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6 May 2016

Executive Council Complex
1 Legislative Council Road,
Central, Hong Kong
(Attn. : Ms Angela CHU)

Dear Ms Chu :

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways
Meeting on 22 February 2016**

Supplementary Information

Regarding items 6 and 8 on the list of follow-up actions as at 13 April 2016 of the Legislative Council Subcommittee on Matters Relating to Railways (LC Paper CB(4)854/15-16(02)), the following supplementary information is provided:

Additional toilet facilities provided at the new concourses at the stations along the Shatin to Central Link

The reply provided by the MTR Corporation Limited (“MTRCL”) is at **Annex 1**.

Tabulate the original and latest estimates of the construction costs of the various on-going railway projects

The original and latest estimates of the West Island Line, South Island Line (East), Kwun Tong Line Extension and the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link are tabulated at **Annex 2**.



(S.H.LEUNG)

for Secretary for Transport and Housing

c.c.

HyD (Attn.: Mr. Jimmy CHAN) – Fax 2714 5297

MTRCL (Attn: Ms. Maggie SO) – Fax 2795 9991

Annex 1

There will be additional male and female toilets provided along the new concourses at the stations along the Shatin to Central Link. The ratio of male to female toilet cubicles is about 1 : 2. The details are as follows:

Station	No. of male toilet cubicles	No. of female toilet cubicles	No. of toilets for the disabled
Hin Keng	2	4	1
Diamond Hill	4	8	1
Kai Tak	2	5	1
To Kwa Wan	2	4	1
Ma Tau Wai	2	4	1
Ho Man Tin	3	5	1
Exhibition	4	8	1
Admiralty	7	17	2
Total	26	55	9

MTR Corporation Limited
May 2016

The original and latest estimates of the construction costs of the various on-going railway projects

Project	Original Estimate		Latest Estimate
West Island Line (“WIL”)	15.4 billion (in December 2008 prices)	17.2 billion (in Money-of-the-Day (“MOD”) prices)	18.5 billion (Note 1) (in MOD prices)
South Island Line (East) (“SIL(E)”)	12.4 billion (in December 2009 prices)	13.52 billion (in MOD prices)	16.9 billion (Note 1) (in MOD prices)
Kwun Tong Line Extension (“KTE”)	5.3 billion (in December 2009 prices)	5.9 billion (in MOD prices)	7.2 billion (Note 1) (in MOD prices)
Shatin to Central Link (“SCL”)	79.8 billion (Note 2) (in MOD prices)		Note 3
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”)	66.82 billion (Note 4) (in MOD prices)		86.42 billion (in MOD prices)

- Note 1 WIL, SIL(E) and KTE, being the extensions of the existing railway network owned by MTRCL, are ‘ownership’ projects. Under the ‘ownership’ approach, MTRCL will be responsible for the financing, design, construction, operation and maintenance of the railway projects, and will own the railways. MTRCL will bear the additional costs arising from the delay and variations of the railway works.
- Note 2 The SCL project includes 58TR – “Shatin to Central Link — construction of railway works — protection works”, 59TR – “Shatin to Central Link — construction of railway works — protection works in Wan Chai Development Phase II”, 61TR – “Shatin to Central Link — construction of railway works — remaining works”, 62TR – “Shatin to Central Link — construction of non-railway works — remaining works”, 63TR – “Shatin to Central Link — construction of railway works — advance works” and 64TR – “Shatin to Central Link — construction of non-railway works — advance works”.
- Note 3 MTRCL is conducting a cost review of the entire SCL project, including the additional construction costs in Admiralty Station and Ho Man Tin Station, the additional costs arising from the archaeological and conservation works at To Kwa Wan Station, the enabling works to cater for the topside development at Exhibition Station, as well as the deferred site handover. The MTRCL expects the review to be completed in the second quarter of 2016 for submission to the Highways Department for scrutiny.
- Note 4 The XRL project includes 53TR – “Hong Kong section of Guangzhou–Shenzhen–Hong Kong Express Rail Link — construction of railway works” and 57TR – “Hong Kong section of Guangzhou–Shenzhen–Hong Kong Express Rail Link — construction of non-railway works”.