

For information

6 May 2011

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

**Funding Application -
Protection Works at Causeway Bay Typhoon Shelter
for Shatin to Central Link**

PURPOSE

This paper briefs Members about our proposal to upgrade the remaining works under **58TR** for the Shatin to Central Link (SCL) to Category A to cover funding for the construction of protection works at the Causeway Bay Typhoon Shelter (CBTS).

STRATEGIC RAILWAY

2. The 17-kilometre SCL is a territory-wide strategic railway project with ten stations¹ (see **Annex 1**). The project is linked with a number of existing railways, forming two strategic railway corridors, namely the “East West Corridor” and the “North South Corridor” (see **Annex 2**).

- (a) The “East West Corridor”, which connects Tai Wai Station of the Ma On Shan Line with Hung Hom Station of the West Rail Line, will allow passengers to travel from Wu Kai Sha Station to Hung Hom, East Kowloon, the West New Territories and Tuen Mun without interchanging, providing a more direct and convenient railway service for passengers commuting between the East New Territories and West New Territories.

¹ The ten stations of the SCL are: Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition and Admiralty.

- (b) The “North South Corridor”, which extends the existing East Rail Line from Hung Hom Station across the Victoria Harbour to Admiralty Station, will allow passengers from Lo Wu (using the East Rail Line) and Huanggang (using the Lok Ma Chau Line) to reach the heart of Hong Kong Island directly.
3. The SCL will significantly reduce the journey time for passengers who travel among East Kowloon, the East New Territories and Hong Kong Island. It will also increase the capacity of the railways that carry passengers from Shatin to Kowloon and across the Harbour, as well as relieve the congestion on the existing railway lines.

PROTECTION WORKS AND ADVANCE WORKS OF THE SCL

4. As some parts of the SCL overlap with other large-scale infrastructure projects, we need to implement timely under these projects some protection works or advance works of the SCL to match the timetables of these large-scale projects, reduce the extent of works site and impact to the traffic, lower the construction costs and shorten the construction duration, and minimise the nuisance to the public during construction. In this regard, we explained the need of this protection works and the advance works of the SCL at the Public Works Subcommittee meeting held in June 2010. We also reported to this subcommittee in November and December 2010 that we need to implement timely the protection works and advance works of the SCL and application for funding will be made in 2011. We have obtained funding approval from the Financial Committee for the implementation of the following protection works and advance works –

- (a) “Shatin to Central Link – construction of railway works – protection works in Wan Chai Development Phase II”: at an estimated cost of \$152.6 million in money-of-the-day prices for the construction of protection works for the SCL tunnel in Wan Chai Development Phase II. The funding application for the protection works was approved on 2 July 2010, and the works commenced in August 2010.

- (b) “Shatin to Central Link – construction of railway works – advance works”: at an estimated cost of \$6,254.9 million in money-of-the-day prices for the expansion of the existing Admiralty Station and construction of part of Ho Man Tin Station to accommodate the SCL railway facilities. The funding application for the advance works was approved on 18 February 2011.
- (c) “Shatin to Central Link – construction of non-railway works – advance works”: at an estimated cost of \$1,448.2 million in money-of-the-day prices for reprovisioning of the International Mail Centre (IMC) at Hung Hom, and to reprovision the facilities at Harcourt Garden and Hong Kong Park. The funding application for the advance works was approved on 18 February 2011.

5. In the subcommittee meetings in November and December 2010, we indicated the need to implement the protection works in CBTS under the Central-Wan Chai Bypass (CWB) project so as to fulfil the requirements of the Protection of the Harbour Ordinance (Cap. 531) to minimize temporary reclamation as far as possible. The scope of the proposed works under 58TR for which we intend to seek funding approval from the Finance Committee comprises -

- (a) construction of a concrete tunnel box of about 160 metres (m) long to enable construction of required tunnel works in future;
- (b) construction of temporary seawall of about 270 m long and temporary reclamation of about 0.4 hectare (ha), and their subsequent removal;
- (c) dredging in an area of about 1.0 ha at the southeast corner of the CBTS to provide a temporary anchorage area; and
- (d) construction of a temporary jetty for the Royal Hong Kong Yacht Club (RHKYC), and subsequent reinstatement of the RHKYC jetty after completion of the proposed works.

6. Under the SCL project, the East Rail Line will be extended from Hung Hom across the Harbour to Hong Kong Island to increase the capacity of the cross-harbour section of the railway network and provide a more

convenient railway service for passengers who travel between the New Territories and Hong Kong Island. The cross-harbour section will cross over the Central-Wan Chai Bypass (CWB) tunnel, which is currently under construction, at the western part of the CBTS. Both projects will require temporary reclamation at the same location inside the CBTS. The CWB tunnel Stage 1A (west) requires temporary reclamation of about 1.4 ha, and the SCL protection works require an additional 0.4 ha of temporary reclamation. To implement the proposed protection works will enable the shared use of the temporary reclamation at the same location, and carrying out of the additional 0.4 ha of temporary reclamation at the same time. This will avoid repeated reclamation, protect the harbour, efficient use of resources and reduce construction time. In addition, we need to carry out protection works at the overlapping part between the SCL tunnel and the CWB tunnel to ensure that the protection works can be completed before the CWB tunnel is put into operation so as to avoid the construction works of the SCL tunnel causing nuisances to the operational CWB tunnel. The protection works includes the construction of a tunnel box of about 160 m long.

7. Owing to the need to implement the 0.4 ha of additional temporary reclamation for the SCL protection works, some 30-40 anchorage spaces at the CBTS will be affected and will have to be temporarily relocated. In order to provide sufficient anchorage spaces in the CBTS so that all the affected vessels can remain anchoring there, an area of about 1.0 ha at the southeast corner of the CBTS (to the south of the existing Island Eastern Corridor) will be dredged to provide sufficient draft for anchorage purpose.

8. A RHKYC jetty located at the western side of the CBTS for hoisting yachts of the Club will be affected by the proposed temporary reclamation and need to be demolished. Hence, we will construct a temporary jetty at a nearby location to enable the continuation of the RHKYC activities. As the location of the temporary jetty is not satisfactory for the operation of the RHKYC, it is merely a temporary arrangement. Thus, upon completion of the SCL protection works in 2014, we will reinstate the RHKYC jetty at its original location and demolish the temporary jetty.

9. We estimate the cost of the above-mentioned proposed works at the CBTS to be \$541.6 million in money-of-the-day prices. We have completed the detailed design and working drawings for the proposed works and we plan

to execute the proposed works under the CWB project. This will achieve a better interface between the protection works and the CWB project works and ensure that the SCL construction works can be completed in 2020. The SCL protection works has already been included in the scope of the CWB works contract. We plan to consult the Public Works Subcommittee (PWSC) in June 2011 on the funding application for the protection works. A copy of the draft PWSC paper for funding application for the protection works is attached (see **Annex 3**). We will seek approval of the Finance Committee in the same month so that the protection works may start in the 4th quarter of 2011 for completion in early 2014.

PROGRESS OF THE SCL

10. The SCL scheme was gazetted on 26 November 2010 and the statutory consultation process has started. The Administration and MTR Corporation Limited are now meeting the objectors, receiving comments from the objectors and handling the objection cases. We will continue to consider the views collected from public consultation with a view to enhancing the detailed design of SCL, and make amendments to the SCL scheme as appropriate. We plan to submit the SCL scheme, with all un-withdrawn objections, to the Chief Executive-in-Council for consideration and authorization of the scheme in the first half of 2012.

ADVICE SOUGHT

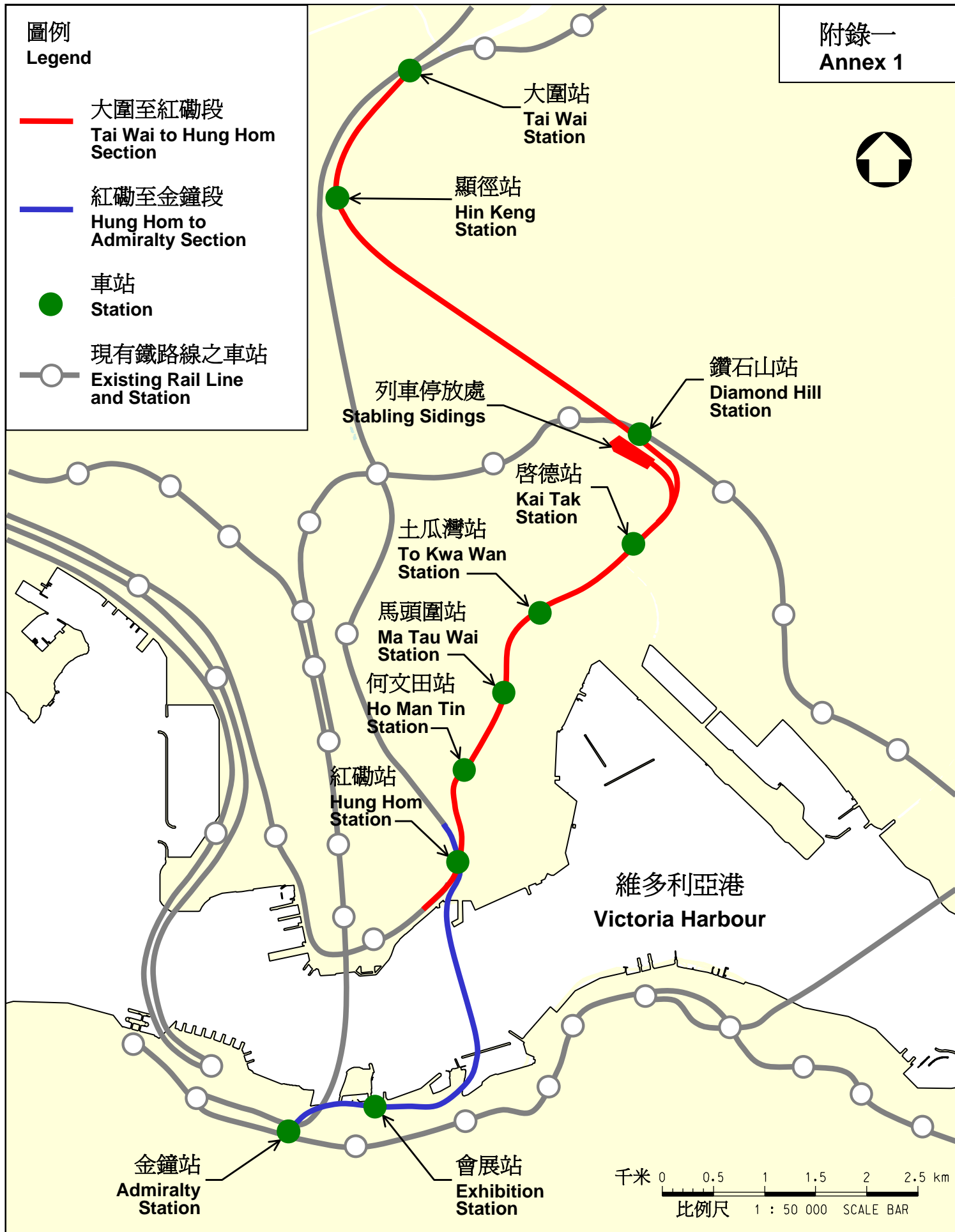
11. Members are invited to note the content of this paper

Transport and Housing Bureau
May 2011

圖例
Legend

- 大圍至紅磡段
Tai Wai to Hung Hom Section
- 紅磡至金鐘段
Hung Hom to Admiralty Section
- 車站
Station
- 現有鐵路線之車站
Existing Rail Line and Station

附錄一
Annex 1



圖則名稱 drawing title

擬建之沙田至中環線的走線

Proposed Alignment of The Shatin to Central Link

圖號 drawing no.

HRWSCL003-SK0243

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鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT



DRAFT

**For discussion
on 1 June 2011**

**ITEM FOR PUBLIC WORKS SUBCOMMITTEE
OF FINANCE COMMITTEE**

HEAD 706 – HIGHWAYS

Transport – Railways

**58TR – Shatin to Central Link – construction of railway works – protection
works**

Members are invited to recommend to Finance Committee the upgrading of **58TR** to Category A at an estimated cost of \$541.6 million in money-of-the-day prices for the construction of protection works for the Shatin to Central Link tunnel at Causeway Bay Typhoon Shelter.

PROBLEM

The Shatin to Central Link (SCL) tunnel will cross over the Central-Wan Chai Bypass (CWB) tunnel at the Causeway Bay Typhoon Shelter (CBTS), which is currently under construction. It is necessary to implement protection works for the SCL tunnel and other associated works at the CBTS to ensure better interface between the SCL and CWB projects.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport and Housing, proposes to upgrade the remaining part of **58TR** to Category A at an estimated cost of \$541.6 million in money-of-the-day (MOD) prices for the construction of protection works for the SCL tunnel and other associated works (details at paragraph 5) at the CBTS.

PROJECT SCOPE AND NATURE

3. The 17-kilometre SCL is a territory-wide strategic railway project with ten stations¹ (see **Enclosure 1**). The project is linked with a number of existing railways, forming two strategic railway corridors, namely the “East West Corridor” and the “North South Corridor” (see **Enclosure 2**).

- (a) The “East West Corridor”, which connects Tai Wai Station of the Ma On Shan Line with Hung Hom Station of the West Rail Line, will allow passengers to travel from Wu Kai Sha Station to Hung Hom, East Kowloon, the West New Territories and Tuen Mun without interchanging, providing a more direct and convenient railway service for passengers commuting between the East New Territories and West New Territories.
- (b) The “North South Corridor”, which extends the existing East Rail Line from Hung Hom Station across the Victoria Harbour to Admiralty Station, will allow passengers from Lo Wu (using the East Rail Line) and Huanggang (using the Lok Ma Chau Line) to reach the heart of Hong Kong Island directly.

4. The SCL will significantly reduce the journey time for passengers who travel among East Kowloon, the East New Territories and Hong Kong Island. It will also increase the capacity of the railways that carry passengers from Shatin to Kowloon and across the Harbour, as well as relieve the congestion on the existing railway lines.

5. The scope of the remaining part of **58TR** comprises -
- (a) construction of a concrete tunnel box of about 160 metres (m) long to enable construction of required tunnel works in future;
 - (b) construction of temporary seawall of about 270 m long and temporary reclamation of about 0.4 hectare (ha), and their subsequent removal;
 - (c) dredging in an area of about 1.0 ha at the southeast corner of the CBTS to provide a temporary anchorage area; and

¹ The ten stations of the SCL are: Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition and Admiralty.

- (d) construction of a temporary jetty for the Royal Hong Kong Yacht Club (RHKYC), and subsequent reinstatement of the RHKYC jetty after completion of the protection works.

A plan showing the proposed works is at **Enclosure 3**.

6. We have completed the detailed design and working drawings for the proposed works and we plan to execute the protection works under the CWB project. Subject to Finance Committee's funding approval, we plan to commence construction in the 4th quarter of 2011 for completion in early 2014.

JUSTIFICATION

7. Under the SCL project, the East Rail Line will be extended from Hung Hom across the Harbour to Hong Kong Island to increase the carrying capacity of the cross-harbour section of the railway network and provide a more convenient railway service for passengers who travel between the New Territories and Hong Kong Island. The SCL cross-harbour tunnel will cross over the currently under construction CWB tunnels at the western part of the CBTS. The two projects will similarly require temporary reclamation at the same location inside the CBTS. The CWB tunnel Stage 1A (west) requires temporary reclamation of about 1.4 ha, and the SCL protection works require an additional 0.4 ha of temporary reclamation. To implement the proposed protection works will enable the shared use of the temporary reclamation at the same location, and the carrying out of the additional 0.4 ha of temporary reclamation at the same time. This will avoid repeated reclamation, protect the harbour, enable efficient use of resources and reduce construction time. In addition, we need to carry out protection works, by constructing a tunnel box, at the overlapping part between the SCL tunnel and the CWB tunnels after the completion of CWB temporary reclamation. This will ensure that the protection works can be completed before the operation of the CWB tunnels and avoid causing nuisances to the CWB tunnels in operation. The protection works involve construction of a concrete tunnel box of about 160 m long.

8. After the completion of the protection works, the majority of the temporary reclamation will be removed, except that about 0.26 ha of land at the southwest corner of the CBTS will remain in place till 2017 to enable future construction works of the SCL.

9. As required under the Protection of the Harbour Ordinance (Cap. 531) and the Court of Final Appeal judgment made in 2004, a "Cogent and Convincing Materials" Report (SCL CCM Report) has been prepared to demonstrate the "overriding public need" for the temporary reclamation required for the SCL project. The SCL CCM Report has been uploaded to the websites of

Highways Department and MTR Corporation Limited (MTRCL) for public inspection.

10. Since it is required to carry out 0.4 ha of additional temporary reclamation for the protection works, some 30-40 anchorage spaces at the CBTS will be affected and the affected vessels will have to be temporarily relocated. In order to provide sufficient anchorage spaces in the CBTS so that all the affected vessels can remain anchoring within CBTS, we have to dredge an area of about 1.0 ha at the southeast corner of the CBTS (to the south of the existing Island Eastern Corridor) so that the area has sufficient draft for the affected vessels to anchor temporarily there during construction period.

11. A RHKYC jetty located at the western side of the CBTS for hoisting yachts of the Club will be affected by the proposed temporary reclamation and need to be demolished. Hence, we will construct a temporary jetty at a nearby location to enable the continuation of the RHKYC activities. As the location of the re-provisioned temporary jetty is not perfect for the Club's activities and is only temporary, therefore, upon completion of the SCL protection works in 2014, we will reinstate the RHKYC jetty at its original location and demolish the temporary jetty.

PROPOSED EXECUTION OF WORKS UNDER CWB

12. We plan to execute the protection works under the CWB project so that better interface between the SCL and CWB projects can be achieved, and to ensure that the SCL project can be completed by 2020.

FINANCIAL IMPLICATIONS

13. We estimate the cost of the proposed works to be \$541.6 million in money-of-the-day (MOD) prices, (please see paragraph 14 below), broken down as follows –

	\$ million
(a) Protection and associated works	376.3
(i) Marine works for temporary anchorage and temporary reclamation	26.3
(ii) Diaphragm walls and foundations for	188.0

		\$ million	
	concrete tunnel box		
(iii)	Earthworks for temporary seawall and temporary reclamation	87.6	
(iv)	Concrete tunnel box	74.4	
(b)	Re-provisioning of affected RHKYC jetty	4.3	
(c)	Consultants' fees	9.8	
(i)	construction supervision and contract administration	4.3	
(ii)	management of resident site staff (RSS)	3.7	
(iii)	EM&A programme	1.8	
(d)	Remuneration of RSS	44.6	
(e)	Contingencies	43.5	
	Sub-total	478.5	(in September 2010 prices)
(f)	Provision for price adjustment	63.1	
	Total	541.6	(in MOD prices)

A breakdown by man-months of the estimates for consultants' fees is at **Enclosure 4**.

14. Subject to approval, we will phase the expenditure as follows –

Year	\$ million (September 2010)	Price adjustment factor	\$ million (MOD)
2011 – 2012	42.6	1.04525	44.5
2012 – 2013	213.5	1.10143	235.2
2013 – 2014	170.8	1.16201	198.5
2014 – 2015	49.9	1.22592	61.2
2015 – 2016	1.7	1.29335	2.2
	<u>478.5</u>		<u>541.6</u>

15. The proposed works will not give rise to any recurrent expenditure.

PUBLIC CONSULTATION

16. We have carried out extensive public consultation on the preliminary design since May 2009 including consultation with relevant District Councils, staging roving exhibitions and holding individual meetings, public forums and briefings with the local communities and parties concerned. The public is generally positive and supportive of the implementation of the SCL project. The Society for Protection of the Harbour, the then Harbourfront Enhancement Committee and professional groups were also consulted, and they supported the initiatives to be adopted by the SCL project to minimize the temporary reclamation within the CBTS.

17. We have consulted the Eastern District Council (EDC) on the proposed SCL protection works in CBTS. EDC passed a motion in July 2009 and July 2010 that, unless agreed by the CBTS stakeholders, they would object to any SCL works in the CBTS. In this regard, we have conducted site visits and meetings with the CBTS stakeholders to explain the proposed works in the CBTS. The MTRCL also published and distributed a newsletter “Shatin to Central Link – Protection Works” to the stakeholders of the CBTS, providing details of the proposed works in the CBTS. No adverse comment was received. In April 2011, we met the CBTS stakeholders again to brief them on the protection works and arrangements for anchorage of vessels. The CBTS stakeholders attending the meeting had no comments on the protection works and the proposed arrangements for anchorage of vessels. We will continue to communicate with and consult the CBTS stakeholders before the vessel relocation works are carried out.

18. In this regard, we explained the need of this protection works and the advance works of the SCL at the Public Works Subcommittee meeting held in June 2010. We also reported to this subcommittee in November and December 2010 that we need to implement timely the protection works and advance works of the SCL and application for funding will be made in 2011.

19. We gazetted the proposed temporary reclamation and dredging works under Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) on 16 July 2010. During the two-month statutory period for objection, two objections were received. We have met the objectors and responded to the objectors' views. The objectors' views and the Administration's responses are summarized at **Enclosure 5**.

ENVIRONMENTAL IMPLICATIONS

20. The proposed works is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap 499) and an environmental permit is required for the construction of the proposed works. On 25 February 2011, the EIA report for the proposed works was approved by the Director of Environmental Protection under EIAO. The EIA Report concluded that the environmental impacts of the proposed works could be controlled to within the criteria under the EIAO and the Technical Memorandum on EIA Process. We shall implement the environmental mitigation measures and Environmental Monitoring and Audit (EM&A) programme recommended in the approved EIA Report. The key measures include deployment of silt curtains at the dredging and filling areas, installation of silt screens at nearby seawater intakes and use of quieter construction plant and mobile noise barriers. We estimate the cost of implementing the environmental mitigation measures and EM&A programme to be about \$3 million. We have included this cost in the overall project estimate.

21. At the planning and design stages, we have considered the design of the proposed works and the construction sequence to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste at public fill reception facilities². We will encourage the contractor to maximize the use of recycled / recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

² Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

22. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

23. We estimate that the proposed works will generate in total about 29 400 tonnes of construction waste. Of these, we will reuse about 1 460 tonnes (5%) of inert construction waste on other construction sites and deliver 27 340 tonnes (93%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 600 tonnes (2%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$813,000 for the proposed works (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne³ at landfills).

HERITAGE IMPLICATIONS

24. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

25. The proposed protection works do not require any land acquisition.

BACKGROUND INFORMATION

26. We upgraded **58TR** to Category B in October 2009, and upgraded part of **58TR** to Category A in July 2010 as **59TR** – “Shatin to Central Link – construction of railway works – protection works in Wan Chai Development Phase II”, at an estimated cost of \$152.6 million in money-of-the-day prices for the construction of protection works for the SCL tunnel in Wan Chai

³ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

Development Phase II. Funding application was approved on 2 July 2010, and the works commenced in August 2010.

27. We upgraded **61TR** to Category B in September 2010, and upgraded part of **61TR** to Category A in February 2011 as **63TR** – “Shatin to Central Link – construction of railway works – advance works”, at an estimated cost of \$6,254.9 million in money-of-the-day prices for the expansion of Admiralty Station and part of Ho Man Tin Station to accommodate the SCL railway facilities. Funding application was approved on 18 February 2011.

28. We upgraded **62TR** to Category B in September 2010, and upgraded part of **62TR** to Category A in February 2011 as **64TR** – “Shatin to Central Link – construction of non-railway works – advance works”, at an estimated cost of \$1,448.2 million in money-of-the-day prices for reprovisioning of the International Mail Centre (IMC) at Hung Hom, and to reprovision the facilities at Harcourt Garden and Hong Kong Park. Funding application was approved on 18 February 2011.

29. The proposed protection works will not involve any tree removal or planting proposals.

30. We estimate that the works in paragraph 5 will create about 337 jobs comprising 63 professional/technical staff and 274 labourers, providing a total employment of 7 592 man-months.

Transport and Housing Bureau
June 2011

圖例
Legend

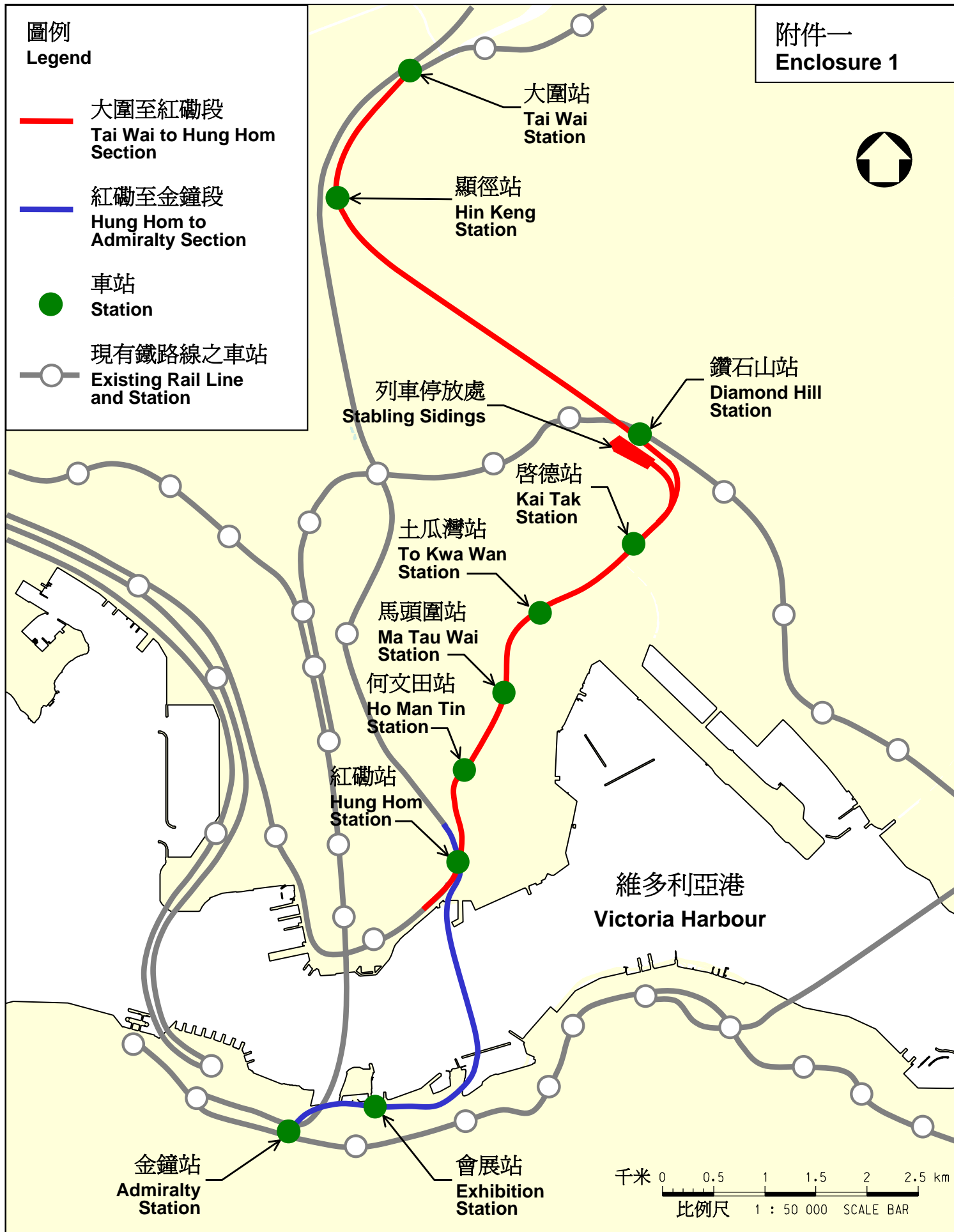
大圍至紅磡段
Tai Wai to Hung Hom
Section

紅磡至金鐘段
Hung Hom to
Admiralty Section

車站
Station

現有鐵路線之車站
Existing Rail Line
and Station

附件一
Enclosure 1



圖則名稱 drawing title

擬建之沙田至中環線的走線

Proposed Alignment of The Shatin to Central Link

圖號 drawing no.

HRWSCL003-SK0239

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鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT



南北走廊
North South Corridor

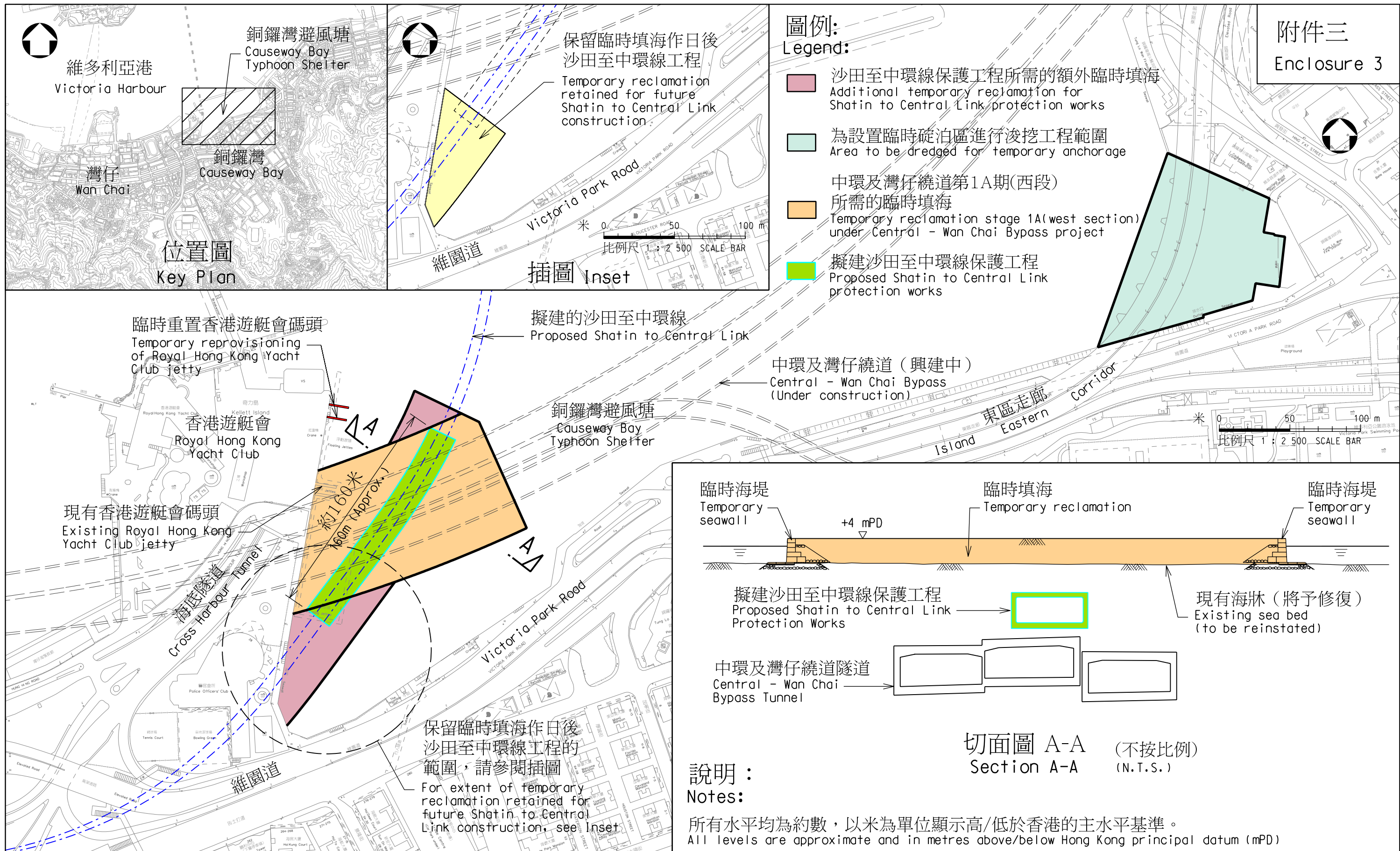
- 東鐵線 East Rail Line
- 沙中線 (紅磡至金鐘段) SCL (Hung Hom to Admiralty Section)

東西走廊
East West Corridor

- 馬鞍山線 Ma On Shan Line
- 西鐵線 West Rail Line
- 沙中線 (大圍至紅磡段) SCL (Tai Wai to Hung Hom Section)

東西走廊及南北走廊

East West Corridor and
North South Corridor



附件三
Enclosure 3

圖則名稱 drawing title 工務計劃項目第58TR號 沙田至中環線 — 鐵路建造工程 — 保護工程 PWP Item No. 58TR Shatin to Central Link - Construction of Railway Works - Protection Works	圖號 drawing no. HRWSCL003-SK0245
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	鐵路拓展處 RAILWAY DEVELOPMENT OFFICE
	路政署 HIGHWAYS DEPARTMENT

**58TR – Shatin to Central Link – construction of railway works –
protection works**

**Breakdown of the estimates for consultants' fees and resident site staff costs
(in September 2010 prices)**

		Estimated man- months	Average MPS salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants' fees for construction supervision and contract administration (Note 2)	Professional	--	--	--	1.5
	Technical	--	--	--	2.8
Sub-total					4.3
(b) Resident site staff costs (Note 3)	Professional	183	38	1.6	17.0
	Technical	982	14	1.6	31.3
Sub-total					48.3
Comprising					
(i) Consultants' fees for management of resident site staff					3.7
(ii) Remuneration of resident site staff					44.6
(c) Consultants' fees for EM&A programme (Note 2)	Professional	4	38	2.0	0.5
	Technical	33	14	2.0	1.3
Sub-total					1.8
Total					54.4

Notes

1. A multiplier of 2.0 is applied to the average MPS salary point to arrive at the full staff costs including the consultants' overheads and profits as the staff will be employed in the consultants' offices. A multiplier of 1.6 is applied to the average MPS salary point in the case of resident site staff supplied by the consultants. (As at now, Master Pay Scale (MPS) salary point 38 = \$58,195 per month and MPS salary point 14 = \$19,945 per month.)
2. The consultants' fees for construction supervision and contract administration are estimated in accordance with the terms stipulated in Agreement No. CE 5/95 titled "Design and Construction of Central-Wan Chai Bypass and Island Eastern Corridor Link". The part of the Agreement relevant to 58TR will only be executed subject to Finance Committee's approval to upgrade the remaining part of **58TR** to Category A.
3. The actual man-months and associated costs will only be known after completion of the construction works.

**58TR – Shatin to Central Link – construction of railway works –
protection works**

Objections and Administration's Response

- (a) One of the objectors is a yacht club adjacent to the CBTS. The objector is concerned about the possible impact on the club's yacht activities including the need for temporary re-provisioning of the jetty, temporary rearrangement of boat storage areas and boatyard operations, rearrangement of pontoon system and the water area available for mooring, and launching and recovery of yachts and small crafts.

We presented to the objector a conceptual re-arrangement plan of the boatyard and boat storage areas corresponding to the temporary re-provisioning of the jetty and agreed to continue liaison with the objector and further develop the conceptual plan into a work plan. We also explained that sufficient water area would be provided for the mooring of the club vessels within CBTS. The loss in mooring water area within the CBTS due to the temporary reclamation for the Protection Works would be re-provided at the southeast corner of CBTS. The objector would also be consulted on the revised mooring and pontoon layout plans before their finalization and implementation. The objector would also be invited to participate in a Marine Management Task Force for the CBTS, which has been set up under the CWB project to deal with the marine traffic and temporary mooring issues in CBTS during construction period.

- (b) The other objector has concern on how the SCL design and alignment may affect the community in general, and specifically the impact to the availability of moorings and berthing in the CBTS. The objector also alleged that their research shows that there is a shortage of berths available for leisure craft in Hong Kong, and Victoria Harbour specifically. The objector also enquired whether provision of a temporary breakwater to the north of the existing one for the CBTS to provide more mooring spaces could be considered so as to reduce the impact to the vessels affected.

We responded that we had conducted a comprehensive public consultation programme since mid 2009 and gained public support in general for early implementation of SCL. Regarding the objector's concern on the possible impact to the availability of moorings and berthing in CBTS, we explained that the SCL project has been planned on the basis that no more vessels would have to be relocated away from CBTS in addition to those already required to be relocated under the CWB project. It was under this consideration that a coordinated construction sequence with the CWB works in the CBTS had been developed hence minimizing the temporary reclamation required. Construction of the remainder of the SCL tunnels at the CBTS will start later when it is possible to accommodate the additional temporary reclamation area required by SCL without the need to relocate

additional moorings out of CBTS. We also explained to the objector that the existing public landings along the shoreline would not be affected by the proposed works, and that the floating pontoons for RHKYC would be temporarily re-provisioned. We added that we have close dialogues with the RHKYC since 2009 to discuss the pontoon re-provisioning issues and would continue to do so. Regarding the provision of a temporary breakwater to the north of the existing one, we explained that similar consideration had been given before but such temporary breakwater could not be justified under the Protection of the Harbour Ordinance, as reclamation for the new breakwater could be avoided by the currently proposed arrangement.