

立法會
Legislative Council

LC Paper No. CB(1)637/13-14(06)

Ref. : CB1/PS/1/12

Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 3 January 2014

Background brief on
community liaison work associated with the railway projects

Purpose

This paper provides background information on community liaison work associated with the 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 ("KTE") 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 5 railway projects are in **Appendices I and II** respectively.

Community liaison work by the Administration and the MTR Corporation Limited ("MTRCL")

3. According to the Administration and MTRCL, they had carried out extensive consultations on all new railway projects and they have been keeping the relevant District Councils updated on the major progress of each project under construction. Representatives of the relevant bureaux

and departments, including the Transport and Housing Bureau, Highways Department and Transport Department, have attended a series of public forum, meetings and site visits with the local residents that were organized by the Administration, MTRCL, District Council members and political parties.

4. According to MTRCL¹, they have set up various Community Liaison Groups ("CLGs") for each of the railway project under implementation to enable direct dialogue with the local communities (including affected owners and residents) and to handle enquiries and complaints. Reports on progress and construction impacts of the 5 railway projects are presented regularly to CLGs. The membership includes local District Council members, concerned residents representatives, and representatives from the Administration's departments such as the Home Affairs Department, Highways Department, Transport Department, Lands Department and Environmental Protection Department. CLG meetings are held quarterly, and members of the public are allowed to observe the meetings.

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

5. Members have discussed community liaison work associated with the railway projects under implementation at the Subcommittee meetings in the fourth and fifth Legislative Councils. Members' major concerns are summarized in the ensuing paragraphs.

WIL

6. When the Subcommittee discussed WIL project on 9 February 2010, members expressed concern about the arrangements to be made to notify the local residents of the date, time and location of the blasting operations before the commencement of the blasting works in order to avoid panic of the general public. They suggested that the Administration and MTRCL should pay visits to the affected households to address their concerns and provide information about the blasting works. The Administration responded that 3 CLGs, each for the Sai Ying Pun, The University of Hong Kong and the Kennedy Town sections, had been set up for the purpose. MTRCL advised that the blasting assessment reports had been submitted to the Mines Division of the Civil Engineering and Development Department for approval and a summary of the works would be uploaded to MTRCL website. Leaflets on the blasting arrangements

¹ MTRCL's website: http://www.mtr.com.hk/eng/projects/projects_new_index.html

were being prepared for distribution and reminders of the blasting works would be made through briefings for residents and posting notices at their lift lobbies.

SIL(E)

7. During the discussion about SIL(E) project on 15 May 2009, 4 December 2009, 16 December 2010 and 4 January 2013, the Subcommittee members showed concern about the liaison work between MTRCL and the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex ("JCRC") to minimize the impact of noise made by SIL(E) on JCRC. At the Subcommittee meetings on 16 December 2010 and 4 January 2013, the Administration advised that after continuous communications with the concerned parents and representatives of JCRC, the 4 main concerns of JCRC on the viaduct – height, distance, noise and electromagnetic fields generation – had all been satisfactorily addressed.

8. The Subcommittee discussed coordination of public transport services to tie in with the commissioning of WIL and SIL(E) on 5 July 2013. Members generally expressed concerns that the commissioning of the 2 said railway lines might adversely affect the livelihood of bus drivers and minibus drivers. They, therefore, suggested that the Administration should communicate with the stakeholders and provide support to those affected professional drivers. The Administration explained that when devising the public transport re-organization plans, the Transport Department had maintained close liaison with the stakeholders, including franchised bus operators and minibus operators. The Administration supplemented that they would submit documents with detailed proposals to the relevant District Councils and seek their views on the proposed public transport re-organization plans to tie in with the commissioning of WIL and SIL(E).

XRL

9. At the Subcommittee meetings on 14 May 2009 and 6 July 2010, members raised concern about the community liaison work for XRL project. Subcommittee members expressed views on community liaison work for the ventilation shaft at Cheung Shan Estate, the agricultural re-site and rehousing arrangements being made for Choi Yuen Tsuen villagers, and the impact of XRL works on structure of buildings in Tai Kok Tsui ("TKT") district. MTRCL advised that communication with residents had started since 2008 and residents had been reassured at discussions of the district councils, CLGs and resident meetings that the proposed ventilation shaft would pose no adverse impact on the air quality and the living of residents. A site visit to a ventilation facility, which was similar to that of

Cheung Shan Estate, at Yau Ma Tei had also been conducted to facilitate residents' understanding on its operation. In addition, the Administration explained that project leaflets would be distributed to the mailbox of all TKT residents of the 19 affected buildings and a community ambassador team had been set up by MTRCL to communicate with the affected TKT residents.

10. In October 2013, the Administration updated the Subcommittee the progress and financial situation of the construction of the Hong Kong Section of XRL in their 7th half-yearly report for the period ending 30 June 2013. Members noted that during the construction period, XRL Community Liaison Officers, Community Ambassador Team and Project Team made frequent visits to the local community to explain details of the works, and met with local stakeholders to listen to their views. To address Yau Tam Mei Tsuen ("YTMT") residents' concerns over the works for XRL project and the water level of wells within the area, the Administration and MTRCL had been in close dialogues with the Rural Committee, District Councillors, YTMT representatives and residents. Such concerns had been addressed through meetings with residents, site inspections and CLG meetings.

SCL

11. At the Subcommittee meeting on 6 December 2010, members discussed SCL project and wondered whether the Administration had thoroughly consulted local community and conducted site visits with residents of To Kwa Wan. The Administration explained that they had consulted the local community on SCL project by attending workshops of local resident groups and meetings of District Councils. At the Subcommittee meeting on 2 March 2012, members suggested that the Administration should address the concerns expressed by the Kowloon City District Council on the provision of pedestrian linkage facilities to connect stations entrances with neighbourhood area, re-provisioning of recreational facilities and resumption of underground strata.

KTE

12. When discussing KTE project on 17 September 2009, the Subcommittee noted that the Administration and MTRCL had maintained close contact with the local community to address their concerns about KTE project, such as station locations, pedestrian connectivity, ventilation shaft locations and temporary facilities. MTRCL subsequently reviewed the collected views and suggestions from the community in the preliminary design. At the Subcommittee meeting on 14 July 2010, MTRCL briefed members that communication with affected residents would continue

through the ambassador team who visited affected households, and the setup of CLGs and a resident site working group as the works commenced.

Legislative Council questions

13. Hon Andrew CHENG Kar-foo, Hon LEUNG Kwok-hung, Hon CHEUNG Hok-ming and Dr Hon KWOK Ka-ki expressed concerns over community liaison work associated with the railway projects under implementation and raised Council questions on 29 October 2008, 24 November 2010, 22 February 2012 and 11 December 2013 respectively. The questions and the Administration's replies are attached in **Appendix III** for members' reference.

Recent developments

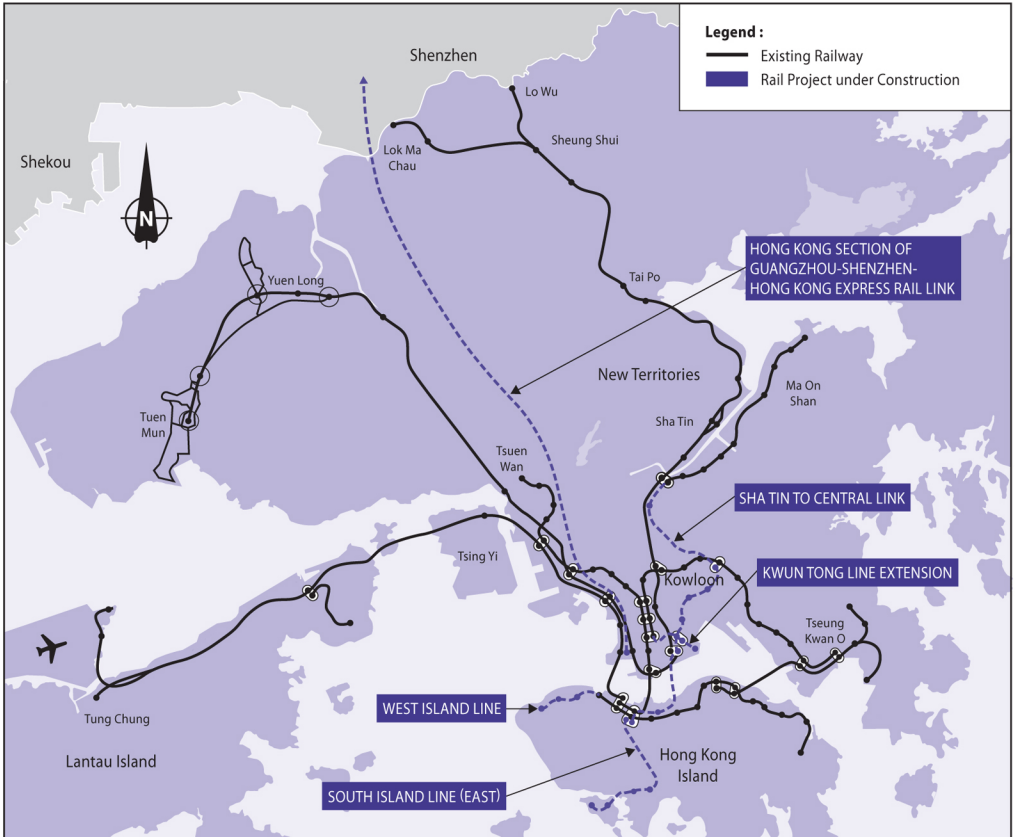
14. The Administration plans to brief the Subcommittee on community liaison work associated with the railway projects under construction at the meeting to be held on 3 January 2014.

Relevant papers

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

Council Business Division 1
Legislative Council Secretariat
31 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

LCQ16: Ventilation shaft of West Hong Kong Island Line

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

NNNN

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

LC Urgent Question: Land resumption at Choi Yuen Tsuen

Following is a question by the Hon Leung Kwok-hung and a reply by the Secretary for Transport and Housing, Ms Eva Cheng, in the Legislative Council today (November 24):

Question:

On November 19 this year, the Government once again sent officials to carry out land resumption at Choi Yuen Tsuen, causing a certain degree of nuisance; the operation was also obstructed by petitioners and could not be carried out. On the same day, the Government immediately issued a press release saying that it had decided to suspend that day's operation so as to prevent accidents which might cause injuries to the protesters and site workers, and it would extend the grace period to the end of November. The villagers have indicated that if the Government carries out land resumption by force, they will "defend their village with their lives" and fight till the end. The Government has also stated repeatedly that the clearance of Choi Yuen Tsuen would be "handled in a humane manner". In this connection, will the Government inform this Council:

(a) given that the residents of Choi Yuen Tsuen have vowed to "defend their village with their lives" and fight against land resumption by the Government till the end, what measures the Government will put in place to avoid confrontation with the residents so as to prevent accidents and avoid people from being injured when it resumes land resumption after the expiry of the grace period; of the specific meaning of "handled in a humane manner", given that the Government has undertaken that the clearance of Choi Yuen Tsuen would be "handled in a humane manner";

(b) given that the Government has stated that land resumption and clearance operation at the village will be carried out in phases, and such work is expected to continue over a period of time, how the Government will meet with the residents as soon as possible to discuss the timetable of the clearance operation, so as to alleviate their concerns and worries, and of the timetable for the Government's meeting with the residents as well as details of the clearance operation; and

(c) given that at present, the Government has not finished calculating the amount of crop ex-gratia allowances for the residents of the village and the specific arrangements for relocation, whether it can postpone land resumption by six months to give the residents sufficient time for preparation; if not, of the reasons for that?

Reply:

President,

Throughout the land resumption exercise at Choi Yuen Tsuen

(CYT) from the formulation of the special ex-gratia rehousing package, vetting of applications for various allowances and agricultural resite to the current site clearance and land resumption, we have been handling the issue in a humane manner. We have done our best in helping the villagers and catering for their needs, so that the construction of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) will proceed and the CYT villagers will have resources and opportunities to choose rehousing options that meet their individual needs and wishes.

My reply to the three parts of the question is as follows:

(a) The Government has stated repeatedly that it will handle the clearance of CYT in a humane manner, that is, phased land resumption. The Administration will firstly take over structures and land for various purposes vacated or handed over voluntarily by the villagers, and commence site formation and preparation for other works. This is a win-win solution as we can buy time to reduce the impact on the progress of the works of the XRL project, while villagers who are not yet prepared may have more time to carry out their moving plans.

The villagers have started to move out and hand over their land and structures voluntarily since mid-October when land resumption commenced. On November 4, our colleagues visited all households, to find out the progress of their moving plans. For villagers who had moved out, we would take over the structures immediately. If the villagers indicated at that time that they needed more time for preparation, we offered a grace period and assistance, taking into account their situation and needs. This experience has demonstrated that such a pragmatic and humane approach can cater for the moving plans of individual villagers as far as possible and avoid unnecessary conflicts.

We have kept in view the moving plans and progress of different villagers since November 4. For example, for villagers who opt for the collective agricultural resite plan, we learnt that the negotiation over the land transaction had reached its final stage. Many villagers have carried out their moving plans and were ready to hand over their land and structures. However, when our colleagues were about to take possession of such land and structures and to understand the progress of the moving plans of other villagers on November 19, they met resistance from protesters.

In fact, among the 230 odd registered households with a total population of over 400, only some 50 households opt for the collective agricultural resite plan, while the remaining 100 or so households have other plans. Handling the land resumption in a humane manner means allowing as far as possible the villagers to move out from CYT in batches and phases according to their needs without affecting the progress of the works of the XRL project. It does not involve any acts of "intimidating and forcing the villagers to leave".

Actually, apart from the current land resumption exercise, we have adopted a humane approach in processing compensation and rehousing cases. Where discretion was permitted under the law and policies, we appropriately exercised such discretion in a

humane and sympathetic manner to cater for the needs and circumstances of the villagers as far as possible. Of course, where discretion was not so permitted, the Government has to, naturally, abide by the regulations.

For example, we approved more than 140 applications for special ex-gratia rehousing allowances, of which about 60 were from fully eligible villagers. In addition, I exercised my discretion in approving over 80 applications from villagers who were not fully eligible. As a result, many villagers who lived in converted pigsties or chicken sheds also benefitted. Likewise, we were sympathetic to the needs of the affected villagers and handled these applications in a humane manner as far as possible, such as taking a compassionate approach in handling cases involving the elderly, singleton elders, the chronic illness, single-parent families and those suffering from domestic calamity.

We have adopted the same compassionate approach in processing applications for public rental housing (PRH) from families with special needs. For example, they have been allocated with PRH flats in urban areas to facilitate mutual care with their relatives.

In dealing with applications for agricultural resite, we have tried to help villagers recover evidence through various channels to prove their eligibility. Some villagers stated that they had lost their farming records due to flooding and other reasons. The Agriculture, Fisheries and Conservation Department (AFCD) and the Environmental Protection Department rendered assistance by checking files of the past decade or so and visiting vegetable stations and the Kadoorie Farm in search of relevant records. Some villages stated that they did not keep any record of crop sale. The AFCD inspected the sale outlets with them to collect relevant evidence.

Therefore, it can be seen that every aspect of the entire land resumption exercise at CYT reflects our humane way of handling the clearance exercise. This owes much to the concerted and dedicated efforts of the frontline staff of the relevant departments and organisations including the Lands Department, the AFCD, the Housing Department and the Mass Transit Railway Corporation Limited. They processed applications for compensation and rehousing in a fair, square and patient manner, taking into account the needs of villagers.

(b) We have communicated and liaised with every household to better understand their specific needs and the progress of their moving plans, and to provide assistance as far as possible. Since more than a hundred households in CYT do not opt for the collective agricultural resite plan, we consider that this is the best way to understand and meet the needs of individual households, and to protect the privacy of individual villagers.

As for the 50 odd households who opt for the collective agricultural resite plan, we have met with them on many occasions and provided technical support. We, together with Heung Yee Kuk, discussed and co-ordinated with other villagers on issues related to land and access road rights. We have repeatedly indicated to

their representatives that if they complete the land transaction shortly, we will explore feasible arrangements that will facilitate their house building plans in the coming months as far as possible while at the same time will not affect the progress of the XRL project.

(c) A total of \$250 million including land compensation (\$160 million) and various types of ex-gratia cash allowances (\$72 million) has been offered to the CYT villagers. Most villagers have collected the payments.

The above compensation was granted to the villagers and farmers of CYT while excluding landowners who did not live in CYT. With a registered population of some 400 villagers, on average over \$500,000 has been granted to each CYT villager. Some larger families even received total compensation more than ten million dollars. In addition, more than 30 households have purchased Home Ownership Scheme (HOS) flats with the comprehensive means test waived.

There are still some villagers who are dissatisfied with the amount of crop ex-gratia allowances. In fact, about \$13 million of crop ex-gratia allowances have been approved, involving some 160 applicants with more than \$80,000 granted for each case on average. Most cases involved small-scale planting in front of the villagers' structures for self-use. The crops grown were mainly for private consumption. More than 30 farmers, who were still actively engaged in agricultural activities, were offered hundreds of thousand dollars of crops allowances each, with the highest offer amounting to over \$1 million. Apart from the allowances, the farmers may sell their harvested crops before land resumption so as to earn additional income.

The crop allowance rates are applicable to all land resumption exercises in the territory. At the request of the villagers, the AFCD has reviewed all the crop allowance rates and applications of all the farmers. The AFCD is of the view that apart from edible aloe vera and organic crops, the allowance rates for all the crops have already reflected the market values and hence no adjustments will be made. The allowance rates for edible aloe vera and organic crops have been adjusted. The new rates will be applicable to all farmers growing these two types of crops.

As such, the mechanism of crop ex-gratia allowance as a whole has provided the farmers with reasonable compensation. We believe that the AFCD has handled the crop allowances in a fair and reasonable manner. They reviewed the crop allowances and adjusted the allowance rates for certain crops, taking into consideration the villagers' views. If individual farmers can prove that the losses they suffer exceed the crop ex-gratia allowances, they may claim further compensation in accordance with the law.

Even if a farmer intends to claim further compensation, it is not necessary to retain the crops on the land. It is because the crop ex-gratia allowance is calculated on the basis of the species, quantity and quality of the crops on the date of assessment, not land resumption or clearance. The AFCD have kept a complete record of the crops on the date of assessment for all

the applications. It can serve as the basis of claims for further compensation in future. Therefore, farmers who are dissatisfied with the amount of ex-gratia compensation may move out before claiming further compensation. They should not use this as an excuse to defer moving out.

The construction works at CYT is a key part of the XRL project and involves the diversion of the rivercourse. The schedule is very tight as some of the works has to be completed in the dry season. Therefore, we have to carry out the clearance operation and land resumption on time. The land resumption cannot be delayed.

To conclude, we have devoted much effort to the land resumption exercise at CYT. We hope to achieve a win-win situation for the XRL project and the rehousing arrangements for the affected villagers. On land compensation, we have upgraded the compensation rate from zone C to zone A so as to provide villagers with additional resources to find new homes. We have developed the special ex-gratia rehousing package which provides cash allowance to villagers who have lived in temporary structures on government or agricultural land for a long time. Eligible villagers are allowed to purchase an HOS flat without being subject to the comprehensive means test. This provides them with more rehousing options. We considered agricultural resite applications on the basis of family farms. This allows more members of a farming household to live together and share the farming work. We hope that the public and villagers will appreciate our good will and efforts. That said, as a responsible government, we must ensure that the XRL project will be completed on time and within budget, so that it will fulfill its strategic role.

Ends/Wednesday, November 24, 2010
Issued at HKT 19:30

NNNN

Press Releases

LCQ6: Blasting works for MTR West Island Line

Following is a question by the Hon Cheung Hok-ming and a reply by the Acting Secretary for Transport and Housing, Mr Yau Shing-mu, in the Legislative Council today (February 22):

Question:

After I raised a question last year concerning the safety of the tunnel blasting works for the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link, I have recently received complaints one after another regarding the structural problems caused to nearby buildings by the underground blasting works for the West Island Line. In this connection, will the Government inform this Council:

(a) whether it knows the total number of complaints received by the MTR Corporation Limited (MTRCL) as at January 30 this year about the problems caused to nearby buildings by the tunnel boring or blasting works for the new lines under construction, with a breakdown by railway line and district; among such complaints, the number of those which were referred to loss adjusters for investigation and the results of such investigations;

(b) as I have learnt that while MTRCL will conduct condition surveys for buildings before the commencement of works, quite a number of residents, building owners and owners' corporations are dissatisfied that MTRCL has neither consulted them before conducting the condition surveys nor disclosed the results after completing the surveys, making it difficult for the affected parties to claim reasonable compensation in the future, whether the authorities will consider urging MTRCL to enhance the transparency of its condition surveys; apart from the referral by MTRCL of complaint cases to the loss adjusters commissioned by MTRCL itself for investigation, whether the authorities will consider assisting the affected parties who have financial difficulties and who are elderly in employing independent surveyors or loss adjusters to conduct objective evaluations and arbitration, or assisting the affected parties to conduct such evaluations through other means (e.g. through the Buildings Department); if not, of the reasons for that; and

(c) whether the authorities and MTRCL have assessed the impact of the airflow and vibration, which are within the relevant statutory limits, generated by tunnel boring or blasting works on older buildings or buildings which are structurally more fragile; if they have, of the details; if not, whether they will consider conducting a comprehensive assessment so as to address public concerns?

Reply:

President,

Over the past 30 years or so, the MTR Corporation Limited (MTRCL) has been building underground railway stations or tunnels by means of boring or blasting in densely-populated and built-up urban areas, accumulating considerable experience in this field. To comply with international practices and standards, the MTRCL will decide whether to build the tunnels and underground stations by boring or blasting after taking into account such factors as geological conditions, tunnel design and surrounding environment. Many of the existing underground railway stations and tunnels were built by boring or blasting. For instance, Tai Koo Station and North Point Station were built by blasting. The railway tunnel between Fortress Hill Station and Shau Kei Wan Station of the Island Line as well as Tai Lam Tunnel of the West Rail Line were also built by blasting. The Kowloon Southern Link was constructed by boring. It has been proven by experience that these construction methods will not affect the structural safety of nearby buildings.

My reply to the three parts of the question is as follows:

(a) Railway projects currently underway are the West Island Line (WIL), the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the South Island Line (East) (SIL(E)) and the Kwun Tong Line Extension. Except the tunnel works of the Kwun Tong Line Extension have not commenced, the other three railway projects are undergoing tunnel construction works now.

On public complaints concerning railway works affecting building structures, we have, as at January 30, 2012, received 119 complaints about the WIL project, 81 complaints about the Hong Kong section of the XRL project (complaints received involve locations in Yuen Long, Tsuen Wan, Sham Shui Po and Yau Tsim Mong areas), and two complaints about the SIL(E) project (all complaints involve locations in Southern District). As for the Kwun Tong Line Extension project, no complaint has been received so far. Among these complaints, 68 cases concerning the WIL and 41 cases concerning the Hong Kong section of the XRL were referred to loss adjusters. The loss adjusters have completed the investigation of these 109 cases, and have confirmed that the damages identified does not affect building safety.

(b) To safeguard the interests of the owners and occupiers and for formulating the most suitable construction method and preventive procedures for implementation during the works, the MTRCL will engage professional surveyors to carry out "pre-construction building condition surveys" for nearby buildings and structures before the commencement of the works so as to record the conditions of the buildings in the vicinity of the works area. To conduct such surveys within the building boundary, the MTRCL has to obtain the prior consent of relevant owners and occupiers. The MTRCL will try its best to have the surveys conducted on the dates and at the times proposed by the occupiers.

As the survey reports contain the interior details of the flats involved, the MTRCL will pass the reports directly to the owners of the relevant flats upon their requests so as to protect their interests and privacy.

When complaints from residents on damages of their buildings

are received, the MTRCL's staff members will first conduct a preliminary check with the residents. Depending on the complexity of individual cases, the MTRCL may refer the cases to a loss adjuster for assessment. The loss adjuster, employed by an insurance company acting as a third party instead of engaging by the MTRCL, will assess the compensation claims independently in a professional and open manner. This well-established practice is commonly adopted locally and abroad for dealing with compensation claims on building damages. The loss adjuster will arrange to conduct site inspections with the relevant owners, the MTRCL and its contractors. If it is indicated in the assessment done by the independent loss adjuster that the damages identified are caused by the railway works, the MTRCL and its contractors will promptly discuss the repair arrangements with the relevant owners. The residents need not employ surveyors on their own for verification.

Alternatively, the residents can lodge their complaints to the Buildings Department (BD). As the case may require, the BD will send its officers to conduct observation and detailed analysis for assessing the overall structural safety of the buildings concerned.

(c) According to the Dangerous Goods Ordinance, the MTRCL need to obtain a licence for the use of explosives before carrying out blasting works. The 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. The 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 and other relevant legislations.

The BD will also request the MTRCL to install sufficient monitoring points around the works site before the construction to monitor the airflow and vibration generated by the works. If nearby buildings are found to have been affected by the works, the MTRCL will have to take immediate and appropriate actions to prevent aggravation of the problems concerned. If necessary, the MTRCL will have to cease the relevant works and submit a report including proposed mitigation measures to the BD for approval.

The MTRCL and its contractors will minimise the impact of the works to nearby communities as far as possible. The Highways Department, the MTRCL and its contractors have all along maintained close contact and communication with the residents concerned through such means as giving explanations to the residents, owners' committees, incorporated owners and local communities regarding their concerns and co-ordinating actions required; holding regular meetings of community liaison groups; publishing pamphlets on construction methods; and arranging site visit with relevant stakeholders to inspect the tunnel works and providing briefings of the works procedures and relevant safety measures by engineers.

Thank you.

Ends/Wednesday, February 22, 2012
Issued at HKT 15:52

NNNN

Press Releases

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

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

NNNN

**Background brief on
community liaison work associated with the 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	http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331-thb090324-e.pdf
		Minutes	LC Paper No. CB(1)1544/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf
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) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601cb1-1758-1-e.pdf
		Legislative Council Brief – Mass Transit Railway West Island Line funding arrangement	File Reference: THB(T)CR11/1016/99 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601-thbtr11101699-e.pdf

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>http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/papers/tp_rdp0601cb1-1758-2-e.pdf</p>
		<p>Minutes</p>	<p>LC Paper No. CB(1)284/09-10</p> <p>http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/minutes/rdp20090601.pdf</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>http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/papers/tp_rdp0604cb1-1804-5-e.pdf</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>http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/papers/tp_rdp0604cb1-1804-3-e.pdf</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>http://www.legco.gov.hk/yr08-09/english/panels/t/p/tp_rdp/papers/tp_rdp0604cb1-1804-4-e.pdf</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) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-2-e.pdf
		Administration's paper on West Island Line – ventilation shafts	LC Paper No. CB(1)1804/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-1-e.pdf
		Minutes	LC Paper No. CB(1)741/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090604.pdf
10.6.2009	Public Works Subcommittee	West Island Line – funding support	LC Paper No. PWSC(2009-10)50 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-50e.pdf
		West Island Line – essential public infrastructure works	LC Paper No. PWSC(2009-10)51 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-51e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. PWSC134/08-09 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090610.pdf
3.7.2009	Finance Committee	Minutes	LC Paper No. FC8/09-10 http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703.pdf LC Paper No. FC10/09-10 http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703a.pdf
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) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0209cb1-1018-3-e.pdf
		Minutes	LC Paper No. CB(1)1386/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.pdf

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) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1421-5-e.pdf
		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) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1636-1-e.pdf
		Minutes	LC Paper No. CB(1)534/13-14 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130705.pdf

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 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-68e.pdf
		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 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-69e.pdf
		Minutes	LC Paper No. PWSC32/09-10 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091202.pdf LC Paper No. PWSC33/09-10 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091203.pdf

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 http://www.legco.gov.hk/yr09-10/english/fc/fc/papers/f09-44e.pdf
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) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-4-e.pdf
		Minutes	LC Paper No. CB(1)2071/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf
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) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-1-e.pdf

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 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100920.pdf
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) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-7-e.pdf
		Minutes	LC Paper No. CB(1)3031/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110506.pdf
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) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1072-3-e.pdf

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) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1108-1-e.pdf
		Minutes	LC Paper No. CB(1)1870/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130524.pdf
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) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdpcb1-81-1-e.pdf

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) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp1025cb1-190-1-e.pdf

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 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbtr17101699-e.pdf
		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) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp011cb1-520-3-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)954/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080111.pdf
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) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0502cb1-1376-2-e.pdf
		Minutes	LC Paper No. CB(1)1747/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080502.pdf
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) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0116cb1-557-3-e.pdf
		Minutes	LC Paper No. CB(1)1146/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090116.pdf

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) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0515cb1-1519-1-e.pdf
		Minutes	LC Paper No. CB(1)2605/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090515.pdf
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) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-3-e.pdf
		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) http://www.legco.gov.hk/yr08-09/chinese/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2602-1-ec.pdf
		Minutes	LC Paper No. CB(1)920/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf

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) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1204cb1-522-5-e.pdf
		Minutes	LC Paper No. CB(1)1016/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091204.pdf
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) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0209cb1-1018-4-e.pdf
		Minutes	LC Paper No. CB(1)1386/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.pdf
17.6.2011	Subcommittee on Matters Relating to Railways	Legislative Council Brief on the South Island Line (East) funding arrangement	http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp-t hb201105a-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)414/11-12 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110617.pdf
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) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0104cb1-363-3-e.pdf
		Minutes	LC Paper No. CB(1)522/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130104.pdf
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) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1421-5-e.pdf

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) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0705cb1-1636-1-e.pdf
		Minutes	LC Paper No. CB(1)534/13-14 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130705.pdf

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 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbcr10101699-e.pdf

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 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf
		Administration's supplementary paper on SCL and MTR Kwun Tong Line Extension	LC Paper No. CB(1)1377/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1377-1-e.pdf
		Minutes	LC Paper No. CB(1)1374/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf
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) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-4-e.pdf
		Minutes	LC Paper No. CB(1)920/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf

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) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-3-e.pdf
		Administration's follow up paper on the Kwun Tong Line Extension	LC Paper No. CB(1)2141/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-2141-1-e.pdf
		Minutes	LC Paper No. CB(1)2071/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf
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) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-3-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	<p>LC Paper No. CB(1)45/10-11</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100706.pdf</p> <p>LC Paper No. CB(1)47/10-11</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100714.pdf</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>http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206-thb20101130-e.pdf</p> <p>LC Paper No. CB(1)603/10-11(03)</p> <p>http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-603-3-e.pdf</p>

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	<p>LC Paper No. CB(1)1161/10-11</p> <p>http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101206.pdf</p> <p>LC Paper No. CB(1)1918/10-11</p> <p>http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101216.pdf</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>http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/papers/tp_rdp0716cb1-2058-1-e.pdf</p>
		Minutes	<p>LC Paper No. CB(1)2454/06-07</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/minutes/rd070716.pdf</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 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbcr10101699-e.pdf
		Administration's paper on funding application for the design of the Shatin to Central Link	LC Paper No. CB(1)1036/07-08(03) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf
		Minutes	LC Paper No. CB(1)1374/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf
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	http://www.info.gov.hk/gia/general/200903/11/P200903110149.htm
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) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331cb1-1137-5-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)1544/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf
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	http://www.info.gov.hk/gia/general/200910/28/P200910280123.htm
18.11.2009	Council meeting	Hon Mrs Regina IP raised a question on the temporary supporting facilities of Shatin to Central Link	http://www.info.gov.hk/gia/general/200911/18/P200911180197.htm
20.1.2010	Council meeting	Hon Starry LEE raised a question on the temporary works area of Shatin to Central Link	http://www.info.gov.hk/gia/general/201001/20/P201001200116.htm
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) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-2088-2-e.pdf
		Minutes	LC Paper No. CB(1)2844/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100604.pdf

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) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1104cb1-277-1-e.pdf
		Minutes	LC Paper No. CB(1)1068/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101104.pdf
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) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-603-1-e.pdf
		Minutes	LC Paper No. CB(1)1161/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101206.pdf
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) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0107cb1-987-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)1547/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110107.pdf
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	http://www.info.gov.hk/gia/general/201105/18/P201105180192.htm
6.7.2011	Council meeting	Hon CHAN Hak-kan raised a question on the programme for Shatin to Central Link project	http://www.info.gov.hk/gia/general/201107/06/P201107060194.htm
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) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0323cb1-1326-1-e.pdf
		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) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0302cb1-1340-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)2479/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120323.pdf
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 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0330-thbtr10101699-e.pdf
		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) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0330cb1-1434-1-e.pdf
		Minutes	LC Paper No. CB(1)2480/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120330.pdf