

立法會

Legislative Council

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Report of the Subcommittee on Matters Relating to Railways for submission to the Panel on Transport

Purpose

This report gives an account of the work of the Subcommittee on Matters Relating to Railways during the 2016-2017 legislative session.

The Subcommittee

2. The Panel on Transport ("the Panel") agreed at its meeting on 28 October 2016 to set up a Subcommittee on Matters Relating to Railways ("the Subcommittee"). The terms of reference and membership list of the Subcommittee are in **Appendices I and II** respectively.

3. Under the chairmanship of Hon Michael TIEN Puk-sun, the Subcommittee has discharged its functions according to its terms of reference and held six meetings (up to mid-June 2017) with the Administration and the MTR Corporation Limited ("MTRCL").

Major work

4. In the current session, the Subcommittee has followed up on various issues relating to the implementation of new railway projects, and the operation of existing railways. The discussions of the Subcommittee with the Administration and MTRCL are summarized in the ensuing paragraphs.

Implementation of new railway projects

5. The Subcommittee has been monitoring closely the implementation of four railway projects under construction/completed recently,¹ namely:

- (a) the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"), and the Shatin to Central Link ("SCL"), which are implemented under the concession approach;² and
- (b) the Kwun Tong Line Extension ("KTE"), and the South Island Line (East) ("SIL(E)"), which are implemented under the ownership approach.³

The key information of these four railway projects is in **Appendix III**.

Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

6. The Subcommittee had continued to follow up on the construction of HKS of XRL. Members had been keenly concerned about the slippage of the project and the resultant increase in the project costs. To recap, the Administration and MTRCL announced in April 2014 that it would be impossible to complete the construction of HKS of XRL by the original target of 2015 due to inclement weather and difficult geological conditions; and the completion date would be postponed to 2016 with the line ready for operation in 2017.

¹ Apart from the four new railway projects named above, the Subcommittee was also tasked to follow up on the implementation of the West Island Line ("WIL") in the Fifth Legislative Session. WIL was commissioned on 28 December 2014, and has been in full-fledged operation after the opening of Ki Ling Lane entrance of Sai Ying Pun Station in March 2016 for public use.

² Under the concession approach, the Administration is responsible for the construction costs of the railway project whilst MTRCL is entrusted with the planning and design of the project. Upon completion of the construction, MTRCL will be granted a service concession for the operation of the railway line while the Administration will receive a service concession payment annually.

³ Under the ownership approach, MTRCL is responsible for the financing, design, construction, operation and maintenance of the railway project, and will own the railway.

7. On 30 June 2015, MTRCL submitted a revised programme to complete ("PTC") and cost to complete ("CTC") of the HKS of XRL project to the Administration. According to the revised PTC and CTC, the commissioning of HKS of XRL would have to be delayed further from the end of 2017 to the third quarter of 2018 (including a six-month contingency period), and the project costs would have to be revised to \$85.3 billion (including a revised total project cost of \$83.2 billion and \$2.1 billion for contingency). MTRCL explained that the further delay was mainly due to unforeseen site conditions, issues relating to tunnel boring machines, fast-tracked front end and design variations, lower than expected production rates and labour shortage; and the increase in project cost was arising from programme extension, changes in scope and methodologies owing to unforeseen events and additional labour and material costs.

8. After discussion between the Administration and MTRCL, CTC of the project was subsequently reduced to \$84.42 billion, with target commissioning in the third quarter of 2018. To provide for the additional costs for the project, the Administration reached an agreement ("the XRL Agreement") with MTRCL on 30 November 2015 with the following essential elements:

- (a) the Administration should bear and finance the cost overrun up to \$19.42 billion, with any further cost overrun to be borne and financed by MTRCL;
- (b) MTRCL should pay a special dividend at \$4.4 per share to its shareholders (including the Government); and
- (c) the Administration reserved its right to take MTRCL to arbitration on the Corporation's liability in respect of the project delay.

The XRL Agreement was conditional upon (a) the approval of MTRCL's independent shareholders at an extraordinary general meeting; and (b) the approval by the Finance Committee ("FC") of the funding for financing the cost overrun by September 2016. MTRCL's independent shareholders supported the XRL Agreement at the meeting on 1 February 2016. FC approved the funding application to increase the approved project estimate ("APE") of the XRL project by \$19.6 billion on 11 March 2016.⁴

⁴ The figure also included \$0.1825 billion to cover additional costs including monitoring and verification consultancy services and other studies due to delayed completion.

9. As agreed at the Subcommittee in April 2010, the Administration submitted reports to the Subcommittee on progress update and financial situation of the construction of HKS of XRL at six-month intervals. Since the fourth quarter of 2014, such reports had been submitted at quarterly intervals. In the current legislative session, the Subcommittee examined three quarterly progress reports covering the period ending 30 September 2016, 31 December 2016 and 31 March 2017. In the progress report up to 31 March 2017, members noted that the overall progress of HKS of XRL was 90.0%, which was ahead of the planned progress of 85.9% based on the target commissioning in the third quarter of 2018.

10. With the commissioning of HKS of XRL approaching, members expressed pressing concerns about the progress and details of the implementation of the co-location of customs, immigration and quarantine facilities ("co-location arrangements") of Hong Kong and the Mainland at the West Kowloon Terminus. They urged the Administration to announce the proposed arrangements earlier to allow sufficient time for discussion by the community and the Legislative Council ("LegCo"). At the meeting on 2 June 2017, members continued to follow up on whether the Administration would make relevant announcement within the current term of the Government which would end on 30 June 2017. As the issues were very controversial, some members considered that the Administration should devise a contingency plan in case relevant local legislative work could not tie in with the commissioning of HKS of XRL.

11. While noting members' concerns, the Administration advised that the co-location arrangements involved complex legal and practical operational issues, and the Administration had been actively discussing the issues with relevant Mainland authorities. Both sides agreed that the target should be to implement the co-location arrangements which would be in compliance with both the Basic Law and the principle of "One Country, Two Systems". After reaching a consensus, the Administration would report to LegCo and the public and then proceed with the local legislative work, in accordance with the target date for commissioning of HKS of XRL. The Administration assured members that it would strive to give an account to the public within the current term of the Government, while it would also propose suitable contingency arrangements in case the local legislative work could not be completed on time.

Shatin to Central Link

12. SCL is a territory-wide strategic railway project. With a total length of 17 kilometres, it consists of (a) the Tai Wai to Hung Hom Section, and (b) the Hung Hom to Admiralty Section.⁵ Upon commissioning of SCL, Admiralty Station and Ho Man Tin Station will become integrated stations providing interchange service to passengers of SCL and SIL(E), as well as passengers of SCL and KTE respectively. The target commissioning date for the Tai Wai to Hung Hom Section had originally been set to be December 2018, and that for the the Hung Hom to Admiralty Section to be December 2020.

13. APE for the entire SCL project is \$79,800 million in money-of-the-day ("MOD") prices. In February 2011, FC approved the funding applications for the advance railway and non-railway works at \$6,254.9 million and \$1,448.2 million in MOD prices respectively. In May 2012, FC approved the funding applications for the remaining railway and non-railway works with a total of about \$71,400 million in MOD prices.

14. At the Subcommittee meeting on 9 December 2016, members were informed by the Administration that the cost estimate for SCL would need to be revised upwards significantly to include the additional \$4,100 million associated with the archaeological finds at the works sites of To Kwa Wan Station, the late handover of critical works sites including that of Exhibition Station, the previously unbudgeted foundation works for topside development at Exhibition Station and other factors such as the shortage of labour. Despite repeated requests from members for an estimation of the amount of cost overrun, the Administration and MTRCL advised that the detailed review of the additional cost of the main works of SCL could only be completed in the second half of 2017, given the complexity of the project works, certain continuing uncertainties and other factors. The Administration would seek additional funding for the main works from LegCo in the 2017-2018 legislative session. Apart from the main works, members were also informed that APE for the advance railway works of SCL at the expanded Admiralty Station and Ho Man Tin Station would be increased by \$847.7 million, from \$6,254.9 million to \$7,102.6 million in MOD

⁵ The Tai Wai to Hung Hom Section is the extension of Ma On Shan Line from Tai Wai via Southeast Kowloon to Hung Hom where it will join West Rail Line; the Hung Hom to Admiralty Section is an extension of the existing East Rail Line from Hung Hom across the Victoria Harbour to Wan Chai North and Admiralty.

prices.⁶

15. The Subcommittee was briefed on the progress of the SCL project at the meetings on 9 December 2016, and 10 February and 2 June 2017. According to the latest assessment by MTRCL, in view of the delay of 11 months arising from the archaeological discovery and other factors encountered during construction, there would be about a year's delay in commissioning the project, i.e. the Tai Wai to Hung Hom Section deferred to end 2019, while the Hung Hom to Admiralty Section deferred to 2021. However, with the delay recovery measures implemented at the Tai Wai to Hung Hom Section, the target commissioning date of this section could be advanced to about mid-2019.

16. In addition to cost overrun and project delay, members were also concerned about the conservation plans for the monuments and antiques unearthed from SCL construction sites. They considered that the conservation proposals should facilitate preservation of archaeological features for future display such as setting up a museum to display monuments and antiques unearthed in the course of construction of SCL. They also proposed that the public and relevant organizations should be involved in the planning and implementation of the long-term conservation plan. According to the Administration, the archaeological and conservation works at To Kwa Wan Station were outside the SCL project scope, and the associated costs would be borne by the Administration.

17 Regarding the follow-up actions on the large metal object discovered on the seabed within the reclamation area under the Wan Chai Development Phase II, which according to some media reports in February 2017 was the remains of the famous military ship HMS Tamar, members noted that the Antiquities and Monuments Office conducted a preliminary survey and assessment of the object. The object was then relocated under the water to a neighbouring seabed area for following up later.

Kwun Tong Line Extension

18. The Subcommittee noted that KTE, which extends the existing Kwun Tong Line to the new Ho Man Tin Station and Whampoa Station,

⁶ The Administration submitted the additional funding proposal (i.e. 63TR – Shatin to Central Link – construction of railway works – advance works) to the Public Works Subcommittee ("PWSC") in January 2017 (LC Paper No. PWSC(2016-17)43). PWSC endorsed the proposal at its meeting on 5 April 2017. At the time when this report is prepared, the proposal is being considered by FC.

was commissioned on 23 October 2016. It was noted that the construction cost of KTE per the cost estimate review by MTRCL in August 2015 was \$7.2 billion in MOD prices, which was higher than the original estimate at \$5.9 billion in MOD prices. As regards Ho Man Tin Station which would serve as an integrated station connecting both SCL and KTE, the construction cost would be apportioned between the SCL and KTE projects at a ratio of about 74:26 in accordance with the estimated patronage at peak hours at the station. According to the cost estimate review of KTE by MTRCL in August 2015, the construction cost of Ho Man Tin Station to be shared by the SCL project would still remain within the budget (i.e. about \$2,900 million in MOD prices).

19. Members also noted the progress of the associated Essential Public Infrastructure Works ("EPIW") to tie in with the commissioning of KTE, which were entrusted to MTRCL for implementation in parallel with the railway works. In accordance with the further review by MTRCL, the relevant construction cost of EPIW associated with KTE should be within budget.⁷

20. To minimize the impact of the commissioning of KTE on the public transport services, members urged the Administration to expedite the implementation of the relevant public transport reorganization plans ("PT plans"). They also considered it necessary for the Administration to continue to monitor and review the situation, and solicit feedbacks of the community and the transport trade after implementing the PT plans.

South Island Line (East)

21. SIL(E), which is a new railway corridor running from South to North of the Hong Kong Island, and connecting the MTR Island Line, Tsuen Wan Line and the future SCL at Admiralty Station, was commissioned on 28 December 2016. The Subcommittee conducted a site visit to SIL(E) on 12 December 2016 to better understand the service and facilities of the new railway line before its commissioning.

22. Members noted that the estimated cost of SIL(E) had increased from \$13.5 billion to \$16.9 billion in MOD prices due to the complexity of the project and continued challenges encountered in implementation. Apart from the main works, members were also informed that APE for

⁷ FC approved, at its meeting on 15 April 2011, the proposal to upgrade "60TR – Kwun Tong Line Extension – essential public infrastructure works" to Category A at an estimated cost of \$826.9 million in MOD prices.

the associated EPIW of SIL(E) would be increased by \$286.2 million, from \$927 million to \$1,213.2 million in MOD prices.⁸

23. On 29 December 2016, the next date after SIL(E) had commenced service, a power outage incident had resulted in a 31-minute service delay and disrupted the normal functioning of some railway and station facilities of five stations along the line. The Subcommittee held a special meeting on 17 January 2017 to follow up on the incident. According to the preliminary investigation by MTRCL, the power outage was triggered by one of the wires being in poor contact at the terminal of the Power Remote Control ("PRC") Device at Wong Chuk Hang Depot. As such, members urged MTRCL to thoroughly inspect all the 43 existing PRC Devices in use. They also considered it necessary to review the design of bundling facilities across different stations to the control of a single PRC Device. Besides, members had examined the contingency arrangements of MTRCL during the incidents, and the testing and trial runs conducted before commissioning of SIL(E).

24. In addition, members expressed keen concerns over the operations of the new line. They pointed out some areas for improvements, such as inadequate directional signs at the Admiralty Station to guide passengers through interchanging between Tsuen Wan Line, Island Line and SIL(E); the lack of barrier-free access facilities and the difference in the levels of the train and platform edges at Admiralty Station; the occasional need for manual adjustment of the stopping position of trains at some platforms under the Fully Automatic Operation system; and the noise nuisance caused by the loud volume of the public announcement systems at the entrances/exits of South Horizons Station.

25. As SIL(E) was only a medium system with small stations accommodating only three-car trains, members were worried that the capacity of SIL(E) to cater for the population growth in the district in future would be limited. In response, MTRCL explained that it had expected a stable growth in passenger numbers reaching some 170 000 passenger trips per day by 2031. To support future growth in passenger numbers, the current train frequency of about every 3.5 minutes per train during peak hours and about every 4.5 minutes per train during non-peak hours could be further increased. As far as the over-crowdedness at the platforms of Admiralty Station was concerned, members urged MTRCL

⁸ The Administration submitted the additional funding proposal (i.e. 56TR – South Island Line (East) – essential public infrastructure works) to the Public Works Subcommittee ("PWSC") in January 2017 (LC Paper No. PWSC(2016-17)44). PWSC endorsed the proposal at its meeting on 20 April 2017. At the time when this report is prepared, the proposal is being considered by FC.

to closely monitor the passenger flow arising from the extra patronage brought by SIL(E) and if necessary, implement crowd management and increase train frequency along SIL(E).

26. In respect of the PT plans in tandem with the commissioning of SIL(E), members urged the Administration to holistically take into account the demand for road-based transport services, including bus and minibus services, when finalizing the plans. In particular, they urged the Administration to take into account the demand for the existing bus routes serving sections of the routeings which would remain outside of the railway catchment. They noted that the Transport Department had conducted surveys between October and December 2016, and between 6 and 22 February 2017 to gather patronage data of affected bus routes and would fine-tune the PT plans for further consultation with District Councils concerned. The Administration would seek to implement the PT plans in phases within six months after the commissioning of SIL(E).

Cost overrun of railway projects

27. Members were of grave concern about the cost overrun for all the new railway projects, namely XRL, SCL, SIL(E) and KTE (the original and latest estimated costs of these projects are in **Appendix III**). They stressed the important role of HyD in monitoring the railway projects on their costs and progress.

28. When members were consulted on the Administration's proposals to increase APE for the associated EPIW of SIL(E) and that for the advance railway works of SCL at the meeting on 9 December 2016, they were deeply concerned about the cost overrun, and pressed questions on a number of issues, including deficiency in site investigation, problems in project management and monitoring mechanism, the limitation of the "Geoguide" compiled by Geotechnical Engineering Office for ground investigation, underperformance of MTRCL in risk analysis and assessment, and the handling of claims made by contractors.

29. Members were in particular disappointed about the increase in the on-cost payable to MTRCL, despite the hefty profits the company made from its operation and the property development rights granted to it for implementation of railway projects. In addition, MTRCL performance in managing and monitoring the projects was considered as less than satisfactory. Members suggested that the Administration should conduct a comprehensive review of its approaches, i.e. concession approach and ownership approach, in implementing the railway projects.

Operation of existing railways

30. The Subcommittee continued to follow up on issues relating to railway operations.

MTR station facilities

31. At the meeting of 28 April 2017, the Subcommittee was briefed by MTRCL on the latest progress of the enhancement of station facilities. Members in general welcomed MTRCL's various initiatives in enhancing, revitalizing and maintaining station facilities, in particular the noted progress in provision of barrier-free access facilities and toilets at stations. However, members noted with disappointment about the lack of progress in the provision of breastfeeding rooms at existing stations, and criticized MTRCL for lacking commitment in taking forward this initiative.

32. MTRCL explained that when planning for the provision of breastfeeding rooms, the availability of space, passenger flow, and evacuation arrangements at stations needed to be fully taken into account to ensure passengers safety. If needed, passengers could contact station staff for assistance so that a suitable area would be arranged for them for breastfeeding. Yet, members remained unconvinced, and they considered it incumbent upon MTRCL to actively identify suitable space, such as vacating some MTR shops for this purpose.

Measures for increasing the carrying capacity of Light Rail

33. Members expressed concern that the Light Rail service would not be able to cope with the growing population and transport demand in Tuen Mun and Yuen Long in the coming years. Given that the loading of certain Light Rail routes exceeded 90% during peak hours, members urged MTRCL to deploy more coupled-set Light Rail Vehicles ("LRVs") to increase the carrying capacity and relieve crowdedness during peak time. They also urged MTRCL to take interim measures to strengthen the existing Light Rail service before the LRV fleet could be expanded upon delivery of the newly purchased LRVs by batches between 2019 and 2023.

34. Members noted the constraints of the open design of the Light Rail system. Due to the open design, the Light Rail system had to share certain space of the roads with other road users, thus restricting the deployment of LRVs. Nevertheless, members noted that MTRCL had been enhancing the Light Rail service through various means, including purchasing new LRVs; appropriately deploying short-haul special service

and coupled-set LRVs to alleviate loading of certain busy sections; strengthening platform management to achieve better dwell time; and refurbishment of LRVs to increase their carrying capacity.

35. Members noted that the Public Transport Strategy Study ("PTSS") would cover the long-term development of Light Rail. Among others, PTSS would examine the feasibility of rationalizing some Light Rail routes with a view to re-deploying LRVs from Light Rail routes with lower patronage to those with higher patronage, and reducing route overlapping to relieve congestion in the busy town centre areas. Members generally agreed that rationalization of the long-haul route could facilitate deployment of LRVs to serve routes with higher patronage during peak hours, whereas some members considered that this was a controversial issue and public support should be enlisted.

36. In light of the further development of North West New Territories, in particular the future population intake in the Hung Shui Kiu New Development Area and the Yuen Long South development, members urged the Administration to enhance the transport infrastructure. For example, the Administration should consider taking forward the development of Environmentally Friendly Transport Services which could integrate with the existing Light Rail system, and exploring the feasibility of grade separation by constructing tunnels or bridges. Members noted that relevant issues would be considered under the Strategic Studies on Railways and Major Roads beyond 2030.

Mass Transit Railway By-laws and Mass Transit Railway (North-West Railway) Bylaw

37. At the meeting on 28 April 2017, the Subcommittee was briefed by MTRCL of the outcome of the long overdue review of the Mass Transit Railway By-laws (Cap. 556B) and Mass Transit Railway (North-West Railway) Bylaw (Cap. 556H) ("two sets of bylaws").

38. Members generally welcomed the updating of the two sets of bylaws to enhance the clarity and consistency of the provisions, keep up with technological advancements, and eliminate obsolescence or duplication. However, they disagreed with certain restrictions, in particular the prohibition of the drinking of water within the paid area, and the requirement of removing a wheel before a bicycle could be brought into railway premises. The Subcommittee passed a motion urging MTRCL to remove the said requirement of removal of a bicycle wheel. There was also a view that MTRCL should consult passengers' views and review the existing regulation that prohibited any persons from

bringing any animals, even small pets, into railway premises. On the way forward, members noted that amendments to the two sets of bylaws would be submitted to LegCo for approval.

Major railway incidents

39. The Subcommittee had followed up on a number of railway incidents. In addition to the special meeting held on 17 January 2017 to discuss the power outage incident at SIL(E), the Subcommittee also discussed, at the meeting of 28 April 2017, the incident of flooding of the South Horizons Station due to a burst water pipe on 14 February 2017, and the service disruption of Kwun Tong Line for around two hours 20 minutes during the evening peak hours on 10 April 2017. At the meeting on 2 June 2017, the Subcommittee reviewed the MTRCL's initial findings on the service disruption of the East Rail Line for about four and a half hours, caused by a damaged pantograph which got entangled with the overhead cable and subsequently pulled it down as the train moved.

40. Members discussed in depth the handling of incidents and the contingency measures taken by MTRCL. Issues such as the dissemination of information to passengers regarding the service suspension and latest train service arrangements, emergency bus arrangements and directions to the pick-up points, compensation to the affected passengers, and emergency drills carried out by MTRCL. Members also expressed concerns over the ageing problem of the railway systems, and urged MTRCL to step up inspections and maintenance. Among others, the Chairman and members urged the Administration to review its existing visual inspection procedure for overhead cables.

41. Besides, members also urged the Administration to step up monitoring effort and impose fines on MTRCL in case of substandard performance. Members noted that in accordance with the the Service Performance Arrangement introduced after the review of Fare Adjustment Mechanism ("FAM") in 2013, a fine will be imposed for major service disruptions of 31 minutes or more, and the sum payable will be credited to a fare concession account.⁹ In response to members'

⁹ The levels of penalty per incident are as follows:

31 minutes or more but less than or equal to one hour	\$1 million
More than one hour but less than or equal to two hours	\$2 million
More than two hours but less than or equal to three hours	\$3 million
More than three hours but less than or equal to four hours	\$5 million
Each additional hour (or part thereof) exceeding four hours	\$2.5 million
(subject to a maximum of \$15 million per incident, which will be raised to \$25 million per incident under the new package of FAM proposals for 2017-2018 to 2022-2023 that will take effect in June 2017)	

suggestion that the remuneration of MTRCL's senior management should be reduced in the event of serious service disruptions, the Administration advised that it had reflected members' views in this regard to the Board of MTRCL. The Board of MTRCL had followed up and decided to include the occurrence of serious service disruptions as a consideration in the payment of performance-based remuneration to the Corporation's senior management staff in future.

Recommendation

42. The Panel is invited to note the work of the Subcommittee.

Council Business Division 4
Legislative Council Secretariat
16 June 2017

Panel on Transport

Subcommittee on matters relating to railways

Terms of Reference

To follow up various issues relating to the planning and implementation of new railway projects, and the operation of existing railways as follows:

Planning and implementation of new railway projects

- (a) planning and financing of new railway projects;
- (b) environmental impact assessment of new railway projects;
- (c) resumption of land arising from the implementation of new railway projects under the Railways Ordinance (Cap. 519);
- (d) progress update on the implementation of new railway projects;
- (e) provision of supporting public infrastructure for new railway projects; and
- (f) co-ordination of public transport services arising from the commissioning of new railway lines.

Railway operation

- (a) performance of existing railway lines including train service performance and safety management;
- (b) maintenance programme; and
- (c) train service disruptions and breakdowns, and arrangements for handling emergency situations.

Matters relating to corporate governance of the post-merger corporation and fares, including review of the fare adjustment mechanism, should be dealt with by the Panel on Transport.

Panel on Transport

Subcommittee on Matters Relating to Railways

Membership list for 2016-2017 session

Chairman	Hon Michael TIEN Puk-sun, BBS, JP
Deputy Chairman	Hon LAU Kwok-fan, MH
Members	Hon Mrs Regina IP LAU Suk-ye, GBS, JP Hon LEUNG Kwok-hung Hon Claudia MO Hon Frankie YICK Chi-ming, JP Hon YIU Si-wing, BBS Hon CHAN Han-pan, JP Dr Hon KWOK Ka-ki Dr Hon Helena WONG Pik-wan Ir Dr Hon LO Wai-kwok, SBS, MH, JP Hon Alvin YEUNG Hon CHU Hoi-dick Dr Hon Junius HO Kwan-yiu, JP Hon LAM Cheuk-ting Hon Wilson OR Chong-shing, MH Hon YUNG Hoi-yan Hon CHAN Chun-ying Hon Tanya CHAN Hon LUK Chung-hung Hon Kenneth LAU Ip-keung, MH, JP Dr Hon CHENG Chung-tai Hon Jeremy TAM Man-ho Hon Nathan LAW Kwun-chung Dr Hon YIU Chung-yim (Total: 25 members)
Clerk	Ms Sophie LAU (up to 14 February 2017) Ms Doris LO (since 15 February 2017)
Legal Adviser	Mr Alvin CHUI

* Changes in membership are set out in Annex to Appendix II

Annex to Appendix II

Panel on Transport Subcommittee on Matters Relating to Railways Changes in membership

Member	Relevant date
Hon LAM Cheuk-ting	Since 9 December 2016
Dr Hon Elizabeth QUAT, JP	Up to 12 March 2017
Hon CHEUNG Kwok-kwan, JP	Up to 14 March 2017

Key information of the four railway projects under construction/completed recently
(updated as at June 2017)

	Hong Kong section of Guangzhou-Shenzhen- Hong Kong Express Rail Link	Shatin to Central Link	Kwun Tong Line Extension	South Island Line (East)
<i>Length of the rail line</i>	26 km	17 km	2.6 km	7 km
<i>Estimated construction cost</i>	\$66.8 billion (in money-of-the day ("MOD") prices)	\$79.8 billion (in MOD prices)	\$5.9 billion (in MOD prices)	\$13.52 billion (in MOD prices)
<i>The MTR Corporation Limited's ("MTRCL") latest estimated construction cost</i>	\$86.42 billion (increased by \$19.62 billion)	At least increased by \$4.1 billion	\$7.2 billion (in MOD prices) (increased by \$1.3 billion)	\$16.9 billion (in MOD prices) (increased by \$3.38 billion)
<i>Funding arrangement</i>	Implemented under the concession approach Construction of: - railway works: \$70.405 billion - non-railway works: \$16.015 billion Special ex-gratia payments in relation to the project: \$86 million	Implemented under the concession approach Protection works: \$695 million Advance works: \$7.7 billion Construction of: - railway works – main works: \$65.4 billion - non-railway works – main works: \$5.98 billion	Implemented under the ownership approach MTRCL was granted the topside property development right at Ho Man Tin Station under the "Rail-plus-Property Model"	Implemented under the ownership approach MTRCL was granted the topside property development right at Wong Chuk Hang Depot under the "Rail-plus-Property Model"
<i>Works commenced in</i>	2010	2012	2011	2011
<i>Original target commissioning dates</i>	2015	December 2018: Tai Wai to Hung Hom Section December 2020: Hung Hom to Admiralty Section	August 2015	December 2015

	Hong Kong section of Guangzhou-Shenzhen- Hong Kong Express Rail Link	Shatin to Central Link	Kwun Tong Line Extension	South Island Line (East)
<i>Target opening/actual commissioning date</i>	Third Quarter of 2018	Mid-2019: Tai Wai to Hung Hom Section 2021: Hung Hom to Admiralty Section	Commissioned on 23 October 2016	Commissioned on 28 December 2016
<i>Journey time</i>	Between Hong Kong and Futian, Shenzhen: 14 minutes Between Hong Kong and Shenzhen North: 23 minutes Between Hong Kong and Guangzhou South: 48 minutes	Between Wu Kai Sha and Admiralty: 36 minutes Between Tai Wai and Diamond Hill: 6 minutes Between Tai Wai and Kai Tak: 8 minutes Between Hung Hom and Admiralty: 5 minutes Between Tai Wai and Admiralty: 17 minutes Between Lo Wu and Admiralty: 50 minutes	Between Mong Kok and Whampoa: 5 minutes	Between Admiralty and South Horizons: 10 minutes