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29 March 2012

Fax No. : 2978 7569
Clerk to Subcommittee
Subcommittee on Matters Relating to Railways
Panel on Transport
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Ms Joanne MAK)

Dear Ms MAK,

**Panel on Transport
Subcommittee on Matters Relating to Railways
Matters Arising from the Meeting on 23 March 2012**

Shatin to Central Link – Funding Application for the Main Works

I refer to the questions raised by the members regarding the Shatin to Central Link (SCL) at the meeting of the Subcommittee on Matters Relating to Railways held on 23 March 2012 and would like to provide the following supplementary information.

(I) SCL Project Management Cost

Scope of the project management cost

2. According to the service concession approach, the Government will fund the SCL project and will entrust the project to the MTR Corporation Limited (MTRCL) for construction. The Government will follow the usual entrustment arrangement, pay for the actual construction cost which is ascertained through proper tendering procedures. To implement the project, the MTRCL, being the project trustee, will provide services on project management and construction supervision. The Government will pay the MTRCL for their expenses in providing the said services as project management cost (PMC).

3. PMC is mainly for meeting the salaries of the staff employed for the project. During the construction stage, the SCL project, similar to other public works projects, requires huge inputs from a large number of resident site staff, both professional and technical personnel, working together with other dedicated management and supporting teams, to discharge the responsibilities of site supervision, technical assessment, design implementation, contract management and community liaison. This not only ensures that the works will be completed according to the required standards and in a timely manner, but also maintains close communication with the public during construction so that we can take care of their concerns.

Detailed analysis of the SCL PMC

(A) Scale and complexity of the works

4. The SCL is a 17-kilometre railway line with ten stations, of which six are interchanging stations. A majority part of the SCL will go through a number of developed urban districts which are densely populated. The project is enormous in scale. With regard to the construction works, the SCL will entail stations and railway tunnels to be built in some densely populated old districts. Besides, it is necessary to build a railway tunnel at the seabed of the Victoria Harbour. Coupled with the need to connect with a number of existing railway lines, the operation of which must not be disrupted during construction, the required works are extremely complicated. Furthermore, to facilitate the construction of the SCL, we need to temporarily close some trunk roads section by section, and to proceed with tens of works items on reprovisioning/improvement of existing facilities affected by the SCL project. All the aforementioned reasons make the SCL project much more complicated than other railway projects in terms of project management and construction supervision, thus requiring more in-depth planning. In this connection, we need experienced professional and technical staff to shoulder the responsibility of management and supervision.

5. In addition, the construction period of the SCL project will last for ten years. Whilst the advance works have commenced in 2011, the last part of the project, namely the railway section between Hung Hom and Admiralty, will not be operable until 2020. During construction, there will be about 100 works and consultancy contracts to be managed and supervised (see **Enclosure 1** for breakdowns). The works will straddle across more than ten districts. The ten-year construction period will require a huge amount of manpower input, with a peak lasting for five years between 2013 and 2017. Taking all these into consideration, we have to deploy a suitable number of supervision and management staff so as to effectively deal with the project requirements regarding quality and time.

(B) Method of estimation of PMC

6. In estimating the total amount of PMC, the independent consultant did not

adopt a rough estimate derived from a certain percentage of the construction cost. Instead, the independent consultant assessed the actual need of manpower resources and related expenses. The independent consultant, based on the completed detailed design of the SCL project, studied in detail the nature, scale and complexity of works as well as the construction period. He then looked into MTRCL's need on risk management, technical demands, professional supports and human resources in managing and supervising the whole project. The independent consultant had assessed in detail the total number and grades of staff for site supervision, management of some 100 contracts, and provision of support (such as community liaison work) during the ten-year construction period. With the number and grades of staff, the independent consultant estimated the overall expenses on salaries and other expenditures. The independent consultant also made reference to the related information of other railway projects, and analysed and assessed the PMC of the SCL project.

(C) Estimation of resources

7. After thorough assessment of the independent consultant, the total PMC of the SCL project (including advance works and main works) is estimated at \$6,097.2 million (at September 2011 prices). This is equivalent to 10.5% of the construction cost and contingencies of the works entrusted to the MTRCL. The detailed breakdowns of PMC are as follows:

Table 1

Items of staff deployment according to functions	Percentage (approximate)
Construction supervision	80%
Contract management and supports	15%
Other supports	5%

8. It is estimated that the item requiring the most manpower resources relates to site supervision and management. It shares almost 80% of the total manpower resources and requires about 1 000 personnel during the period of peak demand. All these staff are specifically deployed for implementing the SCL project; majority are stationed on site. As mentioned above, the SCL project is enormous in scale. It comprises not only construction of railways, stations and pedestrian linkage facilities, but also tens of reprovisioning and improvement works items. Throughout the process, measures regarding road closures and tree management will be required in various districts. All these works involve more than 300 working spots (for distribution, see **Enclosure 2**).

9. The SCL project is very complicated, involving tunneling works, railway station construction, building services installation, railway works, system works, etc. It involves many types of works, requiring different kinds of professionals such as civil engineers, structural engineers, geotechnical engineers, geologists, architects, surveyors, building services engineers, environmental specialists, electrical and

mechanical engineers, system engineers as well as professionals on railway works and other related professional and technical personnel (detailed breakdown in **Enclosure 3**). Apart from supervising works to achieve quality that meets statutory and professional standards/requirements and assessing impacts of the method of construction on nearby areas and residents, project management staff are also required to monitor progress of works, propose and implement effective measures to ensure work quality, timely completion and minimum impact on the community. In addition, they are required to study various technical proposals in implementing the design; and assess the risk of these proposals before selecting the most viable one. Also, they are required to monitor the impact on environment, ensuring that the works fulfill the requirements of the environmental permits and the relevant environmental protection ordinances.

10. About 15% of the required manpower resources is dedicated to contract management and providing support on contractual matters (such as procurement and cost control). As mentioned above, during the construction phase of the SCL project, there will be about 100 works and consultancy contracts. These contracts will cover various civil engineering works, electrical and mechanical works, building services, procurement of trains and facilities, and related works and consultancy contracts. The linkage between contracts needs much coordination effort. Taking into account the whole ten-year construction period, the management of all these contracts will require huge professional and technical inputs to handle matters like procurement, contract management, contractual claims, etc. It is estimated that, at peak level, 180 staff are required.

11. The remaining 5% of manpower resources serves as supporting teams. The SCL project will cover Sha Tin, Wong Tai Sin, Kowloon City, Yau Tsim Mong, Eastern, Wanchai and Central and Western District Councils. Also, works sites will be set up in other districts. Upon commencement of works, the MTRCL is required to set up community liaison groups in the concerned districts to enhance communication with local people and the media. This is to facilitate delivery of updated messages in parallel with progress of works as well as reception of public views and concerns with a view to minimizing impacts on the local communities. At peak level, the SCL project will require about 60 staff for performing these duties.

12. To conclude, it is anticipated that at the peak level there will be more than 1200 dedicated staff members deployed daily to manage, supervise and support the implementation of the SCL project. Throughout the 10-year construction period, 800 staff members will be deployed daily for the project on average. They are mainly professional or technical staff. When the construction activities approach the peak level, there will be construction works being carried out concurrently in tens of busy locations spreading across Sha Tin, Tai Wai, Chuk Yuen, Wong Tai Sin, Tsz Wan Shan, Diamond Hill, Kai Tak, Kowloon City, To Kwa Wan, Ho Man Tin, Hung Hom, Wanchai and Admiralty. To ensure quality of work and timely completion, sufficient manpower resources are necessary to manage, supervise, coordinate and drive ahead such a mega project which is complicated in nature and requires works to be implemented in many different busy areas. In view of these, the independent

consultant considers that the current estimate of PMC reasonable.

Impact of reduction of PMC

13. The proposed PMC is based on the independent consultant's assessment after studying thoroughly the detailed design of the whole project and assessing carefully the manpower resources requirement for the supervision and management of the project. The independent consultant estimated the total PMC for the whole project (including the advance works and the main works) at \$6,097.2 million (in September 2011 prices), which is 10.5% of the total construction costs and contingencies for the works entrusted to the MTRCL. There is an opinion that the PMC should be reduced to a level of 7.5%.

14. We have elaborated in detail in the preceding paragraphs the different types and natures of works involved in the SCL project, thus the scale of manpower resources required for discharging the duties and requirements. The independent consultant has completed studying and assessing the needs on manpower resources. During the process of assessment, the MTRCL agreed to the independent consultant's view regarding streamlining of some manpower input. The independent consultant considers that the current level of 10.5% reasonable. If the current PMC level is further reduced from the level of 10.5% to 7.5%, it means a reduction of nearly 30% of the manpower resources. This will seriously affect the quality and progress of works supervision. Regarding this suggested reduction of PMC level to 7.5%, we have consulted the independent consultant's advice. Taking the several years with peak work load as an examples, if the number of staff for work supervision is reduced by 30%, i.e. from 1 000 staff trimmed down to 700 staff, it will create substantial pressure on these staff as they will be facing at least tens of works items actively carried out on site every day, including those items of higher risks (for example, tunnelling works at old districts, underwater laying of railway tunnel, etc). Inadequate supervision cannot guarantee the quality of work, safe construction and timely completion.

15. If we reduce the manpower resources on contract management and related supports by 30%, the work on contract procurement, contract management and cost control will be affected. It may even lead to problems in handling contractual matters in a timely manner, thus creating potential risk to the cost of works. Similarly, if we choose to reduce the supporting staff, the liaison work with locals will be affected and this may not be to the aspiration of the public.

16. Overall speaking, the independent consultant considers that reduction of manpower resources by 30% will affect the intensity and quality of supervision, and therefore will have an impact on work quality, site safety, cost control and works programme.

17. As individual project has its own needs, difficulties, requirements and scale, it is not feasible to apply a fixed percentage of the construction cost for determining the PMC. In order to derive a reasonable level of PMC, we have to assess the scale of the project, the degree of complexity, the potential risks, stakeholders' requirement,

etc in the first place, then prepare a plan on manpower resources. After going through these steps, we will be able to accurately assess the PMC and its proportion against the cost of construction. The current level of PMC for the SCL project is determined by going through this process, together with an assessment conducted by an independent consultant before deriving the ratio of 10.5%.

(II) Calculation of Concession Payment and Treatment of Non-fare Revenue of the SCL

18. In March 2008, the Executive Council decided to adopt the service concession approach to finance the SCL project. Under this approach, the Government will fund the construction of the SCL and the related infrastructures under the public works projects and will ultimately own the railway. Upon the completion of the SCL, the Government will vest the SCL to Kowloon Canton Railway Corporation (KCRC) and the MTRCL will be granted service concession to operate the new facilities for 50 years. During the 50-year service concession period, the MTRCL has to pay a concession fee to the KCRC. Under this arrangement, the KCRC retains the ownership of the SCL. Upon the expiry or termination of the service concession agreement, the MTRCL has to handover the SCL to the KCRC.

19. According to the operation agreement between the two railway corporations, the revenue from the SCL shall include fare revenue and non-fare revenue (which includes the revenue from kiosk rental, advertising and other displays). The concession payment payable by the MTRCL is based on the revenue due to the SCL, which is the difference in the total revenues of the entire railway network with and without the commissioning of the SCL.

20. With reference to the principles stipulated in the operation agreement, the profits from the SCL shall be calculated in net present value basis, which equals to the net present values of the operating revenue less the operation cost and asset replacement cost of the related railway payable by the MTRCL. Ninety percents of the profits from the SCL, in net present value term, shall be payable by the MTRCL to the KCRC, while the remaining 10% is regarded as the management fee to the MTRCL during the operation period of the SCL. Based on the mechanism of the operating agreement, the SCL service concession fee payable by the MTRCL is based on the 9:1 ratio regardless the fare or non-fare revenue.

21. The SCL concession payment is the receivable by the KCRC during the 50-year concession period. The actual amount of the concession payment depends on the actual patronage, fare levels and non-fare revenue during the 50-year operation period. The current estimate on the total concession payment received in 50 years is based on a host of assumptions, including population growth and distribution, asset maintenance and replacement cost, labour cost, inflation, fare and non-fare revenue throughout the operation period. These assumptions are volatile and dependent on the actual socio-economic environment. The actual revenue will be affected by the

factors mentioned above, as the service concession period will last for 50 years. Based on the latest planning information, the 9:1 ratio and the calculation mechanism of concession payment in the current service concession agreement, we have arrived at a rough estimation on the concession payment. During the 50-year operation period, the amount of concession payment payable by the MTRCL to the KCRC is about \$88 billion (in MOD prices).

(III) Planning Parameters for Topside Development above SCL Railway Stations

22. The proposed SCL will provide railway stations or extend existing railway stations at Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Wan Chai North and Admiralty. Since the SCL alignment passes through developed areas, a number of the proposed railway stations or station extensions are beneath existing roads or developments. At Ho Man Tin Station, the MTRCL has been authorized to develop the topside development of the station together with the Kwun Tong Line Extension under the rail plus property model. Among the SCL stations, the railway stations in Diamond Hill, Kai Tak, To Kwa Wan will have potential for topside development, but the exact development purposes need to take into consideration the overall planning of the areas concerned.

23. Since the SCL will be implemented under the concession approach, the lands above these stations, which are owned by the Government, can be used for different forms of property development and they are not part of the SCL railway project. The MTRCL will be commissioned to design, construction and operation of the SCL but will not be granted the right to develop these lands. The associated development planning parameters of these lands are as follows -

	Railway Station	Development Planning Parameters
1.	Diamond Hill	The station is part of the area zoned “Comprehensive Development Area” (CDA) in the approved “Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/25”, within the former Tai Hom Village. Apart from the underground part for the SCL railway station, the land has been planned for CDA purposes, including housing, commercial facilities, schools and other government agencies, organizations or community facilities. The Planning Department is reviewing the land use and development intensity of this CDA site with a view to determining an appropriate development plan. Among one of the initial planning options, one of them is a cultural corridor to connect the origin of Kai Tak River and the nearby cultural tourism spots. Part of the site may be used as low rise development.

		The Government will consult the relevant District Council and the local community to seek views on the development plan.
2.	Kai Tak	The station is within the Kai Tak Development Area. The site above the station is zoned “Other Specified Uses”. It has a plot ratio of 0.5 and will be developed into a two-storey development. In the detailed design of the SCL, we have taken into account the planned development in Kai Tak. The design of the station has already allowed for the planned development above.
3.	To Kwa Wan	The station is also within the Kai Tak Development Area. The land above the station is zoned “commercial” with a plot ratio of 4.5. The superstructures will be 12-storey tall commercial buildings, which have been duly considered in the detailed design of the SCL.

(IV) Impact on Carrying Capacity of the East Rail Line after Commissioning of SCL

24. East Rail Line is one of the busiest rail lines in the railway network of Hong Kong. The section between Tai Wai and Kowloon Tong is the busiest section of the East Rail in the mornings. East Rail Line and Ma On Shan Line passengers for urban area have to travel through this section of the East Rail Line. As revealed from the latest passenger statistics, the highest utilization rates of the East Rail Line south and north of Tai Wai Station are about 68% and 52%.

25. Upon commissioning, the SCL will be a new railway between the New Territories and urban area. It is anticipated that about 23% of the passengers (i.e. about 74 000 passenger daily) travelling from the New Territories to Kowloon (including East Rail Line and Ma On Shan Line) will use the East West Corridor for Kowloon East and Hong Kong East. It will divert the passenger flow on East Rail Line thus relieving the peak loading of Tai Wai to Kowloon Tong section during the morning peak.

26. The current train frequency of East Rail Line is about 3 minutes during peak hours. Upon commissioning of the SCL, the MTRCL will increase the frequency to meet the demand. The train frequency will be increased to about 2 minutes. Although 9-car trains instead of the existing 12-car trains are used, the overall capacity of the rail line will be increased. Currently, there are 20 trains an hour at a frequency of 3 minutes. This means an overall capacity of the rail line at 240 cars per hour. If 9-car trains are used, the train frequency will be increased to 27 trains in an hour, representing an overall capacity of 243 cars an hour. Therefore, the overall capacity

of the rail line will not be reduced. Instead, the total train capacity will be increased by 12 000 passengers per day.

27. The diversion mentioned above will free up the capacity by about 74 000 passengers per day. Together with the increase in daily capacity by 12 000 passengers due to the increased train frequency in 2020, this is equivalent to 9% of the overall capacity of the 9-car trains used in the SCL. The increase in capacity is sufficient to meet the projected population growth, which is 1.5% to 1.8% per annum before 2021, along the East Rail Line and Ma On Shan Line and the anticipated cross-boundary passenger growth (estimated at 6 000 passenger daily).

28. As mentioned above, the congestion in the section south of Tai Wai Station of the East Rail Line during peak hours will be relieved by the diversion brought about by the SCL. For the section north of Tai Wai Station, there is room to accommodate the passenger growth as the current utilization rate stands at around 52%. However, Members have concern on the medium to long term passenger growth at this section, particularly the section between Tai Po Market and Tai Wai. According to our patronage forecast for this section (see Table 2), the maximum flow is about 39 500 passenger per hour in 2011. This is equivalent to a utilization rate of about 52%. Based on an annual growth rate of 1.5%, the utilization rate will reach 59% upon the commissioning of the SCL in 2020. The utilization rate will rise to about 68% in 2030.

Table 2

Year	Patronage of the busiest section north of Tai Wai during morning peak (southbound) (hourly flow)	Utilization rate
2011	39 500 passengers	52% (based on 12-car trains)
2020 (commissioning of the SCL)	45 000 passengers (Forecast)	59% (based on 9-car trains)
2030	52 000 passengers (Forecast)	68% (based on 9-car trains)

29. Depending on the needs of the actual circumstances, there is still room in the new signalling system of the East Rail Line to have a 10% increase in capacity. Together with the passenger diversion and increase in train frequency which free up 9% of the passenger flow (86 000 passengers), it is sufficient to meet the passenger demands on East Rail Line at both south and north of Tai Wai Station arising from the future population growth and increase in cross boundary demand. The MTRCL is committed to deploy more trains as necessary to meet passenger demands.

30. For the non-peak hours, the current train frequency of the East Rail Line is about 4 minutes. As mentioned above, the train frequency would be increased, if necessary, to meet the patronage growth.

31. The MTRCL will closely monitor and ensure the capacity of East Rail Line will meet the future demand.

(V) Installation of Facilities in SCL for Passengers to Listen to Digital Broadcasting

32. We and the MTRCL aim to provide quality services to passengers in the design of SCL stations. We understand that passengers want to listen digital broadcasting when travelling with railway, the MTRCL has all along been studying its feasibility.

33. As what we have pointed out in the document submitted to the Legislative Council on 16 March 2012 (No. CB (1) 1340/11-12 (01)), the MTRCL and the related service operators commenced testing of digital broadcasting in the railway network in March last year. Test results are not satisfactory. The digital broadcast signal can only be received in the concourse, the signal receiving level at locations away from the signal source at the concourse (e.g. platform) are far from satisfactory. No signals can be received at all in railway tunnels.

34. The MTRCL will continue to work with the digital broadcasting service operators to further test and study the feasibility of installation of digital broadcasting system in the railway network. If technically stable digital broadcast signals can be provided in railway stations and trains, the MTRCL will actively cope with the installation of digital broadcasting system in the SCL to service passengers.

(VI) Estimated Costs of Art Work in SCL Station

35. We very much agree that SCL stations need to strengthen artistic and cultural elements. The design theme of SCL stations will primarily showcase the history, culture and life characteristics of the district. The MTRCL has begun the artistic design work of SCL stations, which includes the following three aspects:

- (a) to allow participation of the community, to organize district activities and to strengthen links with the district, to collect the views of the district, to fusion the cultural characteristics into the design of stations;
- (b) to hold an open competition to capture design. On the one hand, it encourages creativity and promotes the development of community art; on

the other hand, we can select suitable design from the entries as part of the design of SCL stations;

- (c) to contact with local arts organizations to discuss the artistic design concept of SCL stations and to explore the possibility of joint work to further improve participation of local artists.

According to the preliminary assessment made by the MTRCL, the station artistic design work and artistic furnishings are expected to cost about \$41 million (at September 2011 prices). As the design theme of SCL stations is still in its infancy, we will have a specific budget cost only after the entire artistic design concept is set out.

(VII) Provision of Toilet Facilities in the SCL

36. The MTRCL will provide public toilet facilities in the proposed SCL railway stations for use of passengers.

37. The MTRCL appreciates the passengers' need on public toilet facilities in railway stations, especially female passengers' requirements on the number of toilet facilities. Unless limited by station site constraints, the MTRCL will follow the latest provisions in the Building Regulations in regard to the proportion of male and female toilet facilities to arrange public toilet facilities in stations, thereby improving the standard on the number of female toilet facilities.

(VIII) Proposals raised by the District Council and the Public and the Government's Response

38. Since mid 2008, Government and the MTRCL have launched an extensive consultation exercise for the SCL scheme. We consulted 11 District Councils along the SCL, attended more than 40 District Council meetings, introduced the SCL project and reported project progress to the District Councils, and solicit the views of the District Councils on the SCL. In addition, through various channels, we provided to the public a wide range of information and organize district consultation activities including establishment of a website; print pamphlets, leaflets, fact sheets and communications for the public to read; arrange site visits, roving exhibitions, public consultation meetings and school talks etc. so as to brief and collect views from the local organizations and residents, and to improve the railway scheme.

39. In communication with the District Councils, we listened to the views of the Councils and the concerns of the public on the project. We also try, where possible, to adopt the views put forward by the public, optimize SCL scheme, make it more close to the residents' requests and expectations. They include amendments to the

railway tunnel alignment so as to reduce the extent of strata resumption, provision of pedestrian connection facilities, reprovision of amenity areas, reduce the size of temporary works area and cancel the stabling sidings at Diamond Hill, etc so as to respond to the public concerns and requests. In the two gazette amendment exercises made in July and November last year, we made a series of responses to the public's requests and no objections to the amendments was received from the public, which shows that the amendments made by us can meet the requirements of the public.

40. We have accepted tens of views of the District Councils and local people including cancellation of the stabling sidings in Diamond Hill, reduction or cancellation of various works areas in Sha Tin, To Kwa Wan, Wong Tai Sin and Kai Tak, providing a station at Hin Keng and construction of pedestrian walkway systems and public transport interchange in various districts, to accept the views of the community in reprovisioning of recreational amenity areas in Wanchai, Admiralty, Sha Tin, To Kwa Wan and Wong Tai Sin, and, where practicable, reduction of strata resumption. The items are listed in **Enclosure 4**.

41. Although we have tried our best to respond to the concerns of the public by making adjustments to the SCL scheme, we still cannot fully respond to the views of the public on the SCL. These include: the addition of Chuk Yuen Station as there are already three railway stations in Wong Tai Sin and there is insufficient ground to support new station; the pedestrian connections to Hin Keng Station and Tai Shu Hang Station due to considerations of the rationale behind in providing a particular walkway system to adjacent areas and the nuisances brought about by road closures; the request to provide entrances to Ma Tau Wai Station at To Kwa Wan Road should be further examined before reaching consensus; there is no further scope of adjusting the SCL alignment to reduce the extent of strata resumption. These items are detailed in **Enclosure 4**.

Yours sincerely,



(S H LAM)

for Secretary for Transport and Housing

c.c. Railway Development Office, Highways Department
MTR Corporation Limited

2761 1508
2795 9991

Numbers of Works and Consultancy Contracts of SCL

Contracts Items	Numbers	Total
Civil Engineering		36
Station Construction	8	
Tunnel Construction	6	
Others	22	
Architectural Works		5
Mechanical and Electrical Works		30
Tunnels	6	
Signaling	4	
Rolling stock	5	
Others	15	
Consultancy Services (including environmental audit, implementation of the design-related items and others)		30
	Total	101

Distribution of the Works Locations during the SCL construction period

Works Locations	Distribution	Numbers
New Territories	Shatin	58
	Others	13
Kowloon	Wong Tai Sin	60
	Kowloon City	80
	Yau Tsim Mong	40
Hong Kong Island	Wan Chai	36
	Other	15
	Total	302

Estimate of manpower required during the SCL peak construction period

Site Supervision and Management		
1.	Engineers (Civil, Structural, Mechanical and Electrical, Building Services, Geotechnical, Geological, Environmental and other professions)	
	East West Corridor	439 persons
	North South Corridor	179 persons
	Total	618 persons
2.	Architect	
	East West Corridor	28 persons
	North South Corridor	12 persons
	Total	40 persons
3.	Site Supervision Technical Staff	
	East West Corridor	293 persons
	North South Corridor	95 persons
	Total	388 persons
		Total 1046 persons
Contract Management and Supports		
1.	Contract Management	114 persons
2.	Procurement and Cost Control	64 persons
		Total 178 persons

Other Supporting Works (mainly community liaison officers)		
1. New Territories	16 persons	
2. Kowloon	40 persons	
3. Hong Kong Island	12 persons	
	Total	68 persons
	Grand Total	1292 persons

Proposals raised by District Council and Local Community

- (I) For requests made by the District Councils and the public in the past, the following are the items that we have accepted and will be implemented –

Work Site and Project Facilities

- (a) Reduce the scale of supporting work sites in Kai Tak
- (b) Reduce temporary works areas in Sha Tin District
- (c) Cancel the proposed temporary barging point near Hoi Sham Park in To Kwa Wan
- (d) Cancel the temporary concrete batching plant at Kai Tak
- (e) Cancel temporary supporting works sites
 - (i) at Sai Sha Road and Ma On Shan Road (the Green Home)
 - (ii) at Mei Tin Road
- (f) Reduce the size of the works area at Ma Chai Hang Recreation Ground
- (g) Modify the design so as to reduce the footprint of the ventilation facilities and emergency access at Ma Chai Hang Recreation Ground

Station and Connecting Facilities

- (h) Provide a station at Hin Keng Estate
- (i) Construct the pedestrian walkway system near Tsz Wan Shan Estate Central Playground
- (j) Construct the pedestrian facilities at Yuk Wah Street
- (k) Provide connections to the existing pedestrian facilities in Fung Tak Estate

Stabling Sidings

- (l) Cancel the stabling sidings in Diamond Hill

Strata Resumption

- (m) Avoid strata resumption or reduce the extent of strata resumption, such as at Tropicana Gardens in Wong Tai Sin and the Hong Kong Academy for Performing Art

Recreation and Amenity facilities

- (n) Upgrade facilities of Wan Chai Swimming Pool
- (o) Enhance the design, size and facilities of Harcourt Garden
- (p) Build an indoor game hall in Ma Chai Hang Recreation Ground

- (q) Reprovision of amenity areas at Ma Tau Wai
- (r) Reprovision of amenity areas near the Hong Kong Island entrance of the Cross Harbour Tunnel
- (s) Reprovision of Hin Tin Playground
- (t) Supporting works for the artificial hill at the future Sung Wong Toi Park

Public Transport Interchange

- (u) Construct a public transport interchange at Fung Tak

Conservation Facilities

- (v) Preserve the old structures at the former Tai Hom Village – Pillbox and the Royal Air Force Hangar

(II) The communities still have views on the following areas. The areas that we still cannot accept their views are –

Item	Reason
Additional Chuk Yuen Station	<ul style="list-style-type: none"> ● At present, the service area of the three MTR stations in Wong Tai Sin District: Lok Fu, Wong Tai Sin and Diamond Hill cover most areas of the district and should be able to meet the current and future passenger demand. The service area of the proposed Chuk Yuen Station overlaps with these stations.
<i>Station Entrances and Pedestrian Connection to Neighboring Area</i>	
(a) Pedestrian connection facilities at Hin Keng	<ul style="list-style-type: none"> ● In the design of such facilities, we must consider a number of objective factors including traffic conditions, existing pedestrian network and facilities, pedestrian usage, geographical environment, disturbances to residents brought about by construction works and technical feasibility, etc. Under the objective conditions that at-grade pedestrian walkway system is able to provide an appropriate environment for walking, safe and appropriate crossing facilities are available for

	<p>the residents to reach the station entrances and the width of the crossing facilities can meet the future growth of pedestrian flow, we will recommend passengers making use of these at-grade facilities to walk to and from the entrances of railway station, which will make the best use of existing pedestrian facilities as well as ensure proper use of public resources. We will closely monitor the local traffic situation and review the arrangement when necessary.</p> <ul style="list-style-type: none"> ● Some requested that a footbridge system across Che Kung Miu Road linking the proposed railway station in Hin Keng to the nearby Hin Keng Estate Shopping Centre be constructed. Che Kung Miu Road is not busy and making adjustments to the existing crossing facilities will be able to cope with the pedestrian flow between the railway station and nearby Hin Keng Estate after the opening of the SCL. Hence, there are insufficient grounds to support the request.
(b) Addition of Entrance to Tai Shu Hang Station	<ul style="list-style-type: none"> ● The design of Ma On Shan Line has reserved sufficient capacity for the operation of using eight-car trains. Hence there is no need to add station entrance. ● The proposed construction of entrance to Tai Shui Hang Station and Heng On Station will involve pedestrian connection facilities (such as footbridge or tunnel) across Ma On Shan Road and Sai Sha Road. The associated works will require temporary partial closure of traffic lane(s). They will greatly affect the traffic on Ma On Shan Road and Sai Sha Road and bring inconvenience to the community.

<p>(c) Adding Pedestrian Subway from Ma Tau Wai Station to the east of To Kwa Wan Road</p>	<ul style="list-style-type: none"> ● We agree that the proposal will provide residents with convenience to cross the busy To Kwa Wan Road, reduce vehicle-pedestrian conflicts and enhance traffic safety. ● Since cut and cover method will be used for the construction of the SCL Ma Tau Wai Station, it is necessary to carry out the phased closure of traffic lanes of Ma Tau Wai Road and temporary traffic diversions. Construction of the connecting pedestrian subway to To Kwa Wan Road will require partial closure of To Kwa Wan Road, Kowloon City Road and nearby roads. If it is to be carried out at the same time with the construction of Ma Tau Wai Station, it will pose serious impact to the ground floor shops in the district, pedestrian access network nearby and the traffic. Hence, from engineering point of view, the construction of the connecting pedestrian subway to cross To Kwa Wan Road should not be carried out at the same time with the SCL Ma Tau Wai Station construction. Not until the SCL Ma Tau Wai Station works are completed, there is no scope to consider construction of these pedestrian facilities. ● After the commencement of the SCL construction, we will carry out further study on the pedestrian subway alignment options and consultation. This will facilitate consensus to be reached and will cope better with the long-term planning and development of To Kwa Wan.
<p>Reduce strata resumption</p>	<ul style="list-style-type: none"> ● The SCL is 17 km in length. The major portion of alignment runs across many developed areas. The current scheme

	<p>completely avoids resumption of private land and buildings, but inevitably has to resume underground strata of some buildings.</p> <ul style="list-style-type: none"> ● We have thoroughly examined the alignment to reduce the required strata resumption and such was reflected in the amendment exercise, but we still need to resume the underground strata of some buildings in Wong Tai Sin, Kowloon City and Hong Kong Island for tunnel construction purposes. ● We have explained to the concerned households that strata resumption will not affect the development potential of their lots. We have also provided them with information of strata resumption and briefed them of their rights under the Railways Ordinance, with a view of easing their concerns on the subject.
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