

**立法會**  
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**Panel on Transport**

**Subcommittee on Matters Relating to Railways**  
**Meeting on 3 January 2014**

**Background brief on construction safety in railway projects**

**Purpose**

This paper provides background information on construction safety in railway projects under implementation. It also summarizes the major views and concerns expressed by the Legislative Council Members during previous discussions on the subject.

**Background**

Railway projects under construction

2. According to the Administration, there are 5 new railway projects under construction, namely, the West Island Line ("WIL"), the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"), the South Island Line (East) ("SIL(E)"), the Kwun Tong Line Extension and the Shatin to Central Link ("SCL"), which are expected to be completed between 2014 and 2020. The alignment plan and the key information of the railway projects are in **Appendices I and II** respectively.

Regulations

*Work safety of construction workers*

3. The MTR Corporation Limited ("MTRCL") is accountable for construction safety for workers in accordance with various regulations. For example, statutory provisions regulating work-at-height safety on construction sites are set out under the Factories and Industrial

Undertakings Ordinance (Cap. 59), the Construction Sites (Safety) Regulations (Cap. 59I), the Factories and Industrial Undertakings (Suspended Working Platforms) Regulation (Cap. 59AC), and the Occupational Safety and Health Ordinance (Cap. 509).

4. According to the Administration, construction activities by nature involved higher risks of accidents<sup>1</sup>. The construction industry recorded the highest number of fatalities and accident rate among all industries. There were 1 439 accidents in the construction industry in the first half of 2013, down by 2.1% when compared with 1 470 in the same period of 2012. The accident rate per 1 000 workers was 35.9, down by 13.1% over 41.3 a year earlier.

#### *Safety for residents in the vicinity of construction sites*

5. The Administration and MTRCL are bound by various regulations in the course of construction to ensure safety for residents nearby. For instance, many of the existing underground railway stations and tunnels are built by boring or blasting. In accordance with the Dangerous Goods Ordinance (Cap. 295), MTRCL needs to obtain a licence for the use of explosives before carrying out blasting works. MTRCL has to submit a "blasting assessment report" to the Mines Division of the Civil Engineering and Development Department for approval. The report covers, inter alia, the noise and vibration generated during blasting. The assessment on the impact of the works to nearby buildings and public facilities also forms part of the report so as to ensure structural safety of the buildings in the proximity. MTRCL has in place a set of stringently controlled works procedures to be implemented during the construction period by eligible professionals engaged to ensure compliance with the requirements set out in the Buildings Ordinance (Cap. 123) and other relevant legislation.

#### **Major concerns raised by the Subcommittee on Matters Relating to Railways ("the Subcommittee")**

6. Members have discussed construction safety in railway projects under construction at the Subcommittee meetings in the fourth and fifth Legislative Councils. Members' major concerns are summarized in the ensuing paragraphs.

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<sup>1</sup> Source: The Administration's paper on "Hong Kong's Occupational Safety Performance in the First Half of 2013" in November 2013 [LC Paper No. CB(2)279/13-14(05)]

### Impact of construction safety on workers

#### *XRL*

7. During the discussions about the Hong Kong Section of XRL at the Subcommittee meetings on 24 May 2013 and 22 November 2013, members expressed grave concern over occupational safety and industrial incidents in relation to the construction workers. The Administration explained that they and MTRCL accorded top priority to safety in the course of construction for XRL project. At the meeting on 22 November 2013, MTRCL reported that since commencement of the construction of HKS of XRL, there had been 246 industrial accidents and 3 fatal cases. Most of the workers involved suffered minor injuries only. The accident rate per 1 000 workers was 11.64, which was much lower than the Administration's overall figures.

8. In response to the Subcommittee's concerns over work safety of the Hong Kong Section of XRL, the Administration provided a written reply in October 2013. The Administration explained that through educational, promotional and incentive programmes from time to time, MTRCL had endeavoured to enhance safety awareness among their staff, contractors and frontline workers to foster a good site safety culture. MTRCL had also established a stringent mechanism to ensure that their contractors and frontline workers complied with all relevant safety regulations and requirements, and that all engineering staff employed possessed the necessary qualifications and skills and had received proper safety training. The Administration mentioned that they would continue to work closely with all parties concerned to ensure that the entire XRL project would proceed in an orderly and safe manner.

### Impact of construction safety on residents nearby

#### *WIL*

9. When discussing WIL project on 31 March 2009, 1 June 2009, 4 June 2009 and 9 February 2010, the Subcommittee urged the Administration to actively address the concerns expressed by the local community, particularly the air and visual impacts of proposed ventilation shafts at Hill Road and Bonham Road, and the effects of blasting. MTRCL undertook that they would explore all possible ways to minimize the size of the Hill Road ventilation shaft to address residents' concern. MTRCL would also enforce stringent risk control and measures to ensure safe delivery, use and storage of explosives. At the Subcommittee meetings on 4 June 2009 and 9 February 2010, members passed 2 motions and urged MTRCL to re-examine the way they handled the issues in

connection with the ventilation shafts and blasting works, so as to address the worries of the residents.

### *XRL*

10. At the Subcommittee meetings on 22 October 2009, 6 November 2009, 13 November 2009, 16 April 2010 and 24 May 2013, members expressed grave concerns about the impact to be brought about by the construction works of the project on the structural safety of buildings in areas along the alignment of the Hong Kong section of XRL, such as the Tai Kok Tsui district. During the meeting on 24 May 2013, MTRCL advised that surveys for the common areas of a total of 19 affected buildings in Tai Kok Tsui area were completed and the relevant reports had been delivered to the respective owners' corporations. Up to the current stage, it was found that all monitoring data were within expected levels and MTRCL hence concluded that XRL project had not affected the safety of the existing buildings.

### *SIL(E)*

11. The Subcommittee discussed SIL(E) project at the meetings on 17 September 2009 and 9 February 2010. Members expressed concerns about the Administration's proposed temporary magazine site at Chung Hom Shan and temporary barging point at Telegraph Bay, which might cause substantial adverse impact on the residents nearby. In addition, members during the aforesaid meetings passed 3 motions and urged the Administration and MTRCL to re-examine the proposed locations for temporary magazine site and temporary barging point.

### *SCL*

12. During the discussion about SCL project on 2 March 2012, the Subcommittee noted that the Administration and MTRCL had explained to the concerned stakeholders that the resumption of underground strata would not affect building safety. Furthermore, they had revised SCL alignment to avoid resuming the underground stratum of the Tropicana Garden.

## **Legislative Council questions**

13. Hon Andrew CHENG Kar-foo, Hon Patrick LAU, Hon Claudia MO and Dr Hon KWOK Ka-ki expressed concerns over construction safety in railway projects under implementation and raised Council questions on 29 October 2008, 6 July 2011, 19 December 2012 and 11 December 2013

respectively. The questions and the Administration's replies are attached in **Appendix III** for members' reference.

### **Recent developments**

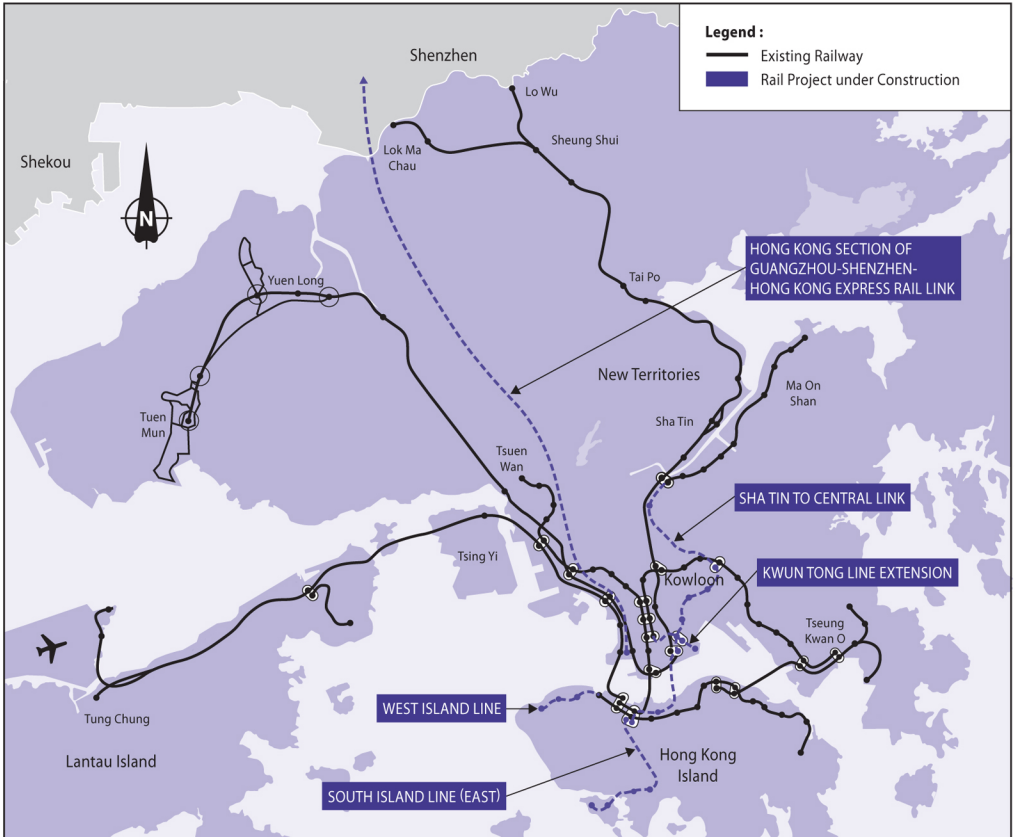
14. The Administration plans to brief the Subcommittee on construction safety in railway projects under implementation at the meeting to be held on 3 January 2014.

### **Relevant papers**

15. A list of relevant papers is in **Appendix IV**.

Council Business Division 1  
Legislative Council Secretariat  
30 December 2013

# The alignment plan of 5 railway projects under construction



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

**Key information of 5 new railway projects under construction**

West Island Line ("WIL")

WIL extends the existing Island Line from Sheung Wan to Kennedy Town, with 2 intermediate stations at Sai Ying Pun and the University of Hong Kong. Construction of the project started in July 2009 for completion in **2014**. Upon commissioning, the journey time between Sheung Wan and Kennedy Town will be less than 10 minutes, compared with the 15- to 25-minute current vehicular journey time during rush hours.

Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")

The Hong Kong section of XRL is a 26-kilometre underground railway with its terminus at West Kowloon. Construction started in January 2010. Upon completion in **2015**, trains will be able to run through the tunnel at a maximum speed of 200 kilometres per hour, reducing the journey time between Guangzhou and Hong Kong by train from 100 minutes to 48 minutes. The journey times to other major cities in the Mainland will also be greatly shortened.

Kwun Tong Line Extension ("KTE")

KTE will extend the existing Kwun Tong Line from Yau Ma Tei to Whampoa, with 2 new stations at Ho Man Tin and Whampoa, including an interchange at Ho Man Tin for the future Sha Tin to Central Link ("SCL"). Construction started in May 2011 and is expected to be completed in **2015**. Upon commissioning, the journey time between Mong Kok and Whampoa will be

about 5 minutes, compared with the 25-minute current vehicular journey time during rush hours.

### South Island Line (East) ("SIL(E)")

SIL(E) is a 7-kilometre railway line running between Admiralty and South Horizons with 3 intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung Estate. Construction commenced in 2011. On completion in **2015**, the journey time between Admiralty and South Horizons will be about 10 minutes, compared with the 25- to 45-minute current vehicular journey time during rush hours.

### SCL

The 17-kilometre long SCL is a strategic project providing territory-wide connections. It will have 10 stations (Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition and Admiralty) and will link up a number of existing railways forming two strategic railway corridors. The "East West Corridor" will connect Tai Wai Station on the Ma On Shan Rail Line with the West Rail Line at Hung Hom via Diamond Hill and southeast Kowloon. The "North South Corridor" will extend the East Rail Line from Hung Hom Station across the harbour to Admiralty Station on Hong Kong Island. Construction commenced in mid-2012. The section between Tai Wai and Hung Hom is expected to be completed in **2018**, and whereas the section between Hung Hom and Admiralty in **2020**.



## Appendix III

## Press Releases

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LCQ16: Ventilation shaft of West Hong Kong Island Line

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Following is a question by the Hon Andrew Cheng Kar-foo and a written reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (October 29):

Question:

I have received complaints from residents of the Central and Western District that the vent shaft of the West Hong Kong Island Line proposed to be built by the MTR Corporation Limited (MTRCL) at Hill Road will cause noise and air pollution nuisance to residents nearby. In this connection, will the Government inform this Council whether:

(a) it has found out from MTRCL the impact of the vent shaft on the local environment, including the environmental impact data in terms of air quality and noise, etc.; if not, of the reasons for that; and

(b) it has suggested to MTRCL to relocate the vent shaft to another area; if it has, of the relevant details and the relocation cost involved; if not, the reasons for that?

Reply:

President,

The West Island Line (WIL) is an extension of the existing MTR Island Line from Sheung Wan to Kennedy Town with two intermediate stations at Sai Ying Pun and the University of Hong Kong. The MTRCL is now working on the detailed design of the WIL. According to its Project Proposal, there will be a ventilation shaft at Hill Road to serve the station at the University of Hong Kong. My reply to the questions regarding this proposed ventilation shaft is as follows:

a) Ventilation shafts are an integral part of an underground railway system. It will enable air exchanges inside the stations and tunnels with the outside areas. As the trains are powered by electricity, combustion of fossil fuels is not required and hence no harmful or hazardous gases are discharged. Furthermore, the rail tracks and tunnels are washed regularly in order to maintain the cleanliness of the railway.

Apart from that, the MTRCL has conducted air quality tests by setting up a monitoring point at an existing ventilation shaft of the Central Station. The dust level obtained from the monitoring point is very close to those readings obtained from a nearby roadside air quality station set up by the Environmental Protection Department (EPD). This has demonstrated that air exhausted from the ventilation shaft does not cause any adverse impacts on the air quality of the surrounding areas.

In accordance with the Environmental Impact Assessment (EIA)

Ordinance, the MTRCL has submitted the EIA report of the WIL to the EPD, and the report has been made available for public inspection. The report has addressed the key environmental impacts during the construction and operation of the WIL, including air quality, noise, etc. According to the report, the air quality inside railway stations and train compartments during peak hours complies with the Level 1 standard of the "Practice Note for Managing Air Quality in Air-conditioned Public Transport Facilities- Railways" issued by the EPD, i.e. the hourly average of carbon dioxide concentration should be less than 2,500 parts per million (ppm). This indicates that the quality of air exhausted from the stations and the tunnels through the ventilation shaft is good.

As far as noise is concerned, the operation of ventilation shafts has to comply with the requirements stipulated in the Noise Control Ordinance. The stations and the plant rooms that house the ventilation fans of the WIL are in general far below ground with some distance away from the ventilation shaft. Moreover, given that the exhaust air speed is not high and suitable acoustic systems are installed, the noise impact to the public in the vicinity is insignificant and is in compliance with the requirements under the EIA Ordinance.

As regards visual impact, the MTRCL will strive to reduce the scale of the ventilation shaft. Its outlook appearance will be designed to blend with the surroundings so that any visual impact will be minimized.

The Transport and Housing Bureau and the MTRCL have been in close liaison with the Central and Western District Council (C&WDC) and the residents. In order to ease residents' concerns about the proposed ventilation shaft, many briefings and site visits, including visits to ventilation facilities of current stations have been arranged for the members of the C&WDC and the residents.

b) Locations of ventilation shafts are constrained by the design and alignment of the railways. As the Western District is a densely populated area, it is difficult to find suitable locations for the railway facilities. The MTRCL has studied various alternative locations near Hill Road for setting up the ventilation shaft. The results of the study are attached (see Annex).

The above studies mainly concern technical problems and the impact on the residents rather than cost increase which may incur, which is not the major factor in the consideration. After assessing the various factors, the proposed location under the flyover at Hill Road is the more preferable option. As aforesaid, the MTRCL will make every effort to enhance the ventilation shaft structure and to design its external appearance to blend with the surroundings, with a view to minimizing any visual impacts.

Ends/Wednesday, October 29, 2008  
Issued at HKT 12:46

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Annex: The results of the study by the MTRCL on various alternative locations near Hill Road for setting up the ventilation shaft

Alternative Locations Studied	Findings
Slope near Haking Wong Building of the University of Hong Kong, Pokfulam Road	This proposed location is situated on a slope. For the construction of a ventilation shaft, an access road near the slope has to be occupied as works area requiring a prolonged closure of a portion of the access road inside the University of Hong Kong campus. Besides, this proposal presents a major technical problem as the ventilation shaft has to penetrate through the foundation of the retaining wall in front of the slope.
Des Voeux Road West near roundabout for trams at Whitty Street	Since this proposed location is situated over 350m away from the University of Hong Kong Station, the ventilation effect will be limited. Moreover, substantial excavation along Hill Road, Queens Road West and Des Voeux Road West involving utilities and pipes diversion will be required for the construction of adits between the station and the ventilation shaft. It will cause significant adverse traffic impact during construction.
Temporary parking area at Shing Sai Road	Since this proposed location is situated over 400m away from the University of Hong Kong Station, the ventilation effect will be limited. Given that it is also the proposed reprovisioning site for the existing Kennedy Town Swimming Pool, there is no extra space for any ventilation shaft.
Inside Hill Road Garden	The sitting-out area will be significantly reduced due to the occupancy of the ventilation shaft in this proposed location. The residents nearby have objected to this proposal. In addition, this proposal cannot ease the concern to remove the ventilation

	shaft from Hill Road.
Open space at Pokfulam Road near Yam Pak Building	This location has been proposed to house an electrical and mechanical building for the University of Hong Kong Station. There is no extra space.

## Press Releases

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LCQ7: Transportation of explosives required for the construction works of the South Island (East) Line

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Following is a question by the Hon Patrick Lau and a written reply by the Acting Secretary for Transport and Housing, Mr Yau Shing-mu, at the Legislative Council meeting today (July 6):

Question:

Recently, there was a serious accident in which a dangerous goods vehicle (DGV) overturned on Tai Po Road, paralysing the traffic in the New Territories for seven hours, and some members of the public are concerned about the safety of DGVs. According to the information provided by the MTR Corporation Limited (MTRCL), during the construction of the South Island (East) Line, explosives are collected daily by the Mines Division of the Civil Engineering and Development Department (Mines Division), from Kau Shat Wan on Lantau Island, and transported from North Point Pier through busy roads across various districts to the Southern District for delivery to the sites in Wong Chuk Hang first via Deep Water Bay Road, Nam Fung Road, Wong Chuk Hang Road and Nam Long Shan Road, etc., and from the sites in Wong Chuk Hang, the explosives are then transported via Nam Long Shan Road and in Wong Chuk Hang Road, etc. to the temporary explosives magazine site at Chung Hom Shan (Chung Hom Shan Magazine) by 3pm for storage, and from where the explosives are collected twice daily (from 4am to 5am and before 4pm) by MTRCL for transporting via Repulse Bay Road and Wong Chuk Hang Road, etc. to the MTR sites at Nam Fung Road and in Ap Lei Chau for tunnel blasting. In this connection, will the Government inform this Council:

(a) given that at present, the Mines Division's daily route for transportation of explosives passes through the MTR sites at Nam Fung Road and in Ap Lei Chau on the way to Chung Hom Shan Magazine, whether it will consider taking the opportunity to deliver explosives to the two sites for use in the blasting operations in the afternoon; if not, of the reasons for that; and whether it has considered arranging the explosives delivery vehicles of the Mines Division to transport explosives directly from the North Point Pier or the sites in Wong Chuk Hang to the aforesaid two MTR sites, so as to avoid respectively transporting the explosives by the explosives delivery vehicles of the Mines Division to Chung Hom Shan Magazine at 3pm daily and then collecting from the Site by the explosives delivery vehicles of MTRCL for transportation to the MTR sites at 4pm, thus avoiding duplication of routes and prolonged transportation time of explosives on the road; if not, of the reasons for that;

(b) given that MTRCL has pointed out that an interval of 10 hours must be maintained between the blasting operations carried out during the daytime and in the evening, and explosives will be delivered to the construction sites only two to three hours before the blasting operations take place, whether it will advise MTRCL to carry out blasting operations at 7am and 5pm to 6pm for compliance with the provision that blasting operations must be

completed by 7pm, and make it possible for the timing of the blasting operations carried out in the afternoon to dovetail with the arrangements proposed in (a) that the Mines Division can deliver explosives directly to the aforesaid MTR sites by 3pm daily; if not, of the reasons for that;

(c) given that the traffic in the Stanley area is very busy after 3pm, whether it will consider dovetailing the arrangements proposed in (a) and (b) to cancel the arrangement of explosives transporting from Chung Hom Shan before 4pm, so that vehicles carrying explosives will not need to travel back and forth in the district during the peak hours of traffic; if not, of the reasons for that; and

(d) if the Mines Division is unable to deliver explosives directly to the sites at Nam Fung Road and in Ap Lei Chau, whether it will consider coordinating with MTRCL so that when explosives are delivered to the sites in Wong Chuk Hang by the explosives delivery vehicles arranged by the Mines Division, MTRCL may be allowed to collect the explosives directly there and deliver the explosives to the MTR sites, thus shortening the route for delivery of explosives; if not, of the reasons for that?

Reply:

President,

The South Island Line (East) (SIL(E)) is a new rail corridor from South to North of Hong Kong Island. It starts from South Horizons on Ap Lei Chau to Admiralty via Lei Tung, Wong Chuk Hang and Ocean Park. The SIL(E) will serve the 350 000 people living and working in the Southern District. At present, travelling by road-based transport between South Horizons and Admiralty takes about 25 to 45 minutes during rush hours. With the commissioning of the SIL(E), the travelling time from the Southern District to Admiralty will be about ten minutes. This long-awaited railway project has commenced its construction in May 2011 for the completion in 2015.

Part of the SIL(E) will be constructed using the drill and blast method. In fact, the blasting works for railway tunnel construction and site formation is by detonating explosives installed in the drill holes in the rock mass. The air pressure created in the blast breaks the solid rock mass into parts, which can be excavated easier. There is no open flame created in a blast. Sufficient safety measure is also provided.

Based on the SIL(E) works schedule, the MTR Corporation Limited (MTRCL) will carry out one blast a day at the site of Wong Chuk Hang Depot every afternoon for the site formation work; and two blasts a day at the Nam Fung Tunnel and Ap Lei Chau Tunnel sites respectively to match with the tunnel construction programme. Otherwise, the anticipated completion of the project by 2015 will be delayed. The programme of the blasting works is constrained by the limit in the sizes of the cut faces in both tunnels and the preparatory works required for each blast. As a result, the MTRCL cannot reduce the number of blast in both tunnels to once a day by increasing the scale of each blast further.

Our replies to the specific questions are as follows:

(a), (b) and (c) According to the "Dangerous Goods Ordinance" (the Ordinance), it is prohibited to transport explosives in or out of the Government Explosives Depot at Kau Shat Wan, Lantau, or within the Victoria Harbour by sea between sunset and sunrise. Upon arrival at the work sites, the explosives must be installed immediately, and cannot be laid idle at the work sites or on the delivery vehicles.

According to the stringent process for blasting, prior to each blast, there are a number of preparatory works required which includes drilling, installation of explosives, checking, testing, evacuation of staff from tunnel and work site, and establishing protection measures around the blasting zone. After each blast, suitably qualified professionals will enter the work site for inspection, break the rock boulders into smaller pieces mechanically, clear the excavated material in the tunnel, carry out reinforcement work, review the design of the next blast and carry out the preparatory steps abovementioned for the next blast. These procedures will normally take 12 hours to complete, therefore the two blasts carried out at Nam Fung Tunnel and Ap Lei Chau Tunnel will have to be in 12 hour interval. As the time required for the preparatory work varies with a number of factors including the result of the previous blast and the actual ground conditions, it is difficult to accurately predict the time of each blast.

In view that it is difficult to accurately predict the time of each blast and the explosive is not allowed to be laid idle at the work sites according to the Ordinance, it is necessary to set up a temporary magazine at a remote location at Chung Hom Shan (Chung Hom Shan Magazine) for storage and delivery of the explosives, to enable having two blasts a day at the Nam Fung Tunnel and Ap Lei Chau Tunnel according to the Ordinance and to meet the programme of SIL(E). The contractor has a very tight schedule for these necessary steps. When the preparatory work is almost completed, the contractor, as required by the Ordinance, will inform the Chung Hom Shan Magazine and arrange the delivery of the explosives to the work site, such that two blasts can be carried out in a day.

The MTRCL will avoid the delivery of the explosives at morning and evening peak traffic hours. The MTRCL plans the first delivery to be carried out at around 4am to 5am in the mornings so as to meet with the morning blast at around 7am. The second blast is expected to be at around 7pm. To match with the time of the second blast, the explosives will depart the Chung Hom Shan Magazine at around 4pm and arrive at the work sites at around 5pm for the preparation of the blast at around 7pm.

The MTRCL has taken the community's views regarding the delivery time, and will avoid delivery during peak traffic hours. It is expected that the explosive delivery from the Chung Hom Shan Magazine to the Nam Fung Tunnel and Ap Lei Chau Tunnel sites will require only 4 vehicle trips every afternoon. It will not have any significant impact on the traffic along Repulse Bay Road and Chung Hom Kok Road.

As there will be only one blast a day at Wong Chuk Hang Depot site, the MTRCL has requested the contractor arranging the works to match with the schedule of the delivery vehicle from Mines Division of the Civil Engineering and Development Department (Mines Division), so that the explosives can be delivered to the work site directly, without routing to the Chung Hom Shan Magazine.

In fact, the use of explosives for construction in Hong Kong has a long and safe history. The professionals in the industry are also experienced in the application. Record shows that the explosive delivery vehicles have not been involved in any traffic accidents that endangered the explosives, showing that the storage and delivery of explosives have been very safe.

The delivery vehicles must have different compartments to deliver detonator and explosives separately with fire fighting equipment. Drivers of the delivery vehicles are required to complete the fire fighting and explosives handling training and deliver the explosive according to the safe driving procedure. The delivery vehicles and the drivers are also required to be approved by the Mines Division.

The speed limit of delivery vehicles is the same as other vehicles. They must comply with the statutory speed limit. To further enhance safety, the explosives and detonators will be delivered separately in different vehicles.

(d) According to the Ordinance, it is stipulated on the explosive delivery permits that the explosives must be retrieved from a designated storage and transported to a designated location. The destination cannot be altered and the vehicles cannot wait in idle during delivery. The suggestion given in the question that the MTRCL may distribute the explosives to the Nam Fung Tunnel and Ap Lei Chau Tunnel sites when the delivery vehicles of the Mines Division arriving the Wong Chuk Hang site shall also comply with the requirements of "no idle during delivery" and "no idle at work site". As explained in the paragraphs above, it is difficult to accurately predict the time for the second blast, no matter the explosive is delivered by the vehicles of Mines Division direct or is distributed by the MTRCL, the time of delivery is difficult to match with the blasting programme accordingly. Therefore, the explosives for the blasts in Nam Fung Tunnel and Ap Lei Chau Tunnel have to be stored in and delivered from the Chung Hom Shan Magazine.

Ends/Wednesday, July 6, 2011  
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## Press Releases

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LCQ15: Impact of construction works of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link on structure of nearby buildings

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Following is a question by the Hon Claudia Mo and a written reply by the Secretary for Transport and Housing, Professor Anthony Cheung Bing-leung, in the Legislative Council today (December 19):

Question:

Earlier on, some residents in Tai Kok Tsui found numerous cracks on the piles on the lower floors and the ground level of their buildings, and they suspected that these cracks were related to the boring works of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), which were being carried out in the vicinity of their buildings. Some registered building surveyors have confirmed upon site inspections that the cracks on some of the piles of the buildings were formed recently because of the impact of external forces. The MTR Corporation Limited (MTRCL) is currently investigating whether the formation of the cracks is related to XRL works, and it will prepare survey reports in this regard. These residents have indicated that the cracks on the buildings have made them nervous and panic and they worry that there are problems with the structure of the buildings, which pose potential risks to life and property. In this connection, will the Government inform this Council:

(a) whether, prior to the commencement of XRL works, the Buildings Department, the Highways Department and other relevant government departments had assessed in detail the impact of XRL works on underground facilities and buildings on the ground; if they had, of the assessment outcome; if not, the reasons for that;

(b) whether it will request MTRCL to complete expeditiously and make public the survey reports for reference of and follow-up by the public; if it will, of the arrangements; if not, the reasons for that;

(c) of the total number of complaints received so far by the authorities and MTRCL about building structure being affected by XRL works as well as the contents of the complaints; and

(d) whether the authorities have any new measures to reduce in future the chance of recurrence of incidents of infrastructure works affecting the structural safety of buildings?

Reply:

President,

In January 2010, the Government entrusted the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong

Express Rail Link (XRL) to the MTR Corporation Limited (MTRCL). The main tunnels along the urban sections of the XRL project are built with the use of tunnel boring machines (TBMs). The two TBMs for excavating the Mei Lai Road to Hoi Ting Road tunnel commenced operation in February and April 2012 respectively, drilling in the north and south directions from the junction of Sham Mong Road and Hing Wah Street West, Sham Shui Po. Operating beneath Sham Mong Road and under Fu Cheong Estate and Nam Cheong Estate, the south-bound TBM conducted tunnelling works in the Tai Kok Tsui (TKT) area smoothly between mid-September and mid-November 2012, and is on its way towards Yau Ma Tei.

My reply to the four parts of Hon Mo's question is as follows:

(a) The Government and the MTRCL attach great importance to the impact of the XRL project on the structural safety of nearby community facilities and buildings. At the design stage, the MTRCL had appointed qualified professionals to prepare the works plans and submitted such plans to the Government for vetting after conducting geological assessments and developing monitoring plans. The Highways Department and the Civil Engineering and Development Department, together with the other relevant departments, had scrutinised these plans with regard to building, structural and geotechnical works according to the requirements under the Buildings Ordinance and relevant legislation.

In addition, the MTRCL had carried out detailed pre-construction investigation on the geology at the tunnel site and its surroundings apart from thorough inspection of the relevant plans and records. The impact during construction on underground facilities and the buildings above the railway tunnel and in the vicinity had also been evaluated, including an assessment on the existing conditions of the buildings on the ground and the impact of the tunnelling works on their structural integrity, and from which the most prudent methodology for implementation and appropriate preventive procedures had been devised. Moreover, the MTRCL had separately appointed professionals to review the assessment results to ensure that all the works were in line with the best international practices currently in use. According to the assessment results, the tunnelling works would not affect the structural integrity of the buildings.

Prior to the commencement of the works, the MTRCL will, after obtaining the consent of relevant owners, conduct condition survey for the buildings near the railway alignment to record the existing conditions of the buildings and install sufficient monitoring points around the site boundary to monitor the impact of the tunnelling works on the overall structural integrity of the buildings in the neighbouring areas, with a view to ensuring safety and compliance of the works with the design and statutory requirements.

(b) During railway construction, upon receipt of reports from owners / occupiers on issues in their flats / buildings allegedly caused by the XRL works, the MTRCL will contact the owner/occupier concerned within one working day to arrange joint site inspection by the project team, staff of its contractors and the owner/occupier. During the inspection, the related

conditions will be recorded and professional assessment conducted. To safeguard the interests of both parties, the case may be referred to an independent loss adjuster if necessary. After site inspection and examination of the case, the loss adjuster will conduct an assessment and the results of which will be provided to the owner / occupier and the MTRCL in writing.

Since September this year, the loss adjuster has been following up on the complaint cases raised by TKT residents who suspected that the cracks in their buildings might be caused by the XRL works. After site inspection and examination of various information, the loss adjuster found no evidence pointing to the XRL works as the cause for the formation of the cracks in the buildings concerned, and have been sending written replies to the relevant residents since late November 2012 on the findings of the assessment.

To further address the concerns of the residents over the structural safety of buildings, the MTRCL had appointed an independent professional registered structural engineer to inspect the cracks in the buildings concerned and their structural integrity. The structural engineer confirmed the overall structural safety of the buildings concerned and in late November 2012 provided the inspection report to the incorporated owners, which would inform the relevant owners of the results.

(c) As at December 10, 2012, the Government and the MTRCL received a total of 18 complaints about impact allegedly caused by the XRL works in the TKT area, concerning cracks found in buildings, structures, flats and shops or minor ground settlement. Thus far, investigation results showed no evidence pointing to the XRL works as the cause for the formation of the cracks in or settlement of the buildings concerned.

(d) The Railway Development Office of the Highways Department, the MTRCL and its contractors have been closely watching the monitoring data since the commencement of the XRL tunnelling works. The monitoring data collected in the TKT area by the MTRCL indicate that there is no abnormal ground settlement and confirm the overall structural safety of the buildings, structures and other facilities around the works areas. Construction safety remains the prime concern of the MTRCL. It will continue to keep a close watch over the monitoring data of the works together with its contractors.

Ends/Wednesday, December 19, 2012  
Issued at HKT 12:00

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## Press Releases

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LCQ21: Construction works of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link

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Following is a question by Dr Hon Kwok Ka-ki and a written reply by the Secretary for Transport and Housing, Professor Anthony Cheung Bing-leung, in the Legislative Council today (December 11):

Question:

According to a paper submitted by the Government to this Council in October this year on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the MTR Corporation Limited (MTRCL) has commenced the boring works for the Ngau Tam Mei (NTM) section of the railway tunnels, and the structural works for the ventilation buildings located at Mai Po and NTM. It has been reported that earlier on, some NTM residents have found that, since the commencement of the XRL works, quite a number of cracks appeared on the steps and the floor of the corridors inside the buildings in which they live, and some exterior walls of their buildings even slanted outward. Moreover, the koi cultivators and farmers there have found that some of the wells in NTM area have dried up, which are allegedly caused by the ground water drawdown resulting from the pumping away of underground water during the excavation and tunneling works, and thus their livelihood has been seriously affected. In this connection, will the Government inform this Council:

(a) whether it knows the number of assessments made by MTRCL since the commencement of the XRL works in respect of the impacts of such works on the underground water sources and the aboveground structures in NTM, and whether MTRCL has made public such assessment reports; of the number of site inspections conducted so far by staff from the authorities and MTRCL with regard to the aforesaid complaints by the residents;

(b) whether the authorities and MTRCL have made any detailed assessment since the commencement of the XRL works in respect of the impacts of such works on the fish farming and agricultural industries in NTM; if they have, of the details and whether the assessment reports have been made public; if they have not made such assessments, the reasons for that and whether the authorities and MTRCL will do so as soon as possible;

(c) of the total number of complaints received so far by the authorities and MTRCL from NTM residents in which the residents have alleged that the XRL works and related issues (such as traffic management, tidiness and cleanliness of works sites) have affected the underground water sources, building structures, residents' livelihood, etc. in that area, as well as the main contents of such complaints and the follow-up actions taken;

(d) of the details of the rectification measures taken by the authorities and MTRCL in response to the reduction in underground water sources caused by the XRL works, as well as the

effectiveness of such measures; and

(e) whether the authorities and MTRCL have any plans at present to provide compensations to NTM residents affected by the XRL works; if they have, of the progress in computing the amounts of compensation payments; if not, the reasons for that?

Reply:

President,

My consolidated reply to the five parts of Dr Hon Kwok Ka-ki's question is as follows:

The Government and the MTR Corporation Limited (MTRCL) have all along paid much attention to the construction impact of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) to underground facilities and structural safety of nearby buildings. At the design stage, the MTRCL, which engaged a professional environment consultant, prepared an Environmental Impact Assessment (EIA) report regarding the XRL works for submission to the Environmental Protection Department (EPD) in May 2009 in accordance with the Environmental Impact Assessment Ordinance (Cap 499). The EIA report has analysed in detail various areas, including ecology, fishery, noise, landscape and visual impact, cultural heritage, water quality, land contamination, waste management and air quality. In particular, impact to the level of groundwater and wells and fish ponds in Ngau Tam Mei (NTM) has been evaluated. The report has concluded that with the adoption of good construction methods, the XRL project will only pose mild impact to the nearby environment.

The MTRCL has conducted public consultation according to the statutory procedures. This included public exhibition of the EIA report from July 21 to August 19, 2009 to gather public views. The relevant information was uploaded onto the websites of the MTRCL and EPD for public inspection in September 2009. At the same time, the MTRCL informed the representatives and residents of Yau Tam Mei Tsuen (YTMT) via various channels that such information had been promulgated and uploaded to the Internet. The EIA report was approved in September 2009.

During construction, the MTRCL has put in place effective environmental monitoring and audit programme and notification system as required in the Environment Permit issued by the EPD to process environmental monitoring work for the XRL project. Timely mitigation measures have also been implemented under the existing mechanism to minimise the construction impact to the surroundings. Monitoring data has not shown any undesirable impact to the vicinity by the XRL works.

In response to the concerns of the local communities and villagers about the groundwater level of NTM, the MTRCL and its contractors have been closely monitoring the situation. To address their concerns, the MTRCL together with the representatives of San Tin Rural Committee (STRC), relevant district councillors and two representatives of YTMT jointly invited scholars from the Department of Civil Engineering of the University of Hong Kong (HKU) in mid-2012 to conduct an

independent study on the changes in the groundwater level in NTM, with a view to examining the correlation between the construction of the XRL shaft in NTM and the changes in the groundwater level within the neighborhood.

In late September 2012, the two HKU professors briefed the MTRCL and local communities of the study report. The executive summary of the report was also distributed to the STRC representatives, district councillors and two YTMT representatives. The report concurred to the 60-metre influence zone identified by the MTRCL, and suggested further enhancing the monitoring of the groundwater level within 300-metre zone from the shaft and increasing recharge of groundwater for effective stabilisation of the water level. The MTRCL and its contractors have implemented the recommendations proactively. Monitoring devices for the wells and groundwater level have increased from nine and 15 to 34 and 29 respectively. These monitoring points can properly keep watch over the changes in the groundwater level.

Regarding the impact on buildings on the ground, the MTRCL has set up a number of monitoring points at relevant buildings and locations near the XRL alignment to monitor the environmental impact, including noise and vibration, of the XRL works. The data so collected will be submitted to the government departments concerned for scrutiny to ensure compliance with the legislative requirements. According to the monitoring results, the data has not indicated any undesirable impact by the XRL project to the surroundings. The MTRCL will keep a close watch over the construction of its contractors and the impact on the vicinity by the works. Appropriate mitigation measures will be implemented for minimising impact to the neighborhood.

So far, the MTRCL has received about 120 cases from YTMT residents involving wells, suspected building damage, streams and suspected impact to the water quality. In most cases, the loss adjuster has confirmed that there is no evidence suggesting any relation with the XRL project.

Twelve of the above cases involve wells and are confirmed to be related to the XRL project. The MTRCL has maintained close contact with the owners/occupiers concerned and is processing their damage claims according to the established procedures. The loss adjuster has met with the owners/occupiers individually to discuss specific follow-up arrangements. Arrangements with eight owners/occupiers have been agreed. The loss adjuster is following up on the remaining four cases by negotiating with the owners/occupiers.

Moreover, none of the suspected building damage cases amongst the above involves structural safety. Ten of them are mainly about cracks on the walls or floor. Preliminary investigation has revealed that the damage may be related to the XRL project. The MTRCL has maintained close contact with the owners/occupiers concerned and is processing their damage claims according to the established procedures. The loss adjuster has met with the owners/occupiers individually to discuss specific follow-up arrangements. Arrangements with five owners/occupiers have been agreed. The loss adjuster is following up on the remaining five cases by negotiating with the owners/occupiers

concerned.

To protect privacy, specific details of the discussion will not be disclosed as personal particulars of owners/occupiers are involved.

In addition, there are 19 cases that are pending for the assessment results from the loss adjuster or residents' replies for arranging site inspections.

In fact, the MTRCL has maintained close dialogue with the relevant rural committee, district councillors, YTMT representatives and local residents since June 2008. Through meetings with residents, site inspections and Community Liaison Group meetings etc, the MTRCL has followed up on the concerns of the local communities in a timely manner. Relevant information and updates on the works have been disseminated via the XRL dedicated website, ten issues of the XRL newsletter and posting of notices. In addition, the representatives of the relevant government departments and MTRCL have attended over 150 site inspections, visits and residents' meetings in response to the requests of YTMT residents, so as to have direct communication and dialogue with the local communities, explain to them matters related to the XRL works and listen to their views. At the same time, at the case conferences on December 14, 2012 and November 22, 2013 of the Legislative Council (LegCo) as well as the site visit on February 4, 2013, the Government and MTRCL representatives briefed LegCo members of the XRL works in NTM and followed up on the concerns of local residents.

The Government will continue urging the MTRCL to monitor the groundwater level in NTM and situation of nearby buildings, and if necessary, implementing appropriate measures to ensure public safety and minimise the construction impact to residents in the vicinity.

Ends/Wednesday, December 11, 2013  
Issued at HKT 12:33

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## Background brief on construction safety in railway projects

## List of relevant papers

West Island Line

Date of meeting	Committee	Minutes/Paper	LC Paper No.
31.3.2009	Subcommittee on Matters Relating to Railways	Legislative Council Brief – Mass Transit Railway West Island Line – authorization of scheme following receipt of objections	<a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331-thb090324-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331-thb090324-e.pdf</a>
		Minutes	LC Paper No. CB(1)1544/08-09  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf</a>
1.6.2009	Subcommittee on Matters Relating to Railways	Administration's paper on funding support and essential public infrastructure works of the MTR West Island Line	LC Paper No. CB(1)1758/08-09(01)  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601cb1-1758-1-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601cb1-1758-1-e.pdf</a>
		Legislative Council Brief – Mass Transit Railway West Island Line funding arrangement	File Reference: THB(T)CR11/1016/99  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601-thbtcr11101699-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601-thbtcr11101699-e.pdf</a>



Date of meeting	Committee	Minutes/Paper	LC Paper No.
		<p>Joint reply from the Administration and the MTR Corporation Limited to issues raised at the meeting on 31 March 2009</p>	<p>LC Paper No. CB(1)1758/08-09(02)</p> <p><a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601cb1-1758-2-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601cb1-1758-2-e.pdf</a></p>
		<p>Minutes</p>	<p>LC Paper No. CB(1)284/09-10</p> <p><a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090601.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090601.pdf</a></p>
<p>4.6.2009</p>	<p>Subcommittee on Matters Relating to Railways</p>	<p>Administration's paper on West Island Line – assessment of funding gap</p>	<p>LC Paper No. CB(1)1804/08-09(05)</p> <p><a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-5-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-5-e.pdf</a></p>
		<p>Administration's paper on West Island Line – checking of project estimate</p>	<p>LC Paper No. CB(1)1804/08-09(03)</p> <p><a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-3-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-3-e.pdf</a></p>
		<p>Administration's paper on West Island Line – comparison of 2007 and 2009 estimate</p>	<p>LC Paper No. CB(1)1804/08-09(04)</p> <p><a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-4-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-4-e.pdf</a></p>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on West Island Line – use of explosives	LC Paper No. CB(1)1804/08-09(02)  <a href="http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/papers/tp_rdp0604cb1-1804-2-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/papers/tp_rdp0604cb1-1804-2-e.pdf</a>
		Administration's paper on West Island Line – ventilation shafts	LC Paper No. CB(1)1804/08-09(01)  <a href="http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/papers/tp_rdp0604cb1-1804-1-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/papers/tp_rdp0604cb1-1804-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)741/09-10  <a href="http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/minutes/rdp20090604.pdf">http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/minutes/rdp20090604.pdf</a>
10.6.2009	Public Works Subcommittee	West Island Line – funding support	LC Paper No. PWSC(2009-10)50  <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-50e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-50e.pdf</a>
		West Island Line – essential public infrastructure works	LC Paper No. PWSC(2009-10)51  <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-51e.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-51e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. PWSC134/08-09  <a href="http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090610.pdf">http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090610.pdf</a>
3.7.2009	Finance Committee	Minutes	LC Paper No. FC8/09-10  <a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703.pdf</a>  LC Paper No. FC10/09-10  <a href="http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703a.pdf">http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703a.pdf</a>
9.2.2010	Subcommittee on Matters Relating to Railways	Administration's paper on West Island Line project	LC Paper No. CB(1)1018/09-10(03)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0209cb1-1018-3-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0209cb1-1018-3-e.pdf</a>
		Minutes	LC Paper No. CB(1)1386/09-10  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
5.7.2013	Subcommittee on Matters Relating to Railways	Administration's paper on coordination of public transport services to tie in with the commissioning of West Island Line and South Island Line (East)	LC Paper No. CB(1)1421/12-13(05)  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1421-5-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1421-5-e.pdf</a>
		Administration's supplementary information paper on coordination of public transport services to tie in with the commissioning of West Island Line and South Island Line (East) (follow-up paper)	LC Paper No. CB(1)1636/12-13(01)  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1636-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1636-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)534/13-14  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130705.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130705.pdf</a>

Guangzhou-Shenzhen-Hong Kong Express Rail Link

Date of meeting	Committee	Minutes/Paper	LC Paper No.
2.12.2009 3.12.2009	Public Works Subcommittee	Administration's paper on Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – construction of railway works	LC Paper No. PWSC(2009-10)68  <a href="http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-68e.pdf">http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-68e.pdf</a>
		Administration's paper on Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – construction of non-railway works	LC Paper No. PWSC(2009-10)69  <a href="http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-69e.pdf">http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-69e.pdf</a>
		Minutes	LC Paper No. PWSC32/09-10  <a href="http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091202.pdf">http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091202.pdf</a>  LC Paper No. PWSC33/09-10  <a href="http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091203.pdf">http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091203.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
18.12.2009 8.1.2010 15.1.2010 16.1.2010	Finance Committee	Recommendations of the Public Works Subcommittee made on 2 and 3 December 2009	LC Paper No. FCR(2009-10)44  <a href="http://www.legco.gov.hk/yr09-10/english/fc/fc/papers/f09-44e.pdf">http://www.legco.gov.hk/yr09-10/english/fc/fc/papers/f09-44e.pdf</a>
16.4.2010	Subcommittee on Matters Relating to Railways	Administration's paper on government's monitoring and reporting on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	LC Paper No. CB(1)1573/09-10(04)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-4-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-4-e.pdf</a>
		Minutes	LC Paper No. CB(1)2071/09-10  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf</a>
6.7.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (1st half-yearly report for the period ending 30 June 2010)	LC Paper No. CB(1)2290/09-10(01)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-1-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-1-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
20.9.2010	Subcommittee on Matters Relating to Railways	Minutes	LC Paper No. CB(1)757/10-11  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100920.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100920.pdf</a>
20.5.2011	Subcommittee on Matters Relating to Railways	Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (2nd half-yearly report for the period between 1 July 2010 and 31 December 2010)	LC Paper No. CB(1)1585/10-11(07)  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-7-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-7-e.pdf</a>
		Minutes	LC Paper No. CB(1)3031/10-11  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110506.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110506.pdf</a>
24.5.2013	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	LC Paper No. CB(1)1072/12-13(03)  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1072-3-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1072-3-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on the sixth half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 July 2012 and 31 December 2012)	LC Paper No. CB(1)1108/12-13(01)  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1108-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1108-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)1870/12-13  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130524.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130524.pdf</a>
22.11.2013	Subcommittee on Matters Relating to Railways	Administration's paper on the seventh half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 January and 30 June 2013)	LC Paper No. CB(1)81/13-14(01)  <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdpcb1-81-1-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdpcb1-81-1-e.pdf</a>



Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's response to the letter dated 18 September 2013 from Hon TANG Ka-piu on occupational safety in the construction sites of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section)	LC Paper No. CB(1)190/13-14(01)  <a href="http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp1025cb1-190-1-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp1025cb1-190-1-e.pdf</a>

South Island Line (East)

Date of meeting	Committee	Minutes/Paper	LC Paper No.
11.1.2008	Subcommittee on Matters Relating to Railways	Administration's paper on the Mass Transit Railway South Island Line	File Ref.: THB(T)CR 17/1016/99  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbtr17101699-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbtr17101699-e.pdf</a>
		Administration's paper on land use planning in Southern District and projected patronage of South Island Line (East) and assessment of impact of South Island Line (East) on other public transport modes	LC Paper No. CB(1)520/07-08(03)  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp011cb1-520-3-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp011cb1-520-3-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)954/07-08  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080111.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080111.pdf</a>
2.5.2008	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line	LC Paper No. CB(1)1376/07-08(02)  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0502cb1-1376-2-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0502cb1-1376-2-e.pdf</a>
		Minutes	LC Paper No. CB(1)1747/07-08  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080502.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080502.pdf</a>
16.1.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line	LC Paper No. CB(1)557/08-09(03)  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0116cb1-557-3-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0116cb1-557-3-e.pdf</a>
		Minutes	LC Paper No. CB(1)1146/08-09  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090116.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090116.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
15.5.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line	LC Paper No. CB(1)1519/08-09(01)  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0515cb1-1519-1-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0515cb1-1519-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)2605/08-09  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090515.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090515.pdf</a>
17.9.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line (East)	LC Paper No. CB(1)2582/08-09(03)  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-3-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-3-e.pdf</a>
		Administration's response to the major concerns raised by Subcommittee members and deputations at the meeting on 15 May 2009	LC Paper No. CB(1)2602/08-09(01)  <a href="http://www.legco.gov.hk/yr08-09/chinese/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2602-1-ec.pdf">http://www.legco.gov.hk/yr08-09/chinese/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2602-1-ec.pdf</a>
		Minutes	LC Paper No. CB(1)920/09-10  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
4.12.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line (East)	LC Paper No. CB(1)522/09-10(05)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1204cb1-522-5-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1204cb1-522-5-e.pdf</a>
		Minutes	LC Paper No. CB(1)1016/09-10  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091204.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091204.pdf</a>
9.2.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line (East)	LC Paper No. CB(1)1018/09-10(04)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0209cb1-1018-4-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0209cb1-1018-4-e.pdf</a>
		Minutes	LC Paper No. CB(1)1386/09-10  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.pdf</a>
17.6.2011	Subcommittee on Matters Relating to Railways	Legislative Council Brief on the South Island Line (East) funding arrangement	<a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp-thb201105a-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp-thb201105a-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)414/11-12  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110617.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110617.pdf</a>
4.1.2013	Subcommittee on Matters Relating to Railways	MTRCL's paper on the New railway system for the South Island Line (East)	LC Paper No. CB(1)363/12-13(03)  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0104cb1-363-3-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0104cb1-363-3-e.pdf</a>
		Minutes	LC Paper No. CB(1)522/12-13  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130104.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130104.pdf</a>
5.7.2013	Subcommittee on Matters Relating to Railways	Administration's paper on coordination of public transport services to tie in with the commissioning of West Island Line and South Island Line (East)	LC Paper No. CB(1)1421/12-13(05)  <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1421-5-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1421-5-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's supplementary information paper on coordination of public transport services to tie in with the commissioning of West Island Line and South Island Line (East) (follow-up paper)	LC Paper No. CB(1)1636/12-13(01) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1636-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1636-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)534/13-14 <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130705.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130705.pdf</a>

Kwun Tong Line Extension

Date of meeting	Committee	Minutes/Paper	LC Paper No.
27.3.2008	Subcommittee on Matters Relating to Railways	Legislative Council Brief on SCL and MTR Kwun Tong Line Extension	File Reference: THB(T)CR 10/1016/99 <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbcr10101699-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbcr10101699-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on funding application for the design of SCL	LC Paper No. CB(1)1036/07-08  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf</a>
		Administration's supplementary paper on SCL and MTR Kwun Tong Line Extension	LC Paper No. CB(1)1377/07-08(01)  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1377-1-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1377-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)1374/07-08  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf</a>
17.9.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress of the Kwun Tong Line Extension	LC Paper No. CB(1)2582/08-09(04)  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-4-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-4-e.pdf</a>
		Minutes	LC Paper No. CB(1)920/09-10  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
16.4.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on the Kwun Tong Line Extension	LC Paper No. CB(1)1573/09-10(03)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-3-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-3-e.pdf</a>
		Administration's follow up paper on the Kwun Tong Line Extension	LC Paper No. CB(1)2141/09-10(01)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-2141-1-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-2141-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)2071/09-10  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf</a>
6.7.2010 14.7.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on the Kwun Tong Line Extension	LC Paper No. CB(1)2290/09-10(03)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-3-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-3-e.pdf</a>



Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	<p>LC Paper No. CB(1)45/10-11</p> <p><a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100706.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100706.pdf</a></p> <p>LC Paper No. CB(1)47/10-11</p> <p><a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100714.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100714.pdf</a></p>
6.12.2010 16.12.2010	Subcommittee on Matters Relating to Railways	<p>Legislative Council Brief on Kwun Tong Line Extension – authorization of scheme following receipt of objections</p> <p>Administration's paper entitled "Progress Report of Kwun Tong Line Extension and Funding Application for Essential Public Infrastructure Works"</p>	<p><a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206-thb20101130-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206-thb20101130-e.pdf</a></p> <p>LC Paper No. CB(1)603/10-11(03)</p> <p><a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-603-3-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-603-3-e.pdf</a></p>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	<p>LC Paper No. CB(1)1161/10-11</p> <p><a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101206.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101206.pdf</a></p> <p>LC Paper No. CB(1)1918/10-11</p> <p><a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101216.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101216.pdf</a></p>

Shatin to Central Link

Date of meeting	Committee	Minutes/Paper	LC Paper No.
16.7.2007	Subcommittee on Matters Relating to Railways	Administration's paper on progress of Shatin to Central Link Project	<p>LC Paper No. CB(1)2058/06-07(01)</p> <p><a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/papers/tp_rdp0716cb1-2058-1-e.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/papers/tp_rdp0716cb1-2058-1-e.pdf</a></p>
		Minutes	<p>LC Paper No. CB(1)2454/06-07</p> <p><a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/minutes/rd070716.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/minutes/rd070716.pdf</a></p>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
27.3.2008	Subcommittee on Matters Relating to Railways	Legislative Council Brief on Shatin to Central Link and MTR Kwun Tong Line Extension	File Reference: THB(T)CR 10/1016/99  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbctr10101699-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbctr10101699-e.pdf</a>
		Administration's paper on funding application for the design of the Shatin to Central Link	LC Paper No. CB(1)1036/07-08(03)  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf</a>
		Minutes	LC Paper No. CB(1)1374/07-08  <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf</a>
11.3.2009	Council meeting	Hon Starry LEE raised a question on the impact of infrastructural projects in To Kwa Wan and Ma Tau Kok districts	<a href="http://www.info.gov.hk/gia/general/200903/11/P200903110149.htm">http://www.info.gov.hk/gia/general/200903/11/P200903110149.htm</a>
31.3.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress of Shatin to Central Link Project	LC Paper No. CB(1)1137/08-09(05)  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331cb1-1137-5-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331cb1-1137-5-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)1544/08-09  <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf</a>
28.10.2009	Council meeting	Hon James TO raised a question on the construction of Shatin to Central Link railway in the Kai Tak Development Area	<a href="http://www.info.gov.hk/gia/general/200910/28/P200910280123.htm">http://www.info.gov.hk/gia/general/200910/28/P200910280123.htm</a>
18.11.2009	Council meeting	Hon Mrs Regina IP raised a question on the temporary supporting facilities of Shatin to Central Link	<a href="http://www.info.gov.hk/gia/general/200911/18/P200911180197.htm">http://www.info.gov.hk/gia/general/200911/18/P200911180197.htm</a>
20.1.2010	Council meeting	Hon Starry LEE raised a question on the temporary works area of Shatin to Central Link	<a href="http://www.info.gov.hk/gia/general/201001/20/P201001200116.htm">http://www.info.gov.hk/gia/general/201001/20/P201001200116.htm</a>
4.6.2010	Subcommittee on Matters Relating to Railways	Administration's paper on funding application – protection works for Shatin to Central Link in Wan Chai Development Phase II	LC Paper No. CB(1)2088/09-10(02)  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-2088-2-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-2088-2-e.pdf</a>
		Minutes	LC Paper No. CB(1)2844/09-10  <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100604.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100604.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
4.11.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress of Shatin to Central Link Project	LC Paper No. CB(1)277/10-11(01)  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1104cb1-277-1-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1104cb1-277-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)1068/10-11  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101104.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101104.pdf</a>
6.12.2010	Subcommittee on Matters Relating to Railways	Administration's paper on funding application – advance works for Shatin to Central Link	LC Paper No. CB(1)603/10-11(01)  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-603-1-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-603-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)1161/10-11  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101206.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101206.pdf</a>
7.1.2011	Subcommittee on Matters Relating to Railways	Administration's supplementary information paper on funding application – advance works for Shatin to Central Link	LC Paper No. CB(1)987/10-11(01)  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0107cb1-987-1-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0107cb1-987-1-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)1547/10-11  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110107.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110107.pdf</a>
18.5.2011	Council meeting	Hon Starry LEE raised a question on the impact on various railway projects due to recent court judgement on environmental impact assessment	<a href="http://www.info.gov.hk/gia/general/201105/18/P201105180192.htm">http://www.info.gov.hk/gia/general/201105/18/P201105180192.htm</a>
6.7.2011	Council meeting	Hon CHAN Hak-kan raised a question on the programme for Shatin to Central Link project	<a href="http://www.info.gov.hk/gia/general/201107/06/P201107060194.htm">http://www.info.gov.hk/gia/general/201107/06/P201107060194.htm</a>
23.3.2012	Subcommittee on Matters Relating to Railways	Administration's paper entitled "Shatin to Central Link – Funding application for the main works"	LC Paper No. CB(1)1326/11-12(01)  <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0323cb1-1326-1-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0323cb1-1326-1-e.pdf</a>
		Administration's supplementary information paper on issues raised by the Subcommittee at its meeting on 2 March 2012	LC Paper No. CB(1)1340/11-12(01)  <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0302cb1-1340-1-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0302cb1-1340-1-e.pdf</a>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)2479/11-12  <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120323.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120323.pdf</a>
30.3.2012	Subcommittee on Matters Relating to Railways	Legislative Council Brief on "Shatin to Central Link: Authorization of Scheme Following Receipt of Objections"	File Reference: THB(T)CR 10/1016/99  <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0330-thbtr10101699-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0330-thbtr10101699-e.pdf</a>
		Administration's supplementary information paper on issues raised by the Subcommittee at its meeting on 23 March 2012	LC Paper No. CB(1)1434/11-12(01)  <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0330cb1-1434-1-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0330cb1-1434-1-e.pdf</a>
		Minutes	LC Paper No. CB(1)2480/11-12  <a href="http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120330.pdf">http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120330.pdf</a>