackwork and overhead line installations are under way in Shek Kong and in the sections of tunnel from Nam Cheong to Kwai Chung. Building services are currently being installed at the terminus, the ventilation buildings, the Shek Kong Stabling Sidings and in the main tunnels. Production of the first eight-car train set was completed in September 2013 and testing is in progress.



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### Shatin to Central Link

The 17-km Shatin to Central Link, funded by Government, has two sections and ten stations, including six interchange stations linking existing and future railway lines. The first phase – an 11-km section between Tai Wai and Hung Hom – was 12% complete as at 31 December 2013. It is scheduled for completion in 2018, with the second phase following in 2020. The line will provide much needed new transport routes across the New Territories, as well as in the areas of Ho Man Tin, To Kwa Wan, Ma Tau Wai and Kai Tak, adding a catchment population of 380,000 and catchment employment of an estimated 260,000 in 2021.

During 2013, site clearance and mobilisation commenced at Hin Keng Station, while construction of diaphragm walls and panels progressed at Diamond Hill and To Kwa Wan stations. In Kai Tak Station, following completion of sheet pile wall installation, pumping tests are in progress. The modification works for the Ma On Shan Line moved ahead, while construction of platform extension slabs at Che Kung Temple, Shek Mun and Tai Shui Hang stations were completed, with installation of platform ceilings under way.

### Manpower Supply

The simultaneous construction of our five railway expansion projects in Hong Kong has introduced challenges on manpower supply. A number of initiatives have been put forward in collaboration with the construction industry to address the labour shortage issue and attract workers to the industry, including job fairs, promotional campaigns and labour forums. The Company also provides a Workers' Life Insurance Scheme and requirements are incorporated into works contracts to enhance health and safety provisions as well as training of workers.

### Enhancing Site Safety

To help achieve the highest standards in our new projects, we continued to implement the "New Lines New Minds" programme which was introduced in 2010. It centres on the three key areas of People Development, Collaboration and Trusted Partnership, and Project Delivery Effectiveness. The programme is driving step-change improvements by focusing on talent and competency, better alignment of objectives, lateral thinking, collaborative working and optimisation of company resources.



The South Island Line (East) will be the first metro service to the Southern District



Major structural works are complete at all three new West Island Line stations

As an example of how the “New Lines New Minds” initiative is supporting safety, “War Rooms” have been set up in site offices as a platform for better communication and collaboration with

contractors. These provide opportunities for in-depth discussions and a venue for safety workshops involving both Company staff and subcontractors.

### Future Rail Development

Support for the sustainable development of Hong Kong’s railway network during the public engagement for RDS-2U was overwhelming. We are now working closely with Government on planning the next phase of railway expansion arising from RDS-2U, extending our horizons beyond 2020.



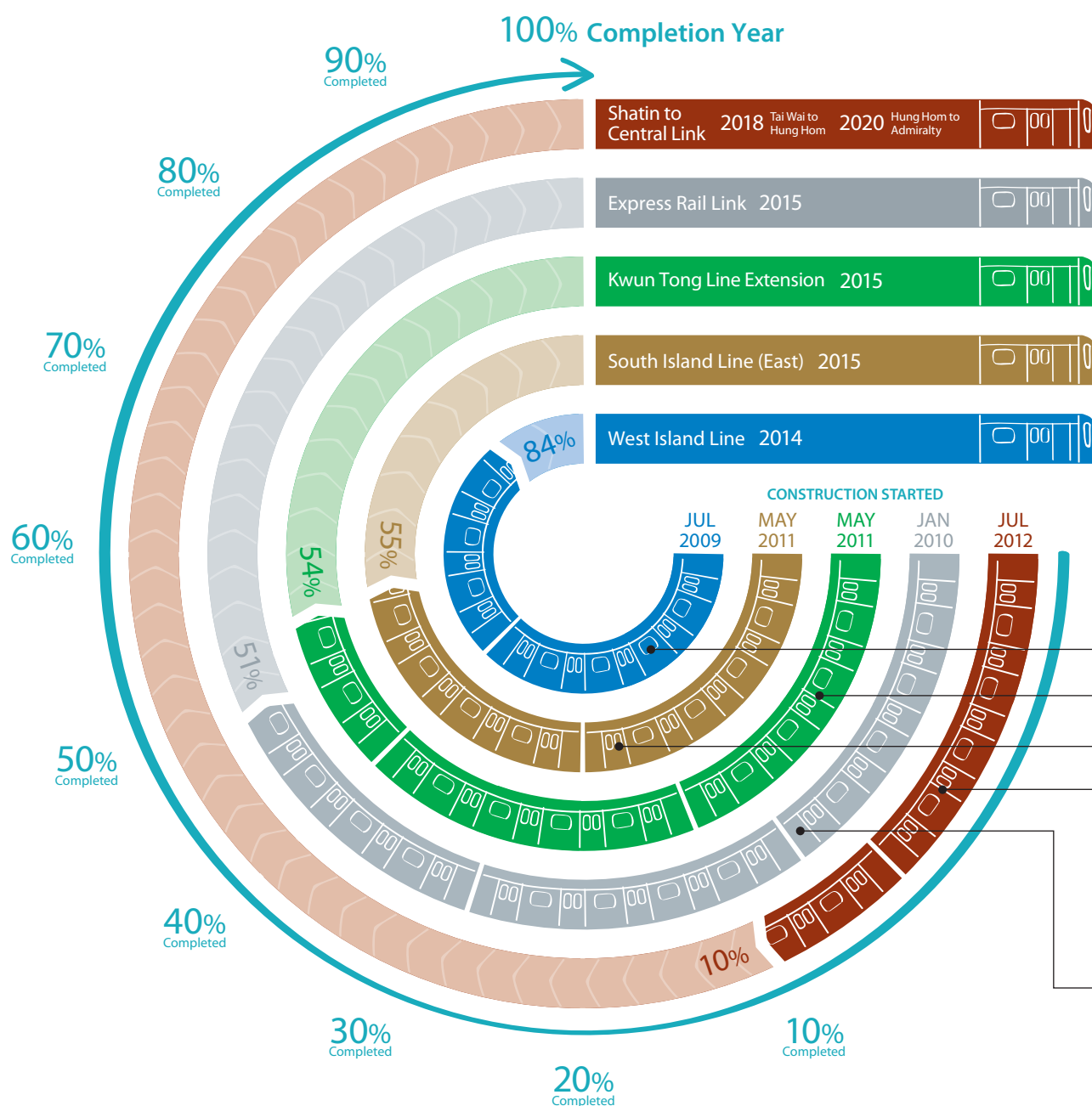
**Steve Hamill**  
Project Manager – WIL Civil

The West Island Line  
will open in 2014,  
adding a catchment  
of 140,000



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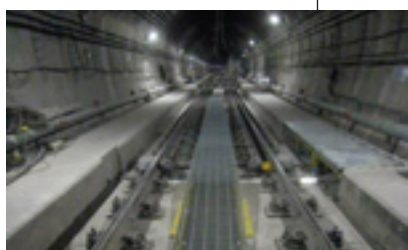
# Progress of 5 New Railway Projects in 2013



West Island  
LineSouth Island  
Line (East)Kwun Tong  
Line ExtensionExpress  
Rail LinkShatin to  
Central Link

	Sheung Wan to Kennedy Town	Admiralty to South Horizons	Yau Ma Tei to Whampoa	West Kowloon to Guangzhou South	Tai Wai to Hung Hom	Hung Hom to Admiralty
No of Stations	3	5	2	1	8	2
Route Length (km)	3	7	2.6	26*	11	6
Project Funding	Capital Grant	Rail plus Property	Rail plus Property	Service Concession	Service Concession	
Estimated Journey Time (min)	8 (Kennedy Town to Sheung Wan) 14 (Kennedy Town to Tsim Sha Tsui)	11 (Tsim Sha Tsui to Ocean Park) 4 (Admiralty to Ocean Park)	5 (Yau Ma Tei to Whampoa)	14 (West Kowloon to Futian) 48 (West Kowloon to Guangzhou South)	17 (Tai Wai to Admiralty) 5 (Tai Wai to Diamond Hill)	

\* This represents the route length from West Kowloon in Hong Kong to the boundary of Hong Kong and Shenzhen.



Track laying works along the West Island Line alignment were completed in September.



Major structural works at all three new West Island Line stations have been completed.



Ocean Park Station was the first of the South Island Line (East)'s new stations to be topped-out in December.



Excavation work for Ho Man Tin Station was substantially complete by the end of 2013.



The first of the new high-speed trains which will serve the Guangzhou-Shenzhen-Hong Kong Express Rail Link was unveiled in November.



Works to upgrade and enlarge Diamond Hill Station, the future interchange station between the Shatin to Central Link and the Kwun Tong Line, began in March.