

Legislative Council Panel on Transport

Progress Update of the Construction of the Shatin to Central Link (As at 30 April 2022)

(Translation)

Introduction

This paper reports to Members on the progress of the main construction works of the Shatin to Central Link (“SCL”) as at 30 April 2022.

Background

2. The entire SCL project is funded by the Government under the “concession approach”. The MTR Corporation Limited (“MTRCL”) is entrusted by the Government to carry out the construction of the project. SCL, with a total length of 17 kilometres, consists of the following two sections –

- (a) Tai Wai to Hung Hom Section: this is an extension of the Ma On Shan Line from Tai Wai via Southeast Kowloon to Hung Hom where it will join the West Rail Line; and
- (b) Hung Hom to Admiralty Section: this is an extension of the East Rail Line from Hung Hom across the Victoria Harbour to Wan Chai North and Admiralty.

3. Among the ten stations in SCL, Hin Keng Station, Diamond Hill Station extension, Kai Tak Station, Sung Wong Toi Station, To Kwa Wan Station, the new Tuen Ma Line platforms at Ho Man Tin Station and Hung Hom Station have commenced service. Exhibition Centre Station and Admiralty Station are new station and the extension of an existing station respectively. Layout of relevant alignment is at **Annex 1**.

Latest Progress of the Main Works

4. The progress report of the SCL project as at 30 April 2022 submitted by MTRCL is at **Annex 2**. Our analysis and supplement on the progress report are

provided below.

Tai Wai to Hung Hom Section

5. The entire Tuen Ma Line from Wu Kai Sha Station to Tuen Mun Station (including the “Tai Wai to Hung Hom Section”) was commissioned on 27 June 2021.

Other Works

6. Regarding the provision of a pedestrian passage connecting Pak Tai Street and Sung Wong Toi Station, MTRCL has been exploring options with less archaeological impact, and consulted the relevant working group of the Kowloon City District Council and other stakeholders in December 2020. The majority views were supportive of the proposed footbridge connecting Pak Tai Street and Sung Wong Toi Station. The MTRCL is developing the detailed design of the footbridge scheme. The Kowloon City District Council was consulted on the details of the relevant scheme in March 2022. We planned to gazette the scheme amendments associated with the proposed footbridge under the Railways Ordinance (Cap. 519) in mid-2022. Before implementation of the above pedestrian passage, residents near Pak Tai Street could still use the existing pedestrian crossing at Sung Wong Toi Road to gain access to Sung Wong Toi Station (see **Annex 3**). The additional at-grade crossing at Tam Kung Road for the reduction of the walking distance between Pak Tai Street area and the station entrance/exit has been opened for public use.

7. In addition, MTRCL engaged a consultant in March 2021 to commence a 5-year monitoring for Hung Hom Station Extension, North Approach Tunnels, South Approach Tunnels and Hung Hom Stabling Siding. Professional staff will monitor closely if the station structure, groundwater level, groundwater seepage, and other conditions are within expectations. Long term monitoring includes those works and requirements raised in the Final Report of the Expert Adviser Team for the SCL project, i.e. the monitoring and inspection at critical locations in respect of long term structural performance, durability and insufficient construction record, and the restrictions and preventive measures premised on the design assumptions of the updated design. Site monitoring commenced in April 2021. MTRCL has reported to the Highways Department (“HyD”) the consultant’s assessment results up to March 2022 and no anomaly was observed. Independent expert appointed by HyD agreed with the assessment results.

Hung Hom to Admiralty Section

Bifurcation Works on the East Rail Line (EAL) near Hung Hom Station

8. The MTRCL had suspended the EAL train service between Hung Hom and Mongkok East on seven Sundays to expedite the bifurcation works near Hung Hom Station and the relevant works were completed on 31 October 2021.

Section of the tunnel across Victoria Harbour and Section of Railway between Wan Chai North and Admiralty Station, including Exhibition Centre Station

9. The construction works and the relevant statutory inspections of the cross harbour tunnel section were completed.

10. The seabed improvement works in the Causeway Bay Typhoon Shelter (CBTS) and the reinstatement of the mooring facilities were substantially completed. Upon communication among MTRCL, relevant government departments and stakeholders within CBTS, the affected vessels were gradually returning to the CBTS for mooring.

11. The construction works and the relevant statutory inspections of Exhibition Centre Station, Admiralty Station and Admiralty south overrun tunnel were completed. Being the remaining construction activity, the re-provisioning of Wan Chai Sports Ground is progressing in full swing. In addition, given the road improvement works entrusted by other project, it is necessary to continue with the implementation of the temporary traffic management measures in Wan Chai North.

12. The re-provisioning of Wan Chai North Public Transport Interchange (PTI) near Exhibition Centre Station is in progress. It is expected that the PTI will be opened on 14 May 2022. The PTI, to be named as “Exhibition Centre Station Public Transport Interchange”, would facilitate the passenger’s interchange with other public transport services at Exhibition Centre Station.

13. The details about the settlement monitoring points in Wan Chai North were presented at the special meeting of Subcommittee on Matters Relating to Railways on 31 August 2018 as well as the subsequent quarterly progress updates. According to MTRCL’s monitoring data, the cumulative settlement of the affected facilities near Exhibition Centre Station, including buildings, public utilities and roads, does not exceed the pre-set or updated trigger levels. During the period

from 1 July 2021 to 30 April 2022, the pre-set trigger levels remained unchanged.

New Signalling System of the East Rail Line

14. The new EAL signalling system and the new 9-car trains commenced service on 6 February 2021. The EAL was being operated with a mixed fleet of new 9-car trains and old 12-car trains, and with the progressive replacement of old 12-car trains by the new 9-car trains. The upgrading and testing of new signaling system of the “Hung Hom to Admiralty Section” were completed.

Impact of COVID-19 Pandemic on Construction Works

15. According to the information provided by MTRCL, although the COVID-19 pandemic had impacted the progress of some individual contracts, the overall progress of the SCL project had not been affected.

Conclusion

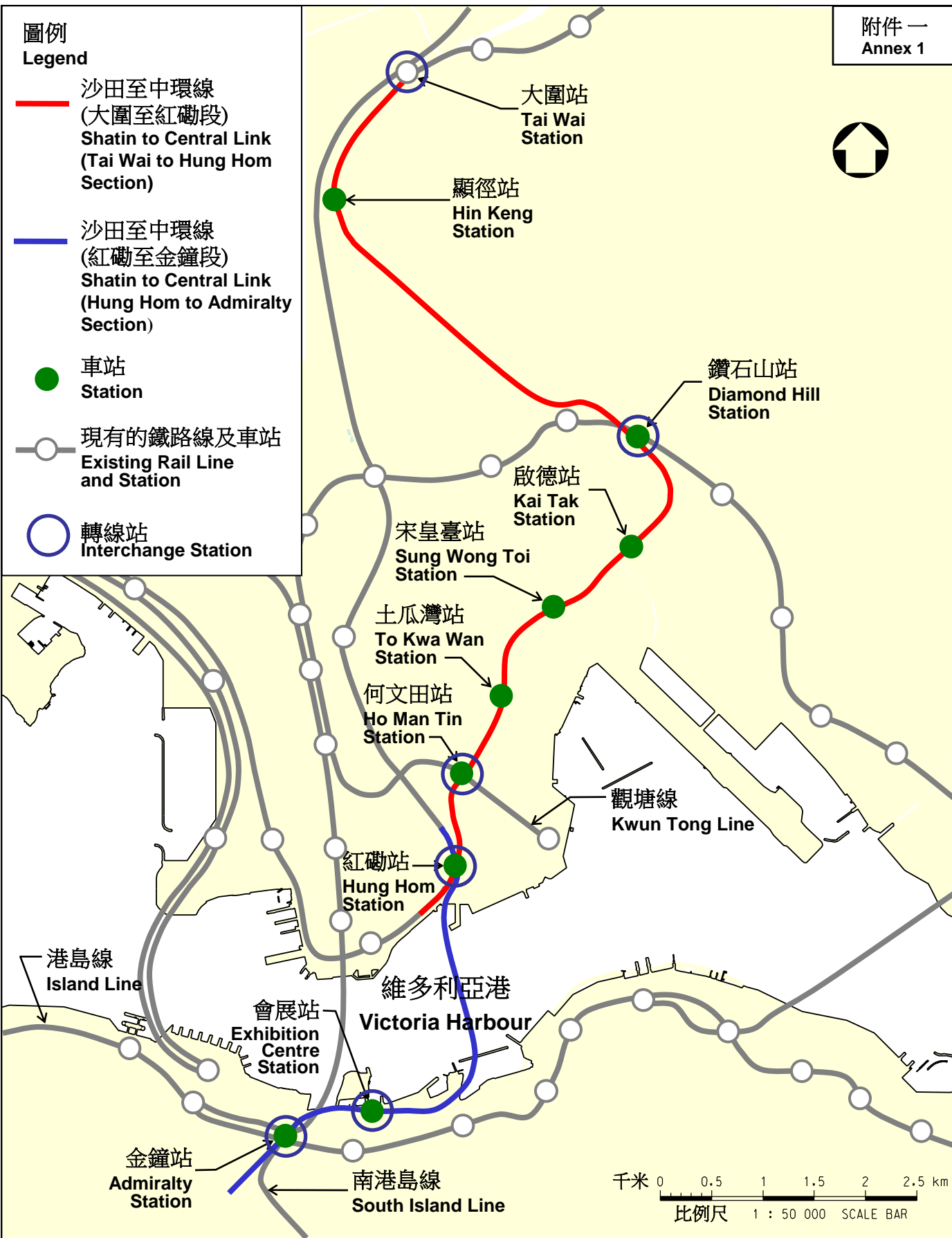
16. The relevant works of the new platform at Hung Hom Station, Exhibition Centre Station and the new platform at Admiralty Station were completed. After testing, checking and inspection, the full lines from Lo Wu Station and Lok Ma Chau Station to Admiralty Station are considered ‘safe and sound’. The completion of Hung Hom to Admiralty Section will extend the EAL from the existing terminal station at Hung Hom to the new terminal station at Admiralty Station via the new Exhibition Centre Station in Wan Chai North. The Hung Hom to Admiralty Section (i.e. the EAL cross-harbour extension) will commission on 15 May 2022 for service.

**Transport and Housing Bureau
Highways Department**

May 2022

圖例
Legend

- 沙田至中環線
(大圍至紅磡段)
Shatin to Central Link
(Tai Wai to Hung Hom Section)
- 沙田至中環線
(紅磡至金鐘段)
Shatin to Central Link
(Hung Hom to Admiralty Section)
- 車站
Station
- 現有的鐵路線及車站
Existing Rail Line and Station
- 轉線站
Interchange Station



圖則名稱 drawing title

沙田至中環線的走線

Alignment of the Shatin to Central Link

圖號 drawing no.

HRWSCLO03-SK0465

版權所有 COPYRIGHT RESERVED

鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

**Progress Update of the Shatin to Central Link
(As at 30 April 2022)**

INTRODUCTION

This report updates Subcommittee members on the progress of Shatin to Central Link (“SCL”) as at 30 April 2022.

OVERVIEW OF THE SCL PROJECT

Works progress

2. As at 30 April 2022, the “Hung Hom to Admiralty Section” was 99.1% complete.
3. The “Hung Hom to Admiralty Section” – East Rail Line (“EAL”) cross-harbour extension is scheduled to open on 15 May 2022. Upon service commencement, EAL will extend under Victoria Harbour to Admiralty Station via the new Exhibition Centre Station (“EXC”). Trial operations of the full EAL commenced on 31 January 2022 and was completed successfully in April with an extensive number of tests, drills and exercises conducted. Approval from relevant Government departments on safe and sound condition was obtained to ensure railway systems, facilities and staff are ready to deliver a safe and reliable passenger service.
4. In view of the situation of the COVID-19 pandemic, measures have been implemented to minimise any impact of the COVID-19 pandemic on the project, including close monitoring and management of the delay on delivery of equipment and materials from outside Hong Kong caused by the worldwide shipping problems. Alternative suppliers of materials have been identified and technology used to facilitate remote inspections. In support of the Construction Industry Council and the Hong Kong Construction Association, all workers entering SCL active work sites must have received two doses of vaccines, take a rapid antigen test daily and possess negative COVID-19 results.

Progress

(i) Hung Hom to Admiralty Section

5. All relevant statutory inspections for the North Ventilation Building and new EAL platforms in Hung Hom Station are complete.

6. All works for the railway tunnels of “Hung Hom to Admiralty Section”, including the installation of major E&M systems, are complete. The new railway has been successfully connected to the existing EAL railway after the track realignment, also known as bifurcation works, north of Hung Hom Station.

7. On Hong Kong Island, works at the South Ventilation Building site near the Causeway Bay Typhoon Shelter (“CBTS”) and EXC West Ventilation Building are fully complete.

8. Construction of the three-level underground EXC and associated railway facilities in the Wan Chai North area is complete and statutory inspections concluded. Final preparation works such as signage installation and fitting out of shops are on-going. Road reinstatement works outside the station are progressing well.

9. The Government announced in September 2018 a notification mechanism for the monitoring of structures and public facilities in the vicinity of the SCL works, with a view to providing timely information to the public when the monitoring data in relation to the relevant structures and public facilities reaches or exceeds the pre-set trigger levels for the temporary suspension of works.

10. During the period from July 2021 to April 2022, no monitoring readings reached or exceeded the pre-set trigger levels for temporary suspension of works, and no pre-set trigger levels have been revised.

11. To facilitate the road improvement works entrusted to MTRCL by the Government, temporary traffic management schemes continue to be implemented in stages in Wan Chai North.

12. At the extended Admiralty Station, all works including architectural builder’s works and finishes, building services, and E&M works as well as final stage of testing and commissioning of the railway systems and facilities are complete and statutory inspections concluded.

(ii) The existing EAL

13. To accommodate the space constraints of the new railway infrastructure on Hong Kong Island, 37 sets of new trains have been procured and are being delivered to Hong Kong progressively. The new trains are being gradually put into service and will form the full EAL fleet prior to opening.

14. The new trains, with a wider body and newly designed handrails, as well as a LED lighting system, provide a more spacious and comfortable travelling environment. They are also equipped with dynamic route maps and gangway-end displays which provide more information to passengers during their journeys. The locations of the doors of the new trains are also improved, being evenly spaced along the trains, bringing more convenience to passengers when alighting and boarding.

15. Since the introduction of the new trains and new signalling system, operation of EAL is generally smooth and reliable. During the gradual introduction of the new trains, measures have been put in place in stations to facilitate passenger familiarisation with the new boarding and alighting arrangements. These include prominent blue and green signs on platforms, information display panels, clear public announcements and additional customer service staff.

16. Installation of Automatic Platform Gates (“APGs”) at the existing EAL stations can commence after the existing EAL train fleet is fully replaced by the new trains. This is due to the two types of train having different door positions. Preparatory works, including strengthening of the EAL platforms and construction of the associated system equipment rooms and facilities are substantially complete. Some advance works for APGs retrofitting is underway. Once the fleet is fully replaced by new trains, fine-tuning of the stopping positions of the new trains at the existing EAL stations will follow. Retrofitting works will proceed once the relevant preparation works are complete.

17. To connect the existing EAL to the new platforms at Hung Hom Station and the new cross-harbour rail tunnel, bifurcation works were conducted at the north of Hung Hom Station. To facilitate the more complex and critical works, EAL service between Mong Kok East and

Hung Hom Stations were temporarily suspended during the seven Sundays between January and October 2021.

18. With the concerted efforts of the team, the bifurcation works have been successfully completed following the last Sunday service suspension on 31 October 2021. The originally planned ten Sunday service suspensions were reduced to seven. The tracks and the overhead of the EAL have been successfully connected to the new EAL platforms at Hung Hom Station, which allowed the commencement of the subsequent full line dynamic trains tests and reliability tests.

(iii) Testing and commissioning

19. Upon overhead line energization along the full EAL, completion of the bifurcation works and connection of the signalling systems of the existing and new railway sections, dynamic train testing commenced during non-traffic hours.

20. Starting in November 2021, testing and statutory inspections were extended to cover the full length of the EAL to ensure railway systems are fully integrated and operate. All train tests were completed in April 2022.

(iv) Reinstatement works

21. Marine works in the CBTS for SCL are complete. To suit the schedule of the seabed improvement works in CBTS by the adjacent Government infrastructure project, moorings in CBTS have been reinstated in three phases. Vessels began to return to CBTS in December 2021. The Corporation continues to closely work with the relevant Government departments and vessel owners on remaining vessel reinstatement work.

22. Final fitting-out works is continuing on the new reprovisioned footbridge across Convention Avenue.

23. The former Wan Chai Ferry Pier Public Transport Interchange (“PTI”), temporarily relocated to the newly reclaimed area near Marsh Road to facilitate EXC construction, will be reinstated. It will re-open in its original location on 14 May 2022 and rename Exhibition Centre Station PTI. After opening the new PTI, the Wan Chai North Temporary PTI at the newly reclaimed area will be closed.

24. At the Wan Chai Sports Ground, the facilities temporarily relocated in 2015 to make way for construction are being reinstated. The temporary

facilities will be demolished and removed after reinstatement is complete. All works are expected to complete in 2022.

- (v) Remaining non-railway works under the “Tai Wai to Hung Hom Section”

25. As for the Wong Tai Sin Public Transport Terminus (“PTT”), communication with local stakeholders on temporary traffic arrangements continues. Road works around the PTT are expected to commence in the first half of 2022. The corresponding temporary traffic management schemes will then be implemented.

26. To facilitate SCL works, part of the Ma Chai Hang Recreation Ground was demolished to make way for the ventilation building and emergency vehicular access between Hin Keng and Ma Chai Hang railway tunnels. Detailed design of the reprovisioned Ma Chai Hang Recreation Ground is complete and procurement of the works contract is progressing, with construction expected to start in the third quarter of 2022.

27. Due to archaeological discoveries in the area of Sung Wong Toi Station, the previously proposed adit connecting the Pak Tai Street entrance cannot be constructed. To provide a convenient access to Sung Wong Toi Station for nearby residents, an alternative scheme of a pedestrian footbridge has been developed and generally agreed by local stakeholders. Detailed design of the footbridge scheme has commenced. It is planned to gazette the scheme amendments associated with the proposed footbridge under Railways Ordinance (Cap. 519) in mid-2022.

COSTS

Cost and expenditure

28. Since mid-2012, 30 major civil and 30 major E&M contracts¹, together with other minor contracts, have been awarded with a total sum of \$58.130 billion. The contract sums for civil works and E&M works are about \$44.204 billion and \$13.926 billion respectively (Please refer to **Enclosure I**).

¹ Major civil contract/E&M contract refers to any individual contract with value above \$50 million and includes Contract 11227 with a value of \$49.8 million.

29. Under the Entrustment Agreement for the SCL, the Government of the Hong Kong Special Administrative Region (“the Government”) is responsible for funding the construction of the SCL.

Cost control mechanism

30. The Corporation attaches great importance to the monitoring and cost control of railway projects. The Corporation has a robust governance framework and a set of stringent procedures governing procurement, contract administration and cost control of its projects, be it an ownership project or a concession project.

31. Under the Entrustment Agreements for concession projects, the Corporation is obliged to use the same management system and procedures that are applicable to all other MTR projects. For concession projects like the SCL project, an independent monitoring and verification system is conducted by the concerned Government authority and its consultants in addition to the Corporation’s contract management and control procedure.

32. To enhance the control of expenditure, the Corporation has its Project Control Group (“PCG”) as a gatekeeper, to scrutinise the assessments of variations and claims arising from consultancies and works contracts under the SCL project. Representatives from the Railways Development Office of Highways Department attend the PCG meetings.

33. Where the progress of works has been delayed, the Corporation considers implementing delay recovery measures as appropriate. Proposals for delay recovery measures including the cost and benefits implications are reviewed and approved by PCG prior to implementation. The Government is consulted on all such matters.

Estimate of Cost to Complete (“CTC”)

34. In February 2020, the Corporation completed its further review and revalidation of the CTC of the SCL Project and notified the Government of the Corporation’s latest estimate of CTC, being \$82,999.3 million, including additional Project Management Cost (“PMC”) of \$1,371 million but excluding all costs related to the Hung Hom Extension Construction Incident for which the Corporation has already made a provision of \$2 billion (as detailed in Paragraph 38 below).

35. This represents an increase of \$12,172.3 million from the original estimate of \$70,827 million, which is less than the previously estimated

increase of \$16,501 million which the Corporation announced in December 2017.

36. The Corporation notes that the Government considers there has been no material modification in respect of the SCL project and therefore disagrees to the inclusion of any additional PMC in the CTC. The additional funding sought by the Government and subsequently approved by the Legislative Council on 12 June 2020 did not include any additional amount of PMC for the Corporation.

37. The Corporation announced on 19 January 2021 that as the project management fee paid by the Government as per the original PMC has been expended in full, and the Corporation has made a provision of approximately \$1.371 billion to meet, on an interim and without prejudice basis, the cost of continuing to comply with its project management obligations under the Entrustment Agreement, to allow the SCL project to progress. The Corporation will follow up with the Government for a resolution of this matter and reserves its position as to the ultimate liability for such costs and as to its rights to pursue the courses of action and remedies according to the Entrustment Agreement. The Corporation continues to exercise rigorous cost control with the objective of ensuring that construction costs are properly managed.

38. As previously announced in July 2019, to facilitate the phased opening of the TML, the Corporation agreed to fund, on an interim and without prejudice basis, the costs associated with the verification and assurance exercises and implementation of the suitable measures at the Hung Hom Station Extension and adjacent structures, as well as the costs for the preparation and implementation of TML phased opening, estimated to be around \$2 billion. Apportionment of the actual cost regarding the Hung Hom Station incidents will be dealt with in accordance with the relevant SCL contracts.

STAKEHOLDER COMMUNICATION AND ENGAGEMENT

39. Most of the SCL works sites are in urban areas and close to local communities. We attach great importance to maintaining close communication and engagement with the local communities and the relevant stakeholders, in order to keep them informed of the works progress and to listen to their views. Apart from the regular progress updates to the Subcommittee members and respective District Councils, Community Liaison Groups, which have been set up across districts, is another major

communication channel with the local communities where regular updates about SCL are provided. Newsletters, leaflets and notices about the works are distributed to the local communities. Dedicated MTR and Contractors' Hotlines are also available for handling enquiries and complaints in relating to the project.

40. While many in-person meetings and activities were called off due to the COVID-19 situation and social distancing measures, we maintain close communication with the local communities and stakeholders in appropriate and timely manners. Online meetings, websites and social media are being utilised to reach stakeholders and keep members of the public posted about the project, as well as the information about the opening of the EAL cross-harbour extension.

EMPLOYMENT OPPORTUNITIES

41. About 784 construction workers and technical / professional staff members are employed for the SCL project as at 31 March 2022, which in general could meet the labour requirement. This is lower than the number employed when the project was in its construction peak. Moreover, 764 trainees have been recruited and provided with trainings and internship programmes by the contractors of the SCL project and the Construction Industry Council through the Corporation's "SCL Contractors Cooperative Training Scheme". A total of 520 trainees have completed the trade test and proceeded to continue their careers in the field.

CONCLUSION

42. Members are invited to note the above information.

MTR Corporation Limited
May 2022

Expenditure report as at 31 March 2022

Table 1 – Situation of expenditure

	Awarded contract sum for the contracts (\$ million)	Cumulative expenditure of awarded contracts (\$ million)	Estimated amount of unresolved claims* (\$ million)
Civil works	44,204.0	49,570.0	690.6
E&M works	13,925.7	9,037.2	852.0
Total	58,129.7	58,607.2	1,542.6

* The estimated amount of unresolved claim: Amount claimed (\$1,908.0 million) – Interim award (\$365.4 million) = \$1,542.6 million (See Table 2)

Table 2 – Situation of substantiated claims

	Claims resolved			Claims unresolved		
	Number	Amount claimed (\$ million)	Amount awarded (\$ million)	Number	Amount claimed (\$ million)	Interim award (\$ million)
Civil works	741	6,110.1	3,137.6	291	822.4	131.8
E&M works	82	762.9	340.7	131	1,085.6	233.6
Total	823	6,873.0	3,478.3	422	1,908.0	365.4

1. The Government and the Corporation conducted risk assessment at the planning and budgeting stages of the project to minimise claims arising from the works. Nevertheless, there were often unforeseeable situations in the course of works. For instance, the foundation or excavation works might come across a larger amount of or more complicated obstructions than expected. As this would add difficulties to the works, the contractors might have to use more machines or switch to other machines that were more suitable and employ more staff to cope with these situations. The contractors would submit claims in accordance with the contract terms to cover the additional expenditures. Upon receipt of claims from contractors, the Corporation would examine such claims and assess the amount concerned based on the relevant contract terms, justifications, documents, records, etc.

2. As at 31 March 2022, the Corporation has received 1,245 substantiated claims and the amount claimed in total was about \$8,781.0 million, representing 15.1% of the awarded contract sum for the contracts. The Corporation has been discussing the details of the claims with the contractors concerned, and thoroughly assesses the amount claimed. The Corporation processes each claim in accordance with the provisions of the relevant contracts, and the contractors have to provide sufficient justifications and information. As at 31 March 2022, 823 cases were resolved and about 3,478.3 million was awarded, representing about 5.98% of the awarded

contract sum for the contracts. Having regard to the progress of the relevant assessment and discussion, interim awards amounting to about \$365.4 million have been made for some cases.

Overall works progress of the SCL as at 30 April 2022

Completion percentage of overall SCL works : 99.6%

Completion percentage of “Hung Hom to Admiralty Section”: 99.1%

(A) Cumulative progress of 30⁽¹⁾ major civil contracts awarded :

Contract No.	Contract Name	Percentage completed
1101	Modification of Ma On Shan Line	100%
1102	Hin Keng Station and Approach Structures	100%
1103	Hin Keng to Diamond Hill Tunnels and Fung Tak Public Transport Interchange	100%
1106	Diamond Hill Station Extension	100%
1107	Diamond Hill to Kai Tak Tunnels	100%
1108	Kai Tak Station and Associated Tunnels	100%
1108A	Kai Tak Barging Point Facilities	100%
1109	Stations and Tunnels of Sung Wong Toi and To Kwa Wan stations	100%
1111	Hung Hom North Approach Tunnels	100%
1112	Hung Hom Station and Stabling Sidings	100%
1113	Reprovisioning of New Territories South Animal Management Centre and Shatin Plant Quarantine Station	100%
1114	Pedestrian Links at Tsz Wan Shan	100%
1117	Pat Heung Depot Modification Works	100%
1119	Trackwork and Overhead Line Modification Works at Lo Wu and PHD	100%
1120	Trackwork and Overhead Line for SCL Phase 1	100%
1120B	Trackwork and Overhead Line for SCL Phase 2	100%
1121	EAL Cross Harbour Tunnels	100%
1122	Admiralty South Overrun Tunnel	100%

1123	Exhibition Centre Station and Western Approach Tunnel	99%
1124	Admiralty SCL Related Works	100%
1125	Police Sports and Recreation Club Enhancement Works	100%
1126	Reprovisioning of Harbour Road Sports Centre and Wan Chai Swimming Pool	100%
1128	South Ventilation Building to Admiralty Tunnels	100%
1129	SCL - Advance Works for Cross-harbour EAL	100%
11209	Platform Modification and Associated Works at EAL	100%
11227	Advance Works for EAL Cross Harbour Tunnels	100%
11214	Remaining General Station & Platform Modification Works at East Rail Line	1.5% ⁽²⁾

Note:

- (1) The 30 awarded major civil contracts as mentioned in Paragraph 28 of this report include Contracts 11230, 11241 and 11260. Contract 11230 is a tenancy agreement for the Joint Site Office for Contracts 1123 and 1128, and it is part of the project cost for Contracts 1123 and 1128. Contractor 11241 is the archaeological survey for connection to Pak Tai Street and Contract 11260 is the extension of heavy repair workshop at Ho Tung Lau Depot. As 11230 and 11241 involve no civil construction works, and 11260 is the modification works of existing depot which will have no impact on the overall works progress of SCL, they are not included in the table above.
- (2) Civil Contract 11214 was awarded on 9 September 2021 for remaining general station and platform modification works at East Rail Line after the train replacement.

(B) Cumulative progress of 30 major E&M contracts awarded :

Contract No.	Contract Name	Percentage completed
1141A	New Rolling Stock for SCL Phase 1	100%
1141B	New Rolling Stock for SCL Phase 2	96%
1151	Rolling Stock Modification and New Train Cars for SCL Phase 1	100%
1152	Signalling System for SCL Phase 1 & Signalling System Modification for MOL and WRL	100%
1152B	Signalling System for SCL Phase 2	99%
1153	Tunnel ECS for SCL Phase 1	100%
1153B	Tunnel ECS for SCL Phase 2	100%
1154	Platform Screen Doors for SCL Phase 1 & APG Retrofit for MOL	100%
1154B	Platform Screen Doors for SCL Phase 2 & APG Retrofit for EAL	63%
1155	Power Supply System and Trackside Auxiliaries for SCL Phase 1	100%
1155B	Power Supply System and Trackside Auxiliaries for SCL Phase 2	100%
1159	Lifts for SCL Phase 1	100%
1162	TETRA System for SCL Phases 1 & 2	99%
1162B	Radio Distribution Network System for SCL Phases 1 & 2	100%
1163	AFC System and SAM System for SCL Phases 1 & 2	100%
1164	Building Services for Diamond Hill Station	100%
1164B	Building Services for SCL Hong Kong Island Section	100%
1165	Building Services for Hin Keng Station, Ma Chai Hang Ventilation Building and Fung Tak Emergency Access	100%
1166	Main Control System for SCL Phase 1	100%
1166B	Main Control System for SCL Phase 2	100%
1169	Communications System for SCL Phase 1	100%
1169B	Communications System for SCL Phase 2	100%

1172	Escalators for SCL Phase 1	100%
1172B	Lift and Escalators for SCL Phase 2	100%
1173	Building Services for Hung Hom Station and Hung Hom Stabling Sidings	100%
1175	Building Services for Kai Tak Station	100%
1176	Building Services for Sung Wong Toi Station and Ancillary Building	100%
1177	Building Services for To Kwa Wan Station and Ancillary Building3	100%
1183	EAL Signalling System Modification	100%
1191	Floodgate System for SCL Phase 2	100%

行人隧道 C 的走線 Alignment of Adit C



Existing pedestrian crossing
原有行人過路處