

Translation

**For Information
November 2015**

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

**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 30 September 2015)

INTRODUCTION

This paper aims to brief Members on the major works progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) and the relevant monitoring work carried out by the Highways Department (“HyD”) for the period ending 30 September 2015.

BACKGROUND

2. At the meeting of the Subcommittee on Matters Relating to Railways (“RSC”) under the Legislative Council (“LegCo”) Panel on Transport in April 2010, Members agreed that reports on progress update and financial situation of the construction of the Hong Kong section of the XRL should be submitted at six-month intervals. To enhance the reporting to the LegCo on the progress update and financial situation of the construction of the XRL, such reports are now submitted to the RSC at quarterly instead of six-month intervals.

— 3. This paper, which is appended with the progress report of the MTR Corporation Limited (“MTRCL”) (**Annex**), reports on the major works progress, indicators and financial situation for the period between 1 July and 30

September 2015.

THE REVISED PROGRAMME TO COMPLETE (“REVISED PTC”) AND COST TO COMPLETE (“REVISED CTC”) OF THE XRL

4. The MTRCL submitted on 30 June 2015 the latest assessment of the revised PTC and revised CTC of the XRL. According to the MTRCL’s latest assessment, the commissioning of the XRL will have to be delayed further from the end of 2017 to the third quarter of 2018, which includes a six-month contingency period. As regards the revised CTC, the MTRCL advised that the amount will have to be revised to \$85.3 billion, which includes a Revised Total Project Cost of \$83.2 billion and a sum of \$2.1 billion for contingency.

5. The Government has grave concern about the further delay and cost overrun of the XRL. At the request of the Government, the MTRCL submitted a paper to the RSC on 30 June 2015 (Paper No. CB(4)1228/14-15(01)) reporting the assessment result. The Government submitted to the RSC a paper on 3 July 2015 (Paper No. CB(4)1273/14-15(01)) to set forth her initial response on the assessment result. The Secretary for Transport and Housing, the Director of Highways, the Chief Executive Officer of the MTRCL, etc. also attended the RSC meeting held on 3 July 2015 to report on the latest situation.

6. The Highways Department (“HyD”), assisted by its Monitoring and Verification (“M&V”) consultant, has completed scrutinising the latest revised PTC and revised CTC submitted by the MTRCL. We will report the result to RSC in detail in a separate paper.

PROGRESS UPDATE OF THE PROJECT

7. Over the reporting period, the HyD, with the assistance of its M&V consultant, continued to monitor systematically the implementation of the XRL project by MTRCL under its monitoring mechanism, which includes meetings at various levels (such as meetings of the Project Supervision Committee (“PSC”) chaired by the Director of Highways, Project Coordination Meetings chaired by an Assistant Director of the HyD and Contract Review Meetings (“CRMs”) chaired by HyD’s Chief Engineer) and regular site inspections.

8. The MTRCL's latest revised PTC sets the target completion date for the XRL project to the third quarter of 2018, which includes a six-month contingency period. In this connection, **the HyD and the MTRCL monitor the progress of the remaining works of the XRL project against the revised commissioning target of the XRL in the third quarter of 2018.**

9. As stated in MTRCL's progress report, the overall progress of the XRL was 73.7% as at the end of September 2015, which was 1.3% ahead of the planned progress of 72.4% based on the target of commissioning the XRL in the third quarter of 2018. According to our scrutinisation of MTRCL's PTC which aims at completing the XRL project in the third quarter of 2018, Contract 810A (Construction of West Kowloon Terminus ("WKT") North) is still the most critical contract of the entire XRL project while Contract 823A (Construction of Tai Kong Po to Tse Uk Tsuen Tunnels), Contract 824 (Construction of Tai Kong Po to Ngau Tam Mei Tunnels) and Contract 826 (Construction of Huanggang to Mai Po Tunnels) are the sub-critical contracts. Attention should also be given to the works contracts for the electrical and mechanical ("E&M") systems as their progress is closely inter-linked with the various construction works of the WKT and tunnels. The progress of the above works contracts is as follows.

(a) Construction of WKT North (Contract 810A)

10. According to MTRCL's progress report, about 92% of excavation works and 52% of concrete structural works for the WKT North (Contract 810A) have been completed. The accumulative progress is consistent with the revised PTC which aims to complete the XRL in the third quarter of 2018. As urged by the HyD, the MTRCL has thoroughly reviewed the sequence of the remaining concreting works and the monthly concreting rates. MTRCL has also discussed with the contractor measures to maintain the concreting rates. The HyD will continue to conduct regular site inspections and hold monthly CRMs and ad-hoc meetings to follow up and monitor the effectiveness of proposals and measures implemented by the MTRCL.

11. There are three critical paths for the construction of the WKT North, namely (i) excavation works near Jordan Road for the northern portion of the WKT; (ii) steelwork fabrication for the Station Entrance Building ("SEB"); and (iii) construction works for the Lin Cheung Road Underpass. These critical construction activities are being followed up as below.

12. Critical path (i) (excavation works for the northern portion of the WKT) involves removal of a significant quantity of rock. To enhance the efficiency of the excavation works, the MTRCL continues with the blasting works and excavation by mechanical means. The progress of the excavation works in this quarter is marginally satisfactory. Since the commencement of the blasting works, MTRCL's records have shown that the impact due to vibration arising from the blasting works is minimal. The HyD will continue to closely monitor the effectiveness of the blasting works and the impacts on the surrounding buildings.

13. The HyD was very concerned about the progress of critical path (ii) (steelwork fabrication for the SEB), which was highly complicated. The HyD noticed that the MTRCL was working very hard with the contractor to formulate and implement proposals to overcome various works-related difficulties, including the fabrication, delivery and erection of steelwork components, as well as the planning and implementation of the temporary works. The fabrication of temporary supporting steelwork is now complete. Also, the MTRCL has implemented further measures to maintain the progress of the fabrication of steelwork components for the SEB, including setting up an additional fabrication yard by the contractor for structural steelwork in the Mainland and providing additional resources. Nevertheless, the steelwork fabrication for the SEB remains one of the most critical works of the entire XRL project. The HyD and the MTRCL will continue to closely monitor its progress.

14. As regards critical path (iii) (the construction works for the Lin Cheung Road Underpass), after the closure of the section of Lin Cheung Road northbound between Austin Road West and Jordan Road on 1 April 2015, the contractor demolished part of the temporary steel bridge with a view to accelerating the construction works for the concerned underpass. Moreover, the MTRCL has completed a number of improvement measures to minimise the impact of the road closure on the traffic in the vicinity. The HyD and the MTRCL will continue to closely monitor the situation.

(b) Construction of Tai Kong Po to Tse Uk Tsuen Tunnels (Contract 823A)

15. Since the two tunnel boring machines ("TBMs") commenced

tunnelling works for the uptrack South Tunnel and the uptrack North Tunnel in late October and late November 2014, the tunnelling operation has been generally smooth. The tunnelling works for the uptrack South Tunnel were completed in August 2015. For the uptrack North Tunnel, the tunnelling works are expected to complete in the fourth quarter of 2015. The HyD will continue to request the MTRCL to closely monitor the progress of works and the performance of the TBM at the uptrack North Tunnel in the remaining tunnelling works at regular meetings and during site inspections.

(c) Construction of Tai Kong Po to Ngau Tam Mei Tunnels (Contract 824)

16. In view of the unsatisfactory progress of the tunnel lining works under Contract 824 and the continuous reduction in resources and manpower of the contractor, the HyD has expressed its concern to the MTRCL at regular PSC meetings and in writing, requesting the MTRCL to follow up the issue. The HyD and its M&V consultant will continue to closely monitor the progress of works, and the effectiveness of measures and proposals in improving the progress. Where necessary, the HyD will offer assistance to the MTRCL to coordinate with relevant Government departments on the problems arising from the contract with the aim to solve any works-related problems as early as possible and ensure that the remaining works will be implemented as planned.

(d) Construction of Huanggang to Mai Po Tunnels (Contract 826)

17. Regarding the cross-boundary tunnel section, the two TBMs have completed the tunnelling works for the Shenzhen section of the XRL and commenced those for the section within Hong Kong. The tunnelling works for the northbound were completed in August 2015. The MTRCL expects that the tunnelling works for the southbound will be completed in the fourth quarter of 2015. The HyD will continue to closely monitor the overall progress of the tunnelling works.

(e) E&M Systems and XRL Trains

18. The 25kV overhead line at the Shek Kong Running Maintenance Shed was energised in August 2015. The installation of E&M systems at the Shek Kong Operation Control Centre has been completed and the lifts are now in operation. Acceptance tests and inspection by the Fire Services Department

(“FSD”) are expected to be conducted in the fourth quarter of 2015. As for the other major facilities at Shek Kong (such as Stabling Sidings, Emergency Rescue Siding and Shek Kong Plant Building (South)/(North), etc), the installation progress of various E&M systems has been satisfactory.

19. The contractors for Trackwork, Overhead Line and Trackside Auxiliaries (Contracts 830 and 846) have gained access to about 74% of the tunnel area for carrying out the installation works. A total of about 50% of the tracks was laid. The installation of trackside auxiliaries in the southbound tunnel between Shek Kong and Mong Kok (Contract 811A) commenced in September 2015. The laying of overhead line support structure, cable systems, signally systems, 11kV cables and other low voltage cables is in full swing. The installation of the trackside E&M system at the northbound tunnel is expected to commence in the fourth quarter of 2015.

20. Fans and ducts for the Tunnel Environmental Control System (Contract 843) have been installed at various ventilation buildings in Mai Po, Pat Heung, Kwai Chung, Nam Cheong and Mong Kok. Other E&M and building services works contracts are being carried out as scheduled. The FSD inspection of the ventilation buildings in Nam Cheong and Kwai Chung are expected to be performed in the fourth quarter of 2015. The installation of the 25kV Traction Infeed Transformers at Mong Kok traction substation is now complete and the relevant tests will be arranged in due course.

21. At the WKT, the contractors for various E&M systems (including low voltage Electrical Installation (Contract 816C), Environmental Control System (Contract 816A), Lifts and Escalators and Moving Walkways (Contracts 847 and 848), Fire Services, Plumbing and Drainage Systems (Contract 816D)) continue their works at Levels B1 to B4 and strengthen their plant and manpower resources in order to recover the progress of works and mitigate the impact caused by the delay of civil works at various zones and levels. Three sets of escalators are now in place to connect Levels B2 (the arrival hall) and B4 (the platform). Five lift shafts have been handed over to the contractor for installation works. Nevertheless, the progress of installation of lifts has been affected because of insufficient works fronts at the WKT. The HyD has repeatedly reminded the MTRCL to arrange for the earliest release of all floors of lift shafts to ensure the effective installation works by the lift contractor.

22. The first XRL train (Contract 840) will undergo high-speed dynamic tests in the Guangzhou-Shenzhen section in 2016 and will be timely delivered to Hong Kong for acceptance tests. As the peak of the installation works for E&M systems would be tightly interlaced with the integrated testing and commissioning phase of the whole railway system, different parties must maintain close communication and collaboration in order to ensure the timely completion of the project. The HyD will continue to guide the co-ordination work in this regard.

**Transport and Housing Bureau
Highways Department
November 2015**

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Subcommittee on Matters Relating to Railways**

**Progress and Financial Situation of the Construction of the
Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link**

(Report for the period between 1 July and 30 September 2015)

INTRODUCTION

This is the progress report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) project up to 30 September 2015.

BACKGROUND

2. As reported to the Subcommittee on Matters Relating to Railways under the LegCo Panel on Transport (“RSC”) in July 2015 (LegCo paper: CB(4)1228/14-15(01)), the Corporation submitted the revalidation of the Programme to Complete (“PTC”) and Cost to Complete (“CTC”) for the XRL project to the Government on 30 June 2015. It is estimated that the project completion will be in Q3 2018, including a 6-month contingency period, and the estimated cost is HK\$85.3 billion, with a contingency amount of HK\$2.1 billion. The revalidation is currently under assessment by the Government.

3. To better reflect the actual works progress of the project, the progress below is updated based on the revised target for project completion by Q3 2018 as previously reported (“2018 Schedule for Completion”). This paper reports the

project progress, key performance indicators (“KPIs”) and financial status for the period between 1 July and 30 September 2015.

MAJOR WORKS PROGRESS OF THE XRL PROJECT

(I) Overall Progress of the Construction Works

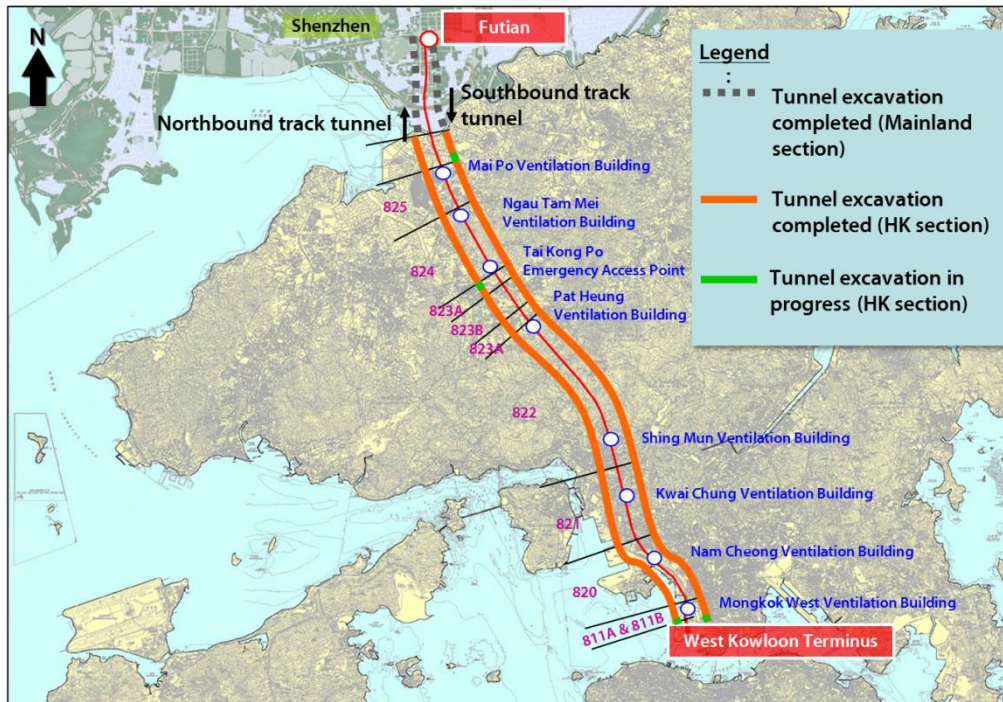
4. As at 30 September 2015, the overall progress of the XRL project was 73.7%¹ complete against the 72.4% planned progress in the 2018 Schedule for Completion. Excavation of the southern northbound track tunnel of the Tai Kong Po to Tse Uk Tsuen tunnel section (Contract 823A) and northbound track tunnel of the Cross-boundary tunnel section (Contract 826) were completed in August 2015. For West Kowloon Terminus, the pace of steelwork fabrication and erection has gradually improved. The erection of both the temporary and permanent steel members of the roof structure were 84% and 32% complete, compared with the planned completion of 75% and 31% respectively.

(II) Tunnel Construction

5. As at 30 September 2015, the overall tunnel excavation was 99% complete with only 432m remaining. Installation works are underway for the rail tracks, overhead lines, signalling systems and telecommunications systems inside the tunnels.

¹ sum of all weighted percentage complete of all major contracts

Tunnel Excavation Works Progress



6. For the Southern Approach Tunnel near Jordan Road (Contract 811B), backfilling has continued with around 40% completed and the Jordan Road culvert has been fully completed.

7. Except the northern northbound track tunnel of the Tai Kong Po to Tse Uk Tsuen tunnel section (Contract 823A) and southbound track tunnel of the Cross-boundary tunnel section (Contract 826), all tunnel excavation works by tunnel boring machines (“TBM”) were completed.

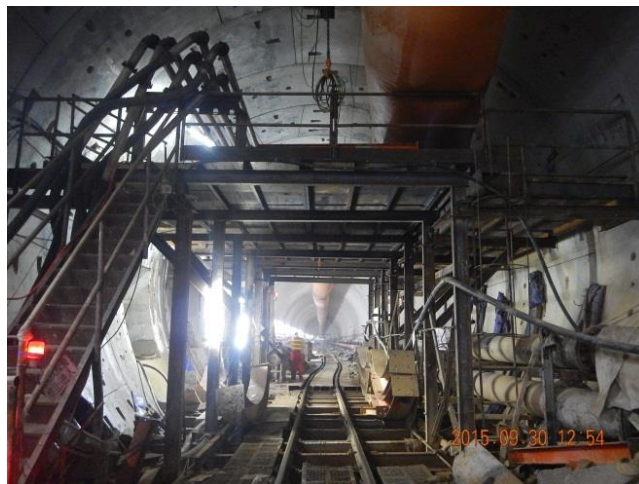
8. For Contract 823A, the southern northbound track tunnel excavation was completed in August 2015. However, the inconsistent performance of the TBM, with the need to carry out frequent maintenance, has had a significant and continuing impact on the progress for the northern northbound track tunnel section and has again become a critical issue, requiring close monitoring. The Corporation has urged the contractor to promptly remedy the situation.

9. For Contract 826, the excavation of the northbound track tunnel was

completed in August 2015. The southbound track tunnel drive has completed excavation through the alluvial subsoil zone and is now approaching the Mai Po Shaft. This remaining approximately 310m of tunneling is expected to be completed in Q4 2015. For the six cross passages using ground freezing method, two had been completed as at end September 2015.



Tunnel breakthrough of northbound track tunnel of Contract 826



Construction of the cross passages of Contract 826 using ground freezing method

10. As at 30 September 2015, out of seven ventilation buildings along the tunnel alignment, structure works for Mai Po Ventilation Building, Pat Heung Ventilation Building, Kwai Chung Ventilation Building and Nam Cheong Ventilation Building had been completed; while Mongkok West Ventilation Building, Shing Mun Ventilation Building and Ngau Tam Mei Ventilation Building, as well as Tai Kong Po Plant Building were 98.4%, 91.0%, 69.7% and

55.9% completed respectively.



Overview of Ngau Tam Mei Ventilation Building

11. The structural works for all fourteen buildings in Shek Kong Stabling Sidings (SSS) and Emergency Rescue Siding (ERS) (Contract 823B) had been completed. The architectural builder's works and finishes (ABWF) works are progressing steadily.



Main Building at Shek Kong Stabling Sidings (SSS) and Emergency Rescue Siding (ERS)

12. Other works including the new Public Transport Interchange (PTI) and the installation of related underground utilities at West Kowloon district are in progress. Reinstatement of Jordan Road to its permanent location was completed on 19 July 2015, allowing works at the Lin Cheung Road (LCR) Underpass and

associated works to the north of the reinstated Jordan Road to commence.



Reinstatement of Jordan Road to its permanent location was completed in July 2015

(III) Construction of West Kowloon Terminus (WKT)

13. As at end September 2015, the West Kowloon Terminus was 57% completed. Blasting at the Level B4 of the Terminus north-top-down area was making good progress and achieving the target rates. The overall excavation was 95% completed, whilst 63.3% of the concrete structure had been cast, compared with the planned completion of 92% and 62% respectively. Since the closure of Lin Cheung Road northbound in April 2015, the excavation and concrete works of the underpass at the junction of Lin Cheung Road / Austin Road West has made steady progress.

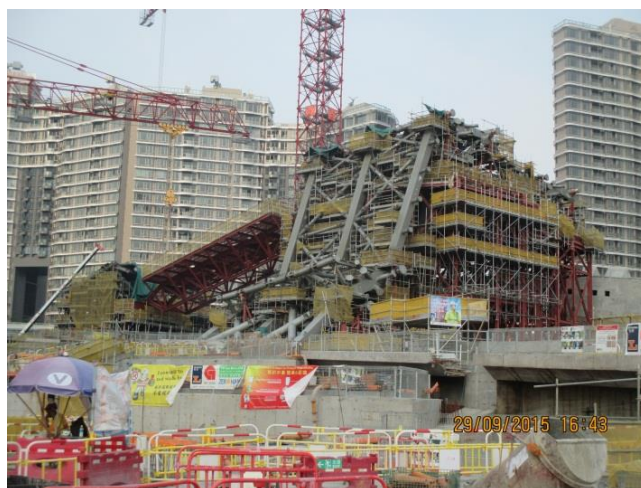


Concreting of Lin Cheung Road Underpass slab

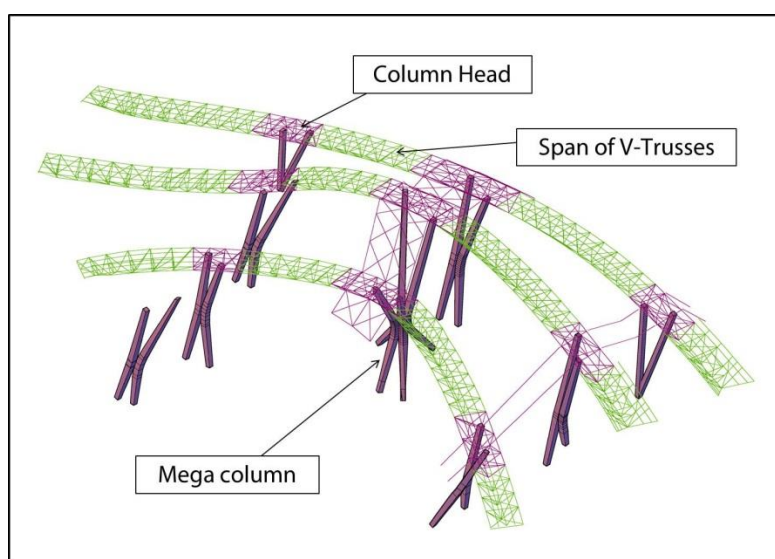
14. For the Station Entrance Building, all temporary steel fabrication for the roof structure had been completed in September 2015 and is being erected on site. Two out of the nine temporary supported decks for V-Trusses erection had been erected, with the remaining seven are expected to be completed by Q4 2015.

15. For the permanent steelworks, an additional off site fabrication yard has been secured to increase the pace of fabrication. Out of twelve spans of V-Trusses, six spans have been manufactured and delivered to Hong Kong for erection. Fabrication of the remaining six V-Trusses is targeted to complete by Q1 2016. On site erection of the V-Trusses will commence in Q4 2015.

16. Fabrication of all the nine permanent mega-column heads have also been completed and delivered to Hong Kong. Three Central column heads and three Northern column heads had been erected. The last three Southern column heads are targeted to be erected by Q4 2015.



Central column heads had been erected



Structural Works of the Station Entrance Building at WKT

17. As at 30 September 2015, the erection of both the temporary and permanent steel members of the roof structure were 84% and 32% complete, compared with the planned completion of 74% and 31% respectively.

(IV) E&M and signaling systems

18. The works under various E&M contracts are in progress. As at 30 September 2015, the overall E&M works were 50.1% completed.

19. The trackwork contractor (Contract 830) has been given access to about

79.1% of the XRL tunnels to carry out overhead line installation and track-laying. More than 50% of track-laying works are now completed.

20. Trackbed concreting was completed from Shek Yam to Pat Heung on both the southbound and northbound track tunnels; connecting for the Shek Yam to Hoi Ting Road northbound track tunnel and Mai Po to Ngau Tam Mei southbound track tunnel are in progress. It is expected that works trains can be deployed for E&M installation in the northbound track in Q4 2015.



Overhead line installation and track-laying works inside the tunnels

21. Trackside Related Installation Programme (TRIP) activities using works train have commenced in early September 2015 in the southbound track tunnel from Shek Kong Stabling Sidings (SSS) and Emergency Rescue Siding (ERS) (Contract 823B) to Hoi Ting Road (Contract 811A).

22. The historic delays in lining installation at the Ngau Tam Mei to Tai Kong Po Tunnels (Contract 824) were the result of resource and planning issues. Throughout 2015 the contractor has extended its working hours and used an additional lining shutter for progress recovery. The Corporation has also been closely monitoring the situation and has urged and supported the contractor in continuing to mitigate delay. Throughout September the contractor has continued to achieve the agreed production rates in the main running tunnel.

23. The 25kV overhead line at the Running Maintenance Shed at Shek Kong was energized in August 2015 after the inspection by the Railways Branch of

Electrical and Mechanical Services Department (EMSD). The Operations Control Centre (OCC) has also been substantially completed. Use permit of OCC lift was obtained subsequent to inspection by EMSD. CCTV equipment, Main Control System servers and consoles had been installed inside the OCC and interface testing will soon commence. Phase II statutory inspection of the SSS is targeted to be conducted in Q4 2015.

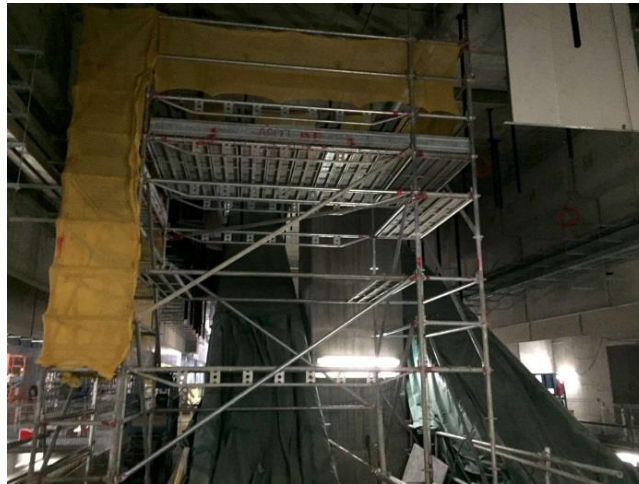


Inspection for the 25kV overhead line energisation at the Running Maintenance Shed at Shek Kong

24. Installation works on E&M equipment including ventilation system and telecom equipment continues at several ventilation buildings and in the tunnel section. Tunnel ventilation fans were installed and connected with air ducts at various ventilation buildings, including Mai Po, Pat Heung, Kwai Chung, Nam Cheong and Mongkok West. At Mongkok West Ventilation Building, 25kV gas-insulated switchgear has been installed and the testing will soon commence. Four 11kV transformers were energized at Shek Kong Plant Building - North. Inspection of the Nam Cheong Ventilation Building and Kwai Chung Ventilation Building by Fire Services Department has been scheduled for Q4 2015.

25. At WKT, as at 30 September 2015, E&M contractors had access to

94,506m² of space. Damper installation started at WKT tracks. Chiller plant installation is in full swing at Level B3, and building services first fix installation has commenced at the platform areas at Level B4. Three sets of escalators have been delivered and are being installed to connect Levels B2 and B4. Five lift shafts were handed over to the contractor for installation works. Civil contractors are working hard to release all floors of the lift shafts at the work site to ensure smooth installation works by the lift contractor.



Escalators being installed at WKT

(V) Construction Challenges

(a) West Kowloon Terminus

26. One of the construction challenges for the West Kowloon Terminus is the highly complicated works of the Station Entrance Building. Another challenge is to maintain the pace of fabrication of the remaining six spans of V-Trusses according to the schedule.

27. Since the closure of Lin Cheung Road northbound and commencement of excavation in this area, substantial amount of underground utilities have been exposed. Alternative designs of the foundations and underground structures which are impacted by these utilities have been developed. There is high risk of these works affecting the progress of the Lin Cheung Road underpass which in turn will

have a knock on effect to construction of the entrance of the West Kowloon Terminus at Wui Man Road. Implementation of a partial closure of Wui Man Road to reduce this risk will be adopted and is being discussed with Transport Department.

(b) Labour Shortage

28. The industry-wide shortage of labour in Hong Kong continues to impact on the Project. As works move towards installation and finishing, the demand will grow for more specialised technicians and skilled labour, such as electrical and mechanical experts, which are in short supply in Hong Kong. The pressure on labour supply is, therefore, expected to further intensify.

29. Despite the above-mentioned construction challenges, the Corporation will continue to work with contractors to overcome these challenges to meet the delivery program for the Project.

(VI) Preparation and Interface Works

30. The Corporation updated the Traffic and Transport Committee of Yau Tsim Mong District Council in July and September 2015 on the latest progress of WKT and related temporary traffic management schemes. Concerns raised by the District Council members and the residents on the traffic impact from the closure of Lin Cheung Road northbound and the recent delayed blasting at WKT were properly addressed and managed by implementation of improvement measures onsite.

(VII) Employment Opportunities

31. As at the end of Sep 2015, a daily average of about 6,712 construction

workers and technical / professional staff members were employed for the construction and E&M works for the tunnels and the WKT. The XRL project will continue to seek deployment of manpower resources actively to meet the project needs.

(VIII) Updated Financial Situation of the XRL project

32. As at 30 September 2015, the cumulative expenditure for the awarded contracts was \$49.90 billion.

33. The Corporation will continue to monitor closely the costs and progress of the XRL project. Details of the financial situation of the project are shown at Annex 2.

34. In order to achieve the Revised PTC and CTC, the approval of Government, as the Project Owner, will be required so that the Corporation would be able to continue working and identifying solutions with contractors that are in the best interests of the Project and to assure project delivery. It is also critical that the Government, as the Project Owner, approves such solutions and makes available the funds to facilitate Project delivery.

MTR Corporation Limited

November 2015

Annex 1 - KPIs of Major Works Progress

Summary of the Construction Progress of the XRL Project

Works Commencement Date	26 January 2010
Revised Target Completion Date	Q3 2018, including a 6-month contingency period
Works Progress	<ul style="list-style-type: none">Overall completion progress: 73.7% [as at end September 2015]

Progress of Key Civil Works Contracts

Cumulative progress of contracts for WKT construction:

Contract No.	Concrete structural works	Terminus excavation works
	End September 2015	End September 2015
810A	52.1% (51.3%)	91.6% (86.7%)
810B	91.3% (90.3%)	100% (100%)

Percentage in bracket is the planned progress of the Q3 2018 Schedule for Completion

Cumulative progress of contracts for other tunnel sections:

Contract No.	Tunnel excavation works	
	End September 2015	
	Northbound	Southbound
811B	97% (92%)	97% (92%)
811A	100% (100%)	100% (100%)
820	100% (100%)	100% (100%)
821	100% (100%)	100% (100%)
822	100% (100%)	100% (100%)
823A	90.6% (85.0%)	100% (100%)
824	100% (100%)	100% (100%)
825	100% (100%)	100% (100%)
826	100% (100%)	79.1% (66%)

Percentage in bracket is the planned progress of the Q3 2018 Schedule for Completion

Annex 2 - Financial Expenditure

Expenditure report ending 30 September 2015

Table 1 – Situation of Expenditure

	Awarded contract sum for the contracts (\$ million)	Cumulative expenditure of the awarded contract (\$ million)
Railway Tunnels	22,470.7	27,138.3
West Kowloon Terminus (“WKT”)	14,595.8	16,350.5
Electrical and Mechanical (“E&M”) Works	8,166.1	6,407.0
Total	45,232.6	49,895.8

Table 2 – Situation of substantiated claims

	Claims resolved			Claims unresolved		
	Number	Amount claimed originally* (\$ million)	Amount awarded (\$million)	Number	Amount claimed* (\$ million)	Interim award (\$ million)
Railway Tunnels	82	2,324	1,284	366	9,328	1,822
WKT	46	247	187	290	11,188	2,044
E&M Works	2	0	0	66	3,124	136
Total	130	2,571	1,471	722	23,640	4,002

*Amount stated in the contractor's detailed claim report.

2. As at 30 September 2015, the Corporation received 852 substantiated claims and the amount claimed in total was approx. \$26.21 billion, representing 57.9% of the awarded contract sum for the contracts. The Corporation has been discussing the details of the claims with the contractors concerned, and would thoroughly assess the amount claimed. The Corporation would process each claim in a prudent manner, and the contractors would have to provide sufficient justifications and information. As at 30 September 2015, 130 cases were resolved and about \$1,471 million was awarded, representing about 3.25% of the awarded contract sum for the contracts. Subject to the needs of individual works and progress of the relevant assessment and discussion, interim award amounting to about \$4,002 million have been made for some cases.