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劉女士：

**調查廣深港高速鐵路香港段建造工程延誤的
背景及原委專責委員會(「專責委員會」)
要求提供資料**

感謝 貴處於2015年10月20日的信函。我現回覆如下。

截至2014年4月份，廣深港高速鐵路香港段項目不同合約在設計上的變動的細節和所涉及的額外費用。

正如你知悉，港鐵公司獲委託進行廣深港高速鐵路香港段(“高鐵”)項目的設計、建造、測試和試行運作，並負責全面的項目管理。在這安排下，港鐵公司是擁有關於高鐵項目的第一手資料，例如在設計上變動的細節和所涉及的額外費用。我們曾就此諮詢港鐵公司，並得悉有關下列(但不限於)情況會導致設計的變動：

- 工地出現無法預見的狀況
- 施工程序/方法的變動
- 由第三方要求而需要作出的變動

至於高鐵項目不同合約在設計上的變動的細節和所涉及的額外費用，港鐵公司表示有關資料屬機密性質，透露有關資料或會影響港鐵公司與其承建商在談判相關設計變動引致的申索時處於不利的位置。



ISO 9001:2008
Certificate No. CC1501



ISO 14001:2004
Certificate No. CC1534

然而，為配合專責委員會的工作，我們現提供從港鐵公司的「獨立董事委員會就高鐵香港段調查之第二份報告」中，就高鐵項目在不同合約上出現設計變動的個別例子(於附件)(只供英文版)，供委員參考。

路政署鐵路拓展處處長

(陳志恩 )

2015年11月17日

副本傳真

運輸及房屋局首席助理秘書長(運輸)3 王明慧 女士
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Examples of Design Changes under the XRL project

<i>Contract</i>	<i>Examples</i>
810A	<ul style="list-style-type: none"> ● Changes to construction method ● Changes to temporary structures ● Improving works area (e.g. ramps) ● Re-sequencing (e.g. erection before diaphragm action) ● Noise mitigation to extend working hours
810B	<ul style="list-style-type: none"> ● Change in construction methods (e.g. shear keys) ● Improvement to works access (e.g. ramps) ● Spoil disposal ● Re-sequencing (slab construction, Austin Road West Underpass)
811A	<ul style="list-style-type: none"> ● Extension of work hours ● Additional D-wall ● Changes to methods (bituthene board), ● Design (e.g. base slab area) and layout of construction site
811B	<ul style="list-style-type: none"> ● Construction method (e.g. top down instead of bottom up for Lin Cheung Rd, pre-splitting, breakwater removal) ● Layout of works area (e.g. temporary traffic flow of Jordon Rd, temporary footbridge, Lin Cheung Rd flips) ● Re-sequencing (P-way access) ● Extended working hours (E&M) ● Additional resources (D-Wall plant)
820	<ul style="list-style-type: none"> ● TBM modifications ● Re-sequencing of TBM drives and tunnel box construction ● Adding 3rd shift

822	<ul style="list-style-type: none"> ● Enlargement of Ventilation Adit ● Additional shutters
823A	<ul style="list-style-type: none"> ● Second TBM ● Overtime working ● Re-sequencing various works ● Change to tunnel box design
824	<ul style="list-style-type: none"> ● Changes to design (height of piles, block walls) ● Relocation of the dismantling area for the TBMs into the tunnel to allow build-out of shaft
825	<ul style="list-style-type: none"> ● Use of one additional TBM and conveyor belt system (including work gangs, trains, spoil pit) ● Relocation of cross passages to more favourable ground ● Increase openings to improve access points for track-laying contractors
826	<ul style="list-style-type: none"> ● Changes in design (e.g. shortening of section, adding 'Stage 2B' for dismantling TBM) ● Re-sequencing (e.g. buffer zone and concurrent cross passage way construction, concurrent construction of invert and walkways) ● Change in construction method (jet grouting instead of bulkhead)

Note:

1. The above examples are extracted from MTRCL's "Second Report by the Independent Board Committee on the Express Rail Link Project".

Abbreviation:

1. D-wall = Diaphragm wall
2. P-way = Permanent way
3. E&M = Electrical and mechanical
4. TBM = Tunnel Boring Machine