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Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 3 July 2015

Updated background brief on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

Purpose

This paper provides updated background information on the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"). It also summarizes the major views and concerns expressed by the Legislative Council ("LegCo") Members during previous discussions on this subject.

Background

2. XRL is an express rail of a total length of about 140 km linking up Hong Kong with Guangzhou via Futian and Longhua in Shenzhen and Humen in Dongguan. Its terminus in Guangzhou will be located at Shibi, the centre of the Guangzhou-Foshan metropolitan area. The Mainland section of XRL will start from Shibi and enter Hong Kong via Huanggang.

3. HKS is approximately 26 km long, which will be an underground railway running from the boundary at Huanggang to West Kowloon Terminus ("WKT") located at the north of the West Kowloon Cultural District, and between the Airport Express Kowloon Station and the West Rail Austin Station. The alignment plan and the chronology of major developments of HKS of XRL are at **Appendices I** and **II** respectively.

Funding arrangement

4. On 22 April 2008, the Executive Council ("ExCo") decided that HKS of XRL would be undertaken under the concession approach. Under

this approach, the construction of HKS of XRL would be funded by the Administration under the Public Works Programme. In July 2008, the Finance Committee ("FC") approved a sum of \$2,782.6 million in money-of-the-day ("MOD") prices for the design and site investigation of the project, which had been entrusted to the MTR Corporation Limited ("MTRCL") for implementation. On 20 October 2009, ExCo decided that MTRCL should be asked to proceed with the construction, testing and commissioning of HKS of XRL under the concession approach.

5. On 16 January 2010, FC approved the following funding applications –

- (a) the construction of the railway works (at an estimated cost of \$55 billion in MOD prices) and its breakdown is at **Appendix III**;
- (b) the construction of the non-railway works (at an estimated cost of \$11.8 billion in MOD prices) and its breakdown is at **Appendix IV**; and
- (c) special ex-gratia payments in relation to HKS of XRL (at an estimated cost of \$86 million).

6. The Administration entered into an entrustment agreement with MTRCL on 26 January 2010 for the construction and commissioning of HKS of XRL project. The construction works for HKS of XRL started in end January 2010. The project scopes of the construction of the railway works for HKS of XRL and non-railway works for the project are attached at **Appendices V and VI**.

Monitoring mechanism

7. Under the abovementioned entrustment agreement, MTRCL is responsible for the overall management of the project. In doing so, the Administration has advised that MTRCL has to comply with its own management systems and procedures. MTRCL also has the obligation to provide any information concerning any matters relating to XRL project as requested by the Administration. The Administration has indicated that it would spare no effort in monitoring the works of MTRCL to ensure that the implementation of the project is within the approved project estimate, of good quality and on schedule.¹ Currently the public officers serving on MTRCL Board include Professor Anthony CHEUNG Bing-leung

¹ Source: The Administration's paper on "Government's monitoring and reporting on the construction of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link" [LC Paper No.: CB(1)1573/09-10(04)] issued in April 2010

(Secretary for Transport and Housing), Mr HON Chi-keung (Permanent Secretary for Development (Works)) and Mrs Ingrid YEUNG HO Poi-yan (Commissioner for Transport).

8. On 16 April 2010, the Administration provided a paper¹ to the Subcommittee on Matters Relating to Railways ("the Subcommittee") setting out the Administration's monitoring mechanism on the construction of HKS of XRL. A flowchart on this monitoring mechanism is enclosed at **Appendix VII**. Details are as follows –

Project Supervision Committee ("PSC")

9. The Director of Highways, being the controlling officer responsible for XRL project, leads a high-level inter-departmental PSC. The Committee holds monthly meetings with MTRCL and the related government departments to review project progress, monitor procurement activities, post tender award cost control and resolution of contractual claims. PSC also provides steer on any matters that would affect the progress of XRL project.

10. To support and complement PSC's effort, the Highways Department ("HyD") inserts various check points into MTRCL's relevant work processes so that issues of potential concern can be flagged up and appropriately resolved at an early stage. For instance, representatives of Hyd, normally at directorate level, attend meetings of MTRCL's Procurement Team and the Executive Tender Panel concerning procurement of works and services for XRL project. Also, they provide comments and reflect views of the Administration at the meetings conducted by MTRCL's Project Control Group, which scrutinizes the assessment of variations and claims arising from the contracts of XRL project.

External monitoring and verification

11. In view of the scale of XRL project, HyD also employs an external consultant to assist in the monitoring work and undertake regular audits to verify MTRCL's compliance with its obligations under the entrustment agreement with the Administration. The monitoring and verification exercise is not limited to the work of MTRCL, but also includes that of the consultants, contractors or agents employed by MTRCL for XRL project. Moreover, HyD consultant identifies and advises HyD any potential risk regarding the implementation of XRL project and proposes appropriate mitigation measures. According to the Administration, this would help ensure that XRL project will meet the required standards and will be completed on schedule and within budget.

Delay of HKS of XRL project

12. On 15 April 2014, the Administration and MTRCL announced that it would be impossible to complete the construction of HKS of XRL by the original target of 2015. According to MTRCL, based on the latest assessment of the progress of the works, the completion date of the construction of HKS of XRL would be postponed to 2016, and with the time required for testing and trial runs to ensure safe operations, the opening of the line for service would be in 2017. The matter has aroused wide public concern.

Setup of Independent Board Committee ("IBC") by MTRCL

13. MTRCL explained that the causes for the delay of HKS of XRL project included inclement weather and difficult geological conditions. Besides, IBC was set up to review the managerial approach of HKS of XRL project comprehensively. IBC released its first report² on 16 July 2014 recommending enhancements to MTRCL's system and processes. The second report³ was published on 28 October 2014, which comprises IBC's findings and conclusions in relation to various matters, reviewed by its two independent experts, on MTRCL's XRL project management; as well as IBC's recommendations for consideration by MTRCL Board.

Setup of Independent Expert Panel ("IEP") by the Administration

14. IEP was also set up by the Administration to review the project management, monitoring mechanism and other matters relating to the delay of HKS of XRL project. According to the Administration, IEP submitted the report to the Chief Executive on 15 December 2014 and the report⁴ was made available to the public on 30 January 2015.

Setup of a select committee in LegCo

15. At the Council meeting of 25 June 2014, Hon WU Chi-wai and Hon Charles Peter MOK presented a petition in connection with the delay of HKS of XRL project. The request of Hon Charles Peter MOK for the petition to be referred to a select committee was supported by 21 Members who rose in their places. The petition has thus been referred to a select committee under Rule 20(6) of the Rules of Procedure. The Select Committee to Inquire into the Background of and Reasons for the Delay of the Construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link commenced its work

² Link of the first report: http://www.expressrailink.hk/pdf/en/report/20140716_xrl_report_eng.pdf

³ Link of the second report: http://www.mtr.com.hk/archive/cr_report/xrl_2014_10_e.pdf

⁴ Link of the report: <http://www.gov.hk/en/theme/iep-xrl/>

in December 2014.

Latest progress

16. According to the information paper provided by the Administration in May 2015⁵, the overall progress of HKS of XRL was 68.7% as at the end of March 2015, indicating a delay when compared to the planned progress of 73.7% in the programme to complete. This indicated that if the delay could not be recovered, the targeted commissioning of XRL by end 2017 could not be achieved. Based on the progress figures in the past few months, the overall delay of works has worsened and reached a very critical state. HyD was highly doubtful on whether MTRCL could achieve the target for commissioning of XRL in end 2017 and considered that there might be further delay.

Latest cost to complete for HKS of XRL project

17. According to the information provided by the Administration⁵, MTRCL in August 2014 announced that the cost to complete for HKS of XRL would be \$71.52 billion. The estimate is based on the programme to complete under which XRL would be in commission by the end of 2017. It is about \$6.5 billion more than the entrustment cost of \$65 billion, and also exceeds the approved project estimate of \$66.8 billion. Based on the information provided by MTRCL, HyD, with the assistance of its monitoring and verification consultant ("M&V consultant"), has completed the assessment of MTRCL's cost to complete. In their review, HyD and its M&V consultant identified certain items which had not been included in the cost to complete or which would need to be reviewed to ensure adequate coverage in the risk allowances. MTRCL is reviewing again the cost to complete, which was expected to be completed in the second quarter of 2015. The Administration will conduct a thorough and detailed assessment upon formal receipt of the review result from MTRCL.

Reporting on progress and finance of HKS of XRL project

18. Since July 2010, the Administration has provided regular half-yearly progress reports to the Subcommittee. The Transport and Housing Bureau has submitted a total of seven regular progress reports, covering the period up to 30 June 2013.

⁵ Source: The Administration's paper on "Progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link" [LC Paper No. CB(4)954/14-15(07)] issued in May 2015

19. In view of the announcement of MTRCL on 15 April 2014 that the opening of HKS of XRL for service would be delayed to 2017, the Administration submitted a paper⁶ to provide the Subcommittee with information on the latest position of the construction of HKS of XRL in May 2014, which included construction progress of HKS of XRL as at end March 2014. In November 2014, the Administration submitted another half-yearly report on the major works progress, indicators and financial situation of HKS of XRL project for the period between 1 April and 30 September 2014.

20. To enhance the reporting to LegCo on the progress update and financial situation of the construction of the project, the Administration has been submitting quarterly reports to the Subcommittee instead of at six-month intervals. In March and May 2015, the Administration submitted two quarterly reports to the Subcommittee for information. The latest quarterly report has covered the period ending 31 March 2015.

Major concerns raised by LegCo Members

Progress of HKS of XRL project

21. At the Subcommittee meetings on 24 May and 22 November 2013, members expressed grave concern whether the Administration and MTRCL were able to complete the project in 2015 as scheduled. In May 2014, the Subcommittee members at the meetings were briefed that the construction of HKS of XRL would not be completed by the original target of 2015. In view of the project delay, members at the Subcommittee meetings pressed questions on whether MTRCL and public officers had deliberately concealed the facts and provided false information to LegCo. They also expressed concern about the works progress and enquired whether the revised target of 2017 was achievable. In March and May 2015, the Subcommittee members continuously expressed grave concern over the progress of the project, such as low production rate for the steelworks of WKT (Contract 810A), and the possibility that the project would be further delayed.

Financial position

22. Members at the Subcommittee meeting on 24 May 2013 expressed concern about the financial position of HKS of XRL project in view of the press reports that the amount of \$4.6 billion out of \$5.4 billion of the

⁶ Source: The Administration's paper on "Latest position of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link" [LC Paper No. CB(1)1328/13-14(03)] issued in May 2014

project contingencies had been claimed. The Administration suggested that according to the projections, the amount claimed could be fully covered by project contingencies. However, in the light of the project delay as announced in April 2014, Members at the Subcommittee meetings and the Council meetings expressed worry about any further possible claims from contractors and increase in the approved project sum. Also, noting that HKS of XRL project might incur an additional cost of \$6.5 billion as mentioned in paragraph 17, Members expressed concern whether the Administration or MTRCL would bear the relevant cost arising from the project delay and questioned whether the actual cost to complete for the project would be much higher than the current estimation.

Labour shortage problem

23. At the meetings on 22 November 2013 and 2 January 2015, the Subcommittee members expressed concern about the alleged labour shortage problem for HKS of XRL project. Members also urged that the relevant bureaux, like the Transport and Housing Bureau and the Labour and Welfare Bureau, should assist MTRCL in solving the labour shortage problem by various means like speeding up the processing of the application for importing of labour under the Supplementary Labour Scheme. In January 2015, the Administration provided supplementary information⁷ updating the Subcommittee that there was a shortfall of 1 515 construction workers for HKS of XRL project.

Construction safety

24. At the Subcommittee meetings on 24 May and 22 November 2013, and 3 January 2014, members expressed concern about construction safety of XRL project, in particular the three fatal industrial incidents occurred in January 2011, July and August 2013, as well as the dramatic increase in the accident rates in late 2013. MTRCL at the meeting on 3 January 2014 explained that the increase in the accident rates for XRL project in the previous seven months could be due to the change in the nature of work involved at different stages of construction works. Also more manual labour was involved during the period when the manpower demand reached its peak. The overall figure of the accident rates was, however, more or less the same as those for other railway projects.

Signalling system and train safety

25. Members at the Subcommittee meetings on 24 May and

⁷ Source: The Administration's supplementary information paper on the number of construction personnel short for each of the five new railway projects under construction [LC Paper No. CB(4)307/14-15(01)] issued in December 2014

22 November 2013, and 4 July 2014 expressed concern about the signalling system of XRL project, including the procurement and compatibility of the signalling systems for both HKS and the Mainland section of XRL. The Chairman at the meeting on 22 November 2013 further cited the Wenzhou incident in China and expressed his concern over the control of the quality of the signalling systems in HKS and the Mainland section of XRL. Members at the Subcommittee meeting on 4 July 2014 also expressed worry about train safety and pressed questions on the standard of train crashworthiness of the trains procured for XRL.

Arrangement for co-location of boundary control facilities ("the co-location arrangements")

26. At a number of the Subcommittee meetings and the Council meetings held between 2010 and 2015, Members enquired about the latest progress of the implementation of the co-location arrangements at WKT. Members urged the Administration to resolve the relevant legal and constitutional issues as quickly as possible because it was very important to the realization of the intended purpose of HKS of XRL to be a timesaving express railway. The Administration explained that they were actively studying the issues and discussing them with their Mainland counterparts. Their goal was to strive for the implementation of the co-location arrangements at WKT when HKS of XRL was completed and commissioned by the end of 2017.

27. According to the Administration⁸, Mr Rimsky YUEN (Secretary for Justice), Professor Anthony CHEUNG Bing-leung (Secretary for Transport and Housing) and other government officials visited Shenzhen on 20 May 2015 to exchange views with officials of the Hong Kong and Macao Affairs Office of the State Council on the co-location arrangements at HKS of XRL and other matters. The Administration stated that it would be of utmost importance to arrange a proper legal framework for the future co-location arrangements, and the aim was to achieve that within the framework of the Basic Law. The ultimate co-location arrangements should be put in place towards the end of 2017.

Clearance of Choi Yuen Tsuen ("CYT")

28. The Subcommittee members were concerned about the assistance available to the affected CYT villagers who had submitted agricultural resite applications. The Administration advised that about 20 applications for agricultural resite had been received and 10 villagers had been verified

⁸ Source: The Administration's press release on "Secretary for Justice on co-location arrangements at Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link" issued on 20 May 2015

as genuine farmers. Heung Yee Kuk, the Lands Department and the Agriculture, Fisheries and Conservation Department also assisted CYT villagers in identifying suitable sites for relocation of farming activities. In November 2010, the Administration announced that the phased clearance of CYT had been completed smoothly.

LegCo questions and relevant papers

29. In the Fifth LegCo, Members raised fifteen questions relating to HKS of XRL project, including the works progress, cost overrun, the co-location arrangements and impacts of the construction works on neighbouring areas. The hyperlinks to the above LegCo questions and other relevant papers are at **Appendices VIII and IX** respectively.

Latest developments

30. The Administration plans to update the Subcommittee members on the progress of the construction of HKS of XRL at the meeting to be held on 3 July 2015.

Council Business Division 4
Legislative Council Secretariat
26 June 2015



The proposed alignment of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)

<p>圖則名稱 drawing title 工務計劃項目第53TR號 廣深港高速鐵路香港段 - 鐵路建造工程 香港段位置圖 PWP ITEM NO. 53TR HONG KONG SECTION OF GUANGZHOU-SHENZHEN-HONG KONG EXPRESS RAIL LINK - CONSTRUCTION OF RAILWAY WORKS LOCATION PLAN OF HONG KONG SECTION</p>	<p>設計 designed K. K. LEI 23/11/09 繪圖 drawn Y. L. MA 23/11/09 核對 checked K. K. LEI 23/11/09 核准 approved C. W. YUNG 23/11/09</p> <p>S. H. LAM 總工程師 CHIEF ENGINEER</p> <p>日期 DATE</p>	<p>圖號 drawing no. HRWXRL002-SP0009 版權所有 COPYRIGHT RESERVED 鐵路拓展處 RAILWAY DEVELOPMENT OFFICE 路政署 HIGHWAYS DEPARTMENT</p>
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Chronology of major developments of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") project

- In 2000, XRL project (formerly named Regional Express Line) was first recommended for implementation under the Railway Development Strategy 2000.
- In March 2005, it was agreed XRL would have its termini at West Kowloon of Hong Kong and Shibi of Guangzhou, with intermediate stations at Longhua of Shenzhen, and Humen of Dongguan.
- In July 2005, the Kowloon Canton Railway Corporation recommended two alignment options for HKS of XRL: namely, building a new dedicated rail track from the West Kowloon Terminus to the boundary ("the Dedicated Corridor Option") or sharing the tracks of the Kowloon Southern Link, the West Rail Line ("WRL"), the proposed Northern Link and a new rail track to the boundary ("the Shared Corridor Option").
- In January 2006, having considered the financial aspect, the potential impact on WRL service and the patronage forecast based on the planning assumptions at that time, the Chief Executive-in-Council ("CE-in-Council") decided that HKS of XRL should proceed on the basis of the Shared Corridor Option.
- Subsequently, several planning changes were made to the Mainland's section of XRL bearing significant implications to the choice of corridor option for HKS –
 - possible increase in the long-haul train services;
 - addition of a new XRL station at Futian, Shenzhen connecting to a newly proposed Rapid Transit System rail line; and
 - Ministry of Railway's requirement to deploy wider train cars up to 3.4 m wide for XRL.

As a result, if the Shared Corridor Option was to be adopted, the increase in XRL patronage and train frequency would saturate WRL corridor shortly after the opening of XRL.

In addition, the deployment of new train cars of up to 3.4 m-wide for XRL would conflict with the platform configurations of three WRL Stations, which were designed for train cars no more than 3.1 m wide. This would

necessitate modification of the platforms concerns and the works would take about three years with each affected platform closed for six months.

- On 17 April 2007, in view of the above and the effectiveness of the Dedicated Corridor Option in connecting with the national railway network, CE-in-Council decided that the Dedicated Corridor Option should be adopted in-principle for HKS of XRL.
- On 2 August 2007, the Chief Executive ("CE") announced the decision of adopting the Dedicated Corridor Option after the Tenth Plenary of the Hong Kong/Guangdong Co-operation Joint Conference.
- In October 2007, CE announced the proposed HKS of XRL as one of the 10 major infrastructure projects.
- On 22 April 2008, CE-in-Council decided to invite the MTR Corporation Limited ("MTRCL") to proceed with further planning and design of HKS of XRL. On 8 July 2008, the Finance Committee ("FC") approved the funding for the design and site investigation of HKS of XRL.
- The railway scheme of HKS of XRL was gazetted under the Railways Ordinance on 28 November and 5 December 2008. Detailed design commenced in January 2009.
- On 20 October 2009, CE-in-Council approved the implementation of HKS of XRL project and the Administration's recommendation to seek funding approval from FC so that the construction of the project could start before the end of 2009 for commissioning in 2015.
- At the meeting of the Public Works Subcommittee ("PWSC") on 3 December 2009, the funding proposals for HKS of XRL project and the special ex-gratia rehousing package were endorsed by PWSC.
- On 16 January 2010, the relevant funding proposals were approved by FC.
- In June 2010, the Administration submitted the 1st half-yearly report for the period between 16 January and 30 June 2010, which was discussed at the Subcommittee meeting on 6 July 2010.
- In March 2011, the Administration submitted the 2nd half-yearly report for the period between 1 July and 31 December 2010, which was discussed at the Subcommittee meeting on 20 May 2011.
- In September 2011, the Administration submitted the 3rd half-yearly report for the period between 1 January and 30 June 2011.

- In April 2012, the Administration submitted the 4th half-yearly report for the period between 1 July and 31 December 2011.
- In October 2012, the Administration submitted the 5th half-yearly report for the period between 1 January and 30 June 2012.
- In May 2013, the Administration submitted the 6th half-yearly report for the period between 1 July and 31 December 2012, which was discussed at the Subcommittee meeting on 24 May 2013.
- In October 2013, the Administration submitted the 7th half-yearly report for the period between 1 January and 30 June 2013, which was discussed at the Subcommittee meeting on 22 November 2013.
- On 15 April 2014, the Administration and MTRCL announced that the opening of HKS of XRL for service would be delayed to 2017. In May 2014, the Administration submitted a paper to provide the Subcommittee with information on the latest position of the construction of HKS of XRL, which included construction progress of HKS of XRL as at end March 2014.
- In November 2014, the Administration submitted a half-yearly report on the major works progress, indicators and financial situation of HKS of XRL project for the period between 1 April and 30 September 2014, which was discussed at the Subcommittee meeting on 2 January 2015.
- In March 2015, the Administration submitted a quarterly report on the major works progress, indicators and financial situation of HKS of XRL project for the period between 1 October and 31 December 2014, which was discussed at the Subcommittee meeting on 6 March 2015.
- In May 2015, the Administration submitted a quarterly report on the major works progress, indicators and financial situation of HKS of XRL project for the period between 1 January and 31 March 2015, which was discussed at the Subcommittee meeting on 19 May 2015.

**Breakdown of the construction of railway works for the Hong Kong section
of the Guangzhou-Shenzhen-Hong Kong Express Rail Link**

		\$ million	
(a)	construction of railway works	43,615	
(I)	civil works	31,596	
	- Terminus	9,454	
	- Tunnel and associated structures	18,985	
	- Emergency rescue station and stabling sidings	3,157	
(II)	architectural works	1,900	
(III)	building services	2,500	
(IV)	railway electrical and mechanical works	5,714	
(V)	rolling stock	1,905	
(b)	project management cost payable to MTRCL for planning, management and supervision of the project, covering overheads and management expenses of MTRCL	3,261	
(c)	fees for consultants appointed by the Government for monitoring and vetting MTRCL's work including cost of the project	95	
(d)	contingencies	4,445.5	
	Sub-total	51,416.5	(in September 2009 prices)
(e)	provision for price adjustment	3,601.0	
	Total	55,017.5	(in money-of-the-day prices)

Breakdown of the construction of non-railway works for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

	\$ million	
(a) construction of essential public infrastructure works		1,808.8
(I) seven footbridges at West Kowloon Terminus ("WKT")	280.0	
(II) two subways at WKT	138.8	
(III) depressed roads at part of Austin Road West and Lin Cheung Road, reconstruction of Wui Man Road and construction of Road D1A, and associated noise barriers / enclosures	1,390.0	
(b) construction of reprovisioning, remedial and improvement works		1,200.0
(c) enabling works		3,519.0
(I) enabling works for Site A	1,880.0	
(II) enabling works for West Kowloon Cultural District	1,604.0	
(III) enabling works for footbridges at Sham Mong Road	35.0	
(d) construction of boundary control facilities		2,609.0
(e) project management cost payable to MTRCL for planning, management and supervision of the project, covering overheads and management expenses of MTRCL		699.0
(f) fees for consultants appointed by the Government for monitoring and vetting MTRCL's work including cost		38.0
(g) provision of Government facilities / equipment including fire fighting equipment, and other furniture and equipment ¹		200.0
(h) contingencies		953.8
	Sub-total	11,027.6
		(in September 2009 prices)
(i) provision for price adjustment		772.4
	Total	11,800.0
		(in money-of-the-day prices)

(Source: LC Paper No. PWSC(2009-10)69 issued in December 2009)

¹ Based on an indicative list of furniture and equipment items required, including furniture and equipment in boundary control facilities.

Project scope of the construction of railway works for the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")

- (a) construction of the railway works for HKS of XRL, which include –
 - (i) railway facilities at the West Kowloon Terminus ("WKT"), including station concourse, passenger waiting areas, platforms, control and signal systems, etc.;
 - (ii) approximately 26 km long tunnel from WKT to the boundary at Huanggang;
 - (iii) a below ground emergency rescue station and at-grade stabling sidings in Shek Kong with necessary facilities to provide emergency rescue, passenger evacuation, as well as maintenance of rolling stock and infrastructure; and
 - (iv) eight ventilation buildings, one emergency access point and the associated ventilation shafts and adits / accesses for the tunnel;
- (b) procurement of rolling stock, railway systems, as well as safety, operation and maintenance equipment; and
- (c) fees for consultants appointed by the Government for monitoring and vetting the work of the MTR Corporation Limited relating to the railway works under HKS of XRL.

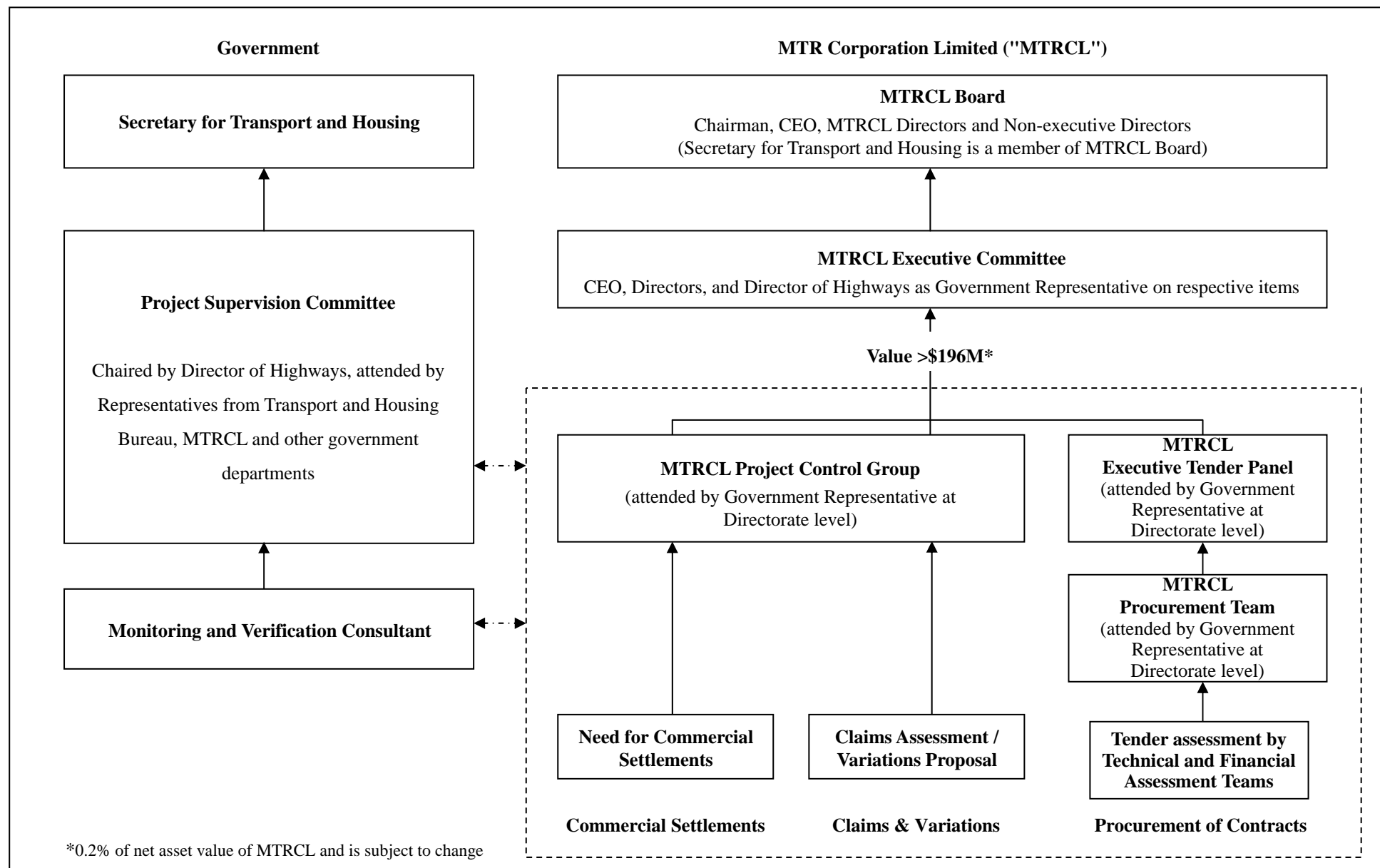
Project scope of the construction of non-railway works for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")

- (a) construction of essential public infrastructure works ("EPIW") including –
 - (i) three footbridges linking to the Kowloon Station, two footbridges linking to the Austin Station, a footbridge linking to the public transport interchange at the north of Jordan Road and a footbridge above new Road D1A near Man Cheong Street;
 - (ii) two subways linking to the Austin Station and the footpath located at west of Lin Cheung Road;
 - (iii) construction of a depressed road system and associated at-grade roads and noise barriers / enclosures at Austin Road West and Lin Cheung Road; and
 - (iv) construction of new Road D1A and reconstruction of Wui Man Road and erection of associated noise barriers / enclosures;
- (b) construction of the reprovisioning, remedial and improvement works ("RRIW");
- (c) construction of the enabling works –
 - (i) for the topside property development at Site A¹;
 - (ii) for the future West Kowloon Cultural District development above West Kowloon Terminus ("WKT"); and
 - (iii) for the future footbridges at Sham Mong Road;
- (d) construction and provision of government facilities / equipment at WKT including the boundary control facilities, special fire fighting equipment for use in XRL tunnel during the construction and operation phases and the other associated equipment; and
- (e) fees for consultants appointed by the Government for monitoring and vetting the work of the MTR Corporation Limited relating to EPIW, RRIW, enabling works and the concerned government facilities / equipment.

(Source: LC Paper No. PWSC(2009-10)69 issued in December 2009)

¹ The site was zoned as Comprehensive Development Area (1) on the draft South West Kowloon Outline Zoning Plan No. S/K20/22A on top of WKT for non-railway development.

Flowchart on the Government's monitoring mechanism on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project



Source: The Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (1st half-yearly report for the period ending 30 June 2010) [LC Paper No. CB(1)2290/09-10(01)] (Annex 3)

Updated background brief on the latest position of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")

Relevant questions raised at Council meetings
(in the Fifth Legislative Council)

19.12.2012	Hon Claudia MO raised a question on impact of construction works of HKS of XRL on structure of nearby buildings. (http://www.info.gov.hk/gia/general/201212/19/P201212190238.htm)
29.5.2013	Hon Jeffrey LAM Kin-fung raised a question on progress of the construction of HKS of XRL and related immigration arrangements. (http://www.info.gov.hk/gia/general/201305/29/P201305280556.htm)
	Hon Frederick FUNG Kin-kee raised a question on monitoring the construction of HKS of XRL. (http://www.info.gov.hk/gia/general/201305/29/P201305290217.htm)
23.10.2013	Hon Frederick FUNG Kin-kee raised a question on co-location of boundary control facilities for HKS of XRL. (http://www.info.gov.hk/gia/general/201310/23/P201310220570.htm)
11.12.2013	Dr Hon KWOK Ka-ki raised a question on impacts of railway construction works on residents in Ngau Tam Mei. (http://www.info.gov.hk/gia/general/201312/11/P201312100593.htm)
26.2.2014	Hon SIN Chung-kai raised a question on co-location of immigration and customs facilities at the West Kowloon Terminus of XRL. (http://www.info.gov.hk/gia/general/201402/26/P201402260233.htm)
9.4.2014	Hon Albert HO Chun-yan raised a question on railway safety (including the progress of the procurement of the trains for XRL). (http://www.info.gov.hk/gia/general/201404/09/P201404090399.htm)
16.4.2014	Hon James TO Kun-sun raised a question on impacts of XRL works on nearby sites and buildings. (http://www.info.gov.hk/gia/general/201404/16/P201404160445.htm)
30.4.2014	Hon Tony TSE Wai-chuen raised a question on works progress of HKS of XRL. (http://www.info.gov.hk/gia/general/201404/30/P201404300347.htm)

21.5.2014	Dr Hon LAM Tai-fai raised a question on handling of the delay in the completion of the project to construct the express rail link. (http://www.info.gov.hk/gia/general/201405/21/P201405210505.htm)
	Dr Hon KWOK Ka-ki raised a question on construction works delay of XRL. (http://www.info.gov.hk/gia/general/201405/21/P201405210325.htm)
28.5.2014	Hon Kenneth LEUNG raised a question on construction works of XRL. (http://www.info.gov.hk/gia/general/201405/28/P201405280337.htm)
29.10.2014	Dr Hon KWOK Ka-ki raised a question on major infrastructure projects. (http://www.info.gov.hk/gia/general/201410/29/P201410290463.htm)
3.12.2014	Hon Ronny TONG Ka-wah raised a question on HKS of XRL. (http://www.info.gov.hk/gia/general/201412/03/P201412030573.htm)
	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)

**Updated background brief on the construction of the Hong Kong section of the
Guangzhou-Shenzhen-Hong Kong Express Rail Link**

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
20.6.2008	Establishment Subcommittee	Administration's paper on Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link - creation of one supernumerary post of Chief Engineer in Highways Department	EC(2008-09)8 http://legco.hk/yr07-08/english/fc/esc/papers/e08-08e.pdf
2.12.2009 3.12.2009	Public Works Subcommittee	Administration's paper on Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link - construction of railway works	PWSC(2009-10)68 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-68e.pdf
		Administration's paper on Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link - construction of non-railway works	PWSC(2009-10)69 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/papers/p09-69e.pdf
		Minutes of meetings	PWSC32/09-10 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091202.pdf PWSC33/09-10 http://www.legco.gov.hk/yr09-10/english/fc/pwsc/minutes/pwsc20091203.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
18.12.2009 8.1.2010 15.1.2010 16.1.2010	Finance Committee	Recommendations of the Public Works Subcommittee made on 2 and 3 December 2009	FCR(2009-10)44 http://www.legco.gov.hk/yr09-10/english/fc/fc/papers/f09-44e.pdf
16.4.2010	Subcommittee on Matters Relating to Railways	Administration's paper on government's monitoring and reporting on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1573/09-10(04) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0416cb1-1573-4-e.pdf
		Minutes of meeting	CB(1)2071/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100416.pdf
6.7.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (1 st half-yearly report for the period ending 30 June 2010)	CB(1)2290/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0706cb1-2290-1-e.pdf
20.9.2010	Subcommittee on Matters Relating to Railways	Minutes of meeting	CB(1)757/10-11 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100920.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
20.5.2011	Subcommittee on Matters Relating to Railways	Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (2 nd half-yearly report for the period between 1 July 2010 and 31 December 2010)	CB(1)1585/10-11(07) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-7-e.pdf
		Minutes of meeting	CB(1)3031/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110506.pdf
--	Subcommittee on Matters Relating to Railways	Administration's paper on the third half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 January 2011 and 30 June 2011)	CB(1)3049/10-11(01) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdpcb1-3049-1-e.pdf
--	Subcommittee on Matters Relating to Railways	Administration's paper on the fourth half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 July 2011 and 31 December 2011)	CB(1)1710/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdpcb1-1710-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
--	Subcommittee on Matters Relating to Railways	Administration's paper on the fifth half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 January 2012 and 30 June 2012)	CB(1)24/12-13(02) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-24-2-e.pdf
24.5.2013	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1072/12-13(03) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1072-3-e.pdf
		Administration's paper on the sixth half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 July 2012 and 31 December 2012)	CB(1)1108/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1108-1-e.pdf
		Administration's supplementary information paper on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (follow-up paper)	CB(1)1434/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0524cb1-1434-1-e.pdf
		Minutes of meeting	CB(1)1870/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130524.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
22.11.2013	Subcommittee on Matters Relating to Railways	Administration's paper on the seventh half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 January 2013 and 30 June 2013)	CB(1)81/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdpcb1-81-1-e.pdf
		Administration's supplementary information on the progress and financial situation of the construction of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (follow-up paper)	CB(1)782/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp1112cb1-782-1-e.pdf
		Minutes of meeting	CB(1)1010/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20131122.pdf
5.5.2014 19.5.2014	Subcommittee on Matters Relating to Railways	Administration's paper on the latest position of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1328/13-14(03) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0505cb1-1328-3-e.pdf
		MTR Corporation Limited's paper on the construction and commissioning of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1354/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0505cb1-1354-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's response to issues raised at the meeting on 5 May 2014	CB(1)1422/13-14(02) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0519cb1-1422-2-e.pdf
		MTR Corporation Limited's supplementary information on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1438/13-14(01) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0519cb1-1438-1-e.pdf
		Minutes of meetings	CB(1)1904/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140505.pdf CB(1)1987/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140519.pdf
4.7.2014	Subcommittee on Matters Relating to Railways	Administration's paper on safety management measures for trains of Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(1)1722/13-14(05) http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/papers/tp_rdp0704cb1-1722-5-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

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)139/14-15 http://www.legco.gov.hk/yr13-14/english/panels/tp/tp_rdp/minutes/rdp20140704.pdf
2.1.2015	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Half-yearly report for the period ending 30 September 2014)	CB(1)260/14-15(04) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20141124cb1-260-4-e.pdf
		Administration's supplementary information on the progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (follow-up paper)	CB(4)575/14-15(01) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150102cb4-575-1-e.pdf
		Minutes of meeting	CB(4)623/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/minutes/rdp20150102.pdf
6.3.2015	Subcommittee on Matters Relating to Railways	Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	CB(4)576/14-15(05) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150306cb4-576-5-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
19.5.2015	Subcommittee on Matters Relating to Railways	Administration's paper on the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Quarterly Report for the Period ending 31 March 2015)	CB(4)954/14-15(07) http://www.legco.gov.hk/yr14-15/english/panels/tp/tp_rdp/papers/tp_rdp20150519cb4-954-7-e.pdf

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