

# 立法會

## *Legislative Council*

LC Paper No. CB(4)983/15-16  
(These minutes have been seen  
by the Administration)

Ref: CB4/PS/3/12

### **Panel on Transport**

### **Subcommittee on Matters Relating to Railways**

### **Minutes of meeting on Monday, 22 February 2016, at 10:45 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 LEUNG Kwok-hung
  - Hon WONG Yuk-man
  - Hon Claudia MO
  - Hon Michael TIEN Puk-sun, BBS, JP
  - Hon Frankie YICK Chi-ming, JP
  - Hon WU Chi-wai, MH
  - Hon YIU Si-wing, BBS
  - Hon Gary FAN Kwok-wai
  - Hon Charles Peter MOK, JP
  - Dr Hon KWOK Ka-ki
  - Dr Hon Elizabeth QUAT, JP
  - Hon TANG Ka-piu, JP
  - Ir Dr Hon LO Wai-ki, SBS, MH, JP
  - Hon Christopher CHUNG Shu-kun, BBS, MH, JP
  - Hon Tony TSE Wai-chuen, BBS
- Members absent** :
- Hon Mrs Regina IP LAU Suk-ye, GBS, JP

**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

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 Jimmy CHAN Pai-ming, JP  
Principal Government Engineer/Railway  
Development  
Highways Department

Mr Jonathan LEUNG Man-ho  
Government Engineer/Railway Development 1  
Highways Department

**Agenda item IV**

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  
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Development  
Highways Department

Mr Jonathan LEUNG Man-ho  
Government Engineer/Railway Development 1  
Highways Department

**Agenda item V**

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

Mr Jimmy CHAN Pai-ming, JP  
Principal Government Engineer/Railway  
Development  
Highways Department

**Attendance by  
invitation** :

**Agenda item III**

Dr Philco WONG  
Projects Director  
MTR Corporation Limited

Mr James CHOW  
General Manager - KTE  
MTR Corporation Limited

Mr Ken WONG  
Project Manager - SIL  
MTR Corporation Limited

Ms Prudence CHAN  
Senior Manager - Projects and Property  
Communications  
MTR Corporation Limited

**Agenda item IV**

Dr Philco WONG  
Projects Director  
MTR Corporation Limited

Mr TM LEE  
General Manager - SCL and Head of E&M  
Construction  
MTR Corporation Limited

Mr Jason WONG  
General Manager - SCL Civil (East West Line)  
MTR Corporation Limited

Ms Prudence CHAN  
Senior Manager - Projects and Property  
Communications  
MTR Corporation Limited

**Agenda item V**

Dr Philco WONG  
Projects Director  
MTR Corporation Limited

Mr Simon TANG  
General Manager - XRL  
MTR Corporation Limited

Mr LEUNG Chi-lap  
General Manager - XRL E&M  
MTR Corporation Limited

Ms Maggie SO  
General Manager - Corporate Relations  
MTR Corporation Limited

**Clerk in attendance :** Mr Anthony CHU  
Chief Council Secretary (4)1

**Staff in attendance :** Miss Maggie CHUNG  
Council Secretary (4)1

Ms Margie LI  
Senior Legislative Assistant (4)3

Mr Griffin FUNG  
Legislative Assistant (4)8

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**I. Information papers issued since the last regular meeting on 4 December 2015**

- (LC Paper No. CB(4)562/15-16(01) - Letter from Hon LEUNG Che-cheung on issues of the capacity and loading of MTR trains
- LC Paper No. CB(4)571/15-16(01) - Administration's further response to the letter from Hon Michael TIEN Puk-sun regarding discovery of breakage at a rail section near Lai King Station of the Tsuen Wan Line)

Members noted the above papers which had been issued since the last regular meeting on 4 December 2015.

**II. Items for discussion at the next regular meeting on 22 April 2016**

- (LC Paper No. CB(4)610/15-16(01) - List of outstanding items for discussion
- LC Paper No. CB(4)610/15-16(02) - List of follow-up actions)

Proposed items for discussion

2. Members agreed to discuss the following items at the next meeting to be held on Friday, 22 April 2016:

- (a) Restrictions on the size of personal objects that can be carried into the MTR network;
- (b) Mass Transit Railway By-laws and Mass Transit Railway (North-west Railway) Bylaw;
- (c) Capacity and loading of MTR trains; and
- (d) Progress update on enhancement of MTR station facilities.

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(*Post-meeting note*: The meeting originally scheduled for 22 April 2016, from 10:45 am to 1:30 pm, was rescheduled to be held on 19 April 2016, from 2:30 pm to 6:00 pm in order to allow sufficient time for members to discuss the items.)

**III. Progress update of the construction of the West Island Line, South Island Line (East) and Kwun Tong Line Extension**

(LC Paper No. CB(4)610/15-16(03) - Administration's paper on the progress update of the construction of the West Island Line, South Island Line (East) and Kwun Tong Line Extension (as at 31 December 2015)

LC Paper No. CB(4)610/15-16(04) - 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)

3. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Discussion

*The commissioning and operation of the South Island Line (East) ("SIL(E)")*

4. The Deputy Chairman enquired about:

- (a) the commissioning date of SIL(E);
- (b) when the road traffic in the vicinity of Ap Lei Chau could resume normal to minimize inconveniences to local residents;
- (c) whether the MTR Corporation Limited ("MTRCL") would, before SIL(E)'s official opening, arrange trial ride for Legislative Council Members and site visit to SIL(E)'s stations;

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- (d) whether trial ride would be arranged for the public for them to be familiarized with SIL(E); and
- (e) the feasibility of enhancing the frequency of train services of SIL(E) under the Fully Automatic Operation to increase its passenger handling capacity during peak hours.

5. Dr Philco WONG, Projects Director of MTRCL ("Projects Director/MTRCL") informed members that SIL(E) was targeted for commissioning in end 2016 and MTRCL was reinstating the road surface in the vicinity of Ap Lei Chau. According to the forecast passengers flow, the three-car configuration of SIL(E) and the frequency of train services should be able to satisfy the passenger demand. MTRCL would, as and when necessary, consider increasing the frequency of train services. He also agreed to arrange site visit for members and would consider Mr WONG's suggestion on trial ride for the public.

*(Post-meeting note: As MTRCL was conducting on-track testing of the SIL(E) trains, for safety reasons, trial ride could not be arranged at this stage. At the Subcommittee meeting on 19 April 2016, members agreed to visit SIL(E) at an appropriate time prior to its official opening.)*

*Water seepage at the West Island Line ("WIL") stations*

6. In view of the impending rainy season, the Chairman was concerned about the causes of the water seepage problem found at WIL stations and the progress of the remedial works. He was worried that the problem might adversely affect the structural integrity of WIL and pose safety issues. Projects Director/MTRCL advised that water seepage was not uncommon at underground structures. The water seepage problem found at WIL was mainly caused by underground water penetrating through construction joints of concrete lining, and it would not affect the structural integrity of the stations. MTRCL had closely monitored the situation and carried out necessary remedial measures such as sealing up the linings, and the situation had improved.

*Cost overrun*

7. Mr Tony TSE expressed concern that MTRCL did not provide comprehensive information to the Administration on the cost adjustment of the expansion works of Admiralty Station due to SIL(E) in a timely manner. He asked whether the Highways Department ("HyD") could exercise effective monitoring of the SIL(E) project and the cost. Director of



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Highways ("D of Hy") replied that the cost increases for SIL(E) were incurred by the underpinning works for the existing tunnel of the Island Line. HyD had raised questions on the preliminary information provided by MTRCL on the latest costs and had requested for further details.

8. The Chairman and Mr TANG Ka-piu questioned the reasons for serious cost overrun of WIL, SIL(E) and the Kwun Tong Line Extension ("KTE") even though under the ownership scheme, the cost overrun would be borne by MTRCL. Projects Director/MTRCL and Mr James CHOW, General Manager – KTE of MTRCL explained that the cost overrun was mainly caused by the unforeseeable factors in the course of construction. For instance, the construction of KTE was undertaken within a densely populated community with busy traffic, complex underground utilities and difficult geological conditions. To address the challenges and stakeholders' concerns, as well as to minimize the impact on the local community, refinements to the design and the construction works of KTE were made which led to a rise in the cost.

9. Mr TANG Ka-piu and Mr LEUNG Kwok-hung were worried that MTRCL might increase MTR fares so as to cover the cost overrun of WIL, SIL(E) and KTE. In response, Under Secretary for Transport and Housing ("USTH") and Projects Director/MTRCL advised that as these three lines were extensions of existing MTR lines, their fares would adopt the same fare structure of the existing MTR heavy rail system. As for the adjustment of MTR fares, it would be done according to the Fare Adjustment Mechanism, taking into account the changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and pre-determined productivity factor. As such, any increase in the construction cost of new railway projects would not affect MTR fares.

10. Mr TANG Ka-piu asked whether the Administration and MTRCL had learnt any lessons from the cost overrun of the new railways under construction when they considered the financing arrangement of the seven railway projects proposed in the Railway Development Strategy 2014. USTH clarified that for the three new railway projects, the total cost overrun was estimated to be around \$6 billion (in money-of-the-day prices). As for the new railway projects in the Railway Development Strategy 2014, the Administration had not yet decided on the approach to financing for the new railway projects, that is, whether the ownership or concession approach would be used. In considering the subject matter, the Administration would make reference to the experience of previous railway projects.

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11. At the request of the Chairman, the Administration was requested to provide a table setting out the original and latest estimates of the construction costs of the railway projects undertaken in the past three years.

*(Post-meeting note: The Administration's response was circulated to members vide LC Paper No. CB(4)960/15-16(01) on 9 May 2016.)*

**IV. Progress update of the construction of the Shatin to Central Link**

(LC Paper No. CB(4)610/15-16(05) - Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 31 December 2015)

LC Paper No. CB(4)610/15-16(06) - Paper on the construction of the Shatin to Central Link prepared by the Legislative Council Secretariat (updated background brief)

12. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Discussion

*Cost overrun*

13. Mr TANG Ka-piu and Dr KWOK Ka-ki were worried that the construction cost of the Shatin to Central Link ("SCL") might further increase as MTRCL was still conducting a review of the construction cost. They were concerned about the actual amount of the additional funding to be sought from the Legislative Council ("LegCo") and sought information on the timetable for the funding application to be submitted to the Finance Committee ("FC").

14. USTH advised that there were different reasons behind the costs overrun of SCL, such as additional construction costs in Admiralty Station and Ho Man Tin Station, the additional costs arising from the archaeological and conservation works at To Kwa Wan ("TKW") Station, the enabling works to cater for the topside development at Exhibition Station, as well as

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the deferred site handover in Wanchai North. MTRCL would finish the cost review of SCL in the second quarter of 2016 and submit the result to HyD for scrutiny. The Administration would seek additional funding from LegCo in due course.

*(At around 12 noon, the Chairman left the meeting and the Deputy Chairman took the chair.)*

*Facilities*

15. For road safety reason and to address the residents' requests, Mr Gary FAN urged MTRCL to construct a footbridge connecting Hin Keng Shopping Centre with the future Hin Keng Station of SCL. Mr Jason WONG, General Manager - SCL Civil (East West Line) of MTRCL advised that this issue had been discussed by the Sha Tin District Council and recently in a case conference arranged by the LegCo Public Complaints Office. He further explained that a number of factors e.g. traffic conditions and utilization rate, had to be considered. Since the section of Che Kung Miu Road outside Hin Keng Station was not a trunk road and its traffic flow was not heavy, there would be sufficient reserved capacity of the junction to cater for the estimated pedestrian and vehicular flows up to 2031 by widening the pedestrian crossings and changing the green time of the traffic signals concerned.

16. In view of the occurrence of incidents involving passengers falling onto railway tracks in the past few months, Mr TANG Ka-piu requested MTRCL to expedite the retrofitting of automatic platform gates ("APGs") along the East Rail Line ("ERL"). Mr LEUNG Kwok-hung questioned why APGs were not considered at the design stage of ERL and why the retrofitting of APGs must be done in tandem with the construction of SCL. USTH and Projects Director/MTRCL explained the background that ERL was electrified in 1980s with the stations and platforms built according to the design requirements at the time. In this regard, the retrofitting of these platforms with APGs encountered numerous difficulties, e.g. the existing signalling system must be replaced, platform structures needed to be strengthened as they could not support the weight of APGs, and platform gaps had to be narrowed as APGs would block passengers' view from noticing the gaps. MTRCL was of the view that the integration of the APG retrofitting works and the SCL project could avoid works redundancy and minimize nuisances caused to passengers. To prevent interruption to normal train operation, all works could only be carried out during the few hours every night after normal service. The works progress was satisfactory.

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17. At Dr KWOK Ka-ki's request, MTRCL would provide the details of station toilet facilities, including the numbers, locations (e.g. inside/outside the paid area), the male-to-female toilet cubicle ratio, in each station along SCL.

(*Post-meeting note:* MTRCL's response was circulated to members vide LC Paper No. CB(4)960/15-16(01) on 9 May 2016.)

*Manpower shortage*

18. Mr LEE Cheuk-yan asked about the number of imported workers required for the SCL project. Projects Director/MTRCL pointed out that the contractor of MTRCL was applying to import around 70 electrical and mechanical ("E&M") workers for the SCL project under the Supplementary Labour Scheme ("SLS"). Mr LEE enquired whether a worker imported under SLS could work for both the SCL project and the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") project, as he and Dr KWOK Ka-ki were worried that there would be competition for construction workers between these two projects. Projects Director/MTRCL advised that for effective utilization of manpower, workers imported under SLS could work at more than one construction site if the contractor of the imported workers was undertaking relevant works at these construction sites.

*Archaeological work*

19. In response to Dr KWOK Ka-ki's question, USTH replied that the \$4.1 billion arising from the archaeological and conservation works at TKW Station did not include the estimated expenditures on the future conservation for and exhibition of the archaeological discoveries. Dr KWOK Ka-ki opined that the Administration and MTRCL should work on the design of TKW Station to facilitate the archaeological discoveries for future public display. He also suggested that the Administration should involve the public and relevant organizations in the planning and implementation of the long term conservation plans. USTH agreed to convey Dr KWOK's views to the relevant departments.

20. Projects Director/MTRCL supplemented that the archaeological remnants of a well to be preserved in-situ had been protected by backfilling of protective materials while another well and the water channel were removed after detailed recording. The components were stored properly for future reinstatement. He assured members that the Administration, MTRCL, the Antiquities and Monuments Office and the Antiquities Advisory Board had worked together to draw up the conservation plans in

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order that the construction works of TKW Station would align with the conservation option.

**V. Progress update on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link**

(LC Paper No. CB(4)610/15-16(07) - 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 (for the period ending 31 December 2015)

LC Paper No. CB(4)610/15-16(08) - 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)

21. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Briefing by the Administration

22. At the invitation of the Deputy Chairman, USTH briefed members on the progress of the construction of the Hong Kong Section ("HKS") of XRL. The Administration would have to consider by end February/early March whether to suspend the XRL project if the applications for additional funding were not approved by FC of LegCo by then. Mr Simon TANG, General Manager – XRL of MTRCL briefed members on the progress of the critical works contracts of the XRL project with the aid of a powerpoint presentation (LC Paper No. CB(4)636/15-16(04)).

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Discussion

*Construction progress of the Station Entrance Building of the West Kowloon Terminus*

23. Mr Michael TIEN and Ir Dr LO Wai-kwok expressed serious concern about the construction works of the Station Entrance Building ("SEB") of the West Kowloon Terminus ("WKT") of HKS of XRL. They said that the construction of the external wall system of SEB involving massive steel structure and around 4 000 glass components was very complicated. A very high degree of accuracy in both manufacturing and installation was required. They enquired whether the challenges arising from the construction works of SEB of WKT would cause further delay to the commissioning of XRL.

24. Projects Director/MTRCL responded that the erection of the steelwork and V-Trusses of SEB was underway and in good progress with two out of twelve spans having been erected in December 2015 and all V-Trusses were expected to be erected in the second quarter of 2016. The construction of the external wall system of SEB of WKT was complicated as it involved the installation of glass and aluminum components of various shapes and sizes. MTRCL would closely monitor to ensure high degree of accuracy in both manufacturing and installation processes.

25. Mr Michael TIEN further enquired about the timeline for glass installation, the time taken for the fabrication of glass components due to breakage or incompatibility during installation and whether it would cause further cost overrun if there was delay in the installation process. Projects Director/MTRCL replied that the installation of glass would commence in August 2016 for completion in around one year. Computer was deployed in the design and fabrication of glass components to ensure accuracy and precision. In case there was a need to manufacture any new glass components, there would be a lead time of around two to three weeks. Mr TIEN commented that the actual commissioning date of XRL would be ascertained only after the roof of SEB, being the most critical contract, was completed in August 2017.

*Contractors' claims*

26. Noting from Annex 2 of the Administration's paper LC Paper No. CB(4)610/15-16(07) that the amount of unresolved claims stood at \$23.357 billion, Mr LEE Cheuk-yan and Dr KWOK Ka-ki expressed grave concern and worry that the total cost to complete ("CTC") of the XRL project might eventually exceed \$84.42 billion. Mr LEE enquired whether CTC of

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\$84.42 billion had already taken into account the amount of unresolved claims. Dr KWOK expressed disappointment that HyD had failed to monitor the performance of contractors and that the delay of XRL project might be partly attributable to under performance of the contractors. Dr KWOK expressed concern whether the contractors' claims were justified.

27. D of Hy replied that according to the report of the MTRCL Independent Board Committee, delay of the XRL project was mainly attributable to unfavourable site conditions. The Administration had been monitoring closely the implementation of the XRL project at various levels under its monitoring mechanism. The amount of unresolved claims as pointed out by members was the total amount of claims lodged by contractors, not the actual amount of claims resolved. Projects Director/MTRCL added that MTRCL had been discussing details of the claims with the contractors concerned. In assessing the claims lodged by contractors, contractors were required to provide sufficient justifications and information to substantiate their claims. MTRCL would assess each claim prudently and rigorously in accordance with relevant contract provisions, and substantiated claims had to be reviewed by the Administration and their Monitoring and Verification consultant and finally approved by MTRCL's Project Control Group.

28. In reply to Mr LEE Cheuk-yan's further enquiry on the amount provided in revised CTC for the settlement of unresolved claims, D of Hy said that it was inappropriate to disclose such information as this would prejudice the negotiations between MTRCL and contractors on the settlement of claims.

29. Mr TANG Ka-piu enquired whether it would put MTRCL in a disadvantageous position in the negotiations with the contractors on the settlement of claims if the applications for additional funding for the XRL project were voted down by FC. Projects Director/MTRCL responded that the two issues were different and should be dealt with separately. Nevertheless, if the additional funding applications were not approved, the XRL project would need to be suspended or even terminated. This would subsequently give rise to enormous contractors' claims due to suspension or termination of contracts.

30. In view of the revised programme to complete of the XRL project, Mr WU Chi-wai enquired about the revised completion dates for individual construction works contracts and the penalty to be imposed if contractors could not meet the revised completion dates. With the impending raining season, he also enquired whether any contingency would be allowed for the construction works completion dates if weather conditions or other factors

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would affect the progress of the works. In reply, Projects Director/MTRCL said that the target completion dates for individual construction works contracts would be revised having regard to the revised programme to complete of the XRL project by the third quarter of 2018. Contingency might be allowed for unforeseeable factors which affected the construction works and were beyond the contractors' control, such as the adverse weather conditions, in accordance with the contract provisions. If contractors could not fulfill the revised completion date, liquidated damages clauses might be imposed in accordance with the terms stipulated in the contracts.

31. At the request of Mr WU Chi-wai, USTH would consider providing details of the critical paths (i.e. progress and timetable) of the remaining construction works under the XRL project, additional costs to be incurred and revised completion dates of each contract, and penalty that might be imposed on contractors of individual construction works if the revised project completion date could not be met.

*(Post-meeting note: The Administration's response was circulated to members vide LC Paper No. CB(4)790/15-16(01) on 31 March 2016.)*

*Release of workers after the peak of construction of railway projects*

32. As more than 75% of the XRL project had already been completed, Mr TANG Ka-piu enquired about the number of workers that would be released from this project, and the total number of workers to be released after the peak of construction of the five railway projects (i.e. XRL project, WIL, SIL(E), KTE and SCL) had passed.

33. Projects Director/MTRCL replied that there would be demand for different types of workers as the project advanced to different stages. As most of the civil engineering works of the XRL project would eventually be completed and the project was reaching the peak for E&M works, huge demand for skilled workers on E&M and building services works would be expected. At present, around 15 000 workers were being employed under the five railway projects. As the projects were reaching their various stages, it was estimated that about one-third of the workers would be released after the peak of construction of the railway projects.

*Other issues*

34. Mr WU Chi-wai requested that the Subcommittee should discuss issues relating to the co-location of customs, excise and quarantine facilities



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("co-location arrangements") at WKT of HKS of XRL at the future meetings. The Deputy Chairman said that the current discussion should be focused on the progress update of the construction of HKS of XRL and considered that the relevant issues relating to co-location arrangements should be discussed at other appropriate venue.

**VI. Any other business**

35. There being no other business, the meeting ended at 12:59 pm.

Council Business Division 4  
Legislative Council Secretariat  
13 May 2016

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**Proceedings of the meeting  
on Monday, 22 February 2016, at 10:45 am  
in Conference Room 2 of the Legislative Council Complex**

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
<i>Agenda Item I – Information papers issued since the last regular meeting on 4 December 2015</i>			
000424 – 000453	Chairman	Members noted the information papers issued since the last regular meeting.	
<i>Agenda Item II – Items for discussion at the next regular meeting on 22 April 2016</i>			
000454 – 000536	Chairman	Items for the next meeting.  Arrangements for additional meetings if necessary.	
<i>Agenda Item III – Progress update of the construction of the West Island Line, South Island Line (East) and Kwun Tong Line Extension</i>			
000537 – 001759	Chairman Administration MTRCL	With the aid of a powerpoint presentation [LC Paper Nos. CB(4)636/15-16(01) and (02)], MTR Corporation Limited ("MTRCL") gave a briefing on the progress update of the South Island Line (East) ("SIL(E)") and Kwun Tong Line Extension ("KTE").	
001800 - 002229	Chairman Mr TANG Ka-piu Administration MTRCL	The Chairman and Mr TANG's concerns on the reasons for serious cost overrun of the West Island Line ("WIL"), SIL(E) and KTE, and the Administration/MTRCL's responses.	
002230 – 002721	Chairman Deputy Chairman MTRCL	The Deputy Chairman's questions on the commissioning and operation of SIL(E), as well as the arrangement for site visit and trial ride, and MTRCL's response.	MTRCL to provide supplementary information (para. 5 of the minutes refers).
002722 – 003127	Chairman Mr LEUNG Kwok-hung MTRCL Administration	Mr LEUNG's concerns on the reasons for serious cost overrun of WIL, SIL(E) and KTE, and MTRCL/ the Administration's responses.	
003128 – 003534	Chairman Mr Tony TSE Administration	Mr TSE's views on the information provided by MTRCL relating to the cost overrun of SIL(E) and the Administration's response.	

Time marker	Speaker	Subject(s)	Action required
003535 – 003957	Chairman MTRCL	The Chairman's concerns on the water seepage problem at WIL and the reasons for serious cost overrun of WIL, SIL(E) and KTE and MTRCL's response.	
003958 – 004710	Chairman Mr TANG Ka-piu Administration MTRCL	Mr TANG's questions on the cost overrun of WIL, SIL(E) and KTE, as well as the construction costs of the railway projects undertaken in the past three years, and the Administration/MTRCL's responses.	Administration to provide supplementary information (para. 11 of the minutes refers).
<i>Agenda Item IV – Progress update of the construction of the Shatin to Central Link</i>			
004711 – 005502	Chairman Administration MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)636/15-16(03)], MTRCL gave a briefing on the progress update of the construction of the Shatin to Central Link ("SCL").	
005503 – 005930	Chairman Mr TANG Ka-piu Administration MTRCL	Mr TANG's concerns on the cost overrun of SCL and the retrofitting of automatic platform gates ("APGs") along the East Rail Line ("ERL"), and the Administration/MTRCL's responses.	
005931 – 010444	Chairman Mr LEUNG Kwok-hung Administration	Mr LEUNG's comments on the retrofitting of APGs along ERL and the Administration's response.	
010445 – 010941	Chairman Dr KWOK Ka-ki Administration MTRCL	Dr KWOK's concerns on the competition for manpower between the SCL project and the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") project, cost overrun of SCL, the archaeological and conservation works at To Kwa Wan ("TKW") Station, as well as toilet facilities provided along SCL, and the Administration/MTRCL's responses.	Administration and MTRCL to provide supplementary information (para. 17 of the minutes refers).
010942 – 011307	Chairman Mr LEE Cheuk-yan MTRCL	Mr LEE's enquiry on the imported workers of the SCL project and XRL project and MTRCL's response.	
011308 – 011809	Deputy Chairman Mr Gary FAN MTRCL	Mr FAN's proposal of a footbridge connecting Hin Keng Shopping Centre and the Hin Keng Station of SCL and MTRCL's response.  (The Deputy Chairman took up the chair after the Chairman had left the meeting.)	
011810 – 012222	Deputy Chairman Dr KWOK Ka-ki	Dr KWOK's views on the design of TKW Station for the display of archaeological discoveries and the	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
	Administration MTRCL	expenditure for the related conservation plans, and the Administration/MTRCL's responses.	
<i>Agenda Item V – Progress update on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link</i>			
012223 – 013000	Deputy Chairman Administration	Introduction by the Administration on the applications for additional funding for the Hong Kong section ("HKS") of XRL currently considered by the Finance Committee of the Legislative Council	
013001 – 013522	Deputy Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)636/15-16(04)], MTRCL gave a briefing on the progress update on the HKS of XRL.	
013523 – 014114	Deputy Chairman Dr KWOK Ka-ki Administration	Dr KWOK's views on project delay and contractors' claims and the Administration's response.	
014115 – 014624	Deputy Chairman Ir Dr LO Wai-kwok MTRCL	Ir Dr LO's views on the construction progress of Station Entrance Building ("SEB") of West Kowloon Terminus ("WKT") and MTRCL's response.	
014625 – 015149	Deputy Chairman Mr Michael TIEN MTRCL	Mr TIEN's views on the construction progress of SEB of WKT and MTRCL's response.	
015150 – 015709	Deputy Chairman Mr WU Chi-wai Administration MTRCL	Mr WU's enquiry on the revised completion date of individual construction works contracts and the Administration/MTRCL's responses.	Administration to provide supplementary information (para. 31 of the minutes refers).
015710 – 020338	Deputy Chairman Mr LEE Cheuk-yan MTRCL Administration	Mr LEE's views on contractors claims and MTRCL/the Administration's responses.	
020339 – 020730	Deputy Chairman Mr TANG Ka-piu MTRCL	Mr TANG's views on the release of workers after the peak of construction of the railway projects and MTRCL's response.	
020731 – 021124	Deputy Chairman Mr Michael TIEN MTRCL Administration	Mr TIEN's views on the construction progress of SEB of WKT and MTRCL/the Administration's responses.	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
021125 – 021449	Deputy Chairman Mr WU Chi-wai MTRCL	Mr WU's enquiry on the revised completion date for individual construction works contracts and MTRCL's response.	Administration to provide supplementary information (para. 31 of the minutes refers).
<i>Agenda Item VI – Any other business</i>			
021450 – 021456	Deputy Chairman	Concluding remarks.	

Council Business Division 4  
Legislative Council Secretariat  
13 May 2016