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20 February 2020

Dear Ms LAU

Panel on Transport
Subcommittee on Matters Relating to Railways
Meeting on 6 December 2019
Supplementary Information Related to Shatin to Central Link

Thank you for your e-mail of 12 December 2019. We provide for your reference the following supplementary information about the follow-up actions in relation to Shatin to Central (SCL) Link project raised at the meeting of Subcommittee on Matters Relating to Railways held on 6 December 2019.

(a) The costs of the demolition and re-provisioning works of Police Officers' Club under SCL Contract No. 1128

Since the South Ventilation Building has to be built adjacent to the Causeway Bay Typhoon Shelter, there is a need to carry out railway works within the boundary of the original Police Officers' Club (POC), including excavation for

temporary works shaft, tunnel boring, and construction of plant rooms and ventilation facilities. Therefore, the original POC shall be demolished, and after the completion of SCL works, re-provisioned in-situ to integrate with the SCL's ventilation facilities.

In general, if railway works affects the facilities along the railway line, the principle of "re-provisioning before demolition" is adopted to maintain seamless use of the facilities. For example, under the SCL project, both the Wan Chai Swimming Pool and the Harbour Road Sports Centre were permanently re-provisioned before they were demolished for the railway works.

However, as regards the POC, due to a lack of suitable sites for permanent or temporary re-provisioning outside the original site, and having regard to better use of existing land and resources, it was impractical to make the arrangement of "re-provisioning before demolition" for the POC under the SCL project. We have therefore adopted the compromised arrangement "with demolition before re-provisioning, and without temporary re-provision during the interim period" to vacate the works site as soon as possible, expedite the works progress of SCL, and reduce the project costs. As the POC's facilities were not seamlessly used, it is required to carry out improvement works for the Police Sports and Recreation Club at Boundary Street, Kowloon to provide part of the services and facilities affected by the demolition of the POC.

The above arrangements for re-provisioning, compensation and improvement works were set out in the paper (PWSC(2012-13)2) submitted to the Public Works Subcommittee under Finance Committee of the Legislative Council in April 2012. The demolition and in-situ re-provisioning of POC were undertaken under the SCL Contract No. 1128 (construction works of railway tunnels between Causeway Bay Typhoon Shelter and Admiralty Station). The works contract was awarded in August 2014; the contract sum was about \$5,226,570,000, covering mainly the costs of building structural works. As the relevant works is underway, details on the expenditure of the demolition and re-provisioning of the former POC are not available.

(b) The impact on the passenger flow of the existing railway lines during peak hours upon the commissioning of the Tuen Ma Line Phase 1

The MTR Corporation Limited (MTRCL)'s response is enclosed at **Annex.**

(c) The measures taken by the Administration to strengthen the monitoring of MTRCL for the commissioning of SCL by 2022

The Highways Department (HyD) has taken measures below to strengthen the monitoring of MTRCL for the implementation of the remaining works of SCL:

- (1) HyD arranged experienced, resident works inspectors for routine and close monitoring;
- (2) increased site inspection and audit checks by the Monitoring and Verification consultant, and strengthened the arrangement of surprise checks;
- (3) reviewed the non-conformance reports issued by MTRCL under each works contract, and requested MTRCL to report the statistics of non-conformance reports and the follow-up actions at the monthly Project Supervision Committee meetings; and
- (4) at the monthly Project Supervision Committee meetings, followed up the progress of the digitalization of construction records taken forward by the MTRCL.

HyD will continue monitoring actively the MTRCL's works under the SCL project by implementing the above measures. HyD and MTRCL will also review the construction schedule, explore delay recovery measures and the feasibility of accelerating key activities, with a view to commissioning the project as soon as possible.

Yours sincerely,

[Chinese version signed]

(PANG Ka-yu)

for Secretary for Transport and Housing

c.c.:

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**Impact on the Passenger Flow of the Existing Railway Lines upon the
Commissioning of the Tuen Ma Line Phase 1**

Tuen Ma Line Phase 1 with three new stations, including Hin Keng, Diamond Hill and Kai Tak opened on 14 February 2020. The journey time between Tai Wai and Diamond Hill stations is significantly shortened from 17 minutes to 9 minutes and the expanded part of Diamond Hill Station is the new interchange station between Tuen Ma Line and Kwun Tong Line. Passengers on the existing East Rail Line and Ma On Shan Line can enjoy more choices of routes for travel to urban areas. It is expected that the new rail link can divert passengers on East Rail Line for Kowloon East and Hong Kong East, to help relieve the most congested section between Tai Wai and Kowloon Tong stations on the East Rail Line. After Tuen Ma Line full opening, it is predicted that about 20% of East Rail Line passengers will use Tuen Ma Line to go to Kowloon East and Hong Kong East.

After Tuen Ma Line Phase 1 opening, it is expected that there will be a slight increase of patronage on other existing railway lines and new rail lines usually attract some new sources of patronage. Since Diamond Hill Station is the additional interchange station for Kwun Tong Line, it is forecast that the main increase in patronage after Tuen Ma Line Phase 1 opening will be on Kwun Tong Line. Three walkways have been constructed inside Diamond Hill Station to link concourses of Kwun Tong Line and Tuen Ma Line to facilitate passengers to interchange. The Corporation will continue to adopt various measures, including arrangement of short-haul trips to run between busy stations as far as possible during peak hours, improvement of station facilities, installation of suitable signages and notices inside stations, erection of barriers on interchange walkways to divert passengers, deployment of more staff to assist passengers and enhancement of station concourses management etc, to ensure smooth operation of all stations on Kwun Tong Line. However, during the initial commencement of new railway line, passengers usually need to adopt and change their travelling habit, also in the light of impact from recent epidemic, the actual patronage on all railway lines is more or less affected. The Corporation will closely monitor the situation after the opening of Tuen Ma Line Phase 1.