

**MTR Corporation welcomes Government's decision on  
Shatin to Central Link and Kwun Tong Line Extension**

The MTR Corporation welcomes the Government's decision for the Corporation to proceed with further planning and design for the Shatin to Central Link and the Kwun Tong Line Extension to Whampoa.

"The Shatin to Central Link and the Kwun Tong Line Extension will mark an important milestone for railway services in Hong Kong. These two railway lines, with a combined length of 20 km, will benefit not only the residents in the areas along the alignments, they will also add to our existing network providing more convenient rail services to the people of Hong Kong," said Mr C K Chow, Chief Executive Officer of the MTR Corporation.

The Shatin to Central Link and the Kwun Tong Line Extension are expected to provide 12,000 employment opportunities during construction.

**Shatin to Central Link**

The 17-km Shatin to Central Link will have two components. Firstly, the section from Tai Wai to Hung Hom is an 11-km extension of the Ma On Shan Line. It will extend from Tai Wai Station, through Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin connecting to the West Rail Line at the Hung Hom Station to form the east-west rail corridor. Secondly, the cross harbour section, a 6-km extension from the Hung Hom Station of the East Rail Line, will be extended across the harbour to the new stations at Exhibition and Admiralty and form the north-south corridor. To meet the operational requirements of the new rail service, there will be a train depot at Diamond Hill.

The construction of the section from Tai Wai to Hung Hom is expected to commence in 2010 for completion in 2015, while the section from Hung Hom to Admiralty is expected to complete in 2019.

With the new rail lines in service, the rail journey time from Tai Wai to Admiralty will be reduced from the existing 29 minutes to 17 minutes. It will also alleviate road traffic congestion in the existing developed areas, leading to better air quality. In terms of saving in travel time, the Shatin to Central Link is expected to bring an annual transport benefit of HK\$4.1 billion in year 2021.

The new rail line will serve 300,000 residential and 283,000 employment populations. It will also form an important component of the Kai Tak Development with a public transport service not only for the proposed new commercial and residential developments, but also the Multi-Purpose Stadium Complex and other leisure facilities planned for Kai Tak. It will rejuvenate the To Kwa Wan and Kowloon City areas.

The HKSAR Government has decided to adopt the Concession Approach to provide funding for the capital cost of the Shatin to Central Link, which is estimated at HK\$37.4 billion. Upon completion of its construction, the Corporation will operate the rail lines under the existing service concession agreement which includes concession payments to the Government. Whilst the Corporation starts preparation for the further planning, it will continue to discuss the detailed arrangements of the project with the Government.

### **Kwun Tong Line Extension**

The Kwun Tong Line Extension will extend from Yau Ma Tei Station of the existing Kwun Tong Line, via Ho Man Tin station which interconnects with the Shatin to Central Link to Whampoa. The 3-km extension, expected to be completed in 2015, will serve 146,000 residents in the Whampoa and Hung Hom areas. The Kwun Tong Line Extension is expected to bring an annual transport benefit of HK\$0.4 billion in year 2016.

As an extension of the existing Kwun Tong Line owned by the Corporation, the extension is expected to be invested and built by the Corporation. The estimated project cost of the Kwun Tong Line Extension is about HK\$4.2 billion and funding support of approximately HK\$2.2 billion is required. The Corporation has proposed to adopt the proven "Rail plus Property Model" using the property development rights of a site at the former Valley Road Estate site to fill the funding gap.

The Corporation will join the HKSAR Government to consult the local communities and to listen to their views so that the new railway lines will be built to meet the needs of the communities.

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