

立法會

Legislative Council

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Panel on Transport

Subcommittee on Matters Relating to Railways

**Minutes of meeting on
Friday, 9 December 2016, at 10:00 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon Michael TIEN Puk-sun, BBS, JP (Chairman)
Hon LAU Kwok-fan, MH (Deputy Chairman)
Hon LEUNG Kwok-hung
Hon Claudia MO
Hon Frankie YICK Chi-ming, JP
Hon YIU Si-wing, BBS
Hon CHAN Han-pan, JP
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon LAM Cheuk-ting
Hon YUNG Hoi-yan
Hon CHAN Chun-ying
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon LUK Chung-hung
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho
Hon Nathan LAW Kwun-chung
Dr Hon YIU Chung-yim

- Members attending :** Hon WU Chi-wai, MH
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon LEUNG Che-cheung, BBS, MH, JP
Hon HUI Chi-fung
- Members absent :** Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Wilson OR Chong-shing, MH
Hon Kenneth LAU Ip-keung, MH, JP
- Public Officers attending :** **Agenda item IV**
- Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing
Transport and Housing Bureau
- Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)¹
Transport and Housing Bureau
- Mr Raymond CHENG Nim-tai
Principal Assistant Secretary for Transport and
Housing (Transport)⁷
Transport and Housing Bureau
- Mr Daniel CHUNG Kum-wah, JP
Director of Highways
Highways Department
- Mr Jimmy CHAN Pai-ming, JP
Principal Government Engineer/Railway
Development
Highways Department
- Mr Jonathan LEUNG Man-ho
Government Engineer/Railway Development 1
Highways Department

Mr Anthony YUEN Woo-kok
Chief Engineer/Railway Development 1 — 1
Highways Department

Mr Frankie CHOU Wing-ping
Chief Engineer/Railway Development 1 — 2
Highways Department

Ms Carol CHEUNG Lin-yung
Principal Transport Officer/Bus & Railway 3
Transport Department

Agenda item V

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing
Transport and Housing Bureau

Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)1
Transport and Housing Bureau

Mr Raymond CHENG Nim-tai
Principal Assistant Secretary for Transport and
Housing (Transport)7
Transport and Housing Bureau

Mr Daniel CHUNG Kum-wah, JP
Director of Highways
Highways Department

Mr Jimmy CHAN Pai-ming, JP
Principal Government Engineer/Railway
Development
Highways Department

Mr Jonathan LEUNG Man-ho
Government Engineer/Railway Development 1
Highways Department

Agenda item VI

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing
Transport and Housing Bureau

Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)¹
Transport and Housing Bureau

Mr Andy LAM Siu-hong
Principal Assistant Secretary for Transport and
Housing (Transport)³
Transport and Housing Bureau

Mr Daniel CHUNG Kum-wah, JP
Director of Highways
Highways Department

Mr Jimmy CHAN Pai-ming, JP
Principal Government Engineer/Railway
Development
Highways Department

Mr Alex CHAN Choi-wai
Government Engineer/Railway Development 2
Highways Department

Dr LEUNG Kin-man, JP
Assistant Director/Railways
Electrical & Mechanical Services Department

**Attendance by
invitation :**

Agenda item IV

Dr Philco WONG
Projects Director
MTR Corporation Limited

Mr Ken WONG
General Manager — SIL
MTR Corporation Limited

Mr James CHOW
Deputy Head of Property Projects
MTR Corporation Limited

Ms Prudence CHAN
Senior Manager — Projects and Property
Communications
MTR Corporation Limited

Agenda item V

Dr Philco WONG
Projects Director
MTR Corporation Limited

Mr LEE Tsz-man
General Manager — SCL and Head of E&M
Construction
MTR Corporation Limited

Mr Jason WONG
General Manager — SCL Civil (East West
Line)
MTR Corporation Limited

Ms Prudence CHAN
Senior Manager — Projects and Property
Communications
MTR Corporation Limited

Agenda item VI

Dr Philco WONG
Projects Director
MTR Corporation Limited

Mr Simon TANG
General Manager — XRL
MTR Corporation Limited

Mr LEUNG Chi-lap
General Manager — XRL E&M
MTR Corporation Limited

Mr Lam CHAN
Deputy General Manager — Projects &
Property Communications
MTR Corporation Limited

Clerk in attendance : Ms Sophie LAU
Chief Council Secretary (4)6

Staff in attendance : Ms Macy NG
Senior Council Secretary (4)6

Miss Katherine CHAN
Council Secretary (4)6

Ms Emily LIU
Legislative Assistant (4)6

Action

Members noted that the Subcommittee on Matters Relating to Railways ("the Subcommittee") would conduct a visit to the South Island Line (East) ("SIL(E)") on 12 December 2016 to enable them to better understand the service and facilities of the new railway line before its commissioning.

I. Application for late membership

(LC Paper No. CB(4)178/16-17(01) - Letter dated 18 November 2016 from Hon LAM Cheuk-ting on making an application to join the Subcommittee)

2. The Chairman referred to Mr LAM Cheuk-ting's letter dated 18 November 2016 and invited members' views on the application for late

membership by Mr LAM. Members agreed to accept Mr LAM's application for late membership.

II. Information papers issued since the last meeting

(LC Paper No. CB(4)1207/15-16(01) - Email dated 10 June 2016 from a member of the public on the power outage incident in MTR Central station

LC Paper No. CB(4)1207/15-16(02) - Administration's response to the email from a member of the public on the power outage incident in MTR Central station)

3. Members noted the above papers which had been issued since the last meeting.

III. Items for discussion at the next meeting

(LC Paper No. CB(4)243/16-17(01) - List of outstanding items for discussion

LC Paper No. CB(4)243/16-17(02) - List of follow-up actions)

4. Members agreed to discuss the following items at the next regular meeting to be held on Friday, 10 February 2017:

- (a) Progress update of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL");
- (b) Progress update of the construction of SIL(E);
- (c) Progress update of the construction of the Shatin to Central Link ("SCL"); and
- (d) Deployment of coupled-set Light Rail Vehicles.

5. Ms Tanya CHAN suggested holding a special meeting in January 2017 to discuss the coordination of public transport services, such as the relevant bus service rationalization plans, arising from the commissioning of SIL(E) in late December 2016. Dr KWOK Ka-ki and Dr YIU Chung-yim shared Ms CHAN's views as a special meeting scheduled for January 2017 would facilitate a more focused and timely discussion on the impact of the commissioning of SIL(E) on the public transport services. The Chairman noted members' views and would follow up with the Administration on the matter.

(Post-meeting note: A special meeting on the power outage incident and other incidents involving station facilities occurred at SIL(E) and public transport reorganization plan for the commissioning of SIL(E) was held on 17 January 2017.)

IV. Progress update of the construction of the South Island Line (East) and Kwun Tong Line Extension, 56TR—South Island Line (East)—Essential Public Infrastructure Works and 63TR—Shatin to Central Link—construction of railway works—advance works

(LC Paper No. CB(4)152/16-17(01) - Administration's paper on the progress update of the construction of the South Island Line (East) and Kwun Tong Line Extension (as at 30 September 2016)

LC Paper No. CB(4)243/16-17(03) - Administration's paper on application for additional funding for the South Island Line (East)—Essential Public Infrastructure Works

LC Paper No. CB(4)243/16-17(05) - Administration's paper on application for additional funding for advance railway works of the Shatin to Central Link

LC Paper No. CB(4)243/16-17(04) - Paper on the construction of the South Island Line (East)

and Kwun Tong Line Extension prepared by the Legislative Council Secretariat (updated background brief)

LC Paper No. CB(4)243/16-17(06) - Paper on the construction of the Shatin to Central Link prepared by the Legislative Council Secretariat (updated background brief)

LC Paper No. CB(4)179/16-17(01) - Letter dated 21 November 2016 from Hon Nathan LAW Kwun-chung proposing to visit the South Island Line (East)

Other relevant papers

LC Paper No. CB(4)1317/15-16(01) - Administration's paper on the progress update of the construction of the South Island Line (East) and Kwun Tong Line Extension (as at 30 June 2016)

LC Paper No. CB(4)1317/15-16(03) - Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 30 June 2016))

6. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the progress update of the construction of SIL(E) and the Kwun Tong Line Extension ("KTE"), as well as the Administration's proposals to increase the approved project estimate for 56TR on the Essential Public Infrastructure Works ("EPIW") of SIL(E) by \$286.2 million and that for 63TR on the advance railway works of SCL by \$847.7 million.

7. Members noted that the Administration would seek additional funding for EPIW of SIL(E) to cover the expenses arising from unfavourable

Action

ground conditions; underground utilities being more complicated than expected; change in design to suit the actual site conditions; increase in provision for price adjustments; and adjustment of the on-cost payable to the MTR Corporation Limited ("MTRCL"). Also, members were briefed that the major reasons leading to the need for additional funding for the advance railway works of SCL included unfavourable ground conditions; modification of the construction schemes to suit the actual site conditions; and increase in provision for price adjustments.

8. Deputy Head of Property Projects of MTRCL and General Manager — SIL of MTRCL ("GM/SIL") briefed members on the progress of the construction of KTE and SIL(E) respectively with the aid of a powerpoint presentation [LC Paper No. CB(4)305/16-17(01)]. Principal Government Engineer/Railway Development of the Highways Department then explained the sum as specified in the Administration's additional funding proposals.

9. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the additional funding proposals. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Details of the funding proposals

10. Noting that the railway projects under implementation faced lots of risks and challenges, Ms Claudia MO was worried that the Administration might have to seek additional funding from LegCo for 56TR on EPIW of SIL(E) and 63TR on the advance railway works of SCL again in future. Dr Helena WONG shared similar concern over the latter project. In response, USTH advised that the Administration would not do so.

11. As regards the cost estimate review of EPIW of SIL(E) conducted by MTRCL, Mr CHAN Han-pan requested the Administration to explain why the estimate had soared from about \$190 million in August 2015 to almost \$290 million in August 2016. In view of cost overrun of the railway projects under construction, Mr CHAN suggested that the Administration should conduct a comprehensive review of its approaches, i.e. concession approach and ownership approach, in implementing the railway projects. In reply, Director of Highways ("DHy") advised that the increase was mainly caused by settling additional payments for the claims made by contractors of SIL(E) during the period mentioned by Mr CHAN.

Action

12. Given that a ratio of 70:30 was adopted for the apportionment of the construction cost of the expansion works for Admiralty Station between SCL and SIL(E) based on a ratio of estimated patronage between the two railway lines during peak hours, the Chairman expressed his doubts over the ratio. He suggested reviewing the apportionment ratio by using the actual patronage of SCL and SIL(E), instead of using the estimated patronage of the two lines. USTH responded that the Chairman's view was noted but the methodology for apportionment of the construction cost had been set out and agreed during the original funding application.

13. Mr HUI Chi-fung did not support the application for additional funding for 56TR on EPIW of SIL(E). As regards the public transport interchange to be constructed underneath Wong Chuk Hang Station, he questioned whether the Administration had renamed it as the public transport facility since 2015 to avoid being subject to certain standards stipulated in the Hong Kong Planning Standards and Guidelines ("HKPSG"). Mr HUI also enquired about the progress of constructing a covered walkway at Exit A of Wong Chuk Hang Station and the details about landscaping works in the vicinity of the Station. To further facilitate access to SIL(E) for residents and businesses nearby, he suggested extending the pedestrian link system, built under EPIW, from Wong Chuk Hang Station to Shum Wan Road. He also urged MTRCL to provide more public open space at the future property development above Wong Chuk Hang Depot.

14. In reply, GM/SIL explained that MTRCL had indeed complied with HKPSG in designing the public transport facility underneath Wong Chuk Hang Station, as well as carried out beautification works on some major roads, like Heung Yip Road and Ocean Park Road. GM/SIL also said that MTRCL was reviewing the design of the covered walkway at Exit A of Wong Chuk Hang Station and would report the outcome of the review to the Southern District Council in due course.

Admin /
MTRCL

15. At the request of Ms Tanya CHAN, DHy said that the Administration/MTRCL would provide detailed breakdown of the increase in additional design cost and management cost payable to MTRCL to supplement the information contained in the papers on the additional funding proposals. Besides, in response to the enquiries raised by Dr YIU Chung-yim and Mr LEUNG Kwok-hung, Projects Director of MTRCL ("PD/MTRCL") explained that MTRCL would negotiate with contractors on the justifications of their cases in accordance with established principles for handling claims. If the contractors disagreed with the results of the assessment, further review and investigation would be required to work out the feasible resolutions. Similar to the general practice in Hong Kong,

Action

Admin /
MTRCL

arbitration clauses were included in the contracts for settling claims. He also supplemented that the claims arising from EPIW of SIL(E) and the advance works of SCL were nearly settled. Further, Dr YIU requested and DHy agreed to provide information on the nature of the cost claims made under the advance works of SCL project by categories.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)535/16-17(01) on 9 February 2017.)

Monitoring mechanism

16. Noting that unfavourable ground conditions and underground utilities being more complicated than expected were given as the major reasons for cost overrun of the railway projects, Ms Tanya CHAN raised concern that there might be problems in the project management and monitoring mechanism because MTRCL and the Monitoring and Verification Consultant ("M&V Consultant") of the Highways Department had not been able to detect and solve the said problems at an earlier stage. Sharing similar views, Mr Nathan LAW also urged MTRCL to enhance its monitoring mechanism so that the problems encountered by the railway projects under construction might be tackled earlier and cost overrun could be avoided.

17. In reply, GM/SIL advised that unforeseen ground conditions were often encountered despite extensive site investigation. DHy explained that different utilities, which were closely laid and intertwined under the road, might lead to the problem of underground utilities being more complicated than expected. He also explained that installation of underground utility services underneath public roads was regulated by the Administration under relevant legislations and it reserved the right to take legal actions against any irregular practices.

18. Noting that MTRCL followed the "Geoguide" compiled by the Geotechnical Engineering Office to carry out the ground investigation and the number of drill holes fulfilled the recommendations of the guide, Mr Alvin YEUNG and Dr CHENG Chung-tai questioned whether the guide was outdated so that MTRCL was unable to anticipate the ground conditions in spite of extensive site investigation. In response, DHy advised that although the site investigation work carried out by MTRCL was in compliance with the Administration's guidelines, there were still areas where their geological conditions could not have been ascertained completely. Besides, DHy also explained that the Geoguide indeed presented a recommended standard of good practice for the design, construction, monitoring and maintenance of

Action

geotechnical works in Hong Kong, and he would relay members' comments on the Geoguide to the Civil Engineering and Development Department for consideration.

- Admin 19. Dr KWOK Ka-ki opined that MTRCL, rather than the Administration, should be held responsible for any cost overrun in implementing the railway projects in view of the hefty profits made by MTRCL from its operation and property development. He requested the Administration to provide details of the measures adopted to ensure that MTRCL would manage the railway projects in accordance with the terms of the entrustment agreement. Sharing Dr KWOK's views, Mr LEUNG Kwok-hung urged the Administration to take legal actions against MTRCL for its unsatisfactory performance in constructing the railway lines.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)535/16-17(01) on 9 February 2017.)

- Admin / MTRCL 20. Further, Dr Helena WONG urged the Administration to enhance the monitoring mechanism on the construction of railway lines so as to minimize the risk of cost overrun. She also requested the Administration/MTRCL to provide information on the responsibilities on the part of MTRCL to monitor the progress of construction and to control cost in its implementation of railway projects.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)535/16-17(01) on 9 February 2017.)

21. In response, USTH advised that the Administration would be responsible for the additional funding arising from EPIW of SIL(E) and the advance railway works of SCL at the expanded Admiralty Station and Ho Man Tin Station because the Administration had entrusted the implementation of those works to MTRCL to ensure better coordination while constructing the respective railway projects in tandem.

22. Realizing that the Administration had adopted the New Engineering Contract ("NEC") form, which emphasized mutual trust and cooperation, in some infrastructure projects since 2009, Dr YIU Chung-yim expressed concern about the effectiveness of the new mechanism in minimizing the risks of cost overrun of the railway projects under implementation. Further, as the Administration had commissioned an internationally renowned professor to conduct a study on major infrastructure projects in Hong Kong in 2014,

Action

Dr YIU enquired about the outcome of the study and how it would enhance the accuracy in making preliminary cost estimates.

23. In reply, PD/MTRCL explained that the target cost contract form provided a pain share/gain share mechanism, under which the employer and the contractor shared the difference between the actual construction cost and the final target cost. The objective was to set a common goal for the contracting parties to complete the works at a reduced cost and in a shorter construction period. He also advised that NEC form had been adopted in building the swimming pool under the West Island Line project. Upon MTRCL Dr YIU's request, PD/MTRCL undertook to provide information on the risk assessment conducted by MTRCL upon which the pain share/gain share mechanism was devised to avoid cost overrun of major infrastructure projects. DHy responded that they would relay Dr YIU's concern over the abovementioned study to the Development Bureau for consideration.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)535/16-17(01) on 9 February 2017.)

Project management cost payable to the MTR Corporation Limited

24. Given that the Administration had lowered the estimate of the project management cost of SCL payable to MTRCL by about \$212 million by negotiation, the Chairman considered that the Administration should do the same for that of HKS of XRL so as to save public money. DHy explained that the Administration had already negotiated with MTRCL for a percentage of management cost which was lower than the standard one because the project scale of HKS of XRL was large enough for synergy effects. At the Admin / Chairman's request, DHy agreed to provide the rate of the project MTRCL management cost for the entire HKS of XRL project.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)535/16-17(01) on 9 February 2017.)

25. Mr Nathan LAW and Dr CHENG Chung-tai opined that MTRCL's less than satisfactory performance in its management and monitoring had led to additional cost for 56TR on EPIW of SIL(E). Hence, the expenses incurred, in particular the cost arising from the additional design requirement and management fee for the extended period, should not be borne by the public. Mr LAW then enquired about the breakdown of the adjustment of the on-cost payable to MTRCL, including the additional amount for the design

Action

and management fee. Dr Helena WONG also asked why the on-cost payable to MTRCL should only be adjusted upward for 56TR on EPIW of SIL(E) but not for 63TR on the advance railway works of SCL.

26. In response, both USTH and DHy advised that the Administration had entered into an agreement with MTRCL to entrust the design and construction of EPIW of SIL(E) to MTRCL. The Administration therefore had to adjust the on-cost payable to MTRCL according to the entrustment agreement in view of the additional cost arising from the project. Nevertheless, the Administration might make a claim against MTRCL if it had breached its obligations under the entrustment agreement.

27. Further, DHy responded that the project management cost would be 16.5% of the construction cost of EPIW of SIL(E), in which design works and management fee comprised around 1.2% and 11.2% respectively. He added that the project management cost for the advance works of SCL had been adjusted downwards from the provisional assumption of 16.5% to 10.5% of the total construction cost. The lowered on-cost payable to MTRCL for the advance railway works of SCL was reflected in a payment schedule under the entrustment agreement of the main works of SCL. USTH also added that the project management cost payable to MTRCL was mainly staff costs for the project teams.

Carrying capacity of Admiralty Station

28. As the signalling systems of certain railway lines, including the Island Line, were already operating at their maximum capacity during peak hours, Ms Claudia MO questioned how the crowdedness at the platforms of Admiralty Station could be alleviated before the completion of the upgrade of the signalling systems. Further, Mr Nathan LAW enquired about the estimated increase in the capacity of Admiralty Station after the upgrading exercise was completed.

29. In reply, GM/SIL explained that the expanded Admiralty Station would ease the crowdedness problem at its platforms. Senior Manager — Projects and Property Communications of MTRCL supplemented that the new signalling systems of several railway lines, including the Island Line and Tsuen Wan Line, would be commissioned in phases starting from 2018. Upon the completion of the upgrade of all signalling systems, the overall carrying capacity of these railway lines would be increased by about 10%.

Action

Admin /
MTRCL 30. The Chairman was worried that the patronage to be brought by SIL(E), in particular at the end of the opening hours of the Ocean Park, would seriously aggravate the crowdedness at the platforms of Admiralty Station, being the interchange station of the Tsuen Wan Line, Island Line and SIL(E). Mr YIU Si-wing also expressed that the situation might be worsened during the evening peak hours and festive seasons and would thus bring inconvenience to visitors to the Ocean Park and passengers living near SIL(E) stations. To better understand the situation, the Chairman requested the Administration/MTRCL to provide the number of visitors departing the Ocean Park each day after its opening hours during the peak and non-peak seasons.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)535/16-17(01) on 9 February 2017.)

31. In response, GM/SIL advised that MTRCL would continue to closely monitor passenger flow at various railway stations and maintain close communication with the parties concerned, like the Ocean Park. If necessary, MTRCL would increase train frequency along SIL(E) in a timely manner.

Public transport reorganization plans

32. Realizing that the Transport Department ("TD") had only conducted four meetings on the public transport arrangements for commissioning of KTE and SIL(E) with the urban taxis trade and red minibus trade in the past three years, Mr Frankie YICK urged the Administration to increase the frequency of meetings with the trade in order to maintain closer communication. As regards the pick-up and drop-off facilities for red minibuses and taxis adjacent to the new railway stations provided by TD, Mr YICK relayed the trades' concern that the proposed facilities were unable to meet their expectations. He also hoped that the Administration would expedite the implementation of the public transport reorganization plans to minimize the impact of the commissioning of KTE and SIL(E) on the public transport services, such as taxis, minibuses and franchised buses.

33. Principal Transport Officer/Bus & Railway 3 of TD ("PTO/BR3") responded that the Administration would follow up the trades' concern as mentioned by Mr Frankie YICK by means of regular meetings with the trades. Besides, she explained that when consulting the views of the community on the public transport reorganization plans, the Administration was requested to gather data for analyzing changes in passenger demand pattern in three months' time upon the commissioning of the new railway lines so that the public and the District Councils concerned could discuss or rationalize the bus

Action

services in a more comprehensive manner. PTO/BR3 also said that they would keep in view any changes in passengers' travelling pattern and demand on the routes affected by the commissioning of KTE and SIL(E).

34. Dr YIU Chung-yim agreed to the suggestion that consultation should be conducted to collect the views of the residents in the districts concerned on public transport within three months after the commissioning of the new railway lines for subsequent study of the public transport reorganization plans. Besides, given that the travelling pattern of passengers to the Ocean Park was expected to change significantly upon the commissioning of SIL(E), Mr YIU Si-wing suggested that the Administration should maintain close communication with relevant parties, such as the Ocean Park and franchised bus companies, while formulating the public transport reorganization plans. In response, PTO/BR3 explained that the Administration would closely monitor and review the situation and report to the Southern District Council in due course.

Increase of the added-value of the South Island Line (East)

35. Given that the Ocean Park was operating at a heavy loss, Mr CHAN Chun-ying suggested enhancing the attractiveness of Ocean Park Station as a tourist destination by adding commercial elements to draw more visitors to it and the Ocean Park too. In addition, Mr CHAN considered that office workers in Central and Admiralty could be encouraged to take SIL(E) to have lunch at restaurants located near Ocean Park Station. He hoped that MTRCL would give serious consideration to adding commercial elements to the property development over stations of SIL(E) to enhance income of MTRCL.

36. In response, Senior Manager — Projects and Property Communications of MTRCL explained that MTRCL had spared no effort to study the locations for the display of artwork and the respective themes for Ocean Park Station with a view to increasing its attractiveness. Also, she said that MTRCL would take note of Mr CHAN's views for its future property development above Wong Chuk Hang Depot.

Safety concern

37. Noting from a press report that MTRCL had failed to detect the signal of a train during testing of SIL(E), Ms Claudia MO urged MTRCL to adopt appropriate measures to ensure safe operation of the trains and to avoid recurrence of similar problems in future. GM/SIL replied that the main purpose of the testing stage was to identify and rectify problems of a new railway system. After making adjustments and improvements of the relevant

systems, the problem mentioned by Ms MO had not occurred since the trial runs of SIL(E) in October 2016.

38. The Chairman put the Administration's additional funding proposals to vote. At the request of Mr Frankie YICK, the Chairman ordered a division. Ten members voted for and nine members voted against the proposals. The voting results were as follows:

For

Mr LAU Kwok-fan
Mr YIU Si-wing
Mr Frankie YICK
Mr CHAN Han-pan
Dr Elizabeth QUAT

Ir Dr LO Wai-kwok
Dr Junius HO
Mr CHAN Chun-ying
Mr CHEUNG Kwok-kwan
Mr LUK Chung-hung

(10 members)

Against

Mr LEUNG Kwok-hung
Ms Claudia MO
Dr Helena WONG
Mr Alvin YEUNG
Mr CHU Hoi-dick

Mr LAM Cheuk-ting
Ms Tanya CHAN
Dr CHENG Chung-tai
Dr YIU Chung-yim

(9 members)

39. The Chairman concluded that the Subcommittee supported the submission of additional funding proposals to the Public Works Subcommittee of the Finance Committee for consideration.

(At 11:53 am, the Chairman ordered a break of five minutes.)

V. Progress update of the construction of the Shatin to Central Link

(LC Paper No. CB(4)243/16-17(07) - Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 30 September 2016)

LC Paper No. CB(4)243/16-17(06) - Paper on the construction of the Shatin to Central Link

prepared by the Legislative
Council Secretariat (updated
background brief)

Other relevant paper

LC Paper No. CB(4)1317/15-16(03) - Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 30 June 2016))

40. At the invitation of the Chairman, USTH briefed members on the progress of the main construction works of SCL as at 30 September 2016. General Manager — SCL and Head of E&M Construction of MTRCL and General Manager — SCL Civil (East West Line) of MTRCL ("GM/SCL(EWL))", with the aid of a powerpoint presentation [LC Paper No. CB(4)305/16-17(03)], then briefed members on the latest progress of the construction of the project. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Additional costs of the main works of the Shatin to Central Link

41. Taking into account the additional costs arising from the archaeological and conservation works at To Kwa Wan Station, the enabling works to cater for the topside development at Exhibition Station, the deferred site handover under the Wan Chai Development Phase II ("WDII") project and the additional funding arising from the advance railway works of SCL, Mr CHAN Han-pan raised his concern that the cost overrun of the main works of SCL might possibly be more than \$20 billion, as reported by the press.

42. In view of the archaeological finds at To Kwa Wan Station, Ms Claudia MO considered that it was inevitable and understandable for the Administration to seek additional funding from LegCo for the continuation of the main works of SCL. Nevertheless, realizing from a press report that the cost overrun of the main works of SCL might be over \$20 billion, she urged the Administration and MTRCL to at least provide a rough estimate at the present moment. Besides, given that the estimate of the project management cost for the advance works of SCL payable to MTRCL was lowered by about \$212 million, Ms MO also hoped that the Administration, being the largest shareholder of MTRCL, could further reduce the cost with a view to saving public money.

Action

43. Ms Tanya CHAN and Dr YIU Chung-yim expressed their disappointment with the Administration and MTRCL for not providing the projected amount of cost overrun of the main works of SCL at the present stage. Referring to a press report in mid-November 2016, Ms CHAN was worried that MTRCL might encounter problems in conducting the cost review as well as the additional cost required for the main works of SCL might exceed \$20 billion. To better understand the reasons and impact of cost overrun, Dr YIU requested MTRCL to provide information on the milestone payment method for SCL project.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)634/16-17(01) on 27 February 2017.)

44. In response, USTH explained that as SCL was a major infrastructure project of a considerable scale with a substantial amount of underground works, there were various difficulties and challenges encountered in the course of construction, including the archaeological finds at To Kwa Wan Station. In addition, only about 40% of the Hung Hom to Admiralty Section had been completed as at 30 September 2016, while the remaining about 60% of the Section would still be affected by a number of factors. To provide a more accurate estimate for the cost of the main works, it was necessary to wait until the second half of 2017 in order to have a more realistic assessment from MTRCL of the project cost.

45. PD/MTRCL further advised that given the complexity of the project works, such as the enabling works to cater for the topside development at Exhibition Station and the deferred site handover under WDII project, and the fact that the Hung Hom to Admiralty Section was only about 40% complete, it was premature to provide details about the additional cost of the main works of SCL at the present stage. After the relevant review was completed in the second half of 2017, MTRCL would formally report the findings to the Administration. Besides, PD/MTRCL explained that milestone approach of payment was adopted in SCL contracts which linked interim payments to prescribed milestones for the completion of significant stages of the works. However, owing to often unforeseeable situations in the course of works, contractors would submit claims in accordance with the contract terms to cover additional expenditures. The information on milestone payment alone could not fully reflect the actual financial situation of the whole project.

(At 12:15 pm, the Chairman extended the meeting for 15 minutes.)

Improvement works for the operating railway lines

46. Mr Alvin YEUNG observed that during the conversion of the existing 4-car trains operating on the Ma On Shan Line ("MOL") into 8-car trains, commuters had to walk a bit farther on the platform of Tai Wai Station as the waiting zones had been tentatively moved forward. In addition, many of them boarded at the rear of the train (i.e. the 4th car) due to proximity to the escalator entrance of the platform. As a result, the platform near the rear of the train became very crowded, in particular during peak hours. He therefore urged MTRCL to take measures to improve the passenger flow at the platform. Mr YEUNG was also worried that the patronage to be brought by SCL in future would further aggravate the crowdedness at the platform of Tai Wai Station, being an interchange station of the East Rail Line ("ERL"), MOL and SCL.

47. In reply, GM/SCL(EWL) explained that trains on MOL currently at 4-car train formation would be converted into 8-car train formation to facilitate the future operation of the Tai Wai to Hung Hom Section. For better preparation for conversion, the first two 8-car trains were undergoing dynamic tests on MOL after normal train service hours. The 8-car train service was expected to be launched in early 2017 upon the completion of the dynamic tests. The conversion of the existing 15 MOL trains would take around a year to complete. GM/SCL(EWL) added that when the conversion programme was completed, the overall carrying capacity on MOL would be doubled. In addition, MTRCL estimated that the commissioning of the Tai Wai to Hung Hom Section of SCL would help alleviating the crowdedness at Tai Wai Station.

48. Realizing that the existing signalling system of ERL had to be upgraded to facilitate the future operation of new trains, the Chairman expressed concern about the work schedule and progress of the upgrading exercise. On the testing of the new signalling system during non-service hours at night, the Chairman was worried that any event caused by the testing might lead to railway service disruption in the following morning, which would bring serious inconvenience to passengers. He thus enquired about the contingency measures that MTRCL would take to handle the said possible service disruption.

49. In response, General Manager — SCL and Head of E&M Construction of MTRCL explained that the testing of new signalling system with ERL trains had commenced at the track area of Racecourse Station during non-service hours and it would then proceed to track sections between University Station and Fo Tan Station in phases. To ensure smooth operation

Action

MTRCL of the train service in the following day, the works team would stay behind until peak hours were over. Upon the Chairman's request, MTRCL would provide information on the abovementioned contingency measures.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)634/16-17(01) on 27 February 2017.)

50. The Deputy Chairman considered that ERL had already been loaded with passengers to its maximum capacity during peak hours while the population to be served by ERL kept increasing. He was worried that the carrying capacity of ERL might not be able to cope with the future passenger growth, in particular after the replacement of the current 12-car trains by 9-car trains upon the full commissioning of SCL. Hence, he urged MTRCL to formulate measures to alleviate the crowdedness in the train compartments of ERL, say by using 12-car trains for certain sections to increase the carrying capacity of ERL. Further, given the conversion of the existing 4-car trains operating on MOL into 8-car trains, the Deputy Chairman suggested that MTRCL should review the design of MOL stations, such as the number of escalators and access points of them.

51. In response, GM/SCL(EWL) explained that ERL would extend through the Hong Kong Convention and Exhibition Centre to Admiralty where platforms for 12-car trains could not be accommodated due to space constraints. As such, trains running along the Hung Hom to Admiralty Section would have to be changed from 12-car trains currently serving ERL to 9-car trains. Also, improvement works for ERL, such as retrofitting works of Automatic Platform Gates at the stations, would be carried out to facilitate future operation of new trains. Therefore, running both 9-car trains and 12-car trains might adversely affect the operating efficiency, leading to decrease in the carrying capacity. GM/SCL(EWL) also explained that in planning and designing SCL, MTRCL had already considered the catchment population of each station on the basis of the overall planning of current and future route areas. After careful study, MTRCL also found that the design of various MOL stations, including that of Tai Shui Hang Station and Heng On Station, was adequate to cope with the future passenger flow.

Monitoring mechanism

52. Dr Helena WONG considered that should the monitoring mechanism, as detailed in LC Paper No. CB(4)243/16-17(07), operate effectively, the Project Supervision Committee led by DHy and M&V Consultant should be able to ensure that the implementation of SCL was within the approved budget

Action

and completed as scheduled. To avoid further cost overrun and project delay, Dr WONG urged the Administration to enhance its monitoring mechanism on SCL.

53. In response, USTH explained that owing to various difficulties and challenges encountered in the course of SCL construction, it was unavoidable that there were variations for individual works contracts to cater for the actual situation. For instance, the archaeological works at To Kwa Wan Station had caused a delay of at least 11 months to the original programme of the Tai Wai to Hung Hom Section. DHy supplemented that the Administration had spared no effort to closely monitor the work of MTRCL under the current mechanism. Indeed, project delay and cost overrun faced by SCL did not necessarily mean that there were problems in the monitoring mechanism.

Admin /
MTRCL 54. Noting that the "check the checker approach" adopted for HKS of XRL project had flaws, Mr CHAN Han-pan asked whether the Administration had learnt from the experience and implemented measures to enhance the existing monitoring mechanism of SCL. Mr CHAN was also concerned whether the existing manpower of the Railway Development Office ("RDO") was adequate to cater for the needs of SCL project. Further, subsequent to the approval of the proposal to retain a supernumerary post at the rank of Chief Engineer in RDO for SCL project, Ms Tanya CHAN requested the Administration and MTRCL to provide information on whether the communication between them had been improved and enhanced.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)634/16-17(01) on 27 February 2017.)

55. In response, DHy advised that the Administration had attached great importance to the observations and recommendations put forward by HKS of XRL Independent Expert Panel and carried out a number of measures to enhance the monitoring mechanism of SCL. Some of the measures included reporting on progress status using a "traffic light" system to facilitate the understanding of the Transport and Housing Bureau of the current project status; as well as M&V Consultant being invited to join the monthly Project Supervision Committee meetings for more direct communication with MTRCL. Also, DHy explained that extra manpower had been deployed to RDO to strengthen the monitoring on SCL project.

MTRCL 56. Dr YIU Chung-yim requested MTRCL to provide critical path analysis of SCL project to enable members to further understand the progress of the whole project. Also, with a view to enhancing the monitoring

mechanism, Dr YIU urged the Administration to introduce the appointment of independent surveyors to monitor the implementation of SCL project. In reply, DHy explained that one of the work teams of M&V Consultant had already comprised three professional surveyors responsible for the monitoring and verification works of SCL project.

(Post-meeting note: The supplementary information was circulated to members vide LC Paper No. CB(4)634/16-17(01) on 27 February 2017.)

57. Noting that MTRCL had to submit monthly progress reports to the Highways Department to report the latest progress and financial position of SCL project, Mr WU Chi-wai enquired about the details of the information to be included in the reports. Making reference to HKS of XRL project, he was concerned whether the Highways Department and M&V Consultant had obtained an integrated master programme of SCL that could easily show the effect of delay of any activity under the individual contracts on the project's critical paths. Mr WU further asked whether MTRCL had implemented any delay recovery measures for SCL, and if yes, the effectiveness.

58. In response, DHy advised that in accordance with the entrustment agreement, MTRCL was responsible for the overall management of SCL project whereas the Administration maintained a mechanism to closely monitor the work of MTRCL. For instance, he would chair the monthly meetings of the Project Supervision Committee to review the progress of SCL project and monitor the procurement activities, post-tender cost control and resolution of contractual claims with MTRCL. If there were any queries on the effectiveness of MTRCL's proposed delay recovery measures, the Highways Department would request MTRCL to provide additional information to justify the proposals. DHy also explained that under the established mechanism, the Highways Department was able to monitor different aspects of the implementation of SCL project.

Partial opening of the Shatin to Central Link

59. As the progress of Tai Wai Station, Hin Keng Station and Diamond Hill Station was generally in line with the planned programme, the Chairman enquired about the feasibility of the partial opening of SCL, covering only the said stations first. As such, commuters could benefit from the direct and convenient interchange at Diamond Hill Station, being the railway hub for East Kowloon, as early as possible.

60. In reply, PD/MTRCL advised that while the Chairman's view was noted, partial opening of SCL from Tai Wai Station to Diamond Hill Station might not be technically feasible. GM/SCL(EWL) further explained that lots of building services works, and electrical and mechanical works for the abovementioned stations were still in progress. In addition, the new trains under the proposed partial opening plan would have to be stabled at the Tai Wai Depot, which was unable to provide adequate space to keep those additional new trains. GM/SCL(EWL) supplemented that the proposed partial opening plan also encountered the problem that the new trains could not be turned back at Diamond Hill Station. The only turn-back arrangement was at Kai Tak Station but it was not designed for such a purpose. If Kai Tak Station was used for turn-back, not only the operating efficiency but the service headway of the entire line might be adversely affected.

VI. Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

(LC Paper No. CB(4)243/16-17(08) - Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (quarterly report for the period ending 30 September 2016)

LC Paper No. CB(4)243/16-17(09) - Paper on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link prepared by the Legislative Council Secretariat (updated background brief)

Other relevant paper

LC Paper No. CB(4)1317/15-16(02) - Administration's paper on the progress and financial situation of the construction of the Hong Kong section of

the Guangzhou-Shenzhen-Hong Kong Express Rail Link (quarterly report for the period ending 30 June 2016))

61. At the invitation of the Chairman, USTH briefed members on the quarterly report on the progress and financial situation of the construction of HKS of XRL for the period ending 30 September 2016. General Manager — XRL of MTRCL then briefed members on the progress update of the project with the aid of a powerpoint presentation [LC Paper No. CB(4)305/16-17(04)]. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Co-location of customs, immigration and quarantine facilities at the West Kowloon Terminus

62. Ms Tanya CHAN and Mr WU Chi-wai expressed their disappointment with the Administration for not providing any concrete details on the arrangements for the co-location of customs, immigration and quarantine facilities at the West Kowloon Terminus ("WKT") of HKS of XRL ("the co-location arrangements"). Given the substantial amount of public money invested in the project, Ms CHAN considered that after six or seven years of discussion and study, the Administration should report periodically the progress of the co-location arrangements to LegCo. Also, Mr WU enquired when the Administration would inform the public the actual co-location arrangements; and whether enactment of local legislation would be required to implement the co-location arrangements, and if yes, the tentative timetable.

63. In response, USTH explained that the co-location arrangements involved complex legal and practical operational issues. The Department of Justice, the Transport and Housing Bureau, the Security Bureau, and the Constitutional and Mainland Affairs Bureau were jointly and actively studying the relevant issues and were also discussing the issues with relevant Mainland authorities. USTH also said that relevant discussions had reached a critical stage. Once the co-location arrangements were formulated, the Administration would present it clearly and fully to LegCo and the public and commence the subsequent local legislation work as soon as practicable.

64. As regards paragraph 26 of MTRCL's progress report appended in the Administration's paper [LC Paper No. CB(4)243/16-17(08)], Ms Claudia MO was disappointed that without conducting public consultation on the feasible

Action

options of the co-location arrangements, the Administration had already made arrangements for the handover of Mainland Customs, Immigration and Quarantine areas at WKT in phases to the Mainland side for installation of equipment. Referring to the same paragraph mentioned by Ms MO, Mr CHU Hoi-dick requested MTRCL to explain in detail their discussion with Mainland authorities on the construction of Mainland Customs, Immigration and Quarantine areas at WKT. Mr LEUNG Kwok-hung also raised concern whether the Administration had mapped out any contingency arrangements if the co-location arrangements could not be implemented as scheduled.

65. In reply, PD/MTRCL explained that MTRCL was working closely with the Administration to coordinate with Mainland authorities on the planning of customs, immigration and quarantine arrangements at WKT. Space had been reserved in WKT for the co-location of customs, immigration and quarantine facilities, which would allow passengers to go through the customs, immigration and quarantine procedures inside WKT. He also advised that to conduct testing and trial runs of XRL trains travelling between the Mainland section and HKS of XRL, MTRCL should work closely with the Administration and Mainland authorities.

66. Concerning the progress of the discussion between the Administration and relevant Mainland authorities in respect of the implementation of the co-location arrangements, the Chairman enquired whether the Standing Committee of the National People's Congress would discuss the relevant issues at its coming meeting in late December 2016. With the aim of implementing the co-location arrangements by the third quarter of 2018 to tie in with the commissioning of HKS of XRL, he also asked whether the Administration could state clearly the time by which the co-location arrangements must be finalized. In reply, USTH advised that the Administration aimed to inform LegCo and the public the co-location arrangements as soon as possible.

Cost overrun

67. Owing to the problem of cost overrun encountered by HKS of XRL project, Mr LEUNG Kwok-hung urged the Administration and MTRCL to enhance the monitoring mechanism on the construction of the railway line.

68. In response to the question raised earlier by Dr YIU Chung-yim, USTH advised that when the Administration sought additional funding for HKS of XRL in February 2016, the programme management cost payable had been adjusted upward. USTH explained that the priority of the Administration was to ensure the timely commissioning of HKS of XRL, and

reserved the right to refer the question of MTRCL's liability (if any) under the entrustment agreements for the current cost overrun to arbitration, save that any such referral would take place after the commencement of commercial operations of HKS of XRL. PD/MTRCL also advised that MTRCL had updated the financial situation of the construction of HKS of XRL, including situation of substantiated claims, in the Annex of the quarterly report for the period ending 30 September 2016 [LC Paper No. CB(4)243/16-17(08)].

VII. Any other business

69. There being no other business, the meeting ended at 1:15 pm.

Council Business Division 4
Legislative Council Secretariat
24 March 2017

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Friday, 9 December 2016, at 10:00 am
in Conference Room 1 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
000159 – 000227	Chairman	Members noted that the Subcommittee on Matters Relating to Railways would conduct a visit to the South Island Line (East) ("SIL(E)") on 12 December 2016.	
<i>Agenda Item I – Application for late membership</i>			
000228 – 000353	Chairman Mr CHAN Han-pan	Discussion on Mr LAM Cheuk-ting's application for late membership.	
<i>Agenda Item II – Information papers issued since the last meeting</i>			
000354 – 000405	Chairman	Members noted the information papers issued since the last meeting.	
<i>Agenda Item III – Items for discussion at the next meeting</i>			
000406 – 000910	Chairman Ms Tanya CHAN Dr KWOK Ka-ki Dr YIU Chung-yim	Items for the next meeting. Suggestion of conducting a special meeting in January 2017.	
<i>Agenda Item IV – Progress update of the construction of the South Island Line (East) and Kwun Tong Line Extension, 56TR — South Island Line (East) — Essential Public Infrastructure Works and 63TR — Shatin to Central Link — construction of railway works — advance works</i>			
000911 – 001906	Chairman Administration	The Administration briefed members on the progress update of the construction of SIL(E) and the Kwun Tong Line Extension ("KTE"), as well as the Administration's proposals to increase the approved project estimate for 56TR on the Essential Public Infrastructure Works of SIL(E) and that for 63TR on the advance railway works of the Shatin to Central Link ("SCL").	
001907 – 003535	Chairman Administration MTR Corporation Limited ("MTRCL")	With the aid of a powerpoint presentation [LC Paper No. CB(4)305/16-17(01)], MTRCL briefed members on the progress of the construction of KTE and SIL(E). The Administration explained the sum as specified in the additional funding proposals.	
003536 – 004019	Chairman Ms Claudia MO Administration MTRCL	Ms MO's enquiry on the details of the funding proposals as well as her views on the capacity of Admiralty Station and safety issue of SIL(E), and the Administration/MTRCL's responses.	

Time marker	Speaker	Subject(s)	Action required
004020 – 004317	Chairman Mr CHAN Chun-ying Administration MTRCL	Mr CHAN's views on the possible added-value of SIL(E) and the Administration/MTRCL's responses.	
004318 – 004745	Chairman Ms Tanya CHAN Administration MTRCL	Ms CHAN's views and enquiry on the monitoring mechanism on the construction of new railway lines and the Administration/MTRCL's responses.	
004746 – 005202	Chairman Dr KWOK Ka-ki Administration	Dr KWOK's views on the monitoring mechanism on the construction of new railway lines and the Administration's response.	
005203 – 005632	Chairman Administration	The Chairman's views on the details of the funding proposals, project management cost payable to MTRCL, as well as the capacity of Admiralty Station, and the Administration's response.	Administration/ MTRCL to provide supplementary information as detailed in paragraph 30 of the minutes.
005633 – 010034	Chairman Mr HUI Chi-fung MTRCL	Mr HUI's views on the details of the funding proposals and MTRCL's response.	
010035 – 010444	Chairman Mr Frankie YICK Administration	Mr YICK's views on the public transport reorganization plans and the Administration's response.	
010445 – 010926	Chairman Mr YIU Si-wing Administration MTRCL	Mr YIU's views on the capacity of Admiralty Station and public transport reorganization plans, and the Administration/ MTRCL's responses.	
010927 – 011350	Chairman Dr YIU Chung-yim Administration MTRCL	Dr YIU's suggestion of conducting a special meeting in January 2017 to discuss the impact of commissioning of SIL(E) on the public transport services as well as his views on public transport reorganization plans and monitoring mechanism on the construction of new railway lines, and the Administration/MTRCL's responses.	MTRCL to provide supplementary information as detailed in paragraph 23 of the minutes.
011351 – 011823	Chairman Mr Nathan LAW Administration MTRCL	Mr LAW's views on the monitoring mechanism on the construction of new railway lines, project management cost payable to MTRCL as well as the capacity of Admiralty Station, and the Administration/MTRCL's responses.	

Time marker	Speaker	Subject(s)	Action required
011824 – 012254	Chairman Mr Alvin YEUNG Administration	Mr YEUNG's views on the monitoring mechanism on the construction of new railway lines and the Administration's response.	
012255 – 012710	Chairman Dr CHENG Chung-tai Administration	Dr CHENG's views on the monitoring mechanism on the construction of new railway lines as well as project management cost payable to MTRCL, and the Administration's response.	
012711 – 013123	Chairman Dr Helena WONG Administration	Dr WONG's views on the details of the funding proposals, monitoring mechanism on the construction of new railway lines as well as project management cost payable to MTRCL, and the Administration's response.	Administration/ MTRCL to provide supplementary information as detailed in paragraph 20 of the minutes.
013124 – 013535	Chairman Mr LEUNG Kwok-hung	Mr LEUNG's views on the monitoring mechanism on the construction of new railway lines.	
013536 – 013806	Chairman Mr CHAN Han-pan Administration	Mr CHAN's views on the details of the funding proposals and the Administration's response.	
013807 – 013910	Chairman Ms Tanya CHAN Administration	Ms CHAN's views on the details of the funding proposals and the Administration's response.	Administration/ MTRCL to provide supplementary information as detailed in paragraph 15 of the minutes.
013911 – 014043	Chairman Dr KWOK Ka-ki Administration	Dr KWOK's views on the monitoring mechanism on the construction of new railway lines and the Administration's response.	Administration to provide supplementary information as detailed in paragraph 19 of the minutes.

Time marker	Speaker	Subject(s)	Action required
014044 – 014206	Chairman Dr YIU Chung-yim Administration MTRCL	Dr YIU's views on the details of the funding proposals and the Administration/MTRCL's responses.	Administration/ MTRCL to provide supplementary information as detailed in paragraph 15 of the minutes.
014207 – 014312	Chairman Mr LEUNG Kwok-hung MTRCL	Mr LEUNG's views on the details of the funding proposals and the Administration's response.	
014313 – 014429	Chairman Administration	The Chairman's enquiry on the project management cost payable to MTRCL and the Administration's response.	Administration/ MTRCL to provide supplementary information as detailed in paragraph 24 of the minutes.
014430 – 014628	Chairman Dr Helena WONG Chairman	Dr WONG's views on the monitoring mechanism on the construction of new railway lines and the Administration's response.	
014629 – 015439	Chairman Mr Frankie YICK	Members' voting on whether to support the submission of the Administration's additional funding proposals to the Public Works Subcommittee of the Finance Committee.	
015440 – 020009	Break		
Agenda Item V – Progress update of the construction of the Shatin to Central Link			
020010 – 020348	Chairman Administration	The Administration briefed members on the progress of the main construction works of SCL as at 30 September 2016.	
020349 – 021144	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)305/16-17(03)], MTRCL briefed members on the latest progress of the construction of SCL.	
021145 – 021613	Chairman Ms Claudia MO Administration MTRCL	Ms MO's views on the additional costs of the main works of SCL and the Administration/MTRCL's responses.	

Time marker	Speaker	Subject(s)	Action required
021614 – 022058	Chairman Mr Alvin YEUNG MTRCL	Mr YEUNG's views on the improvement works for the operating railway lines and MTRCL's response.	
022059 – 022542	Chairman Dr Helena WONG Administration MTRCL	Dr WONG's views on the monitoring mechanism of SCL project and the Administration's response.	
022543 – 023011	Chairman Mr CHAN Han-pan Administration	Mr CHAN's views on the additional costs of the main works of SCL as well as monitoring mechanism of the project, and the Administration's response.	
023012 – 023448	Chairman MTRCL	The Chairman's enquiries and views on the improvement works for the operating railway lines as well as partial opening of SCL, and MTRCL's response.	MTRCL to provide supplementary information as detailed in paragraph 49 of the minutes.
023449 – 023855	Chairman Deputy Chairman MTRCL	The Deputy Chairman's views on the improvement works for the operating railway lines and MTRCL's response.	
023856 – 024259	Chairman Ms Tanya CHAN Administration MTRCL	Ms CHAN's views on the additional costs of the main works of SCL and the Administration/MTRCL's responses.	
024300 – 024709	Chairman Dr YIU Chung-yim Administration MTRCL	Dr YIU's views on the additional costs of the main works of SCL as well as the monitoring mechanism of the project, and the Administration/MTRCL's responses.	MTRCL to provide supplementary information as detailed in paragraphs 43 and 56 of the minutes.
024710 – 025209	Chairman Mr WU Chi-wai Administration	Mr WU's enquiries and views on the monitoring mechanism of SCL project and the Administration's response.	

Time marker	Speaker	Subject(s)	Action required
025210 – 025423	Chairman Ms Tanya CHAN Mr WU Chi-wai	Ms CHAN's views on the monitoring mechanism of SCL project. Ms CHAN's and Mr WU's views on whether to continue the discussion of SCL project or move on to the next agenda item on the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") project.	Administration/ MTRCL to provide supplementary information as detailed in paragraph 54 of the minutes.
<i>Agenda Item VI – Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link</i>			
025424 – 025629	Chairman Administration	The Administration briefed members on the quarterly report on the progress and financial situation of the construction of HKS of XRL for the period ending 30 September 2016.	
025630 – 030115	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)305/16-17(04)], MTRCL briefed members on the progress update of the construction of HKS of XRL.	
030116 – 030346	Chairman Ms Tanya CHAN Administration	Ms CHAN's views on the arrangements for the co-location of customs, immigration and quarantine facilities at the West Kowloon Terminus of HKS of XRL ("the co-location arrangements") and the Administration's response.	
030347 – 030554	Chairman Mr WU Chi-wai Administration	Mr WU's views on the co-location arrangements and the Administration's response.	
030555 – 030802	Chairman Administration	The Chairman's views on the co-location arrangements and the Administration's response.	
030803 – 031006	Chairman Ms Claudia MO	Ms MO's views on the co-location arrangements.	
031007 – 031211	Chairman Mr LEUNG Kwok-hung	Mr LEUNG's views on the co-location arrangements and problems of cost overrun encountered by HKS of XRL project.	
031212 – 031415	Chairman Mr CHU Hoi-dick MTRCL	Mr CHU's views on the co-location arrangements and MTRCL's response.	
031416 – 031650	Chairman Dr YIU Chung-yim Ms Tanya CHAN Administration MTRCL	Dr YIU's views on problems of cost overrun encountered by HKS of XRL project and the Administration/MTRCL's responses.	

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item VII – Any other business</i>			
031651 – 031652	Chairman	Closing remarks.	

Council Business Division 4
Legislative Council Secretariat
24 March 2017