

立法會

Legislative Council

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Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on Monday, 24 November 2014, at 9:00 am in Conference Room 2 of the Legislative Council Complex

- Members present** :
- Hon CHAN Han-pan, JP (Chairman)
 - Hon WONG Kwok-hing, BBS, MH (Deputy Chairman)
 - Hon LEE Cheuk-yan
 - Hon James TO Kun-sun
 - Hon CHAN Kam-lam, SBS, JP
 - Hon Ronny TONG Ka-wah, SC
 - Hon CHAN Hak-kan, JP
 - Hon Mrs Regina IP LAU Suk-ye, GBS, JP
 - Hon LEUNG Kwok-hung
 - Hon Claudia MO
 - Hon Michael TIEN Puk-sun, BBS, JP
 - Hon Frankie YICK Chi-ming
 - Hon WU Chi-wai, MH
 - Hon Gary FAN Kwok-wai
 - Dr Hon Elizabeth QUAT, JP
 - Hon TANG Ka-piu, JP
 - Ir Dr Hon LO Wai-kwok, BBS, MH, JP
- Member attending** :
- Dr Hon Helena WONG Pik-wan
- Members absent** :
- Hon Paul TSE Wai-chun, JP
 - Hon Christopher CHUNG Shu-kun, BBS, MH, JP
 - Hon Tony TSE Wai-chuen, BBS

**Public Officers
attending** : **Agenda item III**

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing
Transport and Housing Bureau

Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)1
Transport and Housing Bureau

Miss Winnie WONG Ming-wai
Principal Assistant Secretary for Transport and
Housing (Transport)3
Transport and Housing Bureau

Mr Raymond CHENG Nim-tai
Principal Assistant Secretary for Transport and
Housing (Transport)7
Transport and Housing Bureau

Mr Peter LAU Ka-keung, JP
Director of Highways
Highways Department

Mr Henry CHAN Chi-yan, JP
Principal Government Engineer/Railway
Development
Highways Department

Mr YEUNG Kong-sang
Chief Engineer/Railway Development 1-3
Highways Department

Mrs Ada YAU LAU Kwau-yau
Curator (Archaeology)
Antiquities and Monuments Office
Leisure and Cultural Services Department

Ms Macella LEE Sui-chun
Assistant Commissioner/Bus and Railway
Transport Department

Mr Reginald CHAN Ying-kit
Principal Transport Officer/Bus and Railway 3
Transport Department

Mr WONG Lap-chi
Acting Assistant Director/Railways
Electrical and Mechanical Services
Department

Mr LAM Sau-sang
Chief Engineer/Hong Kong 2
Hong Kong Island and Islands Development
Office
Civil Engineering and Development
Department

Attendance by invitation : Agenda item III

Dr Philco WONG
Projects Director
MTR Corporation Limited

Ms Maggie SO
Deputy General Manager - Projects and
Property Communications
MTR Corporation Limited

Mr Simon TANG
General Manager - XRL
MTR Corporation Limited

Mr LEE Tsz-man
Acting General Manager - SCL
MTR Corporation Limited

Mr Ken WONG
Project Manager - SIL Civil
MTR Corporation Limited

Mr James CHOW
General Manager - KTE
MTR Corporation Limited

Mr Clement NGAI
Chief Design Manager - SCL
MTR Corporation Limited

Clerk in attendance : Ms Sophie LAU
Chief Council Secretary (1)2

Staff in attendance : Miss Katherine CHAN
Council Secretary (1)2

Ms Emily LIU
Legislative Assistant (1)2

Action

I. Information papers issued since the last regular meeting on 4 July 2014

- (LC Paper No. CB(1)1891/13-14(01) - Administration's response to the letter from Hon Tony TSE Wai-chuen on supervision of the management and works progress for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project
- LC Papers Nos. CB(1)1894/13-14(01) - Letter from Hon Alice MAK Mei-kuen on the service disruptions of the West Rail Line and Kwun Tong Line on 22 July and 23 July 2014 respectively and Administration's response
- LC Paper No. CB(1)1906/13-14(01) - Administration's response to the submissions from a deputation (觀塘線延線紅磡段工程監察組) and Whampoa Resident Association on the construction of the Kwun

LC Papers	Nos.	
LC CB(1)1967/13-14(01), (02) and (03)		Tong Line Extension Letters from Hon Gary FAN Kwok-wai, Dr Hon Elizabeth QUAT and Hon TANG Ka-piu on a dog's death after straying onto railway tracks on the East Rail Line
LC Papers Nos. CB(1)2055/13-14(01) and CB(1)237/14-15(01)		Letter from Hon Gary FAN Kwok-wai on safety of the high speed train for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project and Administration's response)

Members noted the above papers which had been issued since the last regular meeting on 4 July 2014.

- II. Items for discussion at the next regular meeting on 2 January 2015**
(LC Paper No. CB(1)260/14-15(01) - List of outstanding items for discussion
LC Paper No. CB(1)260/14-15(02) - List of follow-up actions)

2. Members agreed to discuss the outcome of the independent expert review of the MTR Corporation Limited's ("MTRCL") overhead line system as a result of the insulator incidents in February 2014 at the next regular meeting to be held on Friday, 2 January 2015, at 10:45 am.

- III. Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, West Island Line, South Island Line (East), Kwun Tong Line Extension and Shatin to Central Link**
(LC Paper No. CB(1)204/14-15(01) - Administration's paper on progress update and commissioning arrangement of the West Island Line
LC Paper No. CB(1)260/14-15(03) - Administration's paper on progress update of the Shatin to Central Link, South Island Line (East) and Kwun Tong

- LC Paper No. CB(1)260/14-15(04) - Line Extension
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
- LC Paper No. CB(1)260/14-15(05) - Paper on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link prepared by the Legislative Council Secretariat (updated background brief)
- LC Paper No. CB(1)260/14-15(06) - Paper on the construction of the West Island Line, South Island Line (East) and Kwun Tong Line Extension prepared by the Legislative Council Secretariat (updated background brief)
- LC Paper No. CB(1)260/14-15(07) - Paper on the construction of the Shatin to Central Link prepared by the Legislative Council Secretariat (updated background brief)

Relevant papers

- LC Paper No. CB(1)1822/13-14(01) - First report by the Independent Board Committee on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project provided by the MTR Corporation Limited
- LC Paper No. CB(1)1825/13-14(01) - Letter from Dr Hon KWOK Ka-ki on the first report issued by the Independent Board Committee of the MTR Corporation Limited on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project

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- LC Paper No. CB(1)144/14-15(01) - Second report by the Independent Board Committee on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project provided by the MTR Corporation Limited
- LC Paper No. CB(1)194/14-15(01) - Letter from Hon Michael TIEN Puk-sun on the possibility of cost overrun for the implementation of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project
- LC Paper No. CB(1)203/14-15(01) - Administration's paper on fares of MTR West Island Line
- LC Paper No. CB(1)273/14-15(01) - Administration's paper on archaeological features discovered at To Kwa Wan Station of the Shatin to Central Link and their proposed preliminary conservation and interpretation plans)

3. At the invitation of the Chairman, the Administration briefed members on the progress update of the construction of five new railway projects and MTRCL made a powerpoint presentation on the progress of the West Island Line ("WIL") and Shatin to Central Link ("SCL"). The Chairman suggested to focus the discussion on the construction of WIL and SCL at this meeting, whereas discussion of the progress of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, South Island Line (East) and Kwun Tong Line Extension would be dealt with at the next regular meeting on 2 January 2015 if time was not sufficient for discussions on all the five railway projects. Members agreed.

4. The Subcommittee on Matters Relating to Railways deliberated (index of proceedings attached at **Annex**).

Admin / MTRCL 5. After deliberation, the Administration and MTRCL were requested to provide more information on the four conservation proposals for Well J2 in SCL construction sites such as the detailed breakdown of the additional cost

Action

for each conservation option.

(Post-meeting note: The Chinese and English versions of the supplementary information provided by the Administration were issued to members on 5 December and 8 December 2014 respectively vide LC Paper No. CB(4)227/14-15(01).)

IV. Any other business

6. There being no other business, the meeting ended at 10:29 am.

Council Business Division 4
Legislative Council Secretariat
13 February 2015

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Monday, 24 November 2014, at 9:00 am
in Conference Room 2 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Information papers issued since the last regular meeting on 4 July 2014</i>			
000420 – 000445	Chairman	Information papers issued since the last regular meeting on 4 July 2014.	
<i>Agenda Item II – Items for discussion at the next regular meeting on 2 January 2015</i>			
000446 – 000529	Chairman	The Chairman informed members that the Administration agreed to discuss the outcome of the independent expert review of the MTR Corporation Limited's ("MTRCL") overhead line system as a result of the insulator incidents in February 2014 at the next regular meeting on 2 January 2015.	
<i>Agenda Item III – Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, West Island Line, South Island Line (East), Kwun Tong Line Extension and Shatin to Central Link</i>			
000530 – 001305	Chairman Administration	The Administration briefed members on the progress update of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"), West Island Line ("WIL"), South Island Line (East) ("SIL(E)", Kwun Tong Line Extension ("KTE") and Shatin to Central Link ("SCL").	
001306 – 003913	Chairman MTRCL	With the aid of a powerpoint presentation [LC Papers Nos. CB(1)291/14-15(01) and (02)], MTRCL gave a briefing on the progress update of the construction of WIL and SCL. The Chairman suggested to focus the discussion on the construction of WIL and SCL at this meeting, whereas discussion of the progress of HKS of XRL, SIL(E) and KTE would be dealt with at the next regular meeting on 2 January 2015 if time was not sufficient for discussions on all the five railway projects. Members agreed.	
003914 – 004342	Chairman Mr WONG Kwok-hing Administration MTRCL	Mr WONG Kwok-hing raised the following question and views: (a) enquired about passenger safety in emergency cases at the lift-only entrances at WIL Stations,	

Time marker	Speaker	Subject(s)	Action required
		<p>including fire evacuation procedures for handling more than 200 passengers at the refuge lift lobbies; pre-commissioning emergency drills; and station signage; and</p> <p>(b) related the views of the Chiu Clansmen's General Association of Hong Kong Limited and suggested renaming To Kwa Wan Station as "Sung Wong Toi Station" and setting up a museum in Sung Wong Toi Garden to display antiques and monuments unearthed in the course of construction of SCL.</p> <p>In response, the Administration advised that the views of the Chiu Clansmen's General Association of Hong Kong Limited were acknowledged and MTRCL would consider various views of the public when naming the station.</p> <p>As regards HKU and Kennedy Town Stations of WIL, MTRCL made the following response:</p> <p>(a) a series of pre-commissioning emergency drills had been conducted at HKU and Kennedy Town Stations; and</p> <p>(b) extra fire and smoke protection devices such as refuge lift lobbies and fire curtains were designed to enhance passenger safety in emergency cases at HKU Station.</p>	
004343 – 004809	Chairman Mr WU Chi-wai Administration	<p>As regards the construction of SCL, Mr WU Chi-wai enquired whether:</p> <p>(a) the Administration would review the additional cost of about \$3.1 billion, which was estimated by MTRCL for necessary adjustments to SCL works for facilitating the conduct of expanded archaeological work between December 2013 and end-September 2014;</p> <p>(b) the conservation proposal for preserving Well J2 in situ or removing by hand after recording and subsequently reassembly of Well J2 elsewhere was both archaeologically acceptable practice or not; and</p> <p>(c) the construction works of the launching shaft for tunnel boring works at To Kwa Wan Station had been resumed or not.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>The Administration explained that:</p> <p>(a) relevant government departments, in particular the Highways Department, would carefully examine the aforesaid cost estimated by MTRCL of about \$3.1 billion arising from archaeological work and discovery in SCL construction sites; and</p> <p>(b) in addition to in situ preservation, the other conservation options for preserving Well J2 were considered acceptable from archeological point of view with considerations on the future interpretation plans.</p>	
004810 – 005240	Chairman Ms Claudia MO MTRCL	<p>Ms Claudia MO expressed the following views and concerns about SCL project:</p> <p>(a) urged the Administration to attach more importance to heritage/conservation value rather than financial commitment when considering the appropriate conservation proposal for Well J2;</p> <p>(b) requested the Administration to provide more financial information on the four conservation proposals for Well J2, say, the breakdown of the additional cost for each conservation option ranging from \$10 million to \$1.3 billion;</p> <p>(c) enquired whether the horizontal passage for passengers (i.e. adit) to connect Pak Tai Street and To Kwa Wan Station, which would be affected by the ancient stone structure could be replaced by covered footbridge or not; and</p> <p>(d) suggested to commission SCL without stopping at To Kwa Wan Station, and to provide commuters feeder service from To Kwa Wan area to nearby stations, like Ma Tau Wai and Kai Tak Stations.</p> <p>MTRCL explained that under the conservation proposal for Well J2 mentioned by Ms MO, about \$1.3 billion would be additionally required to preserve both Well J2 and the water channel in situ and construct a giant "steel structure" to protect the whole of Well J2 and its water channel. The giant structure together with its concrete cover would become a giant column and stay in the station concourse permanently. MTRCL also said that it</p>	Administration / MTRCL to provide information / response (paragraph 5 of minutes)

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		<p>was not possible to skip To Kwa Wan Station when SCL was commissioned from a technical viewpoint as the tunnel works also suffered from the same delay due to the archaeological works on site.</p>	
<p>005241 – 005757</p>	<p>Chairman Ir Dr LO Wai-kwok Administration MTRCL</p>	<p>Ir Dr LO Wai-kwok raised the following questions and views on SCL project:</p> <ul style="list-style-type: none"> (a) whether the Administration or MTRCL should be responsible for the additional cost arising from SCL archaeological work; (b) whether the conservation proposal for dismantling and reassembly of Well J2 was better than in situ preservation because the former option seemed to be more versatile in terms of interpretation and display to enhance educational value; (c) suggested that the Administration should attach importance to enhancing educational value when considering the appropriate conservation proposal for Well J2; and (d) how the Administration would display the archaeological finds, such as ceramic sherds and coins, to the public in future. <p>In response, the Administration advised that:</p> <ul style="list-style-type: none"> (a) the Administration was responsible for financing the construction of SCL and the archaeological work, including those costs incurred by project delay; and (b) after the archaeologists recorded and analyzed the information on the artefacts unearthed from SCL construction sites, selected items would be on display in MTR stations and suitable exhibitions arranged by the Leisure and Cultural Services Department's museums. <p>In response, MTRCL explained that the Corporation would cooperate with the Administration in preserving and displaying the archaeological finds unearthed from SCL site.</p>	
<p>005758 – 010239</p>	<p>Chairman Mr TANG Ka-piu Administration</p>	<p>Mr TANG Ka-piu made the following enquiries on SCL project:</p>	

Time marker	Speaker	Subject(s)	Action required
	MTRCL	<p>(a) noting that the overall works for SCL were 21% completed as of September 2014, what was the originally proposed works progress; and apart from To Kwa Wan Station with archaeological finds unearthed, whether the construction works of SCL were experiencing serious delays or not;</p> <p>(b) whether the relevant preparatory work on SCL project, including the preliminary planning and ground investigation, were not conducted properly, causing the project delay; and whether the Administration would conduct a comprehensive review of it; and</p> <p>(c) in view of the extra cost arising from SCL archaeological work, whether the Administration planned to seek additional funding from the Legislative Council for the project.</p> <p>The Administration responded that:</p> <p>(a) although there were unexpected challenges at locations other than To Kwa Wan Station, the archaeological work at this station, which caused an 11-month cumulative delay, was the most critical factor leading to delay to SCL programme; and</p> <p>(b) given that the current contingency would not be sufficient for the associated expenditure arising from archaeological work at To Kwa Wan Station, the Transport and Housing Bureau ("THB") would seek additional funding together with the Development Bureau ("DEVB") at suitable timing.</p> <p>MTRCL made the following explanation:</p> <p>(a) overall speaking, the originally proposed works progress for SCL project should be about 29% while the current completion rate was about 21%;</p> <p>(b) for individual works contracts, there were unpredictable deviations from the original plan in view of unforeseeable risks caused by the complicated geological conditions and site constraints, such as those near Lion Rock at the Shatin Section; and</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(c) the Corporation would continue to strive to overcome the difficulties encountered by adjusting the works procedures and deploying additional manpower and machinery; and would spare no efforts to catch up with the progress of SCL project.</p>	
<p>010240 – 010655</p>	<p>Chairman Mr CHAN Kam-lam Administration MTRCL</p>	<p>Mr CHAN Kam-lam raised the following views and question:</p> <p>(a) the Administration should expedite decision-making on the conservation proposals for SCL archaeological discovery to minimize economic impact on the community;</p> <p>(b) preferred the conservation proposals that could facilitate preservation of archaeological features unearthed from SCL construction sites for future display; and</p> <p>(c) enquired about the adverse impact of the "Occupy Movement" on the expansion works of Admiralty Station as well as the progress of the whole SIL(E) project; and whether the Administration would make any claims for the loss.</p> <p>In response, the Administration advised that:</p> <p>(a) they would take into consideration Mr CHAN's suggestions on SCL conservation proposals, including reinstating archaeological finds in situ;</p> <p>(b) the Antiquities Authority (i.e. the Secretary for Development) would shortly announce the conservation proposals for SCL archaeological discovery after consulting different stakeholders, including the Antiquities Advisory Board ("AAB"), Legislative Council Members and the community; and</p> <p>(c) any impact of "Occupy Movement" on the construction works of SIL(E) would be assessed and it was premature to say whether the Administration would lodge claims for related loss.</p> <p>MTRCL explained that as affected by the "Occupy Movement", the excavation works beneath the Admiralty Station lagged behind the target progress</p>	

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		and relevant details would be recorded for future reference.	
010656 – 011127	Chairman Mr Michael TIEN Administration	<p>As regards SCL project, Mr Michael TIEN raised the following question and views:</p> <p>(a) as many parties, including THB, DEVB, the Antiquities and Monuments Office and MTRCL, were involved in SCL project, which party would ultimately decide on the conservation proposals and pay the additional cost incurred by archaeological work which was carried out on the To Kwa Wan Station site of SCL; and</p> <p>(b) expressed support to the conservation proposal for dismantling and reassembly of Well J2 because this option was economically sound and able to enhance educational value; and suggested to make reference to the sample of the Syntagma Station archaeological collection in Athens of Greece.</p> <p>The Administration made the following response:</p> <p>(a) the cost of both railway development and heritage conservation would be borne by the community; and</p> <p>(b) in principle, the archeological work related to the railway works would be paid under the project.</p>	
011128 – 011555	Chairman Dr Helena WONG Administration	<p>Dr Helena WONG raised the following views and concerns:</p> <p>(a) expressed worry that the archaeological expert group employed by MTRCL might not be independent enough in making recommendations on protection of the relics unearthed from SCL construction sites due to potential conflict of interests;</p> <p>(b) supported preservation of both Well J2 and the water channel in situ to retain their integrity;</p> <p>(c) suggested renaming To Kwa Wan Station (say, "Sacred Hill Station") to commemorate the unearthing of antiques of Song and other periods;</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(d) whether it was possible to arrange the commissioning of SCL by phases so that commuters could benefit from the railway service as soon as possible; and</p> <p>(e) expressed worry that KTE would suffer further delay and requested the Administration to provide details on the actual commissioning date.</p> <p>In response, the Administration advised that:</p> <p>(a) the progress of SCL project was mainly affected by archaeological work and discovery. The Antiquities Authority (i.e. the Secretary for Development) would be responsible for making decisions on heritage conservation; and</p> <p>(b) AAB was informed of the progress of the archaeological work and would visit the concerned SCL construction site within that week. After collating views from AAB and relevant stakeholders, the Administration would decide on the conservation plan in early December 2014.</p> <p>The Chairman remarked that discussion on the construction progress of KTE project would be reserved for the next Subcommittee meeting.</p>	
011556 – 012034	Chairman Mr Gary FAN Administration	<p>Mr Gary FAN expressed the following views and concerns about SCL:</p> <p>(a) echoed Ms Claudia MO's views on the conservation plans for Well J2 and requested the Administration to provide the breakdown of the additional cost for each conservation option;</p> <p>(b) under concession approach, whether the Administration or MTRCL should be responsible for cost overrun arising from SCL archaeological discovery;</p> <p>(c) whether the relevant preparatory work for SCL project had not been carried out properly and as a result archaeological finds were not detected at an earlier stage; and if yes, whether MTRCL should also share some of the additional cost entailed by archaeological work;</p>	Administration / MTRCL to provide information / response (paragraph 5 of minutes)

Time marker	Speaker	Subject(s)	Action required
		<p>(d) urged the Administration not to attach importance to financial side when considering the appropriate conservation proposal for Well J2; and</p> <p>(e) among the four conservation proposals for Well J2, the option of preserving both Well J2 and the water channel in situ was the most expensive. Nevertheless, this option was able to preserve the integrity of the heritage finds and the estimated cost of about \$1.3 billion represented not more than 3% of the estimated construction cost for the entire SCL project.</p> <p>In response, the Administration explained that:</p> <p>(a) in principle, the Administration was responsible for funding the construction of SCL whereas MTRCL was entrusted to construct SCL;</p> <p>(b) the Administration would consider whether the relevant preparatory work for SCL project, such as the preliminary planning and investigations, was properly carried out or not;</p> <p>(c) relevant government departments, in particular the Highways Department, would carefully examine the estimated cost of about \$3.1 billion arising from archaeological work; and</p> <p>(d) it was the Administration's duty to explain the details of each conservation proposal, including the associated time and cost implications, to the community and collate views from different stakeholders in finalizing the appropriate conservation plans for the archaeological finds.</p>	
012035 – 012428	Chairman Mr LEE Cheuk-yan Administration MTRCL	<p>Mr LEE Cheuk-yan expressed the following views and concerns:</p> <p>(a) had worry that cost overrun of SCL project would subsequently lead to an increase in future MTR fares; and</p> <p>(b) given that SCL already encountered an 11-month cumulative delay and implementation of some of the conservation proposals for Well J2 would further delay the project by four months; whether it was possible to implement some of the works simultaneously to speed up the project.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>In response, the Administration advised that MTR fares should be set according to the Fare Adjustment Mechanism and would not be affected by the construction cost of the projects. Besides, the cost and time spent on heritage conservation in SCL project would be borne by the community as a whole.</p> <p>MTRCL explained that the 11-month delay was caused by unpredictable adjustments to SCL works for facilitating the conduct of expanded archaeological work whereas another four months would be required to implement the three conservation proposals to preserve Well J2 in situ. The proposed delay of at least 15 months for SCL works programme could hardly be shortened.</p>	
012429 – 012954	Chairman Mr LEUNG Kwok-hung Administration	<p>As regards SCL project, Mr LEUNG Kwok-hung expressed the following views and enquiries:</p> <p>(a) the Administration should make a quick decision on the conservation proposals for SCL archaeological finds; and</p> <p>(b) among the four MTRCL's conservation proposals for Well J2, whether the Administration had carefully examined the pros and cons of each proposal; and which party would decide on the conservation option.</p> <p>The Administration made the following response:</p> <p>(a) AAB would visit SCL construction site concerned within that week and provide professional advice from various points of views such as the engineering and historical angles. The Administration would decide on the conservation plans in early December 2014 after collating views from AAB and relevant stakeholders; and</p> <p>(b) if the current contingency was not sufficient for the associated expenditure entailed by SCL archaeological work, the Administration would seek additional funding from the Legislative Council at suitable timing.</p>	