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Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 24 November 2014

Updated background brief on the construction of
the West Island Line, South Island Line (East) and
Kwun Tong Line Extension

Purpose

This paper provides updated background information on the construction of the West Island Line ("WIL"), South Island Line (East) ("SIL(E)") and Kwun Tong Line Extension ("KTE"). All these three railway projects are implemented under the ownership approach. Under this approach, the MTR Corporation Limited ("MTRCL") will be responsible for the finance, design, construction, operation and maintenance of these railway projects and will own the railways. Also, this paper summarizes the major views and concerns expressed by the Legislative Council ("LegCo") Members during previous discussions on the subject.

Background

WIL

2. WIL is a three-kilometre long railway extension of the existing MTR Island Line, from Sheung Wan Station to Kennedy Town with two intermediate stations at Sai Ying Pun and near the University of Hong Kong. The alignment plan is in **Appendix I**. WIL is designed to provide fast and reliable railway service to the Western District. It will also provide convenient pedestrian passages between the Mid-levels and

the waterfront at Des Voeux Road West through the unpaid zones within the station premises. With the new railway line, passengers will be able to reach Sheung Wan from Kennedy Town in eight minutes, as compared with 15 to 25 minutes by using road transport during peak hours. On 26 October 2007, the Administration gazetted the railway scheme for WIL. The construction of WIL has commenced in 2009 and is expected to complete in 2014¹.

3. With WIL project 98% complete, MTRCL announced on 11 November 2014 that the new 3-kilometre rail extension will start passenger operations at the end of December 2014. Of the extension's three new stations, HKU and Kennedy Town will open at the end of December 2014 with Sai Ying Pun (except the Ki Ling Lane entrance) expected in the first quarter of 2015. The remaining statutory inspection, stress tests on railway facilities, drills and exercises will continue to be conducted to prepare the railway for passenger service. The exact opening date of the new extension will be announced in December 2014.

4. According to the Administration², the estimated capital cost for WIL project was \$15.4 billion in February 2009, and the Administration found that WIL would not be financially viable based on fare and non-fare revenue alone. WIL was therefore funded by a capital grant. In July 2009, LegCo approved a provision of \$12.7 billion for MTRCL to bridge the funding gap.

SIL(E)

5. SIL(E) is a 7-kilometre long medium capacity railway running from South to North of Hong Kong Island. It starts from South Horizons on Ap Lei Chau to Admiralty via Lei Tung, Wong Chuk Hang and Ocean Park. SIL(E) will serve the 350 000 people living and working in the Southern District. At present, travelling by road-based transport between South Horizons and Admiralty takes about 25 to 45 minutes during rush hours. With the commissioning of SIL(E), the travelling time will be about ten minutes. The alignment is in **Appendix II**. The railway scheme was gazetted on 24 July 2009 in accordance with the Railways Ordinance (Cap. 519). According to the

¹ Source: The Administration's paper entitled "Progress report of the West Island Line" in February 2010 [LC Paper No. CB(1)1018/09-10(03)]

² Source: The Administration's paper entitled "Mass Transit Railway West Island Line funding arrangement" in May 2009 [File reference: THB(T)CR 11/1016/99]

Administration³, construction works has commenced in 2011 for completion in 2015. According to MTRCL in June 2014⁴, SIL(E) project was about six months behind schedule, and that the original target of opening SIL(E) in 2015 could not be achieved. Another progress update would be provided at the end of 2014 when more certainty on the timeframes for the opening arrangements of the new railway line should be available.

6. According to the information provided by the Administration⁵, SIL(E) is implemented under the ownership approach by means of the rail-plus-property development model. An independent consultant commissioned by the Administration confirmed that the capital cost of SIL(E) would be \$12.4 billion, and considered that this project was financially non-viable, and that funding support from the Administration was required to bridge the funding gap of \$9.9 billion. In May 2011, the Executive Council approved granting to MTRCL the property development right of the ex-Wong Chuk Hang Estate site as the funding support for developing this railway project.

KTE

7. KTE, which will be an extension of MTR Kwun Tong Line, runs from Yau Ma Tei Station to a new station in Whampoa Garden and with an interchange with the Shatin to Central Link at the proposed Ho Man Tin Station. KTE will be approximately 2.6 kilometres in length and its schematic layout is in **Appendix III**. At present, travelling by road-based transport between Whampoa and Mong Kok takes more than 25 minutes during rush hours. With the provision of KTE, passengers from Whampoa or Ho Man Tin will be able to reach Mong Kok within five minutes. KTE railway scheme was gazetted on 27 November 2009 in accordance with the requirements of the Railways Ordinance (Cap. 519). Construction of KTE has commenced in 2011 for completion in 2015⁶. Like SIL(E) project, KTE was about six months behind schedule as of June 2014, and that the original target of opening KTE in 2015 could not be achieved. Details will be announced at the end of 2014.

³ Source: The Administration's paper entitled "Railway system for South Island Line (East)" in December 2012 [LC Paper No. CB(1)363/12-13(03)]

⁴ Source: MTRCL's press release on "MTR Updates Construction Progress on SIL(E) and KTE Railway Projects" issued on 12 June 2014

⁵ Source: The Administration's press release on "LCQ6: MTR property development" issued on 25 April 2012

⁶ Source: Highways Department's website
(http://www.hyd.gov.hk/en/road_and_railway/railway_projects/kte/index.html)

8. With reference to the information provided by the Administration⁴, KTE, similar to SIL(E), is implemented under the rail-plus-property development model. An independent consultant commissioned by the Administration confirmed that the capital cost of KTE was \$5.3 billion and considered that KTE project was financially non-viable. In this connection, funding support from the Administration was required to bridge the funding gap of \$3.3 billion. The Executive Council in May 2011 approved granting to MTRCL the property development right for ex-Valley Road Estate Phase 1 site as the funding support for developing KTE project.

9. The key information of WIL, SIL(E) and KTE is attached in **Appendix IV**.

Major concerns raised by LegCo Members

10. Members have discussed WIL, SIL(E) and KTE projects in the fourth and fifth LegCos and their major concerns are summarized in the ensuing paragraphs.

Progress of the railway projects

11. Members at the Subcommittee meeting on 17 June 2014 expressed grave concern about the delay in the construction of WIL, SIL(E) and KTE. They therefore urged both the Administration and MTRCL to review the underlying reasons for the delay in implementing the railway projects, say, over-estimation of MTRCL's capability in managing so many railway projects simultaneously or over-expansion of MTRCL's overseas business. Also, the Subcommittee asked the Administration to conduct an independent review and provide professional advice on MTRCL's latest assessment of the expected completion date of the railway projects.

Financing arrangements

WIL only

12. Regarding the financing arrangements for WIL mentioned in paragraph 4 above, the Subcommittee members in general expressed grave concern at the meetings on 1 June and 4 June 2009 whether MTRCL had under-estimated the revenue of WIL and over-estimated the funding support required. In response, the Administration pointed out

that the increase in population and employment projection for 2016 according to the latest forecast would slow down, which also had an impact on the revenue from WIL. In addition, the Administration further advised that a *claw-back mechanism* was introduced so that any over estimation of capital expenditure, escalation costs and land costs would be reimbursed to the Administration with interest.

SIL(E) and KTE only

13. At the Subcommittee meeting on 17 June 2011, some members opined that MTRCL would benefit much from the property development right of the ex-Wong Chuk Hang Estate and ex-Valley Road Estate Phase 1 sites under SIL(E) and KTE projects respectively. They expressed concern about the adoption of rail-plus-property development model and opined that the Administration should consider providing capital grant to MTRCL to bridge the funding gap of SIL(E) and KTE projects, instead of granting premium land for property development.

14. Some members further commented that the depot and above-depot developments carried out by MTRCL had brought huge profits to the Corporation in the past. MTRCL's profits derived from property developments should be included in the formula of its fare adjustment mechanism. On 25 April 2012, a LegCo Member shared similar views with the Subcommittee members and therefore raised a question on MTR property development at the Council meeting.

WIL, SIL(E) and KTE

15. A LegCo Member expressed concern about the fares for the new railway lines including WIL, SIL(E) and KTE, and thus, he raised a question at the Council meeting on 8 May 2013. According to the Administration, MTRCL had yet to set the fares of these railway lines, which would be announced nearer the time of the commencement of their operations. Besides, the "MTR City Saver", one of MTRCL's fare concessions to medium or long-distance frequent travellers, would also cover WIL, SIL(E) and KTE stations. Users of the "MTR City Saver" could travel 40 trips between any two stations within the designated urban area in 30 days at a price of \$400 and no deposit for this ticket would be required.

16. In view of the possible delay in the construction of WIL, SIL(E) and KTE mentioned in paragraphs 5 and 7, some members showed concern about whether the Administration or MTRCL would bear the

extra cost to be incurred by the delay in the railway projects. In response, the Administration explained that WIL, SIL(E) and KTE were under ownership approach, which meant MTRCL was responsible for the construction costs. In addition, according to the project agreements signed by the Administration and MTRCL, the Corporation should try its best endeavours to complete the railway projects in accordance with the baseline programme. In view of the delay in the construction of the new railway lines, the Administration would follow it up with legal advisers.

Monitoring mechanism

17. At the Subcommittee meeting on 17 June 2014, members expressed concern about the relationship between the Administration and MTRCL in the construction of the railway projects, in particular the Administration's monitoring role. They urged the Administration to closely monitor the progress of the construction of the railway lines, regardless of whether the ownership approach or the concession approach was adopted for the railway projects. In addition, members suggested that the Administration should review the mechanism for railway project supervision because huge amounts of public money were spent on the Highways Department's dedicated teams that were responsible for coordinating the construction and monitoring the progress of each new railway project.

Railway facilities

18. MTRCL briefed the Subcommittee on the new facilities of new railway projects, including WIL, SIL(E) and KTE, at the meeting on 13 January 2012. To cater for the needs of persons with disabilities or special needs, facilities, like tactile guide paths, tactile station layout maps with audible device and escalator audible warning signals, would be provided at WIL, SIL(E) and KTE stations. Other facilities of the new railway lines would also be enhanced, including ticket machines, public toilets, as well as platform screen doors or automatic platform gates.

Display of art in stations

19. At the Subcommittee meeting on 4 January 2013, members noted that the MTR Station Art Programme would be introduced for WIL, SIL(E) and KTE. According to MTRCL, views of the local residents had been incorporated into the design of WIL starting from the preliminary conceptual stage to ensure the new railway was tailored to meet the needs of the community. The art activities of WIL, including

"Our Memories of the Western District" Photography Competition, "Our Impressions of Western District" Workshops and Tours, and MTR New Railway Lines Art in Station 2012, were launched. As regards SIL(E), the public art programme with the themes of "Inspiration of Southern District" and "Integration into Southern District" was launched. Also, MTRCL was working with local art groups to study the locations for display of artwork and the respective themes for Ho Man Tin Station and Whampoa Station of KTE.

Environmental measures

20. On 22 May 2012, the Subcommittee noted that MTRCL would introduce a number of environmentally-friendly designs and measures for WIL, SIL(E) and KTE to enhance energy efficiency. These include energy efficiency considerations in the design of railway alignment and ventilation system, the establishment of the Comprehensive Energy Consumption Monitoring System and regenerative braking system, and the reduction in power loss resulting from power transmission, distribution and conversion. Some members called for improvements in noise reduction of running trains and suggested constructing noise barriers where appropriate.

Coordination of public transport services

WIL and SIL(E) only

21. Some Subcommittee members at the meeting on 5 July 2013 and 17 June 2014 expressed concern about how the public transport services would be coordinated with the commissioning of WIL and SIL(E). They opined that the Administration should take into consideration traffic flows in the vicinity of Wong Chuk Hang area into consideration when devising public transport re-organization plans. Members also suggested having more direct routes after rationalization of bus and green minibus routes, maintaining some alternative transport services so that passengers could still enjoy certain franchised bus and green minibus services, offering free shuttle bus service or fare concessions on feeder service for residents nearby, and setting up a public transport interchange. Besides, feeder services provided by buses and light buses should be rationalized by phases after the commissioning of WIL and SIL(E).

Ventilation shafts

WIL only

22. A LegCo Member on 29 October 2008 raised a question about the proposed ventilation shafts of WIL because he received complaints from residents of the Central and Western District that these ventilation shafts would cause noise and air pollution nuisance to residents nearby. Besides, at the Subcommittee meeting on 9 February 2010, members urged the Administration / MTRCL to strive for removing the ventilation shafts on Hill Road and Bonham Road from WIL project design and passed the following motion:

"That this Subcommittee strongly requests the Government and the MTRCL to designate the option of not constructing ventilation shafts at Hill Road and Bonham Road as a preference in awarding works contracts for the Sai Ying Pun and University Stations of the West Island Line to the contractors."

Railway systems

SIL(E) only

23. On 4 January 2013, members of the Subcommittee noted that Fully Automatic Operation ("FAO") would be introduced for the operation of SIL(E). FAO would support the signalling system with automatic recovery function, enabling operational control from trains, stations and the Operations Control Centre ("OCC"). Under the operation of FAO system, preparation for train service including function tests before service, setting trains in motion, speed control, train stopping, as well as door opening and closing would be fully automatic under the control of OCC with preset commands. Some members, however, expressed concern on passenger safety during emergency under FAO system. The Administration assured members that they attached much importance to safety of train operations and that before the commissioning of SIL(E), they would request MTRCL to provide detailed contingency plans to handle any service disruptions for the review of the Electrical and Mechanical Services Department.

Increase in the number of entrances at stations

KTE only

24. At the Subcommittee meeting on 16 April 2010, members raised concern about the number of entrances at stations along KTE and therefore, passed the following motion:

"That this Committee (i.e. the Subcommittee on Matters Relating to Railways under the Panel on Transport) urges the Government and the MTRCL to increase the number of entrances at both Ho Man Tin Station and Whampoa Station for the convenience of local residents."

Latest developments

25. The Administration plans to update the Subcommittee members on the progress of the construction of WIL, SIL(E) and KTE at the meeting to be held on 24 November 2014.

Relevant papers

26. A list of relevant papers is in **Appendix V**.

Council Business Division 1
Legislative Council Secretariat
20 November 2014

圖例
LEGEND

— 現有鐵路路線
EXISTING RAIL LINE

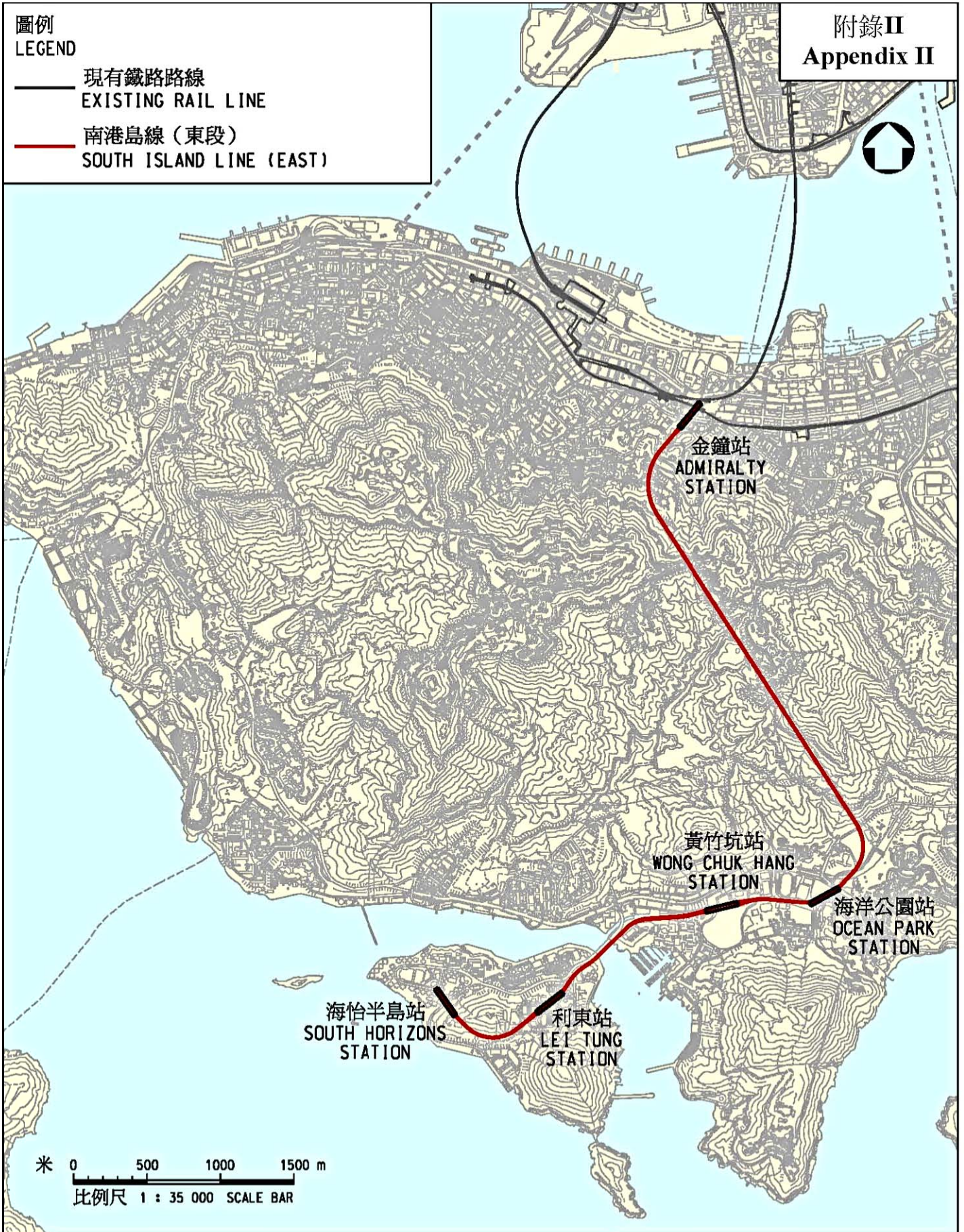
— 西港島線
WEST ISLAND LINE

維多利亞港
VICTORIA HARBOUR



西港島線
WEST ISLAND LINE

資料來源：於2014年6月發出的立法會CB(1)1604/13-14(01)號文件
Source: LC Paper No. CB(1)1604/13-14(01) issued in June 2014



南港島線 (東段)

SOUTH ISLAND LINE (SIL) (EAST)

附錄III
Appendix III



觀塘線延線
KWUN TONG LINE EXTENSION

Key information of the West Island Line, South Island Line (East) and Kwun Tong Line Extension

	West Island Line	South Island Line (East)	Kwun Tong Line Extension
<i>Length of the rail line</i>	3 km	7 km	2.6 km
<i>Estimated construction cost</i>	\$15.4 billion	\$12.4 billion	\$5.3 billion
<i>Funding arrangement</i>	Implemented under the ownership approach Funded by a capital grant of \$12.7 billion	Implemented under the ownership approach The MTR Corporation Limited ("MTRCL") granted the property development right of the ex-Wong Chuk Hang Estate to bridge the funding gap of \$9.9 billion	Implemented under the ownership approach MTRCL granted the property development right of ex-Valley Road Estate Phase 1 site to bridge the funding gap of \$3.3 billion
<i>Works commenced in</i>	2009	2011	2011
<i>Targeted commissioning in</i>	2014	2015	2015
<i>Journey time</i>	Between Sheung Wan and Kennedy Town: less than 10 minutes	Between Admiralty and South Horizons: 10 minutes	Between Mong Kok and Whampoa: 5 minutes

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

**List of relevant papers on the West Island Line,
South Island Line (East) and Kwun Tong Line Extension**

West Island Line

Date of meeting	Committee	Minutes/Paper	LC Paper No.
29.10.2008	Council Meeting	Hon Andrew CHENG Kar-foo raised a question on ventilation shaft of West Hong Kong Island Line	http://www.info.gov.hk/gi/general/200810/29/P200810290121.htm
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	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	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-thbtcr11101699-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Joint reply from the Administration and the MTR Corporation Limited to issues raised at the meeting on 31 March 2009	CB(1)1758/08-09(02) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601cb1-1758-2-e.pdf
		Minutes	CB(1)284/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090601.pdf
4.6.2009	Subcommittee on Matters Relating to Railways	Administration's paper on West Island Line – Assessment of Funding Gap	CB(1)1804/08-09(05) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-5-e.pdf
		Administration's paper on West Island Line – Checking of Project Estimate	CB(1)1804/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-3-e.pdf
		Administration's paper on West Island Line – Comparison of 2007 and 2009 Estimate	CB(1)1804/08-09(04) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-4-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on West Island Line – Use of Explosives	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	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	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	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	PWSC(2009-10)51 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-51e.pdf
		Minutes	PWSC134/08-09 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090610.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
3.7.2009	Finance Committee	Minutes	FC8/09-10 http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703.pdf 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 progress report of the West Island Line	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	CB(1)1386/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.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 Reference: THB(T)CR 17/1016/99 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbtcr17101699-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		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	CB(1)520/07-08(03) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0111cb1-520-3-e.pdf
		Minutes	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	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	CB(1)1747/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080502.pdf
12.11.2008	Council Meeting	Hon Mrs Regina IP LAU Suk-yea raised a question on construction works for South Island Line (East)	http://www.info.gov.hk/gia/general/200811/12/P200811120139.htm
16.1.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line	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

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	CB(1)1146/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090116.pdf
15.5.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line	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	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)	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	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

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	CB(1)920/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf
4.12.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line (East)	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	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)	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	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.
25.1.2011	Public Works Subcommittee	South Island Line (East) – essential public infrastructure works	PWSC(2010-11)33 http://www.legco.gov.hk/yr10-11/english/fc/pwsc/papers/p10-33e.pdf
		Minutes	PWSC49/10-11 http://www.legco.gov.hk/yr10-11/english/fc/pwsc/minutes/pwsc20110125.pdf
15.4.2011	Finance Committee	Minutes	FC118/10-11 http://www.legco.gov.hk/yr10-11/english/fc/fc/minutes/fc20110415.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-thb201105a-e.pdf
		Minutes	CB(1)414/11-12 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110617.pdf
6.7.2011	Council Meeting	Professor Hon Patrick LAU Sau-shing raised a question on transportation of explosives required for the construction works of the South Island (East) Line	http://www.info.gov.hk/gia/general/201107/06/P201107060127.htm

Date of meeting	Committee	Minutes/Paper	LC Paper No.
4.1.2013	Subcommittee on Matters Relating to Railways	MTRCL's paper on railway system for South Island Line (East)	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	CB(1)522/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130104.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 Shatin to Central Link and MTR Kwun Tong Line Extension	THB(T)CR10/1016/99 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	CB(1)1036/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's supplementary paper on Shatin to Central Link and MTR Kwun Tong Line Extension	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	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	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	CB(1)920/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf
16.12.2009	Council Meeting	Hon Starry LEE Wai-king raised a question on Kwun Tong Line Extension's pedestrian links	http://www.info.gov.hk/gia/general/200912/16/P200912160142.htm
16.4.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on the Kwun Tong Line Extension	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

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's follow up paper on the Kwun Tong Line Extension	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	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	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
		Minutes	CB(1)45/10-11 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100706.pdf CB(1)47/10-11 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100714.pdf
6.12.2010 16.12.2010	Subcommittee on Matters Relating to Railways	Legislative Council Brief on Kwun Tong Line Extension – Authorization of Scheme Following Receipt of Objections	http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206-thb20101130-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper entitled "Progress Report of Kwun Tong Line Extension and Funding Application for Essential Public Infrastructure Works"	CB(1)603/10-11(03) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1206cb1-603-3-e.pdf
		Minutes	CB(1)1161/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101206.pdf CB(1)1918/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101216.pdf
19.1.2011	Public Works Subcommittee	Kwun Tong Line Extension – essential public infrastructure works	PWSC(2010-11)32 http://www.legco.gov.hk/yr10-11/english/fc/pwsc/papers/p10-32e.pdf
		Minutes	PWSC39/10-11 http://www.legco.gov.hk/yr10-11/english/fc/pwsc/minutes/pwsc20110119.pdf
15.4.2011	Finance Committee	Minutes	FC118/10-11 http://www.legco.gov.hk/yr10-11/english/fc/fc/minutes/fc20110415.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
17.6.2011	Subcommittee on Matters Relating to Railways	Legislative Council Brief on the Kwun Tong Line Extension funding arrangement	http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp-thb201105-e.pdf
		Minutes	CB(1)414 /11-12 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110617.pdf

West Island Line and South Island Line (East)

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)	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
		Minutes	CB(1)534/13-14 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130705.pdf

West Island Line, South Island Line (East) and Kwun Tong Line Extension

Date of meeting	Committee	Minutes/Paper	LC Paper No.
13.1.2012	Subcommittee on Matters Relating to Railways	MTRCL's paper on the design of next generation of railway stations and update on retrofitting platform screen doors	CB(1)785/11-12(03) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0113cb1-785-3-e.pdf
		Minutes	CB(1)2461/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120113.pdf
25.4.2012	Council Meeting	Hon Paul CHAN Mo-po raised a question on MTR property development	http://www.info.gov.hk/gia/general/201204/25/P201204250310.htm
22.5.2012	Subcommittee on Matters Relating to Railways	Administration's paper on the environmental measures for new railway projects	CB(1)1832/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0522cb1-1832-1-e.pdf
		Minutes	CB(1)2542/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120522.pdf
8.5.2013	Council Meeting	Hon TANG Ka-piu raised a question on new MTR fares and concessions	http://www.info.gov.hk/gia/general/201305/08/P201305080200.htm

Date of meeting	Committee	Minutes/Paper	LC Paper No.
17.6.2014	Subcommittee on Matters Relating to Railways	Administration's paper on the progress update of the construction of the West Island Line, South Island Line (East) and Kwun Tong Line Extension	CB(1)1604/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0617cb1-1604-1-e.pdf
		Minutes	CB(1)38/14-15 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140617.pdf

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