

政府總部
運輸及房屋局

運輸科
香港添馬添美道2號
政府總部東翼



Transport and
Housing Bureau
Government Secretariat
Transport Branch

East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 Our Ref. THB(T) CR 11/1016/99

來函檔號 Your Ref.

電話號碼 Tel. No. 3509 8186

傳真號碼 Fax. No. 2868 5261

5 January 2015

Fax No. : 2978 7569

Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Miss Katherine CHAN)

Dear Miss CHAN,

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

Meeting on 17 June 2014

**Progress Update of the Construction of the West Island Line (WIL),
South Island Line (East) (“SIL(E)”) and Kwun Tong Line
Extension (“KTE”)**

Supplementary Information

Regarding item 7 on the list of follow-up actions as at 30 December 2014 of the Legislative Council Subcommittee on Matters Relating to Railways (LC Paper CB(4)287/14-15(02)), the following supplementary information is provided:

The WIL is a three-kilometre long railway extension of the existing Island Line from Sheung Wan Station to Kennedy Town with two intermediate underground stations at Sai Ying Pun and the University of Hong Kong. According to the estimate in 2009, the estimated capital cost of the WIL is \$15.4 billion (in December 2008 prices).

The SIL(E) is a new railway corridor connecting the southern part of Hong Kong Island to its north. It runs from South Horizons on Ap Lei

Chau to Admiralty via Lei Tung, Wong Chuk Hang and Ocean Park, and has an overall length of about seven kilometres. The SIL(E) will connect Island Line, Tsuen Wan Line and the future Shatin to Central Link (“SCL”) at Admiralty Station. The existing Admiralty Station will be expanded to form an integrated station for the four lines to provide seamless interchanges for passengers. According to the estimate in 2011, the capital cost of the SIL(E) is \$12.4 billion (in December 2009 prices).

The KTE is an approximately 2.6-kilometre long railway extension of the existing Kwun Tong Line stretching from the existing Yau Ma Tei Station to the new Ho Man Tin Station and Whampoa Station. According to the estimate in 2011, the estimated capital cost of the KTE is \$5.3 billion (in December 2009 prices).

The WIL, SIL(E) and KTE are ‘ownership’ projects. The MTR Corporation Limited (MTRCL) will be responsible for the financing, design, construction, operation and maintenance of these railway projects and will own the railways. According to the documents submitted to the Subcommittee on Matters Relating to Railways of the Legislative Council by the MTRCL, the latest estimate for the construction cost of the WIL and SIL(E) are \$18.5 billion (in MOD prices) and \$15.2 billion (in MOD prices) respectively. The latest construction cost of the Kwun Tong Line Extension is maintained at \$5.3 billion (in 2009 prices). As the WIL, SIL(E) and KTE are ownership projects, the MTRCL will bear the additional expenditure arising from the delay of the railway works.

The economic benefits of the WIL, SIL(E) and KTE are set out in the following documents submitted to the Legislative Council when implementing these projects. We use an operation period of 50 years for calculation in estimating the economic internal rate of return of these projects.

WIL

Paper No. PWSC(2009-10)50 for discussion by the Public Works Subcommittee

SIL(E)

The Legislative Council Brief for discussion at the special meeting of the Subcommittee on Matters Relating to Railways on 17 June 2011

KTE

The Legislative Council Brief for discussion at the special meeting of the Subcommittee on Matters Relating to Railways on 17 June 2011

The construction of the above railway projects are implemented according to the Railways Ordinance (Cap. 519)(the “Ordinance”). The Ordinance has provided for the legal procedures of submitting claims and compensation. Both the Government and the claimant have to follow the associated legal procedures and requirements to proceed with the compensation claims. Under the Ordinance, any person suffering loss from the construction of railway projects or material damage of land or building due to construction works of railways may submit written claims to the Secretary for Transport and Housing. When the Government receives the written claim, it will handle the claim according to the procedures set out in the above Ordinance. If the Government and the claimant fail to reach an agreement on the claim within 7 months after its submission, either the claimant or the Government may refer the case to the Lands Tribunal for a verdict.

As regards the recruitment arrangement for the operation of the WIL, SIL(E) and KTE, please refer to the reply provided by the MTRCL (at **Enclosure**).

Yours sincerely,

(S. H. LEUNG)
for Secretary for Transport and Housing

c.c.

Highways Department (Attn: Mr. Henry CHAN) (Fax: 2714 5297)
MTR Corporation Limited (Attn: Ms. Maggie SO) (Fax: 2795 9991)

Encl.

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

List of follow-up actions as at 30 December 2014

Regarding item 7(b) on the above list of follow-up actions of the Subcommittee, the MTR Corporation Limited (“MTRCL”) has provided the following supplementary information:

Recruitment arrangement for the operation of the West Island Line (“WIL”), South Island Line (East) (“SIL(E)”) and Kwun Tong Line Extension (“KTE”)

The MTRCL is committed to provide a safe and reliable railway service to passengers. A stringent regime on railway operation and maintenance is in place to ensure that the quality of services and condition of railway facilities are kept to the required standards. The same stringent regime will apply to newly commissioned lines such as the WIL and future lines like the SIL(E) and KTE.

Train service operation and maintenance will be carried out by staff of the Corporation and staff of contractors. The Corporation’s own staff will be responsible for most of the major daily operation and facility checking duties whilst staff of contractors will take care of station cleaning and operation of Customer Service Centres. Maintenance of proprietary systems, including those related to Platform Screen Doors, lifts and escalators, are to be carried out by staff of contractors. Other infrastructure and system maintenance works will be handled by the Corporation’s own staff. Whether the works are carried out by staff of the Corporation or the contractors, they all have to meet the same standards and requirements to achieve the required service level. The Corporation will also closely monitor the performance of the contractors so that quality services are delivered.

The MTRCL will provide more manpower to cater for the opening of new railway lines through internal staff deployment and external recruitment exercises.