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Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on
Monday, 27 June 2016, at 10:30 am
in Conference Room 2 of the Legislative Council Complex

- Members present :** Hon CHAN Han-pan, JP (Chairman)
Hon LEE Cheuk-yan
Hon CHAN Kam-lam, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, 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 Elizabeth QUAT, JP
Hon TANG Ka-piu, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS
Hon Alvin YEUNG Ngok-kiu
- Members attending :** Hon Albert CHAN Wai-yip
Dr Hon Helena WONG Pik-wan

Members absent : Hon WONG Kwok-hing, BBS, MH (Deputy Chairman)
Hon James TO Kun-sun
Dr Hon KWOK Ka-ki

Public Officers attending : **Agenda item II**

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 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
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

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

Mr TAM Hon-choi
Government Engineer/Railway Development 2
Highways Department

Mr CHAN Fan, JP
Director of Electrical and Mechanical Services
Electrical and Mechanical Services Department

Mr FUNG Kwok-fai
Assistant Director/Railways (Acting)
Electrical and Mechanical Services Department

**Attendance by
invitation** :

Agenda item II

Mr Ken WONG
Project Manager – SIL
MTR Corporation Limited

Mr James CHOW
General Manager – KTE
MTR Corporation Limited

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

Agenda item III

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

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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 IV

Dr Philco WONG
Projects Director
MTR Corporation Limited

Mr Simon TANG
General Manager – XRL
MTR Corporation Limited

Mr CL LEUNG
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

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Mr Griffin FUNG
Legislative Assistant (4)8

I. Information papers issued since the last regular meeting on 19 April 2016

Members noted that no papers had been issued since the last regular meeting on 19 April 2016.

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

(LC Paper No. CB(4)1136/15-16(01) - 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 March 2016)

LC Paper No. CB(4)1136/15-16(02) - 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)

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

Discussion

West Island Line ("WIL")

3. Under Secretary for Transport and Housing ("USTH") briefed members that WIL including its three stations was opened to the public on 29 March 2015. The remaining works at Ki Ling Lane Entrance of Sai Ying Pun Station and the passenger lift there were also completed and opened to the public on 27 March and 25 June 2016 respectively. All essential public

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infrastructure works in relation to WIL had been completed. As the railway works of WIL project were completed, this would be the last progress report on WIL. USTH expressed gratitude to members and the public for their continual support to the WIL project.

Carrying capacity of the Admiralty Station

4. Mr Christopher CHUNG and Mr Tony TSE were worried that the patronage to be brought by the South Island Line (East) ("SIL(E)") might aggravate the crowdedness at the platforms of Admiralty Station and pose danger to passengers. They asked if the MTR Corporation Limited ("MTRCL") would provide the estimated increase in patronage from SIL(E) in percentage and details of measures implemented/to be implemented, e.g. expanding the platforms of the Admiralty Station, before the commissioning of SIL(E) to alleviate the crowdedness problem.

5. Mr Ken WONG, Project Manager – SIL of MTRCL ("Project Manager/MTRCL") explained that SIL(E)'s patronage during morning peak hours would mainly be commuters going to Kowloon or the New Territories via the Tsuen Wan Line ("TWL") or east of Hong Kong Island via the Island Line ("ISL"). Currently, passenger movements of TWL and ISL were mainly southward and westward respectively toward Central in morning peak hours. The above two major passenger flows went just in the opposite directions. The case was similar for the evening peak hours. Therefore, despite an increase in the overall passenger trips along ISL and TWL to be brought by the opening of SIL(E), the impact on ISL and the cross-harbour section of TWL should not be significant. Meanwhile, the Admiralty Station was undergoing expansion works to become an interchange station for ISL, TWL, SIL(E) and the Shatin to Central Link ("SCL"). Ms Prudence CHAN, Senior Manager – Projects and Property Communications of MTRCL ("Senior Manager/MTRCL") supplemented that MTRCL was expanding the narrower portions at both ends of the existing platforms of the Admiralty Station by relocating the existing plant rooms for releasing more space to accommodate more passengers for queuing. MTRCL would also enhance platform management at the Admiralty Station to maintain smooth circulation of passengers. In the long run, SCL would be an additional cross-harbour rail line, thereby diverting passengers using the new route and platforms and alleviating the crowdedness problem at the existing platforms during peak hours.

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The commissioning of SIL(E)

6. Mr TANG Ka-piu doubted whether any incidents had occurred which made MTRCL consider that the target opening of SIL(E) at end 2016 might be at risk. Mr LEUNG Kwok-hung also asked if MTRCL had tackled the constraints that had previously impeded the progress of the works.

7. Project Manager/MTRCL informed members that the underpinning excavation works beneath ISL of the Admiralty Station were completed in late 2015, 87% of civil works and 80% of the electrical and mechanical ("E&M") works for the Admiralty Station had been completed at late May 2016, and the construction of station structures, fitting-out and E&M works were progressing in full swing. However, since the construction was carried out in Admiralty, a busy district with heavy traffic, the road traffic in the area might adversely affect the delivery schedule of construction materials. In addition, the work space and materials storage space were also very limited. As such, the programmes to complete fitting-out, E&M works and associated statutory inspections were therefore extremely tight, any delay in these activities would put the target opening date of SIL(E) at risk. MTRCL had therefore applied construction noise permits to allow longer working hours for materials delivery and the carrying out of underground construction works round-the-clock.

8. Ms Claudia MO and Mr Michael TIEN questioned when MTRCL/the Administration could confirm the commissioning date of SIL(E). Director of Highways ("DHy") replied that although the progress of works at various sections of the Admiralty Station could still match with the latest targets in the programme, the timetable for remaining works and statutory inspections was highly compressed. Hence, MTRCL had to improve the efficiency of every aspect of the expansion works of the Admiralty Station and expedite the remaining works to achieve the revised target commissioning at the end of 2016.

9. Mr Michael TIEN pointed out that to his understanding, MTRCL needed to conduct trial operations for new rail lines at least three months before service commissioning. As MTRCL targeted to commission SIL(E) at end 2016, the progress in the coming few months would be critical, and it should keep members informed of the works progress and confirm by September 2016 whether the target opening was still feasible. In this connection, Mr TIEN requested the Administration/MTRCL to update the Subcommittee the latest construction progress of SIL(E) at end of month from July to September 2016, including the likelihood in percentage figure, that SIL(E) could be commissioned at end 2016. Project Manager/MTRCL

Administration
/MTRCL

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replied that MTRCL had regularly provided progress briefs on major works processes to the Highways Department ("HyD"). USTH said that he would further discuss with MTRCL on the information to be provided to the Subcommittee to address the members' request.

(Post-meeting note: The Administration's supplementary information on the construction progress of SIL(E) (as at 30 June 2016) was circulated to members via LC Paper No. CB(4)1286/15-16(01) on 17 August 2016.)

10. In response to Mr YIU Si-wing's question on the statutory inspection of SIL(E), DHy advised that the Administration would provide additional manpower resources for carrying out statutory inspections of SIL(E) to tie in with MTRCL's works programme to facilitate the commissioning of the new line at end 2016. Knowing that the Government would implement public transport re-organization plan ("PT plan") after the opening of SIL(E), Mr YIU considered that the Administration should consult the Hong Kong Tourism Board before implementing the PT plan, so that the reorganized bus routes would be more convenient in linking up hot spots, e.g. Hollywood Road, the Peak and Ocean Park, for tourists. USTH agreed to convey Mr YIU's suggestions to the Transport Department ("TD") and the franchised bus companies for consideration.

The commissioning of the Kwun Tong Ling Extension ("KTE")

11. Mr LEUNG Kwok-hung was concerned about the construction progress of the Ho Man Tin Station ("HMT Station") and Whampoa Station ("WHA Station"). According to Mr James CHOW, General Manager – KTE of MTRCL ("General Manager – KTE/MTRCL"), statutory inspections in HMT Station for railway services and operational safety commenced in March 2016, and the remaining finishing and fitting-out works in the station were in progress. For WHA Station, the station structure was completed, and building service and architectural fitting-out works were progressing in parallel with E&M installation.

12. Ms Claudia MO asked about the exact commissioning date of KTE. Mr Tony TSE also expressed concern about the crowdedness problem at the platforms of Yau Ma Tei Station after the commissioning of KTE.

13. DHy replied that while the target commissioning of KTE in the third or fourth quarter of 2016 would be achievable, MTRCL had recently updated that KTE could be commissioned in early fourth quarter of 2016. To facilitate members' understanding of the construction progress of KTE,

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Administration /MTRCL Dr Helena WONG further requested the Administration/MTRCL to provide the Subcommittee with the latest progress at end of month from July to September 2016 and arrange a visit to KTE before 16 July 2016 for members.

(Post-meeting note: As instructed by the Chairman, the Secretariat liaised with MTRCL on the visit to KTE. MTRCL advised that it could not arrange the visit before 16 July 2016 due to the time constraint and statutory inspections progress, but it suggested arranging the visit closer to KTE's opening. The Chairman instructed the Secretariat to include the visit in Subcommittee's "List of follow-up actions". Members were informed of the above arrangements on 8 July 2016 vide LC Paper No. CB(4)1227/15-16. The Administration also provided the information on the construction progress of KTE (as at 30 June 2016) on 16 August 2016 via LC Paper No. CB(4)1286/15-16(01) on 17 August 2016.)

Cost overrun of KTE

14. Ms Claudia MO asked about the reasons of cost overrun in the essential public infrastructure works of KTE. General Manager – KTE/MTRCL responded that the cost overrun was caused by complicated underground conditions and utility works, as well as the claims from contractors. USTH and DHy pointed out that the \$75 million cost overrun mentioned in LC Paper No. CB(4)1136/15-16(01) submitted by the Administration was an estimate provided by MTRCL, and HyD had requested further details from MTRCL for assessment and verification.

PT plan in connection with KTE and MTR fare concessions

15. Dr Helena WONG enquired whether the PT plan would be implemented upon the commissioning of KTE. As it would take the residents at least 10 minutes' walk from their estates, such as Oi Man Estate and Ho Man Tin Estate to HMT Station, Dr WONG suggested MTRCL offering fare concessions to the residents in the vicinity so as to encourage them to use the new line. USTH advised that the Administration had submitted the proposed PT plan to Kowloon City District Council in February 2016 and was adjusting and improving the plan taking into account views collected during consultation. At Dr WONG's request, the Administration would provide the Subcommittee with details of the PT plan after the meeting. As regards fare concessions, Senior Manager/MTRCL said that MTRCL had received similar suggestions from the public and was considering these suggestions.

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(*Post-meeting note:* The Administration's supplementary information was circulated to members on 18 July 2016 via LC Paper No. CB(4)1259/15-16(01).)

III. Progress update of the construction of the Shatin to Central Link

(LC Paper No. CB(4)1136/15-16(03) - Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 31 March 2016)

LC Paper No. CB(4)1136/15-16(04) - Paper on the construction of the Shatin to Central Link prepared by the Legislative Council Secretariat (updated background brief)

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

Discussion

Construction costs

17. The Chairman was disappointed that MTRCL could not provide a realistic cost review of the main works of SCL by the second quarter of 2016 and the Administration had so far no idea about the scale of the total additional construction costs. He queried when the additional costs could be finalized and whether the Administration could conduct the cost review instead of waiting for the estimation from MTRCL.

18. USTH advised that due to the enabling works of the topside development of the Exhibition Station and the deferred handover of the work sites adjoining the junction of Expo Drive East and Convention Avenue, there might be a further increase in the costs apart from the estimated \$4.1 billion for the archaeological works in the To Kwa Wan ("TKW") Station. On the additional funding for the advance works of SCL (around \$1,300 million as estimated by MTRCL), the Administration would seek approval for this funding from the Legislative Council ("LegCo") at the outset of next legislative session in order to meet the payments for the additional costs. As for the main works of SCL, MTRCL had advised that it could only conduct a more realistic cost review in the second half of 2017 in order to come up with

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a better estimate of the construction cost. The Administration would seek any additional funding from LegCo in due course.

19. Mr TM LEE, General Manager – SCL and Head of E&M Construction of MTRCL ("General Manager – SCL and Head of E&M Construction/MTRCL") supplemented that due to the various uncertainties encountered in the course of construction, it was unavoidable that there were deviations from the original plan. As the overall works for SCL were only 57% completed as at 31 May 2016, MTRCL would not be able to come up with a better estimate of the construction cost until the second half of 2017. DHy added that since MTRCL had been entrusted to construct SCL and provide management and supervision service to the project, MTRCL would therefore have the detailed information on the construction costs of the entire project which was still in progress.

20. The Chairman pointed out that while MTRCL was entrusted with the design and construction of both the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") and SCL, the Government should take up the monitoring and verification ("M & V") role (i.e. "check the checker role") for MTRCL's performance. However, the serious delay and cost overrun of XRL had proved that the effectiveness of the "check the checker" role of the Administration was doubtful. In this connection, he wondered if the Administration had learnt the lesson and would step up its monitoring on the SCL project. DHy advised that the Administration had deployed extra manpower to enhance the monitoring on SCL. Also, with a view to critically examining and assessing the latest cost estimate with the assistance of its M & V consultant, HyD had requested MTRCL to provide further information and invited the M & V consultant to join its monthly meetings with MTRCL.

21. Ms Claudia MO noted that due to the recent visit of the Chairman of the Standing Committee of the National People's Congress to Hong Kong, the construction sites between Lung Wo Road and the ex-bus terminus in Wan Chai North were temporarily closed from 16 to 19 May 2016. She asked whether there were economic losses caused by the suspension of works and which party would be responsible for such losses, if any. Mr Jason WONG, General Manager – SCL Civil (East West Line) of MTRCL ("General Manager – SCL Civil (East West Line)/MTRCL") answered that at the request of HyD, MTRCL and its contractors had taken appropriate measures, e.g. rescheduled the works sequences, redeployed the workers to other sites and arranged trainings for them, with a view to minimizing the possible impact on SCL arising from the temporary suspension of works. MTRCL

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had not received any claims from contractors on the suspension of works at the moment. Any claims received would be assessed later on in accordance with the terms of the contracts. He added that with a typical construction period of about five to seven years, the additional cost in this respect was likely to be small compared to the respective contract sums of the contracts affected.

Retrofitting of Automatic Platform Gates ("APGs") on the East Rail Line ("ERL")

22. Mr Alvin YEUNG asked about the timetable for retrofitting of APGs on ERL and when the works would be completed. Senior Manager/MTRCL replied that the works would be carried out in tandem with the projects of North-South Corridor and completed in 2021. General Manager – SCL and Head of E&M Construction/MTRCL further explained that MTRCL needed to finish the following works before the commencement of the retrofitting of APGs:

- (a) platform structures had to be strengthened to support the weight of APGs;
- (b) mechanical gap fillers needed to be installed at some stations with curved line of station platforms and with wider platform gaps so as to reduce the risk of passengers stepping into the gaps when they were boarding and alighting;
- (c) the existing signalling system must be upgraded; and
- (d) the existing trains had to be replaced.

23. Mr Michael TIEN pointed out that other overseas countries would suspend their railway services for signalling upgrade to minimize the risks of service interruption. However, given the essential role of East Rail Line ("ERL") service in Hong Kong, suspension of it would not be an option. In this regard, MTRCL would carry out the upgrading works every night after traffic hours. The existing signalling system would be suspended and the new one would be activated for testing, then the normal train service would be resumed in the morning. Knowing that MTRCL had to conduct at least 300 tests within two years (i.e. around three tests per week) prior to the commissioning of the new signalling system, Mr TIEN, Mr LEUNG Kwok-hung and Mr Alvin YEUNG were seriously concerned that there might be risks in the testing processes and might lead to service interruption. They enquired if the Administration/MTRCL had contingency measures for

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handling railway service disruptions arising from the signalling replacement works.

24. General Manager – SCL and Head of E&M Construction/MTRCL informed members that MTRCL was currently installing the new signalling system and cables along ERL, it would conduct thorough tests on the new system prior to its commissioning, probably starting from the third quarter of 2016. To avoid interrupting normal train service for passengers and reserve sufficient time to revert to the existing signalling system, MTRCL would stop the tests at around 4:00 am the latest. In the meantime, MTRCL was conducting a comprehensive risk assessment of the upgrading of the signalling system, by using the existing contingency plan for railway service interruption as a basis. Senior Manager/MTRCL supplemented that MTRCL was devising various contingency plans for different circumstances on railway service disruption, and the plans would be finalized before the third quarter of 2016. USTH advised that MTRCL had kept TD informed of the progress of the signalling system upgrading works, and the related contingency plans would be subject to the agreement of TD. TD would also liaise with other transport operators for emergency transport support services.

TKW Station

25. Ms Claudia MO relayed the TKW residents' concern that MTRCL might cancel the exit at Pak Tai Street of TKW Station, thus causing inconvenience to them in accessing the station. General Manager – SCL Civil (East West Line)/MTRCL replied that due to the preservation in-situ of the archaeological discoveries at and in the vicinity of Adit C connecting TKW Station and Pak Tai Street, the entire alignment of the adit might be affected. Since the area around the adit had been designated as a temporary works site for the construction of the station and the train tunnel, it was anticipated that the area could be made available for further investigation by the relevant department when the respective works were completed in 2017. Meanwhile, MTRCL was also exploring the feasibility of adding an at-grade crossing at a suitable location of Sung Wong Toi Road and making it available on the opening of the railway. MTRCL would study whether it could find an alternative alignment for the construction of the adit. In case no suitable alternative alignment could be identified eventually as a result of further archaeological discoveries or other site constraints, residents in the vicinity of Pak Tai Street might need to use the existing pedestrian crossing facilities at Ma Tau Chung Road to gain access to TKW Station.

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TKW Market

26. Dr Helena WONG said that due to the construction of the Ma Tau Wai Station ("MTW Station"), bus and minibus stops outside TKW Market were relocated. The patronage to TKW Market was therefore reduced, and some tenants ("the Tenants") complained to her that their business had dropped. She wondered if MTRCL had received any claims for compensation from the Tenants. General Manager – SCL Civil (East West Line)/MTRCL explained that to facilitate the construction of MTW Station, temporary traffic management schemes were implemented at MTW Road. The excavation and structural works were ongoing underneath the roof slab of MTW Station and expected to be completed by the first quarter of 2017, the traffic should return to normal in stages by then. To keep the Tenants well informed of the construction timetable and progress, as well as the related temporary traffic management schemes and other issues, MTRCL conducted weekly meetings with the Tenants. Senior Manager/MTRCL added that MTRCL had advised the Tenants to submit claims for compensation under the Railways Ordinance (Cap. 519).

27. Dr Helena WONG also said that according to the Tenants, the hygiene conditions in the vicinity had worsened due to the SCL construction works. The rodent infestation problem became serious, but the disinfestation measures could not address the root problem. Senior Manager/MTRCL said that MTRCL had urged the contractors to improve the hygiene conditions in this regard.

Archaeological discoveries

28. Dr Helena WONG and Ir Dr LO Wai-kwok asked about the conservation plans for the archaeological features discovered at TKW Station and Wan Chai seabed. General Manager – SCL Civil (East West Line)/MTRCL and General Manager – SCL and Head of E&M Construction/MTRCL advised that the conservation plans were still under discussion by the Antiquities and Monuments Office, MTRCL and other relevant government departments. MTRCL had reserved space in TKW Station for the display of part of the archaeological discoveries if necessary. MTRCL was also collecting views from the public on renaming TKW Station, and would take into consideration Dr WONG's suggestion of using the Station's name to commemorate the Song Dynasty.

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The commissioning of "Hung Hom to Admiralty Section"

29. In response to Ir Dr LO Wai-kwok's question, General Manager – SCL and Head of E&M Construction/MTRCL said that the target commissioning date of the "Hung Hom to Admiralty Section" in 2021 had already taken into account the six-month delay caused by the deferred handover of work sites under Wan Chai Development Phase II and the enabling works of the topside development at the Exhibition Station.

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

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| (LC Paper No. CB(4)1136/15-16(05)) | No. - 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 March 2016) |
| LC Paper No. CB(4)1136/15-16(06) | - 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(4)1048/15-16(01) | Letter from Hon Gary FAN regarding the safety issues of the trains for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Chinese version only) |
| LC Paper No. CB(4)1167/15-16(01) | Administration's response to the letter from Hon Gary FAN regarding the safety |

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issues of the trains for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link)

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

Discussion

Manpower situation

31. Ms Claudia MO was worried that the manpower shortage problem might further delay the XRL project. Mr TANG Ka-piu enquired if the completion of KTE and SIL(E) could unleash the labour force and bring additional manpower resources for the XRL project. As the construction of West Kowloon Terminus ("WKT") was a critical contract in the XRL project, Dr Helena WONG was also concerned about the manpower situation for the WKT site.

32. Dr Philco WONG, Projects Director of MTRCL ("Projects Director/MTRCL") replied that as the XRL project moved towards installation and finishing works, the demand for E&M workers would grow from the existing 400 E&M workers to around 1 000 in the coming 12 to 20 months. The E&M workers released from KTE and SIL(E) could only fill up some of the vacancies. In this connection, in view of the short supply of E&M workers, the contractor of XRL was applying to import around 160 E&M workers under the Supplementary Labour Scheme ("SLS"). Regarding the construction of WKT, around 4 000 workers worked on site at the moment. The contractor would apply to import workers under SLS for WKT as required.

33. Knowing that there was previously a labour dispute at an XRL construction site, the Chairman asked if MTRCL had, as the project manager of the XRL construction works, formulated any measure to deal with wage arrears. Projects Director/MTRCL pointed out that as the said contract mentioned by the Chairman was signed between the contractor and its subcontractors, the contractor had to meet its contractual obligations regarding the wage rates and handle the dispute in accordance with the relevant labour legislation. If the contract was delayed, MTRCL would deal with the contractor according to the terms of the contract. Having said that, MTRCL had communicated with the contractor and subcontractors for the

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abovementioned labour dispute to provide adequate advice and assistance so as to assist them in resolving the issues.

The construction of WKT

34. Mr TANG Ka-piu pointed out that according to MTRCL's powerpoint presentation, the progress of the civil works for WKT's Station Entrance Building ("SEB") was unsatisfactory and enquired about the reasons for the unsatisfactory performance of the contractor. He was concerned that in view of the tight schedule for WKT, some contractors might stall the progress of their works in order to negotiate for more resources from MTRCL. Projects Director/MTRCL explained that from March to May 2016, the arrangements of labour resources and work sequences for the construction of SEB could not meet the works progress requirement. MTRCL had therefore instructed the contractors to deploy adequate resources and manpower to expedite the works. MTRCL would also work with contractors to overcome the challenges and closely monitor the progress so as to meet the delivery programme for the XRL project. With the cooperation of the contractors, he believed that the WKT project could catch up with the progress.

35. In response to the questions raised by Dr Helena WONG on the fire incident happened in the construction site of WKT on 20 June 2016, Projects Director/MTRCL explained that the fire incident was caused by sparks from open flame work igniting some building materials. MTRCL was conducting a detailed investigation. To prevent the recurrence of similar incidents, MTRCL had issued guidelines to contractors on the storage of combustible materials and stepped up site inspections.

Commissioning of HKS of XRL

36. Mr WONG Yuk-man questioned how the Administration/MTRCL could ensure that the target commissioning date of HKS of XRL at the third quarter of 2018 would not be further delayed and whether the Administration or MTRCL would be held responsible for any further delay and cost overrun. He was also worried that MTRCL might increase MTR fares so as to cover the cost overrun.

37. Projects Director/MTRCL advised that taking into account the latest overall progress of the construction of HKS of XRL, the target commissioning date of third quarter of 2018 should be achievable. USTH reiterated that the revised Programme to Complete of the third quarter of 2018 had included a six-month contingency period. According to the agreement that the Government and MTRCL reached on 30 November 2015, the Government's

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total financial commitment for the XRL project to the latest Cost to Complete was capped at \$84.42 billion. Any further cost overrun would be borne by MTRCL. Also, any increase in the construction cost of new railway projects would not affect MTR fares as MTR fares would only be adjusted according to the Fare Adjustment Mechanism.

Co-location of customs, immigration and quarantine ("CIQ") facilities ("Co-location arrangements") at WKT

38. Dr Helena WONG enquired about the progress of the discussions between the Administration and the Mainland authorities regarding the co-location arrangements. She was worried that in an attempt to implement the co-location arrangements, the Hong Kong and Mainland authorities might seek to add relevant national laws relating to CIQ to Annex III of the Basic Law ("BL") so that these national laws could be applied to Hong Kong.

39. USTH stressed that the co-location arrangements would have to be implemented in full compliance with BL and the "one-country, two systems" principle. Options for implementing the co-location arrangements were still under discussion amongst the Department of Justice, the Constitutional and Mainland Affairs Bureau, the Security Bureau, the Transport and Housing Bureau and the Mainland authorities. It was inappropriate to disclose any details before any concrete plan had been drawn up. The Administration would provide information to the public and consult LegCo on this subject in due course.

Safety issues of trains for HKS of XRL

40. Members noted that according to the Administration's response to Mr Gary FAN's letter regarding the safety issues of the trains for HKS of XRL (LC Paper No. CB(4)1167/15-16(01)), MTRCL had employed an independent consultant to verify that the Active Safety Protection and associated collision risk assessment of the trains were in compliance with EN15227 standard and the risk had been reduced to an acceptable level. In this connection, Ms Claudia MO enquired about the differences between "Active Safety Protection" and "Passive Safety Protection".

41. Mr CL LEUNG, General Manager – XRL E&M of MTRCL ("General Manager – XRL E&M/MTRCL") explained that "Active Safety Protection" measures could regulate the trains through real time detection of various data e.g. trains location and respective speeds in order to maintain a safe distance between trains to prevent collision, while "Passive Safety Protection" measures aimed to regulate the safety requirements for trains

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under different collision scenarios where provision of active safety measures was not available. "Passive Safety Protection" measures were usually adopted by railways in Europe as their operation modes involved railway tracks unprotected by any signalling system or needed to be shared use by passenger and freight trains.

42. Mr Albert CHAN said that XRL had from the start been plagued with a multitude of problems and he had concerns about the safety of the signalling system and train of XRL. With a view to enhancing the protection to passengers, both Ms Claudia MO and Mr Albert CHAN urged the Administration/MTRCL to implement measures to further reduce the risk level of HKS of XRL. The Chairman also cited the Wenzhou incident and expressed concern over the integration of the signalling systems in HKS and the Mainland section of XRL. He further asked what measures would be implemented if the trains failed to obtain traction power and sustained no forward movement.

[To allow sufficient time for discussion, the Chairman extended the meeting for 15 minutes beyond the appointed ending time.]

43. USTH stressed that train safety had all along been the Government's top priority. General Manager – XRL E&M/MTRCL advised that HKS of XRL had adopted a dedicated passenger line design, i.e. no mixed operation with freight trains, and the entire line was constructed inside tunnels without any level crossing with highways, collision between train and car, freight trains or large obstacles would not happen. To achieve seamless integration with the National High-speed Rail Network and to ensure operational safety, HKS of XRL had adopted the Chinese Train Control System ("CTCS") specifications for active protection, including CTCS-2 and CTCS-3 systems. Also, to enhance the reliability of power supply to trains, the connecting points of the power supply systems would be provided by different power companies.

44. Director of Electrical and Mechanical Services ("DEMS") further explained that according to the investigation report published by the Mainland authorities regarding the Wenzhou incident, mismanagement should be blamed apart from other things. In this connection, the Administration had urged MTRCL to meet and maintain high standard of operation of HKS of XRL, including its signalling system, train design and trackwork design. The Administration had also closely monitored the entire construction of HKS of XRL. In respect of CTCS, it was designed in accordance with "fail-safe" principle, and the CTCS-2 and CTCS-3 systems were redundant backup systems, which provided the railway with multiple failure defense to ensure

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operation safety. The reliability of CTCS was very high, where the probability of the failure of CTCS-2 and CTCS-3 systems at the same time was very low. In the extreme case that the redundant backup systems all failed, CTCS would automatically suspend the operation of trains. The Operations Control Centre in Shek Kong would strictly follow the operating procedures to ensure the safety of the railway before authorizing drivers to manually operate trains at restricted speed in accordance with the emergency procedures. The drivers of the trains must also attend rigorous trainings, in particular emergency trainings to familiarize themselves with the operations of the trains and systems of HKS of XRL. The total duration of the training programmes in the Mainland and Hong Kong was about 11 months. He assured members that independent consultants had been consulted on these safety features and mechanisms.

45. Ir Dr LO Wai-kwok asked how the Administration would test the trains of HKS of XRL to see if they were in compliance with EN15227 standard and EN12663 standard. DEMS replied that the trains would be arranged to complete type-tests at the manufacturer's factory and in the Mainland before delivery to Hong Kong. Upon delivery of the trains, MTRCL would resemble the trains at the Shek Kong Stabling Sidings for subsequent checks, static tests, low speed tests and acceptance inspection. Train Collision Analysis at 25 kilometres per hour had also been conducted for the trains. When track-laying was completed, MTRCL would conduct dynamic tests onsite to ensure that the trains were in compliance with design intent and the Administration's requirements before putting them into passenger service.

46. At Ms Claudia MO's request, Projects Director/MTRCL undertook to arrange a visit for members when the first XRL train was delivered to Hong Kong in September 2016.

V. Any other business

47. The Chairman reminded members that the draft report of the Subcommittee for the 2015-2016 legislative session was circulated to members for consideration on 13 June 2016 vide LC Paper No. CB(4)1116/15-16. With no comments received from members by the Secretariat, the draft report was submitted to the Panel on Transport.

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48. There being no other business, the meeting ended at 1:14 pm.

Council Business Division 4
Legislative Council Secretariat
12 September 2016

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Monday, 27 June 2016, at 10:30 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 19 April 2016</i>			
000621 – 000722	Chairman	Members noted that no papers had been issued since the last regular meeting.	
<i>Agenda Item II – Progress update of the construction of the West Island Line, South Island Line (East) and Kwun Tong Line Extension</i>			
000723 – 001128	Chairman Administration	Briefing by the Administration on the progress update of the construction of the West Island Line, South Island Line (East) ("SIL(E)") and Kwun Tong Line Extension ("KTE").	
001129 – 002139	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)1191/15-16(01) and (02)], the MTR Corporation Limited ("MTRCL") gave a briefing on the progress update of the construction of SIL(E) and KTE.	
002140 – 002704	Chairman Mr Christopher CHUNG MTRCL	Mr CHUNG's concern on the carrying capacity of the Admiralty Station and MTRCL's response.	
002705 – 003320	Chairman Ms Claudia MO Administration MTRCL	Ms MO's enquiries on the commissioning of SIL(E) and KTE, as well as the cost overrun of KTE, and the Administration/MTRCL's responses.	
003321 – 003843	Chairman Dr Helena WONG MTRCL Administration	Dr WONG's question on the public transport re-organization plan ("PT plan") to be implemented in connection with KTE and proposal of providing fare concessions by MTRCL upon the commissioning of KTE, and MTRCL/the Administration's response.	The Administration to provide supplementary information as detailed in para. 15 of the minutes.
003844 – 004349	Chairman Mr TANG Ka-piu MTRCL	Mr TANG's concern on the commissioning of SIL(E) and MTRCL's response.	

Time marker	Speaker	Subject(s)	Action required
004350 – 004912	Chairman Mr Tony TSE MTRCL	Mr TSE's question on the carrying capacity of the Admiralty Station and Yau Ma Tei Station and MTRCL's response.	
004913 – 005437	Chairman Mr Michael TIEN MTRCL	Mr TIEN's concern on the commissioning of SIL(E) and MTRCL's response.	The Administration/ MTRCL to provide supplementary information as detailed in para. 9 of the minutes.
005438 – 005909	Chairman Mr LEUNG Kwok-hung MTRCL	Mr LEUNG's enquiry on the construction of SIL(E) and KTE and MTRCL's response.	
005910 – 010316	Chairman Mr YIU Si-wing MTRCL Administration	Mr YIU's question on the construction of SIL(E) and the proposed PT plan to be implemented upon the commissioning of SIL(E) and MTRCL/the Administration's response.	
010317 – 010540	Chairman Dr Helena WONG Administration	Dr WONG's concern on the commissioning of KTE and proposal of conducting site visit to KTE and the Administration's response.	The Administration/ MTRCL to provide supplementary information as detailed in para. 13 of the minutes.
<i>Agenda Item III – Progress update of the construction of the Shatin to Central Link</i>			
010541 – 011006	Chairman Administration	Briefing by the Administration on the progress update of the construction of the Shatin to Central Link ("SCL").	
011007 – 012048	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)1191/15-16(03)], MTRCL gave a briefing on the progress update of the construction of SCL.	
012049 – 012610	Chairman Mr Michael TIEN MTRCL	Mr TIEN's concern on the signalling upgrade of East Rail Line ("ERL") and MTRCL's response.	

Time marker	Speaker	Subject(s)	Action required
012611 – 012943	Chairman Ms Claudia MO MTRCL	Ms MO's views on the construction of the To Kwa Wan ("TKW") Station and MTRCL's response.	
012944 – 013404	Chairman Mr Alvin YEUNG MTRCL	Mr YEUNG's concern on the retrofitting of Automatic Platform Gates and signalling upgrade of ERL and MTRCL's response.	
013405 – 013938	Chairman Dr Helena WONG MTRCL	Dr WONG's views on the construction impact of SCL to the tenants of TKW Market and MTRCL's response.	
013939 – 014521	Mr LEUNG Kwok-hung MTRCL Administration	Mr LEUNG's enquiry on the signalling upgrade of ERL and MTRCL/the Administration's response.	
014522 – 015235	Chairman Administration MTRCL	The Chairman's views on the cost overrun of SCL and the Administration/MTRCL's response.	
015236 – 015536	Chairman Ir Dr LO Wai-kwok MTRCL Administration	Ir Dr LO's question on the conservation plans for the large metal object discovered at Wan Chai seabed and the target commissioning date of the "Hung Hom to Admiralty Section" and MTRCL/the Administration's response.	
<i>Agenda Item IV –Progress update on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link</i>			
015537 – 015912	Chairman Administration	Briefing by the Administration on the progress update on the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL").	
015913 – 020712	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)1191/15-16(04)], MTRCL gave a briefing on the progress update on HKS of XRL.	
020713 – 021144	Chairman Ms Claudia MO MTRCL	Ms MO's question on the manpower shortage of the construction of the XRL project, as well as the safety of and visit to the trains for HKS of XRL and MTRCL's response.	
021145 – 021648	Chairman Dr Helena WONG MTRCL Administration	Dr WONG's enquiry on the manpower situation for the construction of West Kowloon Terminus ("WKT"), the fire incident happened in WKT and the arrangements for co-location of customs, immigration and quarantine facilities, and MTRCL/the Administration's response.	

Time marker	Speaker	Subject(s)	Action required
021649 – 022207	Chairman Mr TANG Ka-piu MTRCL	Mr TANG's concern on the construction of WKT and the manpower shortage of the XRL project and MTRCL's response.	
022208 – 022728	Chairman Mr WONG Yuk-man MTRCL Administration	Mr WONG's views on the commissioning and cost overrun of XRL and MTRCL/the Administration's response.	
022729 – 023325	Chairman Mr Albert CHAN Administration	Mr CHAN's concern on the safety of the trains for HKS of XRL and the Administration's response. <i>[To allow sufficient time for discussion, the Chairman extended the meeting for 15 minutes beyond the appointed ending time.]</i>	
023326 – 023804	Chairman Ir Dr LO Wai-kwok Administration	Ir Dr LO's enquiry on the safety of the trains for HKS of XRL and the Administration's response.	
023805 – 024339	Chairman MTRCL Administration	The Chairman's question on the manpower situation of the XRL project and safety of the trains for HKS of XRL and MTRCL/the Administration's response.	
<i>Agenda Item V –Any other business</i>			
024340 – 024449	Chairman	Submission of the draft report of the Subcommittee for the 2015-2016 legislative session to the Panel of Transport. Concluding remarks.	