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來函檔號 Your Ref. : () in HyD RDO 16-3/17/25 C
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Urgent by fax
(2543 9197)

11 December 2015

Ms Sophie LAU
Clerk to Select Committee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Ms Lau,

**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 (“Select Committee”)**

Request for further information

I refer to your letter dated 26 November 2015 on the captioned subject and would like to provide my response as below.

The MTR Corporation Limited (“MTRCL”) is entrusted by the Government to oversee the construction and commissioning of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) project. In order to mitigate delays on individual construction contracts, MTRCL had instructed its contractors to develop and implement Delay Recovery Measures (“DRMs”). “Design changes” is one of the DRMs implemented during the construction of the XRL project.



ISO 9001:2008
Certificate No.: CC1881



ISO 14001:2004
Certificate No.: CC2634

In an attempt to furnish the Select Committee with supplementary information, we offered to provide in our letter ref. () in HyD RDO 16-3/17/25 C dated 17 November 2015 some examples of DRMs including changes to construction methods, hours, sequencing, layout of works areas, design, etc., which are based on the information from the "Second Report by the MTRCL's independent Board Committee on the Express Rail Link Project". However, as per your request, we have removed those examples of DRMs which do not involve any change in design (at **Annex**) for Members' reference.

Yours sincerely,



(Henry Chan)

Principal Government Engineer/Railway Development
Railway Development Office
Highways Department

cc Secretary for Transport and Housing
(Attn: Miss Winnie Wong)

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 ● Re-sequencing (e.g. erection before diaphragm action)
810B	<ul style="list-style-type: none"> ● Change in construction methods (e.g. shear keys) ● Re-sequencing (slab construction, Austin Road West Underpass)
811A	<ul style="list-style-type: none"> ● Additional D-wall ● Changes to methods (bituthene board) ● Design (e.g. base slab area)
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)
820	<ul style="list-style-type: none"> ● Re-sequencing of TBM drives and tunnel box construction
822	<ul style="list-style-type: none"> ● Enlargement of Ventilation Adit
823A	<ul style="list-style-type: none"> ● 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"> ● Relocation of cross passages to more favourable ground ● Increase openings to improve access points for track-laying contractors

826	● Changes in design (e.g. shortening of section, adding 'Stage 2B' for dismantling TBM)

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. TBM = Tunnel Boring Machine