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22 January 2014

Secretary General
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Miss Katherine CHAN)

Dear Miss CHAN,

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

**Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail
Link
Matters to be Followed Up**

Regarding the matters to be followed up on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) raised by Members at the Subcommittee's meeting on 22 November 2013, our consolidated reply is set out below.

Major civil works for the Hong Kong section of the XRL are currently at their peak of construction. While the XRL project requires

around 10,000 construction workers and technical / professional staff, contractors have so far employed around 8,500 personnel. Details on the manpower situation and the breakdown by trades are set out at Annex I.

Regarding the arrangement for Members' site visit upon the delivery of the XRL trains, the first XRL train is expected to be delivered to Hong Kong in the second quarter of 2014. The MTR Corporation Limited (MTRCL) will liaise with the LegCo Secretariat in due course for the necessary arrangement.

Separately, as for the news report on "*MTRCL's Involvement in Conflict of Interest*" featured in Apple Daily on 15 November 2013, please note that MTRCL had issued a letter of clarification on the same day. The letter is attached at Annex II for Members' perusal.

Yours sincerely,



(Jackson SIN)

for Secretary for Transport and Housing

c.c.

Highways Department (Attn: Mr. C.W. CHAN)

(Fax : 2714 5297)

MTR Corporation Limited (Attn: Ms. Gloria WU)

(Fax : 2208 3208)

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

Supplementary Information Provided by MTR Corporation Limited

PURPOSE

At the meeting of the Subcommittee on Matters Relating to Railways held on 22 November 2013, Members requested the MTR Corporation Limited (MTRCL) to provide supplementary information regarding the current and future manpower situation for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), as well as their respective trade of work, especially those related to bar-bending, electrical and mechanical (E&M) and building services. Members also requested supplementary information on how MTRCL would resolve the problem of manpower shortage.

MANPOWER SITUATION OF THE XRL PROJECT

2. Major civil works for the Hong Kong section of the XRL are currently at their peak of construction. While the XRL project requires around 10,000 construction workers and technical / professional staff, contractors have so far employed around 8,500 personnel. The ensuing E&M works will also require substantial manpower.

3. As at October 2013, the trades of work facing manpower shortage for the XRL project are as follows.

Trade of Work	Number of Shortage
bar bender and fixer	370
concretor	250
carpenter (formwork)	240
tunnel worker	220
electrical fitter	220

structural steel welder	70
Others	130
Total	1 500

4. As E&M works gradually enter their peak workload, the demand for E&M personnel will continue to increase. It is estimated that about 11,000 personnel will be needed under the XRL project in 2014, of which some 4,000 are for E&M and building services works.

5. In view of the labour shortage, the MTRCL has been liaising closely with the Government and the construction sector. Initiatives to enhance training, improve site working condition and boost workers' image have been taken to attract more local young people to join the construction industry. The MTRCL has collaborated with the construction sector in organising various conferences and seminars to look into ways to help the industry attract new blood as well as workers to return to the industry. Since 2011, three Job Fairs for the Construction Industry have been held, drawing a total of 15,000 visitors with over 12,300 job applications received.

6. To alleviate the manpower shortage, the MTRCL and its XRL contractors have proactively re-sequenced the construction works, including carrying out works concurrently, to catch up with the progress of works. The contractors are also recruiting and training up workers through different ways. If the shortage remains unresolved, consideration may be given, where necessary, to making applications under the Supplementary Labour Scheme to meet the urgent needs of the XRL project.

MTR Corporation Limited
January 2014

傳真號碼: 2370 3283

香港新界將軍澳
將軍澳工業邨駿盈街八號
蘋果日報
編輯先生

編輯先生:

貴報今日於 A10 版標題「港鐵涉利益衝突」一文，指公司或因與個別承建商分享文件，令對方頻中標。報導內容穿鑿，容易令人誤解公司未有公平處理招標及合約，故特來函澄清。

正如十月二十一日本公司傳媒關係經理回覆 貴報有關查詢時指出，港鐵公司為所有合約進行招標時，均根據一貫的公開、公平與公正的程序進行國際招標，程序亦符合世界貿易組織政府採購協定的要求。在招標過程中，港鐵公司會詳細審視所有標書，並對投標者的相關經驗、規模、過往表現等各方面進行評估，以確保中標公司具有足夠能力、技術及經驗按合約訂明的條款完成有關工程。

為了令有意參與競標的承包商清楚掌握標書項目內容，提交最適切的標書，港鐵公司在各大型項目招標前，會透過專業機構、商會或外國領事商務參贊辦公室等，去介紹項目和招標安排。有意競投的承包商也會取得相關介紹文件，相關程序、評分標準和安排的細節，務求令提交的標書是切合招標要求。

在承包商的管理上，在本公司十月二十三日覆函中，已清楚說明公司一貫採用嚴謹管理和監督承包商的工程進度和施工情況，對所有承包商一視同仁。

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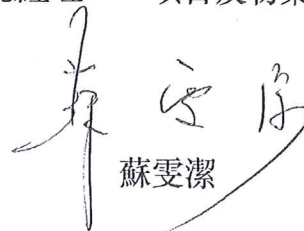
至於文中所述購買列車的合約，在新列車採購時，我們亦根據公司的技術要求而挑選供應商；招標書亦會列明公司按階段增加採購數量，以配合鐵路未來拓展後乘客的增長。首階段合約中已載明添置權的條款，在確定供應商首批列車的質素後，公司行使添置權增購列車，這亦是市場上慣常採用的合理方式。

港鐵公司及前身地鐵公司，早於相關招標及合約簽訂前，已直接為曼谷及里約熱內盧市場提供地鐵的顧問服務，並非如 貴報所述港鐵經承包商引薦進入上述兩地。

至於今日同版另文指港鐵公司二零一一年公司年報未有公布高鐵合約詳情，在本年十月二十一日回覆 貴報查詢時，已指出相關資料已於批出合約後上載公司網頁。事實上，所有高鐵項目主要合約經批出後，均已上載於高鐵香港段網頁內，以便公眾隨時查閱。

港鐵公司在大型項目的採購程序和相關的監察工作，均嚴格按世界貿易組織政府採購協定的要求執行。希望 貴報能夠按事實報導，以正視聽。

副總經理 — 項目及物業傳訊



蘇雯潔

二零一三年十一月十五日