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Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 5 June 2020

Updated background brief on the construction of
the Shatin to Central Link

Purpose

This paper provides updated background information on the construction of the Shatin to Central Link ("SCL"). It also summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members during previous discussions on this subject.

2. The background of and the construction cost for the SCL project are set out in **Appendix I**.

Overall works progress and delay of the Shatin to Central Link project

3. As at 31 December 2019, the overall works for SCL were 92% complete. Over 99% of the works of the Tai Wai to Hung Hom Section have been completed. Hung Hom to Admiralty Section was 82% complete as at 31 December 2019. For details of the progress of construction at the various stations and tunnels, railway works, fitting out and modification works, please refer to the "Progress update of the construction of the Shatin to Central Link (as at 31 December 2019)" provided by the Administration (Annex 2 to LC Paper No.CB(4)322/19-20 (03)).

4. As mentioned by the Administration and the MTR Corporation Limited ("MTRCL") in previous reports, taking account of the delay of about 11 months to the Tai Wai to Hung Hom Section arising from the archaeological discoveries and conservation works at Sung Wong Toi Station, the commissioning date of Tai Wai to Hung Hom Section of SCL was once deferred to end 2019. Given that the delay recovery measures

implemented at this section have become effective progressively, the target commissioning date could originally be advanced to about mid-2019. However, due to the series of incidents at Hung Hom Station Extension and associated investigation work, The Administration advised in July 2019 that the target commissioning date of the Tai Wai to Hung Hom Section would be deferred to the end of 2021.

5. To ensure the public enjoyment of the new railway as soon as possible, three new stations, namely Hin Keng Station, Diamond Hill Station Extension and Kai Tak Station were commissioned on 14 February 2020. Passengers on the Ma On Shan Line are able to commute directly to the three new stations via Tai Wai Station and the entire railway from Wu Kai Sha Station to Kai Tak Station is named Tuen Ma Line ("TML") Phase 1.

6. Given the impact of site handover arrangement of Wan Chai Development Phase II, the complicated underground condition below Exhibition Centre Station (formerly known as Exhibition Station), the settlement issue leading to a suspension of the excavation works at the Exhibition Centre Station, as well as to allow flexibility for the construction of new convention facilities above Exhibition Centre Station, the target commissioning date of the North South Corridor¹ had previously been revised to 2021. Since the East Rail Line is part of the North South Corridor, its signalling system has to be upgraded under SCL project. The Administration advised in December 2019 that since October 2019, there had been multiple damages to the East Rail Line facilities necessitating emergency inspections, maintenance and cancellation of works originally planned during non-traffic hours. The project team was thus unable to carry out the train test of new East Rail Line signalling system as scheduled. As the new signalling system for the East Rail Line was a critical activity under the North South Corridor, MTRCL considered that the commissioning date for Hung Hom to Admiralty Section had to be deferred to the first quarter of 2022.

7. Further, MTRCL reported to the Highways Department ("HyD") that there were serious damages to the facilities at University Station of the East Rail Line and adjacent railway section in November 2019. The newly installed facilities for the signalling and E&M systems under the North South Corridor were also severely damaged. MTRCL was still assessing the impact of the above incident as the damaged facilities had to

¹ North South Corridor is composed of the existing East Rail Line and the newly-built Hung Hom to Admiralty Section under SCL project. It will be renamed as the East Rail Line after commissioning.

be re-purchased, replaced and re-tested. MTRCL also had to consider the knock-on impact caused by insufficient non-traffic hour for the SCL project due to the other reinstatement works for the East Rail Line. Considering that more time was required for completing the remaining works in the North South Corridor, HyD and MTRCL were reviewing the construction schedule and exploring the feasibility of accelerating key activities.

Incidents relating to the quality of construction works of the Shatin to Central Link project

8. Since the end of May 2018, there have been media reports of problems with the construction of the SCL, including the reported incident at Hung Hom Station platform where the reinforcement were cut, part of the concrete wall of the To Kwa Wan Station was not constructed according to the drawings, the excavation works of the Exhibition Centre Station exceeded the allowable depth, and the reinforcement cage of two consecutive sections of diaphragm wall panels installed in wrong direction, etc. On 15 June 2018, MTRCL submitted a report to HyD on the incident regarding reinforcement cutting at the platform of the Hung Hom Station. According to the relevant information provided by MTRCL separately to HyD on 15 June 2018, HyD considered that the incident might involve criminal elements and therefore had referred it to the Police for follow-up action.

9. In a press conference subsequently held in August 2018, the Transport and Housing Bureau ("THB") together with the Buildings Department ("BD") and HyD pointed out that there was mismatch between the report submitted on 15 June 2018 and the details of construction works of the diaphragm wall and platform slab shown in the drawings submitted on 13 July 2018 by the MTRCL. Upon numerous enquiries from government departments, MTRCL failed to provide a reasonable explanation. The Administration considered that it was inexcusable for the MTRCL's project management team to hold responsibility. HyD requested MTRCL to provide more detailed supplementary information such as as-built engineering drawings on the diaphragm wall and platform slab, records of revised engineering design approved by BD, and remedial proposals on the structure of the platform slab concerned, etc.

Appointment of Commission of Inquiry

10. In view of the widespread concern in the society caused by the allegation that the reinforcement at the SCL Hung Hom Station Extension has been cut, the Chief Executive and the Executive Council appointed on

10 July 2018 a Commission of Inquiry ("COI") which is chaired by Justice Michael Hartmann under the Commissions of Inquiry Ordinance (Cap. 86) to carry out investigations into the facts and circumstances surrounding the steel reinforcement fixing works and any other works which raise concerns about public safety in respect of the diaphragm wall and platform slab construction works of the Hung Hom Station Extension under MTRCL's Contract No. 1112 of the SCL project. COI originally planned to submit a report on its findings and recommendations to the Chief Executive by 26 February 2019.²

11. In respect of the North Approach Tunnels ("NAT"), the South Approach Tunnels ("SAT") and the Hung Home Stabling Sidings ("HHS"), MTRCL disclosed at the meeting of the Subcommittee on Matters Relating to Railways ("the Subcommittee") held on 1 February 2019 that only 27%, 37% and 64% of the Request for Inspection and Survey Checks Forms (i.e. RISC Forms) for the steelworks could be found so far for NAT, HHS and SAT respectively. Further, some of the construction works involving deviations from the designs, plans or drawings accepted by HyD or the Building Authority might have been carried out. As at February 2019, MTRCL was not able to provide full details regarding insufficient documentation for the construction works concerned, the extent and degree of this problem, and the implications of the incident for the commissioning of TML.

12. In view of the above, the Chief Executive in Council approved on 19 February 2019 the expansion of the terms of reference of the COI appointed on 10 July 2018 to investigate the steel reinforcement fixing or concreting works at the aforementioned three works locations, as well as an extension of time for COI to submit its report to the Chief Executive by 30 August 2019. The substantive hearing to take factual evidence in relation to the expanded part of the inquiry commenced on 27 May 2019. Subsequently, having regard to the work progress and work plan at the time, COI requested an extension of time to submit its final report to the Chief Executive by 29 November 2019, which was approved by the Chief Executive in Council on 2 July 2019.

² It is required for COI to report its findings and recommendations to the Chief Executive within six months from the date of appointment, i.e. by 9 January 2019, or such time as the Chief Executive in Council may allow. In view of the extensive scope of the inquiry, the complexity of the matters under examination and the large number of witnesses involved, COI requested and the Chief Executive in Council approved on 4 December 2018 an extension of time for COI to submit its report to the Chief Executive by 26 February 2019.

13. COI submitted its interim report ("the Interim Report") to the Chief Executive on 25 February 2019 and the redacted Interim Report was made public by the Administration on 26 March 2019.³ On a consideration of all the evidence, COI has reached the determinations that the Hung Hom Station Extension diaphragm wall and platform slab construction works were not executed in accordance with Contract No. 1112 in material aspect. Notwithstanding this, COI finds that the Hung Hom Station Extension diaphragm wall and platform slab construction works are safe and that no rebuilding or strengthening of the diaphragm walls or the platform slabs are necessary.

14. In the light of its latest work plan, in particular the need to conduct hearings on the new issues arising from MTRCL's reports submitted on July 2019 (please refer to paragraph 22), COI requested and the Chief Executive in Council approved a further extension of time to submit its final report to the Chief Executive by 31 March 2020. COI had submitted its final report to the Chief Executive on 27 March 2020. The Government has released the final report in redacted form on 12 May 2020.⁴ The Government's redaction of parts of the final report is based on legal consideration to avoid any prejudice (actual or perceived) to relevant criminal investigations and any potential prosecutions of any criminal offences in the future (if so decided to be justified after the relevant investigations).

Establishment of Expert Adviser Team

15. THB announced that an Expert Adviser Team ("EAT") for the SCL Project was established on 15 August 2018. EAT comprises three senior retired government officers and will conduct an overall review of MTRCL project management system, and recommend additional management and monitoring measures to be undertaken by MTRCL and government departments as appropriate, in taking forward the SCL Project. EAT will also advise on any matters relevant to the works of the SCL project, including settlement matters.

16. Since MTRCL failed to submit comprehensive as-constructed records to ascertain the as-constructed condition and clarify the quality of works where there were honeycomb, etc, MTRCL was requested to formulate a holistic strategy to verify the condition of the platform slab

³ The redacted Interim Report was circulated to members vide LC Paper No. CB(4)688/18-19(01) on 26 March 2019.

⁴ The redacted Final Report was circulated to members vide LC Paper No. CB(4)556/19-20(01) on 12 May 2020.

structure of the Hung Hom Station Extension. In this connection, MTRCL submitted on 15 October 2018 the first stage of holistic proposal to the Government for its review. EAT submitted its first interim report to THB in October 2018, explaining its work progress and proposal for handling the structural problems of the Hung Hom Station Extension.⁵ EAT expressed its observations and doubts on the aforementioned MTRCL's first stage report in the interim report and considered the scope proposed by MTRCL narrow and not in full compliance with the requirements of a comprehensive assessment. MTRCL subsequently submitted the latest version of the holistic assessment strategy which was accepted by the Government on 5 December 2018.

Holistic assessment strategy for Hung Hom Station Extension

17. According to the Administration,⁶ MTRCL has proposed a three-stage approach for the holistic assessment strategy. The first stage is a desktop exercise which includes reviewing of related design drawings amended and works records consolidated during construction. The second stage is the physical investigation for which opening up and inspection of some of the connections between the platform slabs and the diaphragm walls is required. Non-destructive tests on coupler connections will also be conducted. The second stage will also include a review on other irregularities suspected or made known during the investigation, including honeycombed concrete at the East West Line slab soffit, incomplete infill of the gaps between the soffit and other structural elements, and suspected improper installation of shear links reinforcement, so as to investigate the severity, extent and impact of these issues in detail. In the third stage, MTRCL will consolidate test results and other construction issues found in the first two stages. It will conduct a detailed structural analysis on the Hung Hom Station Extension works to ascertain if the overall condition of the works is acceptable and identify remedial works required should it be undesirable.

18. The Administration further advised that the second stage of the holistic assessment strategy mainly serves two purposes. The first purpose is to verify the as-constructed details through opening up the concrete for physical investigation at locations where the MTRCL has found gaps in the documentation about the steel reinforcement. In view of the allegations on the cutting-short of steel bars, the second purpose is to verify the as-constructed coupler connections through opening up certain connections

⁵ Hyperlink of the report:
www.thb.gov.hk/eng/psp/publications/transport/studies/index.htm

⁶ LC Paper No. CB(4)292/18-19(01)

between the slabs and diaphragm walls for detailed inspection and non-destructive tests (Phased Array Ultrasonic Test ("PAUT")) on coupler connections.

19. MTRCL commenced the second stage of the opening-up of concrete under the holistic assessment strategy on 10 December 2018. However, large deviation was observed between the embedded length measured using PAUT up to 29 January 2019 and direct measurement after removing the steel bar with the coupler by cutting. MTRCL and its technical team had conducted a detailed investigation on the incident, and carried out in-depth study and enhanced PAUT in order to improve its accuracy and reliability. MTRCL also conducted validation on the enhanced PAUT. The Administration accepted the proposal from MTRCL for the enhanced PAUT on 14 March 2019, and MTRCL fully resumed the investigation test on 15 March 2019.

20. According to HyD, MTRCL confirmed the completion of PAUT under the opening-up investigation in the second stage of the holistic assessment strategy on 29 April 2019. All test results have been uploaded to HyD's website for the SCL project for reference by the public. MTRCL thereafter commenced the third stage of the holistic assessment strategy, under which MTRCL would consolidate the test results found in the first two stages and use the information obtained such as as-constructed details of the platforms and quality of works, and taking into account technical data provided by the coupler supplier, to ascertain the overall structural integrity of the works for the Hung Hom Station Extension.

21. As mentioned in paragraph 11, some of the works-related documentation of NAT, SAT and HHS were missing and some of the construction works involving deviations from the designs, plans or drawings accepted by HyD or BD might have been carried out. In this connection, the Government sternly requested MTRCL to provide a detailed account of the case; review whether there are similar problems in other parts of the relevant contract; submit a holistic study to ascertain the as-constructed conditions; and assess the programme implications on the full or partial commissioning of TML. MTRCL submitted a Verification Proposal of As-Constructed Conditions of the NAT, SAT and HHS to HyD in May 2019. The Government accepted the Verification Proposal and urged MTRCL to expedite the verification works.

22. Two final reports relating to the Hung Hom Station Extension incidents submitted by MTRCL, namely "Final Report on Holistic Assessment Strategy for the Hung Hom Station Extension" and "Final Verification Study Report on As-Constructed Conditions of the North

Approach Tunnels, South Approach Tunnels and Hung Hom Stabling Sidings", have been accepted by the Administration and submitted to COI on 18 July 2019.⁷ MTRCL recommended in the reports a series of suitable measures at and near the Hung Hom Station Extension in order to satisfy the relevant codes of practice and contract requirements. Implementation of the suitable measures commenced progressively in October and November 2019 following the Government's acceptance of the design. Also, there would be long-term monitoring of the structure upon completion of the works tentatively in mid-2020. MTRCL was further developing the details of the long-term structural monitoring scheme, and would submit to the Government for acceptance.

23. According to MTRCL, it agreed to fund, on an interim basis, the costs associated with the Hung Hom Station Extension incident and those relating to partial commissioning, which were estimated to be around HK\$2 billion in total. As for the total costs for the entire SCL project, the Government would seriously follow up with MTRCL with a view to coming up with a comprehensive solution.

Settlement issues of the construction of the Shatin to Central Link

24. Since August 2018, there have been media reports about settlement of buildings and underground utilities in the vicinity of To Kwa Wan Station and Exhibition Centre Station under the SCL project due to piling/excavation works. According to MTRCL's records,⁸ the settlement readings at some monitoring points had exceeded the pre-set trigger levels during the construction period of To Kwa Wan Station. To ensure the safety of the public, the MTRCL had taken relevant measures in accordance with the mechanism. Officers of HyD and BD had inspected the 23 buildings affected by the settlement near the site of To Kwa Wan Station as reported by media, and did not identify any obvious structural safety problem. MTRCL also arranged registered structural engineers to inspect the 23 buildings concerned and confirmed that all the 23 buildings were structurally safe.

25. Regarding the situation of settlement monitoring points near Wan Chai North, the Administration advised that the settlement of some monitoring points had exceeded the highest trigger level. To ease public concern, MTRCL suspended the excavation works of Exhibition Centre

⁷ According to the Administration, the two reports are available at the HyD's web page for the SCL project for reference by the public.

⁸ LC Paper No. CB(4)44/18-19(01)

Station on 10 August 2018. HyD together with its the Monitoring and Verification ("M&V") Consultant carried out site inspection on the following day and did not discover any obvious structural safety problem on the buildings and structures or abnormal condition on the nearby areas of those underground utilities. BD also inspected relevant buildings nearby and did not find any obvious structural problem. Taking into account the relevant comments from stakeholders, including the relevant departments and utility undertakers and MTRCL's confirmation that the works resumption and updating of the pre-set trigger levels would not compromise public safety, HyD agreed to the MTRCL's proposal of works resumption and updating of trigger levels. The excavation works on the site were resumed on 29 September 2018.

26. THB announced in late September 2018 that in view of the fact that the announcement arrangement for several recent cases on settlement in the vicinity of works sites had aroused public attention, HyD, BD and MTRCL have reviewed the existing arrangement and followed the advice from EAT to set up an announcement mechanism for the SCL works.⁹ Hopefully, it will improve transparency of the settlement data and let the public understand its latest settlement situation.

Testing of new trains and other railway systems

27. To facilitate the future operation of the extension of East Rail Line to Hong Kong Island, new 9-car trains would be introduced as a required standard to cope with space constraints on the tracks on Hong Kong Island. MTRCL announced the commissioning of the new signalling system and the introduction of new 9-car trains into passenger service on 16 April 2020. The new 9-car trains would replace the existing 12-car trains on East Rail Line by phases over the coming 18 months. Passengers would be able to ride on the new trains from mid-2020 when the first of the new 9-car trains enters service.

28. The retrofitting works of a total of 720 pairs of Automatic Platform Gate ("APG") at all nine Ma On Shan Line ("MOL") stations were completed in December 2017. The retrofitting of APGs will also be carried out for the East Rail Line. Before the commencement of the retrofitting works, platforms have to be strengthened in advance and equipment rooms for the relevant signalling system and facilities have to be

⁹ For details of the mechanism, please refer to the [press release](#) issued by the Transport and Housing Bureau on 28 September 2018.

constructed. MTRCL advised that the locations of doors of the existing trains and the new trains are different. In order to make the APGs along the East Rail Line match with the new locations of the train doors, the retrofitting works will commence after the East Rail Line is entirely operated by new 9-car trains.

Major concerns expressed by Members

29. The major views and concerns of LegCo Members on the SCL project, including those expressed during the Subcommittee meetings or the meeting of Panel on Transport, are summarized in the ensuing paragraphs.

Project delay

30. The Subcommittee members expressed grave concern about the further delay of the commissioning of the Tai Wai to Hung Hom Section and the Hung Hom to Admiralty Section of SCL to the end of 2021 and the first quarter of 2022 respectively. Members requested the Administration to provide information on the concrete measures to be taken to strengthen its monitoring of MTRCL in order to ensure that the suitable measures at the Hung Hom Station Extension would be completed on schedule and the entire SCL would be commissioned no later than 2022.

31. The Administration advised that TML Phase 1 was commissioned on 14 February 2020 for the benefits of the public. The implementation of suitable measures at HHS was substantially completed, and that at the Hung Hom Station Extension and SAT would be completed by mid-2020. A dedicated supervision team of MTRCL had been deployed on site to oversee the works. In addition, measures had been taken to enhance the monitoring of MTRCL in its implementation of SCL project. For instance, HyD had deployed additional staff to strengthen monitoring of the SCL works, independent surprise checks had been carried out by HyD staff to see if MTRCL had complied with its site supervision plan and monthly meetings were held between HyD and MTRCL at which MTRCL was requested to report on the non-conformance statistics with a view to identifying early issues faced by MTRCL and minimizing impact on construction progress.

32. At the Subcommittee meeting on 3 March 2020, members were concerned about the impact of the novel coronavirus outbreak on the overall progress of the SCL project. MTRCL advised that it had been exploring the feasibility of accelerating key activities with a view to ensuring that the overall progress of the SCL project would be on schedule. The

Administration responded that the target commissioning date for Hung Hom to Admiralty Section remained to be the first quarter of 2022 at this stage. Should there be any update in this respect, the Administration would report to the Subcommittee in a timely manner.

33. Some members expressed concern that the commissioning of Hung Hom to Admiralty Section would be further delayed in case the social unrest persisted and the railway facilities were damaged again in the future. The Administration replied that according to the latest assessment, they were confident that the Hung Hom to Admiralty Section would be commissioned as scheduled if no further damages were made to the East Rail Line facilities. MTRCL advised that the relevant repair works at the University Station were expected to be completed by March 2020. MTRCL would continue to work closely with the Government to optimize the programme.

34. Some members were dissatisfied that the Administration and MTRCL had tried to shift the responsibility of the delay in the commissioning of SCL to the recent vandalism of railway facilities. The Administration responded that it did not intend to shift any responsibility and pointed out that since much of the repair works had to be done during non-traffic hours at night, the night time possessions available for SCL works were reduced, thereby affecting the construction schedule of the SCL project.

Quality of construction works of the Shatin to Central Link project

35. In view of the series of incidents relating to works at the Hung Hum Station Extension, To Kwa Wan Station and Exhibition Centre Station, members criticized the Administration and MTRCL for having failed to properly supervise the implementation of the SCL project and expressed deep concern over MTRCL's system on reporting to the Administration as prescribed under the Entrustment Agreement. In particular, they queried the role of the M&V Consultant appointed by HyD in the incidents. Some members considered the consultant not being able to perform its monitoring duties as it failed to spot the inaccurate information contained in the earlier reports submitted by MTRCL despite the on-site inspections conducted.

36. At the Subcommittee meeting on 29 March 2019, some members questioned the determination reached by COI that the diaphragm wall and platform slab construction works at the Hung Hom Station Extension are safe. Pointing out that the second stage of the holistic assessment strategy was then still on-going, they considered that it might be premature for COI to come to this determination.

37. The Administration advised that it was not appropriate for the Administration to elaborate on the determinations reached by COI, and drew members' attention to chapter 9 of the Interim Report in which COI had already explained its conclusions with regard to structural safety in great detail.

38. Some members expressed serious concern that both MTRCL and Leighton Contractors (Asia) Limited ("Leighton") engaged the same design consultant for the construction of diaphragm walls and platform slabs at the Hung Hom Station Extension, which might give rise to perceived conflict of interest. MTRCL noted the COI's view that it was not a good practice.

39. Having regard to the missing RISC Forms for NAT, SAT and HHS, as well as the insufficient documentation for NAT regarding a design change of some connections between reinforcement bars during construction, members expressed strong disappointment at the monitoring system of MTRCL in implementing the SCL project. Some members were deeply concerned whether the matter involved suspected fraudulent act or use of false instrument. They also queried how and why the contractor would be permitted to proceed to the subsequent works procedures without the relevant RISC Forms.

40. The Administration responded that the matter had already been referred to the law enforcement agencies for necessary follow-up actions. MTRCL advised that based on its initial findings, Leighton had not submitted the relevant RISC Forms to MTRCL according to the established procedures.

41. On members' concern about the quality of works of other stations along SCL, the Administration advised at the Subcommittee meeting held on 1 February 2019 that it would check the major structural works of these stations to confirm if there were quality issues similar to those at the Hung Hom Station Extension. Specifically, the Administration had implemented a three-tier audit of all relevant stations (except Hung Hom Station Extension) to ascertain the quality of works thereof.

42. According to the information provided by the Administration in October 2019, under the supervision of EAT of THB, HyD and the M&V Consultant had completed the review of the construction works of Tai Wai Station, Hin Keng Station, Diamond Hill Station, Kai Tak Station, Sung Wong Toi Station and To Kwa Wan Station, which were focusing on the deficiencies of the records related to quality control of works and site supervision. Besides, MTRCL voluntarily conducted an internal audit on

the major works of Tai Wai Station, Hin Keng Station, Diamond Hill Station, Kai Tak Station, Sung Wong Toi Station, To Kwa Wan Station and Ho Man Tin Station in order to review the situation of construction records of relevant stations. Relevant internal audit was substantially completed and about 90% of the structure-related RISC forms were available. MTRCL had conducted an investigation into the incomplete construction records and proposed to the Government relevant remedial actions including the employment of independent Registered Structural Engineer and the regular monitoring of relevant station structures after the commissioning of the stations for assessment and assurance of the structural safety. MTRCL was conducting an internal audit on the site supervision records of Exhibition Centre Station, and upon completion would report the findings to the Subcommittee in due course.

43. In response to members' call for the Administration to reduce the project management cost of SCL payable to MTRCL and to deduct the remunerations and bonuses of MTRCL's senior management, the Administration advised that it would reserve all the rights to pursue the responsibilities of and recover relevant costs incurred from MTRCL in case MTRCL was found to be at fault upon completion of the investigations being conducted.

44. The Subcommittee members were advised that MTRCL had agreed to fund, on an interim basis, the costs associated with the verification and assurance exercises and implementation of the suitable measures at and near the Hung Hom Station Extension and those relating to partial commissioning of TML, which was estimated to be around \$2 billion in total. Currently MTRCL has been focusing on the completion of works so that TML would be fully commissioned as early as possible for the benefits of the general public. Upon the commissioning of TML, MTRCL would pursue the Corporation's rights against Leighton in accordance with the contracts signed. In response to a member's enquiry, MTRCL advised that since the extent of the suitable measures to be implemented had been refined and slightly reduced, it was confident that the provision of \$2 billion would be sufficient.

45. Members sought information on the breakdown of the \$2 billion provision associated with the Hung Hom Station Extension incidents. MTRCL explained that five categories of costs were included in the abovesaid \$2 billion, including investigation, design and implementation of work and delay costs, phased opening and maintenance of completed contracts and on-cost. Details of which were set out in LC Paper No. CB(4)417/19-20(01).

46. Members expressed dissatisfaction that the provision of \$2 billion had included additional project management cost payable to MTRCL for carrying out the suitable measures at the Hung Hom Station Extension. They asked if MTRCL would recover the aforementioned \$2 billion from the Government. The Administration stressed that MTRCL should be responsible for the expenses in relation to the Hung Hom Station Extension incidents, including the expenses in relation to the partial commissioning of TML.

Settlement issues discovered during the construction stage

47. Members were briefed on the settlement issues of the construction of SCL at the special meeting of the Subcommittee held on 31 August 2018. Members in general were dissatisfied that MTRCL did not suspend the relevant construction works when the settlement readings at some monitoring points near To Kwa Wan Station had exceeded the pre-set trigger levels during the construction period, and also did not make public the relevant settlement data until the settlement issues of the construction of SCL were reported by the media. A number of members also expressed grave concern on the adjustment of the pre-set trigger levels for temporary suspension of works.

48. The Administration advised at the meeting that under the new mechanism, MTRCL had to temporarily suspend the part of works which might contribute to the problems when the extent of settlement or other monitoring data reached the pre-set trigger levels for suspension of works. The Administration further advised that if MTRCL established a more conservative pre-set trigger levels at the beginning, there would be room for raising the pre-set trigger levels. Relevant government departments would vigorously scrutinize MTRCL's proposal of updating the pre-set trigger levels and would give consent to such update only when it was confirmed that MTRCL had sufficient justifications and that public safety would not be compromised.

49. In response to some members' suggestions of compensating residents living in the private buildings affected by the SCL construction works and carrying out necessary repairs works for them, MTRCL advised at the Subcommittee meeting on 7 December 2018 that for any physical or structural damage to buildings resulting from the construction of railway works of SCL Tai Wai to Hung Hom Section, a written claim could be served according to the Railways Ordinance (Cap. 519). In response to public concern, in January 2019, MTRCL launched the scheme "To Kwa Wan Station Community Care Programme" on a without prejudice basis for the provision of financial assistance through simplified procedures and

practical means to the affected owners of building units in the vicinity of To Kwa Wan Station for maintaining walls in their units. The registration period of the scheme lapsed in June 2019. The "To Kwa Wan Station Community Care Programme" was concluded by end 2019.

Cost overrun

50. The Subcommittee members have been in general deeply concerned about the cost overrun of the main works of the SCL project. At the Subcommittee meeting held on 3 March 2020, members were briefed by the Administration on the proposal to increase the funding for the main works of SCL (i.e. 61TR and 62TR) by about \$10,063.8 million. Members asked whether the Administration would consider imposing a cap on the construction cost of SCL. Some members opined that the Administration should provide more explanations on the proposed increase in Approved Project Estimate for the main works of SCL to justify the funding application. The Administration noted members' views and advised that based on its latest assessment, it was confident that the SCL project would be completed within the revised cost estimate.

51. Members noted that the Administration disagreed to the proposed additional project management cost of about \$1,371 million as it considered that the justification submitted by MTRCL insufficient. In this connection, members enquired that whether MTRCL would resolve the dispute concerning the funding obligations of the additional project management cost through legal means, and whether the Administration and MTRCL would seek further funding from LegCo if both sides failed to reach a settlement over the abovesaid cost. Some members held strong views that MTRCL should not try to recover the cost from the Administration.

52. MTRCL advised that it might be too early to comment on the way forward as it was expected that the Corporation would enter into lengthy discussion with the Administration on how to address this matter in accordance with the Entrustment Agreement. At present, it was of utmost importance for the Corporation to continue to take forward the project with a view to commissioning SCL early.

53. The Administration responded that a mechanism on dispute resolution was prescribed in the Entrustment Agreement, under which the dispute(s) should be referred to mediation or arbitration in case the dispute(s) concerned could not be settled by mutual agreement of the senior management of the Administration and MTRCL. The Administration clarified that so far it had not yet entered into any legal proceedings with MTRCL in respect of the responsibility for funding of the costs associated

with the Hung Hom Station Extension incidents.

54. Some members sought justifications as to why the additional consultancy fee of about \$44 million for the M&V consultant should be borne by the Administration. The Administration explained that in addition to the occurrence of a series of incidents related to the quality of works of the Hung Hom Station Extension, the work schedule of SCL was extended due to other reasons including the archaeological discoveries at Sung Wong Toi Station, which resulted in a delay of about 11 months to the Tai Wai to Hung Hom Section. As such, the consultancy fee needed to be increased in order to continue with the monitoring and verification work.

55. In reply to a member's previous enquiry concerning the grounds of the substantiated claims submitted by the SCL contractors, MTRCL advised that the SCL contractors were entitled to submit claims to MTRCL in accordance with the relevant contract terms, where there were situations unforeseeable at the tendering stage, such as unfavourable geological conditions. The substantiated claims submitted by the SCL contractors were mainly arising from civil works as well as electrical and mechanical works. As at 31 December 2019, 318 cases of substantiated claims were resolved and about \$1,798 million was awarded.

Commissioning of Tuen Ma Line Phase 1

56. Some Subcommittee members were concerned about the security measures to be adopted by MTRCL to ensure the safety of TML Phase 1 station facilities. MTRCL advised that in the light of recent public order events, MTRCL had stepped up station security by installing and strengthening protective facilities at entrances/exits of different stations and similar measures would be implemented at the new TML stations including Hin Keng, Diamond Hill and Kai Tak.

57. Noting that there had been a significant drop in patronage since the outbreak of novel coronavirus, a member was concerned that Diamond Hill Station, which now served as a new interchange between TML Phase 1 and the existing Kwun Tong Line, would be overcrowded upon resumption of work and classes.

58. MTRCL responded that facilities at Diamond Hill Station had been enhanced and a series of measures had been adopted to alleviate the crowdedness problem that might arise thereat. For example, 16 escalators and four elevators connecting the concourse and ground level exits/entrances were retrofitted to facilitate smooth passenger flow, crowd

management measures would be implemented as necessary to cope with the possible crowdedness, railings had been installed along the walkways for segregation to enhance interchange passenger flow at the station and additional staff would be deployed to assist passengers. MTRCL would continue to closely monitor the operation of TML Phase 1 and the passenger flow of the two interchange stations, i.e. Tai Wai Station and Diamond Hill Station.

Other issues

59. The Subcommittee members have also expressed in the past views and concerns on the following issues:

- (a) labour shortage problem which might further delay the construction progress of the SCL project;
- (b) the provision of station facilities, such as platform screen doors or automatic platform gates, toilet facilities, lifts and escalators, barrier-free access facilities and digital broadcasting systems at the SCL stations;
- (c) the progress of the development of a convention centre above Exhibition Centre Station;
- (d) the improvements of MOL by providing more escalators connecting the station concourse to the platform at certain stations;
- (e) large metal object found on the Wan Chai seabed;
- (f) abandoned pipe pile found within the works site near Fenwick Pier Street;
- (g) unexploded bombs found at the site of Exhibition Centre Station; and
- (h) archaeological features discovered at Sung Wong Toi Station.

Latest development

60. The Administration plans to update the Subcommittee on the progress of the construction of SCL (up to March 2020) at the meeting to be

held on 5 June 2020.

Relevant papers

61. A list of relevant papers is in **Appendix II**.

Council Business Division 4
Legislative Council Secretariat
3 June 2020

Shatin to Central Link

Background

SCL, with a total length of 17 kilometres, consists of two sections –

(a) Tai Wai to Hung Hom Section:

It will extend the existing Ma On Shan Line ("MOL") from Tai Wai to the West Rail Line ("WRL") via East Kowloon to form the Tuen Ma Line ("TML"); and

(b) Hung Hom to Admiralty Section:

It will extend the existing East Rail Line across the harbour to Wan Chai North and Admiralty.

2. SCL will have ten stations. Apart from bringing improvements to the existing Tai Wai Station, the SCL project will involve construction of new stations or extension of existing stations at Hin Keng, Diamond Hill, Kai Tak, Sung Wong Toi (formerly named as To Kwa Wan), To Kwa Wan (formerly named as Ma Tau Wai), Ho Man Tin, Hung Hom, the Hong Kong Convention and Exhibition Centre, and Admiralty. It is a territory-wide strategic railway project (alignment layout in **Annex**). Admiralty Station and Ho Man Tin Station will become integrated stations providing interchange service to passengers of SCL and the South Island Line (East), and passengers of SCL and Kwun Tong Line Extension respectively.

3. The approved project estimate ("APE") for the entire SCL project is \$79,800 million (in money-of-the-day ("MOD") prices) and the project is funded by the Administration under the concession approach. Under this approach, the Administration is responsible for the construction costs of SCL whilst the MTR Corporation Limited ("MTRCL") is entrusted

with the planning and design of the project.¹

4. On 18 February 2011, the Finance Committee ("FC") approved the funding applications for 63TR (\$6,254.9 million in MOD prices) and 64TR (\$1,448.2 million in MOD prices) respectively for the advance railway and non-railway works of SCL. The advance works commenced in May 2011.

5. On 11 May 2012, FC approved the funding applications for 61TR (\$65,433.3 million in MOD prices) and 62TR (\$5,983.1 million in MOD prices) for the main works of SCL. Thereafter, the Administration and MTRCL entered into an agreement for entrusting construction, testing and commissioning of SCL to the latter at a cost of \$70,827 million.² The main works commenced in July 2012.

Additional cost for the Shatin to Central Link project

6. The Administration informed the Subcommittee on Matters Relating to Railways on 9 December 2016 that the revised cost of **advance railway works of SCL (i.e. 63TR)** would exceed APE by \$847.7 million, increasing from \$6,254.9 million to \$7,102.6 million in MOD prices. The cost increase is mainly due to (i) unfavourable ground conditions; (ii) modification of the construction schemes to suit the actual site conditions; and (iii) increase in provision for price adjustments. On 17 June 2017, FC approved the additional funding application.³

¹ According to LC Paper No. CB(4)1317/15-16(03), APE (in MOD prices) for the entire SCL project comprises:

- (a) protection works ("58TR—Shatin to Central Link—construction of railway works—protection works" and "59TR—Shatin to Central Link—construction of railway works—protection works in Wan Chai Development Phase II") of about \$700 million;
- (b) advance works ("63TR—Shatin to Central Link—construction of railway works—advance works" and "64TR—Shatin to Central Link—construction of non-railway works—advance works") of about \$7,700 million; and
- (c) main works ("61TR—Shatin to Central Link—construction of railway works—remaining works" and "62TR—Shatin to Central Link—construction of non-railway works—remaining works") of about \$71,400 million.

² LC Paper No. CB(4)332/17-18(01)

³ LC Paper No. FC207/17-18

7. According to the Administration,⁴ the latest cost estimate of **the main works** of the SCL project was provided by MTRCL on 5 December 2017. MTRCL indicated a need of adjusting upward the entrustment cost of the main works of the SCL project, from \$70,827 million to \$87,328 million, i.e. an increase of about \$16,501 million. The main reasons given by MTRCL for the increase in construction cost included the archaeological and conservation works at Sung Wong Toi Station, the additional expenses due to delays in the handover of work sites at Wan Chai north, and the station works required for allowing flexibility for the topside development at Exhibition Centre Station.

8. The Highways Department ("HyD"), in collaboration with its monitoring and verification ("M&V") consultant, had held numerous meetings with MTRCL. After taking into account the views of HyD, MTRCL confirmed with the Government on 21 February 2020 that the entrustment cost estimate for the main construction works of the SCL should be revised to \$82,999.3 million. However, the Government considered that the justification submitted by MTRCL for the proposed additional project management cost (about \$1,371 million) insufficient⁵ as there had been no material modifications to the scope of works, the entrustment activities and/or the entrustment programme of the entrustment agreement, and thus disagreed to any additional project management cost. For the above reason, the Government adjusted the revised entrustment cost estimate to \$81,628.3 million, which was an increase of \$10,801.1 million over the original entrustment cost, and in other words a reduction of about \$5,700 million compared with the estimate in 2017. After taking into account the original project reserve, expenses funded by other works projects, as well as the M&V consultancy fee and other Government expenses, it was necessary for the Government to increase the APE for 61TR and 62TR by about \$10,063.8

⁴ LC Paper No. CB(4)538/17-18(07)

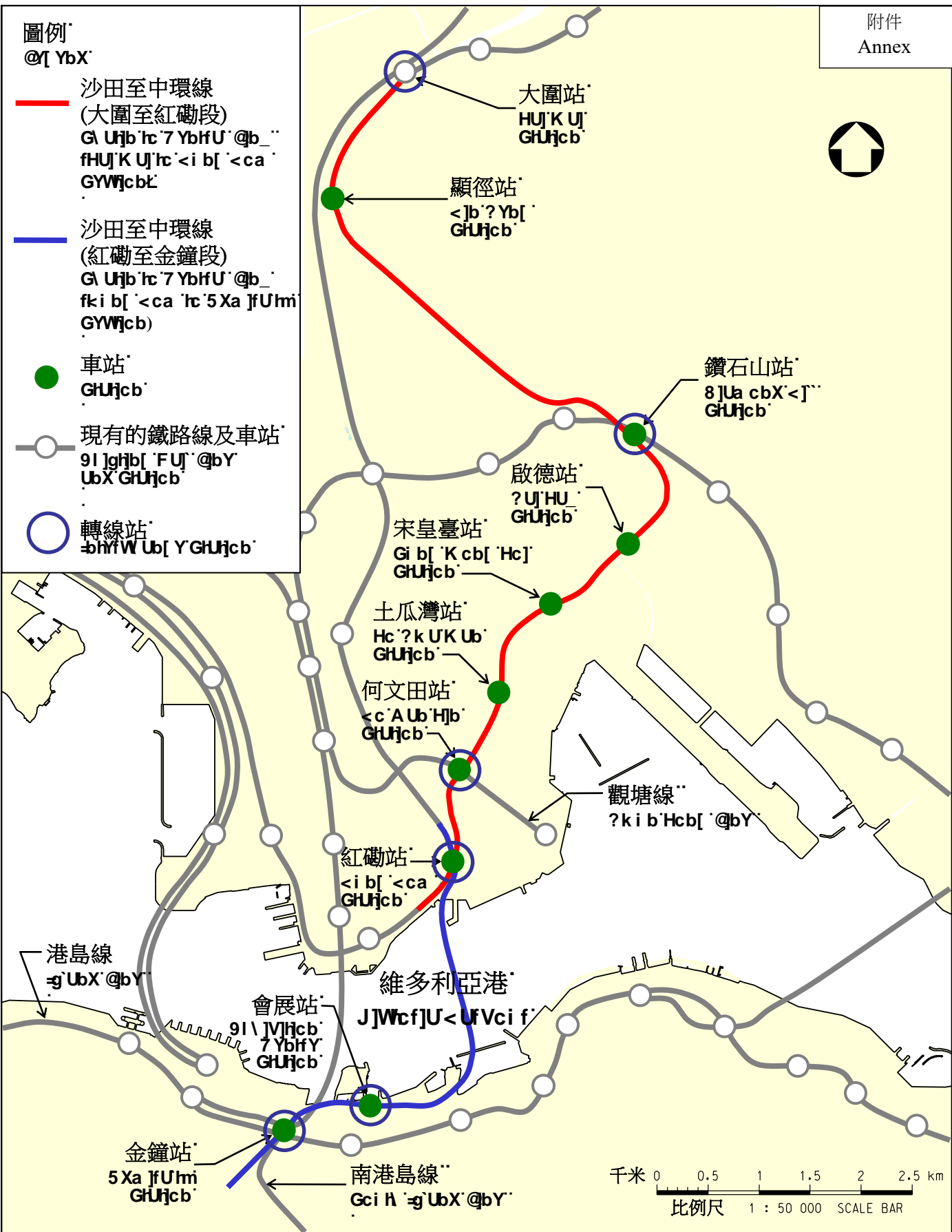
⁵ In accordance with the relevant clauses in the entrustment agreement concerning the increase or decrease of project management cost, if there is material modification to the scope of the works, the entrustment activities or the entrustment programme annexed to the entrustment agreement, or if there is any change in law, regulations or directions in respect of the works or the method of construction, and in the reasonable opinion of MTRCL or Government that such modification result in a material increase or decrease in the project management responsibility or costs of MTRCL, MTRCL and the Government shall negotiate in good faith to agree an increase or decrease in the project management cost.

million⁶ in order to take forward the remaining works of the SCL project. The Public Works Subcommittee has endorsed the above application for additional funding at its meeting on 11 May 2020.

⁶ Among the \$10,801.1 million increase in entrustment cost, about \$254.5 million was the sum of works entrusted by the other projects, including primarily Civil Engineering and Development Department's entrusted drainage works for the reconstruction and enhancement of the former Kai Tak Airport North Apron area, and the construction of a section of Road P2 and its associated road facilities at Wan Chai North area. As such, the sum to be borne by 61TR and 62TR is about \$10,546.6 million. This amount, plus the additional M&V consultancy fee of about \$44 million and expenses payable to other projects of about \$60 million, and minus the original project contingencies of about \$586.8 million, is the required increase in APE for 61TR and 62TR, totalling about \$10,063.8 million.

圖例
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- 沙田至中環線
(大圍至紅磡段)
G Ujb' tc' 7 YbfU' @b_'
fHUj' K Uj' tc' <i b [<ca'
GYWjcbL
- 沙田至中環線
(紅磡至金鐘段)
G Ujb' tc' 7 YbfU' @b_'
fki b [<ca' tc' 5 Xa jfUmi
GYWjcb)
- 車站
GHUjcb'
- 現有的鐵路線及車站
9I jghb ['FUj' @bY'
UbX' GHUjcb'
- 轉線站
bhyfW Ub [YGHUjcb'



圖則名稱 drawing title

沙田至中環線的走線

5 [ba YbhcZH Y'G Ujb' tc' 7 YbfU' @b_'

圖號 drawing no.

HRWSCLO03-SK0465

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鐵路拓展處 Railways Development Dept.



路政署

Highways Department

Shatin to Central Link

List of relevant papers

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
4.11.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress of the Shatin to Central Link	CB(1)277/10-11(01) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1104cb1-277-1-e.pdf
		Minutes	CB(1)1068/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/r_dp20101104.pdf
18.5.2011	Council Meeting	Hon Starry LEE Wai-king raised a question on the impact on various railway projects due to recent court judgement on environmental impact assessment	http://www.info.gov.hk/gia/general/201105/18/P201105180192.htm
6.7.2011	Council Meeting	Hon CHAN Hak-kan raised a question on the programme for the Shatin to Central Link project	http://www.info.gov.hk/gia/general/201107/06/P201107060194.htm
2.3.2012	Subcommittee on Matters Relating to Railways	Administration's paper on progress of the Shatin to Central Link	CB(1)1154/11-12(03) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0302cb1-1154-3-e.pdf
		Administration's supplementary information paper on Shatin to Central	CB(1)1340/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Link — progress report (follow-up paper)	_rdp0302cb1-1340-1-e.pdf
		Minutes	CB(1)1772/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120302.pdf
23.3.2012	Subcommittee on Matters Relating to Railways	Administration's paper on Shatin to Central Link — funding application for the main works	CB(1)1326/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0323cb1-1326-1-e.pdf
		Administration's supplementary information paper on Shatin to Central Link — progress report (follow-up paper)	CB(1)1340/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0302cb1-1340-1-e.pdf
		Minutes	CB(1)2479/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120323.pdf
30.3.2012	Subcommittee on Matters Relating to Railways	Legislative Council Brief: Shatin to Central Link — authorization of scheme following receipt of objections	THB(T)CR 10/1016/99 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0330-thbocr10101699-e.pdf
		Administration's supplementary information paper on issues raised by the Subcommittee at its meeting on 23 March 2012	CB(1)1434/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0330cb1-1434-1-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Minutes	CB(1)2480/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120330.pdf
18.4.2012	Public Works Subcommittee	Administration's paper on 61TR — Shatin to Central Link — construction of railway works — remaining works	PWSC(2012-13)1 http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-01e.pdf
		Administration's paper on 62TR — Shatin to Central Link — construction of non-railway works — remaining works	PWSC(2012-13)2 http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-02e.pdf
		Minutes	PWSC57/11-12 http://www.legco.gov.hk/yr11-12/english/fc/pwsc/minutes/pwsc20120418.pdf
11.5.2012	Finance Committee	Administration's paper	FCR(2012-13)20 http://www.legco.gov.hk/yr11-12/english/fc/fc/papers/f12-20e.pdf
		Minutes	FC183/11-12 http://www.legco.gov.hk/yr11-12/english/fc/fc/minutes/fc20120511.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
21.5.2014	Council Meeting	Hon CHAN Hak-kan raised a question on monuments and antiques unearthed at railway construction sites	http://www.info.gov.hk/gia/general/201405/21/P201405210429.htm
4.6.2014	Council Meeting	Dr Hon CHIANG Lai-wan raised a question on construction works of Shatin to Central Link	http://www.info.gov.hk/gia/general/201406/04/P201406040323.htm
18.6.2014	Council Meeting	Hon Christopher CHUNG Shu-kun raised a question on antiquities and monuments excavated from works site of MTR Shatin to Central Link	http://www.info.gov.hk/gia/general/201406/18/P201406180605.htm
4.7.2014	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link	CB(1)1722/13-14(03) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb1-1722-3-e.pdf
		Administration's supplementary information paper on the number of construction personnel short for each of the five new railway projects under construction (follow-up paper)	CB(4)307/14-15(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb4-307-1-e.pdf
		Minutes	CB(1)139/14-15 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140704.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
24.11.2014	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the Shatin to Central Link, South Island Line (East) and Kwun Tong Line Extension	CB(1)260/14-15(03) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20141124cb1-260-3-e.pdf
		Administration's paper on archaeological features discovered at To Kwa Wan Station of the Shatin to Central Link and their proposed preliminary conservation and interpretation plans	CB(1)273/14-15(01) http://www.legco.gov.hk/yr14-15/chinese/panels/tp/tp_rdp/papers/tp_rdp20141124cb1-273-1-ec.pdf
		Administration's supplementary information paper on the construction of the Shatin to Central Link (follow-up paper)	CB(4)227/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20141124cb4-227-1-e.pdf
		Minutes	CB(4)491/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20141124.pdf
3.12.2014	Council Meeting	Dr Hon LAM Tai-fai raised a question on cost overruns and delay of major infrastructure projects	http://www.info.gov.hk/gia/general/201412/03/P201412030932.htm
17.12.2014	Council Meeting	Hon James TO raised a question on archaeological excavation at To Kwa Wan Station of Shatin to Central Link	http://www.info.gov.hk/gia/general/201412/17/P201412170465.htm

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
6.3.2015	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (as at 31 December 2014)	CB(4)596/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp4-596-1-e.pdf
		Minutes	CB(4)1108/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150306.pdf
19.5.2015	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (as at 31 March 2015)	CB(4)954/14-15(03) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150519cb4-954-3-e.pdf
		Minutes	CB(4)62/15-16 http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150519.pdf
14.12.2015	Subcommittee on Matters Relating to Railways	Administration's paper on the staffing proposal relating to the Shatin to Central Link and Kwun Tong Line Extension projects	CB(4)333/15-16(03) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20151214cb4-333-3-e.pdf
		Administration's paper on progress update of the construction of the Shatin to Central Link (as at 30 September 2015)	CB(4)298/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp4-298-1-e.pdf
		Administration's paper on the progress of the construction of the Shatin to Central Link	CB(4)1412/14-15(03) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		(as at 30 June 2015)	rdpcb4-1412-3-e.pdf
		Administration's supplementary information on the progress update of the investigation of the large metal object discovered on the seabed in the vicinity of the old Wan Chai Ferry Pier and the related conservation work (follow-up paper) (English version to follow)	CB(4)404/17-18(01) http://www.legco.gov.hk/yr15-16/chinese/panels/tp/tp_rdp/papers/tp_rdp20151214cb4-404-1-c.pdf
		Minutes	CB(4)878/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20151214.pdf
3.2.2016	Council Meeting	Hon Mrs Regina IP LAU Suk-yea raised a question on the MTR Corporation Limited railway businesses	http://www.info.gov.hk/gia/general/201602/03/P201602030607.htm
22.2.2016	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (as at 31 December 2015)	CB(4)610/15-16(05) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-610-5-e.pdf
		Administration's supplementary information paper on the additional toilet facilities provided at the new concourses at the stations along the Shatin to Central Link and the	CB(4)960/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160222cb4-960-1-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		original and latest estimates of the construction costs of the various on-going railway projects (follow-up paper)	
		Minutes	CB(4)983/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20160222.pdf
7.4.2016	Finance Committee (Special meeting)	Replies to initial written questions raised by Finance Committee members in examining the Estimates of Expenditure 2016-2017 (Session No.: 14) (Questions Serial Nos. 0101, 1975, 2032, 3603, 4570, 4604, 5713, 6318, 7247 and 7274)	http://www.legco.gov.hk/yr15-16/english/fc/fc/w_q/thb-t-e.pdf
27.6.2016	Subcommittee on Matters Relating to Railways	Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 31 March 2016)	CB(4)1136/15-16(03) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160627cb4-1136-3-e.pdf
		Minutes	CB(4)1313/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/minutes/rdp20160627.pdf
--	Subcommittee on Matters Relating to Railways	Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 30 June 2016)	CB(4)1317/15-16(03) http://www.legco.gov.hk/yr15-16/english/panels/tp/tp_rdp/papers/tp_rdp20160627cb4-1317-3-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
9.12.2016	Subcommittee on Matters Relating to Railways	Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 30 September 2016)	CB(4)243/16-17(07) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20161209cb4-243-7-e.pdf
		Administration's paper on application for additional funding for advance railway works of the Shatin to Central Link	CB(4)243/16-17(05) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20161209cb4-243-5-e.pdf
		Administration's paper on the progress update of the construction of the South Island Line (East) and Kwun Tong Line Extension, 56TR — South Island Line (East) — Essential Public Infrastructure Works and 63TR — Shatin to Central Link — construction of railway works — advance works (follow-up paper)	CB(4)535/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20161209cb4-535-1-e.pdf
		Administration's paper on the progress update of the construction of the Shatin to Central Link (follow-up paper)	CB(4)634/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20161209cb4-634-1-e.pdf
		Minutes	CB(4)745/16-17 http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20161209.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
25.1.2017	Public Works Subcommittee	Administration's paper on 63TR — Shatin to Central Link — construction of railway works — advance works	PWSC(2016-17)43 http://www.legco.gov.hk/yr16-17/english/fc/pwsc/papers/p16-43e.pdf
10.2.2017	Subcommittee on Matters Relating to Railways	Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 31 December 2016)	CB(4)500/16-17(07) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170210cb4-500-7-e.pdf
		Administration's supplementary information paper on a number of issues relating to the discovery of abandoned pipe pile within the works site near Fenwick Pier Street (follow-up paper) (Chinese version only)	CB(4)221/17-18(01) http://www.legco.gov.hk/yr16-17/chinese/panels/tp/tp_rdp/papers/tp_rdp20170210cb4-221-1-c.pdf
		Minutes	CB(4)1227/16-17 http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20170210.pdf
29.3.2017	Council Meeting	Dr Hon KWOK Ka-ki raised a question on information on public works	http://www.info.gov.hk/gia/general/201703/29/P2017032900828.htm
2.6.2017	Subcommittee on Matters Relating to Railways	Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 31 March 2017)	CB(4)1099/16-17(05) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170602cb4-1099-5-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Administration's paper on the detailed conservation plan for the archaeological findings at the works sites of To Kwa Wan Station, including whether the monuments and antiques unearthed will be displayed at that Station (follow-up paper)	CB(4)122/17-18(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170602cb4-122-1-e.pdf
		Minutes	CB(4)132/17-18 http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/minutes/rdp20170602.pdf
7.6.2017	Council Meeting	Hon Holden CHOW raised a question on major infrastructure projects experiencing cost overruns and delays	http://www.info.gov.hk/gia/general/201706/07/P2017060700806.htm
--	Subcommittee on Matters Relating to Railways	Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 30 June 2017)	CB(4)1582/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/tp_rdp/papers/tp_rdp20170602cb4-1582-1-e.pdf
1.12.2017	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (as at 30 September 2017)	CB(4)260/17-18(06) http://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20171201cb4-260-6-e.pdf
--	Subcommittee on Matters Relating to Railways	Letter dated 5 December 2017 from the MTR Corporation Limited regarding the latest estimate of Cost to Complete for the Shatin	CB(4)332/17-18(01) http://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20171201cb4-332-1-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		to Central Link Project	
2.2.2018	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (As at 31 December 2017)	CB(4)538/17-18(07) http://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180202cb4-538-7-e.pdf
		Minutes	CB(4)392/18-19 https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/minutes/rdp20180202.pdf
--	Subcommittee on Matters Relating to Railways	MTR Corporation Limited's response to the letter from Hon Michael TIEN requesting for a report from the MTR Corporation Limited on the bombs found at the Shatin to Central Link construction site at the Hong Kong Convention and Exhibition Centre (Chinese version only)	CB(4)689/17-18(02) http://www.legco.gov.hk/yr17-18/chinese/panels/tp/tp_rdp/papers/tp_rdp20180202cb4-689-2-c.pdf
1.6.2018	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (As at 31 March 2018)	CB(4)1151/17-18(05) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180601cb4-1151-5-e.pdf
		Minutes	CB(4)487/18-19 https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/minutes/rdp20180601.pdf
20.6.2018	Council Meeting	Hon Tony TSE raised a question on construction works for Hung Hom Station platform under	https://www.info.gov.hk/gia/general/201806/20/P2018062000399.htm

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Shatin to Central Link	
27.6.2018	Council Meeting	Hon LAM Cheuk-ting raised a question on Shatin to Central Link Project	https://www.info.gov.hk/gia/general/201806/27/P2018062700354.htm
6.7.2018	Subcommittee on Matters Relating to Railways	Administration's paper on issues relating to construction works at To Kwa Wan Station and Exhibition Centre Station under the Shatin to Central Link project	CB(4)1354/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180706cb4-1354-1-e.pdf
		Administration's response to the motion passed under the agenda item of "Issues relating to construction works at To Kwa Wan Station and Exhibition Centre Station under the Shatin to Central Link project" at the special meeting on 6 July 2018 as set out in LC Paper No. CB(4)1369/17-18(01)	CB(4)486/18-19(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180706cb4-486-1-e.pdf
		MTR Corporation Limited's supplementary information on waste management plan in respect of the usage of inert excavation materials and construction waste generated during new railway projects (follow-up paper)	CB(4)298/18-19(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180706cb4-298-1-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Minutes	CB(4)591/18-19 https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/minutes/rdp20180706.pdf
13.7.2018	Subcommittee on Matters Relating to Railways	Letter dated 12 July 2018 from the Administration (Chinese version only)	CB(4)1395/17-18(01) https://www.legco.gov.hk/yr17-18/chinese/panels/tp/tp_rdp/papers/tp_rdp20180713cb4-1395-1-c.pdf
		Administration's response to a number of issues raised by members at the Subcommittee special meeting on 13 July 2018 under the agenda item on "Issues relating to the alleged substandard steel works at Hung Hom Station under the Shatin to Central Link project" (follow-up paper)	CB(4)408/18-19(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180713cb4-408-1-e.pdf
		Minutes	CB(4)815/18-19 https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/minutes/rdp20180713.pdf
31.8.2018	Subcommittee on Matters Relating to Railways	Administration's paper on the settlement issues of the construction of the Shatin to Central Link	CB(4)1504/17-18(03) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180831cb4-1504-3-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		MTR Corporation Limited's paper on measures taken against settlement issue during the design and construction stages of the Shatin to Central Link Project	CB(4)1504/17-18(04) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180831cb4-1504-4-e.pdf
		MTR Corporation Limited's supplementary information on the tilting of buildings recorded at monitoring points along the alignment of the Shatin to Central Link (follow-up paper)	CB(4)291/18-19(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/papers/tp_rdp20180831cb4-291-1-e.pdf
		Minutes	CB(4)969/18-19 https://www.legco.gov.hk/yr17-18/english/panels/tp/tp_rdp/minutes/rdp20180831.pdf
31.8.2018	Panel on Transport	Administration's paper on issues relating to the construction of the platform slab of Hung Hom Station Extension under the Shatin to Central Link project	CB(4)1514/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180831cb4-1514-1-e.pdf
		MTR Corporation Limited's paper on issues relating to the steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project	CB(4)1514/17-18(02) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180831cb4-1514-2-e.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
20.11.2018*	Panel on Transport	Copy of the Entrustment Agreement signed between the Government and MTR Corporation Limited for the construction of Shatin to Central Link Project (English version only)	CB(4)232/18-19(01) https://www.legco.gov.hk/yr18-19/english/panels/tp/papers/tpcb4-232-1-e.pdf
7.12.2018	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (Up to 30 September 2018)	CB(4)268/18-19(06) https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/papers/tp_rdp20181207cb4-268-6-e.pdf
		Letter dated 5 December 2018 from the Administration providing supplementary information on Shatin to Central Link project	CB(4)292/18-19(01) https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/papers/tp_rdp20181207cb4-292-1-e.pdf
		Administration's supplementary information on progress update of the construction of the Shatin to Central Link (follow-up paper)	CB(4)492/18-19(01) https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/papers/tp_rdp20181207cb4-492-1-e.pdf
		Administration's response to the letter dated 7 December 2018 from Hon Tanya CHAN on the Shatin to Central link project as set out in LC Paper No. CB(4)304/18-19(01)	CB(4)494/18-19(01) https://www.legco.gov.hk/yr18-19/chinese/panels/tp/tp_rdp/papers/tp_rdp20181207cb4-494-1-c.pdf (English version to follow)

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		Minutes	CB(4)1234/18-19 https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/minutes/rdp20181207.pdf
23.1.2019	Council Meeting	Hon Vincent CHENG raised a question on Shatin to Central Link project compensation claims	https://www.info.gov.hk/gia/general/201901/23/P2019012300411.htm
30.1.2019	Council Meeting	Hon Tanya CHAN raised a question on Hung Hom Station Extension works under Shatin to Central Link project	https://www.info.gov.hk/gia/general/201901/30/P2019013000489.htm?fontSize=1
1.2.2019	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (Up to 31 December 2018)	CB(4)468/18-19(03) https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/papers/tp_rdp20190201cb4-468-3-e.pdf
		Administration's response to the six motions relating to "Progress update of the construction of the Shatin to Central Link" passed at the meeting on 1 February 2019 as set out in LC Paper Nos. CB(4)527/18-19(01)-(06)	CB(4)814/18-19(01) https://www.legco.gov.hk/yr18-19/chinese/panels/tp/tp_rdp/papers/tp_rdp20190201cb4-814-1-c.pdf (English version to follow)
		Minutes	CB(4)1257/18-19 https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/minutes/rdp20190201.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
20.2.2019	Council Meeting	Hon LAM Cheuk-ting raised a question on major works under Shatin to Central Link Project	https://www.info.gov.hk/gia/general/201902/20/P2019022000849.htm
29.3.2019	Subcommittee on Matters Relating to Railways	Letter dated 26 March 2019 from the Secretary for Transport and Housing on Interim Report of Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link Project (enclosing the redacted report)	CB(4)688/18-19(01) https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/papers/tp_rdpcb4-688-1-e.pdf
		Administration's paper on Interim Report on the Commission of Inquiry into the Construction Works at and Near the Hung Hom Station Extension	CB(4)687/18-19(05) https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/papers/tp_rdp20190329cb4-687-5-e.pdf
		Minutes	CB(4)1245/18-19 https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/minutes/rdp20190329.pdf
22.5.2019	Council Meeting	Hon Tanya CHAN raised a question on Hung Hom Station Extension under Shatin to Central Link project	https://www.info.gov.hk/gia/general/201905/22/P2019052200374.htm?fontSize=1
5.6.2019	Council Meeting	Hon WU Chi-wai raised a question on Shatin to Central Link and Kwun Tong Line	https://www.info.gov.hk/gia/general/201906/05/P2019060500356.htm?fontSize=1

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
11.6.2019*	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link	CB(4)975/18-19(05) https://www.legco.gov.hk/yr18-19/english/panels/tp/tp_rdp/papers/tp_rdp4-975-5-e.pdf
31.10.2019*	Subcommittee on Matters Relating to Railways	Information paper on "Progress update of the construction of the Shatin to Central Link (as at 30 June 2019)" provided by the Administration	CB(4)75/19-20(01) https://www.legco.gov.hk/yr19-20/english/panels/tp/tp_rdp/papers/tp_rdp4-75-1-e.pdf
6.12.2019	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (Up to 30 September 2019)	CB(4)153/19-20(03) https://www.legco.gov.hk/yr19-20/english/panels/tp/tp_rdp/papers/tp_rdp20191206cb4-153-3-e.pdf
		Letter from Hon Tanya CHAN on holistic assessment strategy for Hung Hom Station Extension under the Shatin to Central Link Project (Chinese version only)	CB(4)718/18-19(01) https://www.legco.gov.hk/yr18-19/chinese/panels/tp/tp_rdp/papers/tp_rdp4-718-1-c.pdf
		Letter from Hon Tanya CHAN requesting the latest information on the Shatin to Central Link (Chinese version only)	CB(4)149/19-20(01) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdp20191206cb4-149-1-c.pdf
		Administration's supplementary information on the agenda item "Progress update of the construction of Shatin to Central Link"	CB(4)342/19-20(01) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdp4-342-1-c.pdf (English version to follow)

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
3.3.2020	Subcommittee on Matters Relating to Railways	Administration's paper on progress update of the construction of the Shatin to Central Link (Up to 31 December 2019)	CB(4)322/19-20(03) https://www.legco.gov.hk/yr19-20/english/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-322-3-e.pdf
		Administration's paper on funding application for increase in approved project estimate for the main works of Shatin to Central Link	CB(4)322/19-20(05) https://www.legco.gov.hk/yr19-20/english/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-322-5-e.pdf
		Administration's interim response to the letter from Hon Tanya CHAN requesting the latest information on the Shatin to Central Link	CB(4)179/19-20(01) https://www.legco.gov.hk/yr19-20/english/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-179-1-e.pdf
		Joint letter dated 22 January 2020 from Hon Tanya CHAN and Hon Jeremy TAM Man-ho regarding the outstanding Administration's response to members' letters (Chinese version only)	CB(4)367/19-20(01) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-367-1-c.pdf
		Letter dated 30 April 2019 from Hon Tanya CHAN on the holistic assessment strategy for Hung Hom Station Extension under the Shatin to Central Link Project (Chinese version only)	CB(4)367/19-20(02) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-367-2-c.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Administration's response to the letters from Hon Tanya CHAN on the holistic assessment strategy for Hung Hom Station Extension under the Shatin to Central Link Project	CB(4)367/19-20(03) https://www.legco.gov.hk/yr19-20/english/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-367-3-e.pdf
		Administration's supplementary information on the agenda item "Funding application for increase in approved project estimate for the main works of Shatin to Central Link" (follow-up paper)	CB(4)401/19-20(01) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-401-1-c.pdf (English version to follow)
		Administration's supplementary information on the agenda item "Progress update of the construction of Shatin to Central Link" (follow-up paper)	CB(4)402/19-20(01) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-402-1-c.pdf (English version to follow)
		MTR Corporation Limited's supplementary information on the agenda item "Progress update of the construction of Shatin to Central Link" (follow-up paper)	CB(4)402/19-20(02) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-402-2-c.pdf (English version to follow)

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		MTR Corporation Limited's further response on Progress update of the construction of Shatin to Central Link (follow-up paper)	CB(4)417/19-20(01) https://www.legco.gov.hk/yr19-20/english/panels/tp/tp_rdp/papers/tp_rdp20200303cb4-417-1-e.pdf
18.3.2020	Council Meeting	Hon Kenneth LAU raised a question on Shatin to Central Link	https://www.info.gov.hk/gia/general/202003/18/P2020031800399.htm?fontSize=1
4.3.2020*	Subcommittee on Matters Relating to Railways	Administration's further response to the letter from Hon Tanya CHAN requesting the latest information on the Shatin to Central Link	CB(4)325/19-20(01) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdpcb4-325-1-c.pdf (English version to follow)
5.5.2020	Subcommittee on Matters Relating to Railways	Letter dated 22 January 2020 from Hon Tanya CHAN on the cost overrun and unresolved claims of the Shatin to Central Link Project (Chinese version only)	CB(4)372/19-20(01) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdpcb4-372-1-c.pdf
		Letters dated 12 December 2019 and 22 January 2020 respectively from Hon Tanya CHAN requesting information on the refurbishment of the Police Sports and Recreation Club at Prince Edward under the SCL Project (Chinese version only)	CB(4)372/19-20(03) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdpcb4-372-3-c.pdf

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
		Administration's response to the letter from Hon Tanya CHAN on the refurbishment of the Police Sports and Recreation Club at Prince Edward under the SCL Project	CB(4)372/19-20(04) https://www.legco.gov.hk/yr19-20/chinese/panels/tp/tp_rdp/papers/tp_rdpceb4-372-4-c.pdf (English version to follow)
12.5.2020*	Subcommittee on Matters Relating to Railways	Letter dated 12 May 2020 from the Secretary for Transport and Housing on Final Report of Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link Project (enclosing the redacted report)	CB(4)556/19-20(01) https://www.legco.gov.hk/yr19-20/english/panels/tp/tp_rdp/papers/tp_rdpceb4-556-1-e.pdf

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