

立法會
Legislative Council

LC Paper No. CB(4)1227/16-17
(These minutes have been seen
by the Administration)

Ref: CB4/PS/1/16

Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on
Friday, 10 February 2017, at 10:00 am
in Conference Room 2 of the Legislative Council Complex

Members present : Hon Michael TIEN Puk-sun, BBS, JP (Chairman)
Hon LAU Kwok-fan, MH (Deputy Chairman)
Hon LEUNG Kwok-hung
Hon Claudia MO
Hon Frankie YICK Chi-ming, JP
Hon YIU Si-wing, BBS
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon LAM Cheuk-ting
Hon Wilson OR Chong-shing, MH
Hon YUNG Hoi-yan
Hon CHAN Chun-ying
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon LUK Chung-hung
Hon Kenneth LAU Ip-keung, MH, JP
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho
Hon Nathan LAW Kwun-chung
Dr Hon YIU Chung-yim

- Members attending :** Hon WU Chi-wai, MH
Hon Charles Peter MOK, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Dr Hon Fernando CHEUNG Chiu-hung
- Members absent :** Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon CHAN Han-pan, JP
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
- Public Officers attending :** **Agenda item III**
- Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing
Transport and Housing Bureau
- Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)¹
Transport and Housing Bureau
- Mr Andy LAM Siu-hong
Principal Assistant Secretary for Transport and
Housing (Transport)³
Transport and Housing Bureau
- Mr Daniel CHUNG Kum-wah, JP
Director of Highways
Highways Department
- Mr Jimmy CHAN Pai-ming, JP
Principal Government Engineer/Railway
Development
Highways Department
- Mr Alex CHAN Choi-wai
Government Engineer/Railway Development 2
Highways Department

Agenda item IV

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing
Transport and Housing Bureau

Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)1
Transport and Housing Bureau

Mr Raymond CHENG Nim-tai
Principal Assistant Secretary for Transport and
Housing (Transport)7
Transport and Housing Bureau

Mr Daniel CHUNG Kum-wah, JP
Director of Highways
Highways Department

Mr Jimmy CHAN Pai-ming, JP
Principal Government Engineer/Railway
Development
Highways Department

Mr Jonathan LEUNG Man-ho
Government Engineer/Railway Development 1
Highways Department

Agenda item V

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing
Transport and Housing Bureau

Ms Rebecca PUN Ting-ting, JP
Deputy Secretary for Transport and Housing
(Transport)1
Transport and Housing Bureau

Mr Raymond CHENG Nim-tai
Principal Assistant Secretary for Transport and
Housing (Transport)7
Transport and Housing Bureau

Mr Daniel CHUNG Kum-wah, JP
Director of Highways
Highways Department

Mr Jimmy CHAN Pai-ming, JP
Principal Government Engineer/Railway
Development
Highways Department

Mr Jonathan LEUNG Man-ho
Government Engineer/Railway Development 1
Highways Department

Agenda item VI

Mr Andy CHAN
Deputy Secretary for Transport and Housing
(Transport)2
Transport and Housing Bureau

Mr Philip HAR
Principal Assistant Secretary for Transport and
Housing (Transport)4
Transport and Housing Bureau

Miss Rachel KWAN
Assistant Commissioner/Bus & Railway
Transport Department

Mr YEUNG Min
Senior Engineer/New Territories
Transport Department

Mr HO Wai-kwong
Chief Engineer/Railways 1
Electrical & Mechanical Services Department

**Attendance by
invitation** :

Agenda item III

Dr Philco WONG
Projects Director
MTR Corporation Limited

Mr Simon TANG
General Manager — XRL
MTR Corporation Limited

Mr C L LEUNG
General Manager — XRL E&M
MTR Corporation Limited

Ms Maggie SO
General Manager — Corporate Relations
MTR Corporation Limited

Agenda item IV

Dr Philco WONG
Projects Director
MTR Corporation Limited

Mr Ken WONG
General Manager — Projects
MTR Corporation Limited

Ms Prudence CHAN
Senior Manager — Projects and Property
Communications
MTR Corporation Limited

Agenda item V

Dr Philco WONG
Projects Director
MTR Corporation Limited

Mr T M LEE
General Manager — SCL and Head of E&M
Construction
MTR Corporation Limited

Mr Jason WONG
General Manager — SCL Civil (East West
Line)
MTR Corporation Limited

Ms Prudence CHAN
Senior Manager — Projects and Property
Communications
MTR Corporation Limited

Agenda item VI

Mr Adi LAU
Operations Director
MTR Corporation Limited

Mr Sammy WONG
Head of Operating — West Region
MTR Corporation Limited

Mr Eric LEE
Senior Manager — External Affairs
MTR Corporation Limited

Clerk in attendance : Ms Sophie LAU
Chief Council Secretary (4)6

Staff in attendance : Miss Katherine CHAN
Council Secretary (4)6

Ms Emily LIU
Legislative Assistant (4)6

Action

The Deputy Chairman said that as the Chairman would attend the meeting later due to other urgent commitments, he would chair the meeting on behalf of the Chairman.

I. Information papers issued since the last meeting

2. Members noted that no information paper had been issued since the last meeting.

II. Items for discussion at the next regular meeting on 28 April 2017

(LC Paper No. CB(4)500/16-17(01) - List of outstanding items for discussion

LC Paper No. CB(4)500/16-17(02) - List of follow-up actions)

3. Members agreed to discuss the following items at the next regular meeting to be held on Friday, 28 April 2017:

(a) Progress update on enhancement of MTR station facilities; and

(b) Report on the review of the Mass Transit Railway By-laws and Mass Transit Railway (North-West Railway) Bylaw.

III. Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

(LC Paper No. CB(4)500/16-17(03) - 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 December 2016)

LC Paper No. CB(4)500/16-17(04) - Paper on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link prepared by the Legislative Council Secretariat (updated background brief)

4. At the invitation of the Deputy Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the quarterly report on the progress and financial situation of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") for the period ending 31 December 2016. General Manager — XRL of the MTR Corporation Limited ("MTRCL") then briefed members on the progress update of the construction of the project with the aid of a powerpoint presentation [LC Paper No. CB(4)564/16-17(01)]. Members noted the Administration's target to commission HKS of XRL in the third quarter of 2018. Meanwhile, the overall progress of HKS of XRL was 87.4% as at the end of December 2016, which was ahead of the planned progress of 84.1%.

5. The Subcommittee on Matters Relating to Railways ("the Subcommittee") deliberated (index of proceedings attached at **Annex**).

Co-location of customs, immigration and quarantine facilities at West Kowloon Terminus

6. Members were deeply concerned about the progress and details of implementation of the co-location of customs, immigration and quarantine ("CIQ") facilities at the West Kowloon Terminus ("WKT") of HKS of XRL ("the co-location arrangements"). Given the tight time frame before the target commissioning of HKS of XRL in the third quarter of 2018, members called on the Administration to expedite discussion with the Mainland authorities, and put forward a concrete proposal including implementation timetable for and details of the co-location arrangements for early discussion and scrutiny by the Legislative Council ("LegCo").

7. Ms Tanya CHAN expressed grave concern that the co-location arrangements would have a major impact on the implementation of the Basic Law and "One Country, Two Systems" in Hong Kong, hence relevant issues should be handled with great care. Yet, she was disappointed that the issues remained unresolved after years of study by the Administration. Sharing

Action

similar views, Ms Claudia MO urged the Administration to disclose details of the arrangements in particular the most critical issue of how Mainland officials were to be allowed to implement Mainland CIQ-related rules at WKT. Given the wide public concern about the highly controversial co-location arrangements, Mr LAM Cheuk-ting and Dr Helena WONG considered that the Administration should allow sufficient time for members of LegCo and the public to thoroughly consider and express views on the feasible options.

8. Ir Dr LO Wai-kwok and Mr YIU Si-wing considered that implementation of the co-location arrangements, which was not without precedents, was instrumental to realizing the convenience and time-saving benefits of travelling by XRL. They said it was necessary for the Administration to put forward relevant proposal as soon as possible. The Deputy Chairman suggested the need for devising a contingency plan in case relevant local legislative work could not tie in with the commissioning of HKS of XRL.

9. USTH responded that the co-location arrangements involved many complicated constitutional, legal and operational issues. In view of the tight time frame, the Administration and the Mainland authorities were pressing ahead with discussions on how such issues should be handled. Both sides agreed that the target should be to implement the co-location arrangements which were in compliance with both the Basic Law and the principle of "One Country, Two Systems". After both sides had reached a consensus regarding the co-location arrangements, the Administration would report to LegCo and the public and then proceed with the local legislative work, in accordance with the target date for commissioning of HKS of XRL. The Administration would strive to give an account to the public within the current term of the Government, while it would also propose suitable contingency arrangements in case the local legislative work could not be completed on time.

10. Mr LAM Cheuk-ting asked if the station design of WKT had to be adjusted to cater for the implementation of co-location arrangements. Projects Director of MTRCL ("PD/MTRCL") advised that the concept of co-location arrangements had been incorporated in the design of HKS of XRL, and space had been reserved at WKT for boundary control facilities. As the project manager of HKS of XRL, MTRCL had been working closely with the Administration in working out and updating the floor plans of WKT from time to time in light of the users' requirements and comments from relevant departments.

Action

Work progress and financial situation

11. Dr YIU Chung-yim noted with concern about the progress of the critical areas of the installation of external wall systems for the steelwork of the Station Entrance Building ("SEB"), and concrete structural works on various floor levels of WKT in relation to the construction of WKT North. He sought further details including the projected delay against the original work schedule. He also enquired about the latest financial situation of the HKS of XRL project including the situation of substantiated claims.

12. PD/MTRCL advised that the construction of SEB was highly complicated and challenging. In order to improve the productivity to meet the installation progress, MTRCL would ask the relevant contractor to increase the number of fabrication yards and continue to closely monitor the progress of the works concerned. As regards the latest financial situation of the project, PD/MTRCL advised that relevant details were set out at Annex 2 (Financial Expenditure) to MTRCL's report which was appended to the Administration's paper [LC Paper No. CB(4)500/16-17(03)]. As at 31 December 2016, the cumulative expenditure was about \$60 billion.

13. Dr Helena WONG asked about the status of improving the pedestrian links connecting WKT with the Kowloon Station, as well as the provision of more escalators and lifts within the Kowloon Station and its shopping mall to facilitate travellers carrying luggage to interchange with the local railway network. General Manager — Corporate Relations of MTRCL explained that the areas nearby were primarily connected to WKT through footbridges and subways and the existing regulations for passengers carrying luggage in MTR stations would also apply to the connecting local train rides.

Testing and commissioning

14. Ms Tanya CHAN asked if the revised commissioning target of HKS of XRL in the third quarter of 2018 had taken into account the time required for testing and commissioning ("T&C") as well as the trial operations of the whole railway system. Dr YIU Chung-yim sought details about the progress of the Mainland section of the cross-boundary tunnels connecting to the high-speed rail network of the Mainland, which would affect the programme of the integrated T&C and trial operations of XRL.

15. PD/MTRCL confirmed that the revised commissioning target in the third quarter of 2018 had already taken into account the time required for T&C and trial operations. As regards the progress of the Mainland section of the cross-boundary tunnel, the Mainland side had responded that it would

Action

expedite the works in order to meet MTRCL's T&C schedule. MTRCL would closely monitor the relevant progress.

16. Dr Helena WONG asked about the place of origin of the two sets of XRL trains that had already been delivered to Hong Kong. She enquired if testing of the trains had commenced. Expressing concern about the safety performance of XRL trains, Mr Nathan LAW enquired why XRL trains, unlike the trains for the Shatin to Central Link ("SCL"), were not required to comply with EN15227 standard on crashworthiness for trains.

17. PD/MTRCL advised that XRL trains (CRH380A model) were manufactured in Qingdao. A range of strict monitoring and inspection as well as independent expert assessments were conducted throughout the production process. To ensure safety, XRL trains would have to go through a series of tests before commencement of service. PD/MTRCL further explained that the safety requirements between HKS of XRL and SCL were not directly comparable as HKS of XRL had adopted a dedicated line design with proactive safety measures and hence situations of collision between trains, or with a freight train or large obstacles would not happen, whereas there would be a mixed operation of the East Rail Line trains and Intercity Through Trains on the North-South Corridor of SCL. That said, MTRCL had employed an independent consultant to verify that the Active Safety Protection and associated risk assessment of XRL trains which fulfilled the principle of EN15227 standard.

18. In response to Ir Dr LO Wai-kwok's enquiry, PD/MTRCL advised that WKT would house 15 platforms serving both long-haul and shuttle high-speed rail services. At the initial stage of commissioning, 10 platforms, among which four would serve shuttle trains and six would serve long-haul trains, would be in use. The remaining five platforms might be opened at a later stage depending on patronage growth.

Admin 19. On Mr YIU Si-wing's enquiry, USTH advised that XRL, which would connect with the national high-speed rail network, would provide high speed rail service to some 16 major Mainland cities, including Beijing, Shanghai, Guangzhou and Wuhan. At Mr YIU's further request, USTH agreed to provide supplementary information on the Mainland cities which would be covered by XRL upon its commissioning and the relevant timetable at an appropriate juncture.

(At 10:56 am, the Chairman took over the Chairmanship.)

Action

IV. Progress update of the construction of the South Island Line (East)

(LC Paper No. CB(4)500/16-17(05) - Administration's paper on the progress update of the construction of the South Island Line (East) (as at 31 December 2016)

LC Paper No. CB(4)500/16-17(06) - Paper on the construction of the South Island Line (East) prepared by the Legislative Council Secretariat (updated background brief))

20. At the invitation of the Chairman, USTH briefed members on the progress of the main construction works of the South Island Line (East) ("SIL(E)"). Since SIL(E) had been commissioned, USTH advised that this would be the last progress report to the Subcommittee. General Manager – Projects of MTRCL ("GM(P)/MTRCL") then briefed members on the progress update of the construction of the project with the aid of a powerpoint presentation [LC Paper No. CB(4)564/16-17(02)]. SIL(E) was commissioned on 28 December 2016. Following the completion of construction works of SIL(E), MTRCL was carrying out the remaining road reinstatement and improvement works in the Southern District. The overall works progress was generally in line with MTRCL's programme.

21. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Railway operations

22. Ir Dr LO Wai-kwok asked whether SIL(E) had performed satisfactorily and reliably under the Fully Automatic Operation ("FAO") system since its commissioning; and whether FAO would be introduced for other new railway lines in future. Given that SIL(E) was an FAO line, Dr KWOK Ka-ki expressed concern that whether there would be adequate station staff to assist passengers in case of emergency. He also said that more station staff should be deployed to the Ocean Park Station to provide assistance to non-local visitors. Dr KWOK and Dr Fernando CHEUNG pointed out that the directional signs at Admiralty Station were insufficient and not clear, and they urged MTRCL to make improvements.

Action

23. GM(P)/MTRCL responded that SIL(E) on the whole operated smoothly under the FAO system. The FAO system could be used for other railway lines in future as appropriate. Senior Manager — Projects and Property Communications of MTRCL ("SM(PPC)/MTRCL") added that at the early stage of commissioning of SIL(E), MTRCL would deploy more station staff at the new stations to assist passengers. She said that MTRCL would take into account views of members and passengers, and continue to make improvements to the operations of SIL(E).

24. Mr Nathan LAW pointed out the problem that the trains could not stop accurately at the pre-designated stopping position at some SIL(E) platforms, and the trains came to a sudden halt when re-adjusting the stopping position, thus causing concerns on passenger safety. Mr LAW and Dr Fernando CHEUNG urged MTRCL to rectify the problem immediately. The Chairman queried why the problem was not addressed during the testing and trial runs before commissioning of SIL(E); and why other new railway lines, such as Kwun Tong Line Extension, did not have similar problem.

25. GM(P)/MTRCL replied that there were occasions that the stopping position of the trains needed to be re-adjusted automatically under FAO and it was not unusual during the initial operational stage of a new FAO railway system. MTRCL noted the problem and was studying how to make improvements. Other new railway lines had less similar problem as they were not operated under FAO. That said, he stressed that SIL(E) under FAO complied with the safety requirements.

26. Ir Dr LO Wai-ki pointed out that the patronage brought by SIL(E) had seriously aggravated the crowdedness at the platforms of Admiralty Station, and he asked about the measures to alleviate the situation. GM(P)/MTRCL replied that MTRCL would implement crowd management measures at Admiralty Station as necessary to maintain a smooth flow of passengers. For example, MTRCL would deploy additional station assistants to direct passengers to line up at locations further along the platform for easier boarding, and adjust the directions of escalators to match passenger flow so that passengers could leave/reach the platform more easily. MTRCL would continue to closely monitor the passenger flow at Admiralty Station.

Contingency arrangements

27. Dr YIU Chung-yim referred to the power outage incident at SIL(E) on 29 December 2016, and queried why contingency arrangements were not activated. He urged MTRCL to review the implementation of its contingency measures. He also expressed concerns over the safe evacuation

Action

MTRCL of passengers, given that some passengers were trapped inside the lifts in the above incident. Sharing similar concerns, Ms Tanya CHAN requested MTRCL to provide details of the contingency arrangements for evacuation of passengers in case of major incidents. Ms CHAN and Dr KWOK Ka-ki asked when MTRCL would submit its report on the power outage incident. In view of the potential increase in the patronage of SIL(E) following the population growth in the Southern District, Dr KWOK doubted whether the existing contingency measures could cope with major incidents in future.

28. GM(P)/MTRCL explained that as the backup power supply was activated during the power outage incident to resume operations of major facilities at the affected stations quickly, there was no need to activate contingency arrangements in the incident. However, the safety devices of some lifts and escalators had stopped them from operating temporarily due to the power dip occurred when interfacing with the backup power supply. After the power outage incident, MTRCL's internal panel, together with an independent expert, was conducting a review to avoid recurrence of similar incidents. It would submit a report to the Electrical and Mechanical Services Department upon completion of the review.

29. SM(PPC)/MTRCL supplemented that under the existing contingency mechanism for handling railway service disruption, MTRCL would arrange emergency buses to divert passenger flow. Upon notification of the service disruption by MTRCL, the Transport Department ("TD") would also immediately coordinate with other public transport operators for the provision of supplementary relief transport, as well as requesting other government departments to make necessary arrangements.

Barrier-free access facilities at Admiralty Station

30. Dr Fernando CHEUNG pointed out that there was only one external lift connecting the station concourse of Admiralty Station with street-level and the footbridge linking to United Centre. He said that this was definitely inadequate for facilitating access by persons with disabilities. He further pointed out that there was a level difference between the train floors and the platforms of SIL(E) at Admiralty Station, causing difficulties for wheelchair users to board and alight trains. He urged MTRCL to enhance barrier-free facilities at Admiralty Station. Similarly, Dr CHENG Chung-tai considered it necessary to install additional external lifts to provide alternative barrier-free access to Admiralty Station in case the existing one was out of service.

Action

31. GM(P)/MTRCL advised that due to site constraints, only one external lift could be retrofitted at Admiralty Station, which was in operation. Paying due regard to passengers with special needs, MTRCL had encouraged passengers to let the needy use the lift first and would make enhancements to barrier-free access facilities based on views collected. Upon commissioning of SCL, more access facilities would be available at Admiralty Station and the current situation would be improved.

Public transport reorganization plan

32. Ms Tanya CHAN and Mr Nathan LAW asked about the progress of the survey conducted by TD to collect data on the affected bus routes after the commissioning of SIL(E), and whether TD would revise the public transport reorganization plan ("the PT plan") taking into account the outcome of the survey. Ms CHAN also asked if the Administration would report the outcome of the survey to LegCo. Dr CHENG Chung-tai considered it necessary for TD to, apart from conducting the survey, liaise with those non-profit-making organizations in the affected districts, such as hospitals, rehabilitation centres and day care centres, so as to take into account the travelling needs of persons with special needs when finalizing the PT plan.

33. USTH responded that TD had conducted two rounds of survey for comparison and analysis of the change of demand pattern of passengers after the commissioning of SIL(E), and the current round commenced from 6 February 2017 (i.e. after the Lunar New Year holidays and school holidays) for up to 22 February 2017. TD would then review whether there was a need to revise the PT plan, and would submit the data and the finalized PT plan to the Southern District Council again for consultation. The Administration had intended to implement the arrangement of the PT plan in phases within about six months after the commissioning of SIL(E). USTH added that some non-profit-making organizations in the affected districts had already expressed views on the travelling needs of persons with special needs. He advised that TD would take their views into account when revising the PT plan.

Arrangements for the project cost overrun

34. Dr Fernando CHEUNG opined that as SIL(E) was implemented under the ownership approach, and MTRCL was granted the topside property development right at Wong Chuk Hang Depot under the rail-plus-property model, MTRCL should be responsible for any project cost overrun. As such, he considered it not justified for the Administration to seek additional funding support at \$286.2 million for financing the cost increase in Essential Public Infrastructure Works ("EPIW") for SIL(E).

Action

35. USTH explained that under the ownership approach, MTRCL was responsible for the construction and operating costs of SIL(E). As for the associated EPIW works, the Government would be responsible for the relevant construction costs. MTRCL was entrusted with the implementation of such works by the Government in order to tie in with the commissioning of SIL(E).

V. Progress update of the construction of the Shatin to Central Link

(LC Paper No. CB(4)500/16-17(07) - Administration's paper on the progress update of the construction of the Shatin to Central Link (as at 31 December 2016)

LC Paper No. CB(4)500/16-17(08) - Paper on the construction of the Shatin to Central Link prepared by the Legislative Council Secretariat (updated background brief)

36. At the invitation of the Chairman, USTH briefed members on the progress of the main construction works of SCL as at 31 December 2016. General Manager — SCL and Head of E&M Construction of MTRCL and General Manager — SCL Civil (East West Line) of MTRCL ("GM/SCL(EWL))" then briefed members on the progress update of the construction of the project with the aid of a powerpoint presentation [LC Paper No. CB(4)564/16-17(03)]. Members noted that the target commissioning date of the Tai Wai to Hung Hom Section could be advanced to about mid-2019 and that of the Hung Hom to Admiralty Section remained in 2021.

37. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Cost overrun of the main works of the Shatin to Central Link

38. Members were in general deeply concerned about the cost overrun of the SCL project. They were disappointed that neither the Administration nor MTRCL could provide details on the exact amount of additional costs involved. Noting that the archaeological and conservation works at To Kwa Wan Station would at least incur an additional cost of about \$4.1 billion,

Action

Ms Claudia MO and Ms Tanya CHAN worried that taking into account other complexities and continuing challenges as mentioned by MTRCL, it was highly likely that the cost overrun might exceed \$20 billion, as some media reports had claimed. Ms MO also worried that the contingencies for the main works of SCL would run out before additional funding for the continuation of the main works was sought from LegCo in the 2017-2018 legislative session.

39. The Chairman noted that MTRCL was not able to arrive at a practical assessment on the additional costs for the main works of SCL due to the uncertainty about the delay in the handover of construction sites at Exhibition Station. As such, he suggested MTRCL to provide a rough estimation by assuming that the construction sites concerned could be handed over in July 2017. He was of the view that the Administration and MTRCL should provide an estimation of the cost overrun within the current term of the Government, instead of waiting until the latter half of 2017. Sharing similar views, Mr Alvin YEUNG urged MTRCL to at least provide a rough projection or give partial estimates based on the best available information in hand.

40. PD/MTRCL advised that MTRCL was conducting a cost review of the main works of SCL. Yet, he pointed out that as the SCL project was complicated and the remaining 55% of the Hung Hom to Admiralty Section that was not yet completed would still be affected by a number of factors, it could only make a more practical assessment until the second half of 2017 and provide a more accurate estimate for the cost of the main works. Among others, MTRCL would need to confirm the handover schedule of the construction sites at Exhibition Station for further liaising with the contractors concerned about the actual amount of additional costs involved. USTH advised that the Administration would need to wait for MTRCL's final assessment on the additional costs for the main works of SCL. Upon completing scrutiny of the assessment, the Administration would accordingly seek additional funding from LegCo in the 2017-2018 legislative session.

41. Mr WU Chi-wai enquired whether MTRCL had put in place measures to monitor and contain the additional costs arising from the late handover of the construction sites at Exhibition Station. PD/MTRCL indicated that MTRCL had taken various measures to minimize the additional costs incurred for SCL, such as adjusting the works sequence and maintaining close liaison with the Administration on the handover arrangement of the works areas.

42. Mr LUK Chung-hung asked about the delay recovery measures implemented for advancing the target commissioning date of Tai Wai to Hung Hom Section to about mid-2019. He asked if MTRCL could enhance such

Action

measures to further mitigate the project delay and reduce the construction costs. PD/MTRCL replied that a number of delay recovery measures, such as design changes and re-sequence of work activities, were implemented successfully at the Tai Wai to Hung Hom Section to pick up the pace progressively.

Development of a convention centre above Exhibition Station

Admin 43. Mr YIU Si-wing enquired about work plan for the development of a convention centre above Exhibition Station in view of the latest target commissioning date of Hung Hom to Admiralty Section in 2021. USTH advised that at the invitation of the Government, the Hong Kong Trade Development Council ("HKTDC") was working on the design of the convention centre. Construction of the centre was expected to commence upon the completion of Exhibition Station. At Mr YIU's further request, USTH agreed to liaise with HKTDC and request them to provide a completion timetable of the convention centre.

44. Given that the Administration was studying the proposal of demolishing Wan Chai Sports Ground for comprehensive development which would also comprise convention and exhibition venues, Mr Nathan LAW asked whether the planning for the topside development of the convention centre at Exhibition Station had taken into account this proposal, and if the said developments would be overlapping. USTH explained that the planning for convention and exhibition facilities was beyond the purview of the Transport and Housing Bureau and MTRCL. That said, he understood that the relevant bureaux and departments had considered at the planning stage how the relevant developments would dovetail with each other in meeting the future demand for convention and exhibition facilities in Hong Kong.

Abandoned pipe pile found within the works site near Fenwick Pier Street

MTRCL 45. Dr CHENG Chung-tai expressed concern that the abandoned pipe pile recently discovered within the works site near Fenwick Pier Street would cause further delay to the SCL project. He requested MTRCL to provide supplementary information on the abandoned pipe pile, including the time when MTRCL or SCL contractors discovered it; why it had not been discovered earlier during site investigation; why it existed in the works site; and which party should be responsible for the additional costs arising from its obstruction.

46. On further enquiries of Mr WU Chi-wai, PD/MTRCL explained that MTRCL had tried to remove the pipe pile but in vain. They were seeking

Action

engineering solutions to overcome the technical challenges so as to contain the construction and programme risks. Director of Highways ("DHy") added that as the pipe pile was deeply embedded into the ground, MTRCL had to modify the diaphragm wall design with a view to minimizing the impact of the pipe pile on the SCL programme. This modification would inevitably incur additional costs.

Large metal object found on the Wan Chai seabed

47. Referring to media reports that the large metal object found on the seabed within the reclamation area under Wan Chai Development Phase II was the remains of the famous military ship HMS Tamar, Ms Tanya CHAN asked which government department was responsible for following up on the discovery. Mr WU Chi-wai also expressed concern about whether the Administration would conduct appropriate surveying and conservation works as soon as possible.

48. In reply, USTH and DHy explained that once the large metal object was found on the Wan Chai seabed, the Civil Engineering and Development Department ("CEDD") had contacted the Antiquities and Monuments Office ("AMO") to conduct a preliminary survey and assessment of the object. CEDD then relocated the large metal object under the water to a neighbouring seabed area of the reclamation site. As such, the relevant reclamation works were resumed whereas further survey to verify the identity of the object and its conservation value would be carried out later.

Archaeological features discovered at To Kwa Wan Station

49. Dr YIU Chung-yim enquired about the nature of the additional cost of about \$4.1 billion incurred from archaeological findings at To Kwa Wan Station. He also requested MTRCL to provide information on the current status and details of future reinstatement works for Well J2 and the water channel; as well as the current status and details of the conservation options for other archaeological features discovered at To Kwa Wan Station.

50. In reply, PD/MTRCL explained that when reviewing the additional costs to SCL arising from the archaeological works, MTRCL took into account various factors including substantiated claims, and the cost arising from the conservation options adopted. Owing to the confidential and commercially sensitive nature of the substantiated claims, MTRCL was unable to provide details of the claims made in respect of the archaeological works. Regarding Well J2 and the water channel, GM/SCL(EWL) explained that they were removed piece by piece by hand after detailed recording and

Action

under the close supervision of AMO. The components were stored properly for future reinstatement and display. The archaeological remnants to be preserved in-situ were protected by backfilling of protective materials. At MTRCL Dr YIU's further request, PD/MTRCL agreed to provide supplementary information in this regard.

51. Ms YUNG Hoi-yan sought clarification as to whether the Administration or MTRCL should be responsible for the additional costs for the SCL project. She also asked if the cost overrun arising from the archeological discovery should be attributed to MTRCL's negligence in performing its obligations at the stage of site investigation, and how the Administration would monitor the performance of MTRCL in managing the project.

52. USTH explained that the archaeological and conservation works at To Kwa Wan Station were outside the SCL project scope, and the relevant cost would be borne by the Administration. DHy indicated that the Administration had established mechanism for closely monitoring the work of MTRCL. In addition, a monitoring and verification consultant had been appointed to assist the Highways Department in the monitoring work and undertake regular audits. There was no evidence so far that MTRCL had not complied with necessary requirements under the Entrustment Agreement in the course of implementing SCL.

Views on improvements of Ma On Shan Line

53. Dr Elizabeth QUAT relayed the complaints of some Ma On Shan residents that there was only one escalator connecting the station concourse to the platform at some stations of the Ma On Shan Line ("MOL"). As such, some train compartments were exceptionally crowded as they were closer to the escalator exit. In view of the population growth in the district and particularly in the areas within the catchment of Tai Shui Hang Station and Heng On Station, Dr QUAT urged the Administration and MTRCL to conduct a comprehensive review of the existing station design.

54. GM/SCL(EWL) responded that in planning and designing MOL, MTRCL had already taken into account the future development and population growth in Ma On Shan up to 2031. Therefore, the provision of escalators and the design of access points at Tai Shui Hang Station and Heng On Station were adequate to cope with the passenger flow. He further advised that after extending the platforms and upon conversion of the existing four-car trains to eight-car trains, the overall carrying capacity on MOL would be doubled.

(At 12:30 pm, the Chairman extended the meeting for 15 minutes.)

VI. Deployment of coupled-set Light Rail Vehicles

(LC Paper No. CB(4)500/16-17(09) - Paper on the deployment of coupled-set Light Rail Vehicles provided by the Administration and MTR Corporation Limited

LC Paper No. CB(4)500/16-17(10) - Paper on Light Rail service prepared by the Legislative Council Secretariat (background brief))

55. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport)2 of the Transport and Housing Bureau ("DS(T)2/THB") briefed members on measures for increasing the carrying capacity of Light Rail. With the aid of a powerpoint presentation [LC Paper No. CB(4)564/16-17(04)], Operations Director of MTRCL ("OD/MTRCL") then briefed members on the current situation and way forward regarding the deployment of coupled-set Light Rail Vehicles ("LRVs") by MTRCL in providing Light Rail service.

56. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Enhancing Light Rail service

57. Mr LEUNG Che-cheung expressed concern that the Light Rail service could not cope with the growing population and pressing transport needs in Tuen Mun and Yuen Long in the coming years. Given that the loading of certain Light Rail routes exceeded 90% during peak hours, he urged MTRCL to deploy more coupled-set LRVs to increase the carrying capacity and relieve crowdedness during peak hours. He also requested MTRCL to take interim measures to strengthen the existing Light Rail service before the LRV fleet could be expanded upon delivery of the newly purchased LRVs by batches between 2019 and 2023. Noting that among the newly purchased LRVs, 30 of which would be used for replacing Phase 2 LRVs, Mr LUK Chung-hing asked if the Phase 2 LRVs could continue to be in use with some refurbishment.

Action

58. OD/MTRCL explained that it had been the on-going efforts of MTRCL to enhance Light Rail service through various means, including purchasing new LRVs, and implementing and enhancing measures for increasing the carrying capacity of the Light Rail system such as appropriately deploying short-haul special service and coupled-set LRVs to alleviate loading of certain busy sections, strengthening platform management to achieve better dwell time and refurbishment of LRVs to increase their carrying capacity. Nevertheless, having regard to the sharing of certain space of the roads with other road users, the constraint imposed by the open design of the Light Rail system on the number of operating LRVs had been a concern when MTRCL planned its LRV deployment. As regards the 30 Phase 2 LRVs to be replaced, he advised that as these LRVs had been in service since 1992, MTRCL decided in 2016 to replace them after taking account of several factors, including the design and usage of those LRVs.

Long-term development of Light Rail service

59. Mr LUK Chung-hung enquired about the study method adopted in the long-term development of Light Rail in the Public Transport Strategy Study ("PTSS") and how public views would be canvassed. DS(T)2/THB advised that topics covered in the Light Rail section of PTSS would include the feasibility of increasing the carrying capacity of Light Rail with original design of the system; the feasibility of upgrading the existing system to increase the carrying capacity; the long-term demand of North West New Territories ("NWNT") for public transport services; and the roles of various public transport services including Light Rail in meeting such demand. The Administration planned to report the outcome of PTSS to LegCo in mid-2017 and the outcome would include policy directions regarding the long-term development of Light Rail. Views of the community, including relevant District Councils, on the findings of PTSS would be welcome.

60. Noting that PTSS would examine the feasibility of rationalizing some Light Rail routes, Mr LEUNG Che-cheung opined that this was a controversial issue and public support should be enlisted. The Chairman was of the view that rationalization of the long-haul routes in particular could facilitate deployment of LRVs to serve routes with higher patronage during peak hours. The Chairman requested the Administration to provide further information on the effectiveness of route rationalization when reporting on the outcome and recommendations of PTSS.

61. DS(T)2/THB explained that provision of additional LRVs alone would not necessarily achieve the purpose of increasing the carrying capacity, as too many LRVs might make the Light Rail system too crowded to be

Action

efficient in operation. As such, the Administration was keen to rationalize some of the overlapping Light Rail routes and PTSS would examine the feasibility of possible rationalization proposals. The rationalization should be able to achieve two key purposes. Firstly, it aimed to re-deploy LRVs from Light Rail routes with lower patronage to the ones with higher patronage. Secondly, by reducing overlapping of the routes particularly at the Yuen Long Main Road, the number of routes entering the busier town centre areas could be reduced and congestion could be relieved, enabling the more efficient and effective deployment of LRVs to serve these areas. These could increase the overall carrying capacity of Light Rail. Besides, the Administration would also review the design and traffic light arrangements at busier junctions to shorten the waiting time of LRVs at junctions as far as practicable. Franchised bus service would also be enhanced to meet demand arising from population growth.

62. Apart from the existing Light Rail system, the Chairman suggested constructing a medium-capacity railway with small stations accommodating three-car or four-car trains to operate in parallel with the major Light Rail corridors to cater for the growing population in NWNT. The alignment of the railway system should cover several main roads, including Yuen Long Main Road and the major road network serving Tin Shui Wai. Having regard to the constraint imposed by the open design of the Light Rail system, the Chairman suggested constructing tunnels at 11 junctions with busier traffic along the existing Light Rail routes. Hence, Light Rail and other road users would not have to compete for road space at the 11 junctions.

63. In reply, DS(T)2/THB advised that as regards the long-term railway development, the Administration would take forward the Strategic Studies on Railways and Major Roads beyond 2030. The Strategic Studies would explore the transport infrastructure required for the developments at Lantau, NWNT and New Territories North. The Administration would seek funding from LegCo for conducting the feasibility study later. Also, when considering the development of Hung Shui Kiu New Development Area and the Yuen Long South development, the Administration had reserved land for developing Environmentally Friendly Transport Services ("EFTS"). Whether and how best the existing Light Rail system and EFTS in the new development areas could be connected and integrated would be further studied. DS(T)2/THB also said that the Administration would study the feasibility of grade separation by, for example, constructing tunnels or bridges, to minimize the competing uses for road between Light Rail and other road users. Yet, the technical feasibility of grade separation proposals would be subject to detailed feasibility studies.

Action

VII. Any other business

64. There being no other business, the meeting ended at 12:57 pm.

Council Business Division 4
Legislative Council Secretariat
14 June 2017

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Friday, 10 February 2017, at 10:00 am
in Conference Room 2 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Information papers issued since the last meeting</i>			
001027 – 001052	Deputy Chairman	No information paper had been issued since the last meeting.	
<i>Agenda Item II – Items for discussion at the next regular meeting on 28 April 2017</i>			
001053 – 001136	Deputy Chairman	Items for the next meeting.	
<i>Agenda Item III – Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link</i>			
001137 – 001537	Deputy Chairman Administration	The Administration briefed members on the quarterly report on the progress and financial situation of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") for the period ending 31 December 2016.	
001538 – 001926	Deputy Chairman MTR Corporation Limited ("MTRCL")	With the aid of a powerpoint presentation [LC Paper No. CB(4)564/16-17(01)], MTRCL briefed members on the progress update of the construction of HKS of XRL.	
001927 – 002426	Deputy Chairman Mr LAM Cheuk-ting Administration MTRCL	Mr LAM's views on the arrangements for the co-location of customs, immigration and quarantine facilities at the West Kowloon Terminus of HKS of XRL ("the co-location arrangements") and the Administration/MTRCL's responses.	
002427 – 002833	Deputy Chairman Ms Claudia MO Administration	Ms MO's views on the co-location arrangements and the Administration's response.	
002834 – 003231	Deputy Chairman Ir Dr LO Wai-kwok Administration MTRCL	Ir Dr LO's views on the co-location arrangements and the Administration/MTRCL's responses.	
003232 – 003646	Deputy Chairman Mr YIU Si-wing Administration	Mr YIU's views on the co-location arrangements and the Administration's response.	Admin (paragraph 19 of the minutes referred)

Time marker	Speaker	Subject(s)	Action required
003647 – 004154	Deputy Chairman Ms Tanya CHAN Administration MTRCL	Ms CHAN's views on the co-location arrangements and the Administration/MTRCL's responses.	
004155 – 004620	Deputy Chairman Dr YIU Chung-yim Administration MTRCL	Dr YIU's views on work progress and financial situation, and testing and commissioning, and the Administration/MTRCL's responses.	
004621 – 005203	Deputy Chairman Dr Helena WONG Administration MTRCL	Dr WONG's views on the co-location arrangements, work progress and financial situation, and testing and commissioning, and the Administration/MTRCL's responses.	
005204 – 005517	Deputy Chairman Mr Nathan LAW MTRCL	Mr LAW's views on testing and commissioning and MTRCL's response.	
005518 – 005700	Deputy Chairman Administration	The Deputy Chairman's views on the co-location arrangements and the Administration's response.	
<i>Agenda Item IV – Progress update of the construction of the South Island Line (East)</i>			
005701 – 005924	Chairman Administration	The Administration briefed members on the progress update of the construction of the South Island Line (East) ("SIL(E)").	
005925 – 010102	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)564/16-17(02)], MTRCL briefed members on the progress update of the construction of SIL(E).	
010103 – 010527	Chairman Ir Dr LO Wai-kwok MTRCL	Ir Dr LO's views on railway operations and MTRCL's response.	
010528 – 011015	Chairman Dr KWOK Ka-ki MTRCL	Dr KWOK's views on railway operations and contingency arrangements, and MTRCL's response.	
011016 – 011321	Chairman Dr YIU Chung-yim MTRCL	Dr YIU's views on contingency arrangements and MTRCL's response.	
011322 – 011710	Chairman Ms Tanya CHAN Administration MTRCL	Ms CHAN's views on contingency arrangements and public transport reorganization plan, and the Administration/MTRCL's responses.	MTRCL (paragraph 27 of the minutes referred)

Time marker	Speaker	Subject(s)	Action required
011711 – 012146	Chairman Mr Nathan LAW Administration MTRCL	Mr LAW's views on railway operations and public transport reorganization plan, and the Administration/MTRCL's responses.	
012147 – 012727	Chairman Dr Fernando CHEUNG Administration MTRCL	Dr CHEUNG's views on railway operations and barrier-free access facilities at Admiralty Station, and the Administration/MTRCL's responses.	
012728 – 013121	Chairman Dr CHENG Chung-tai Administration MTRCL	Dr CHENG's views on barrier-free access facilities at Admiralty Station and public transport reorganization plan, and the Administration/MTRCL's responses.	
<i>Agenda Item V – Progress update of the construction of the Shatin to Central Link</i>			
013122 – 013545	Chairman Administration	The Administration briefed members on the progress update of the construction of the Shatin to Central Link ("SCL") as at 31 December 2016.	
013546 – 014411	Chairman MTRCL	With the aid of a powerpoint presentation, MTRCL briefed members on the progress update of the construction of SCL [LC Paper No. CB(4)564/16-17(03)].	
014412 – 014823	Chairman Dr Elizabeth QUAT MTRCL	Dr QUAT's views on improvements of the Ma On Shan Line and MTRCL's response.	
014824 – 015228	Chairman Ms Claudia MO Administration	Ms MO's views on cost overrun of the main works of SCL and the Administration's response.	
015229 – 015655	Chairman Ms Tanya CHAN Administration MTRCL	Ms CHAN's views on cost overrun of the main works of SCL and large metal object found on the Wan Chai seabed, the Administration/MTRCL's responses.	
015656 – 015905	Chairman Mr LUK Chung-hung Administration MTRCL	Mr LUK's views on cost overrun of the main works of SCL, and the Administration/MTRCL's responses.	
015906 – 020308	Chairman MTRCL	The Chairman's views on cost overrun of the main works of SCL and MTRCL's response.	

Time marker	Speaker	Subject(s)	Action required
020309 – 020658	Chairman Mr Alvin YEUNG MTRCL	Mr YEUNG's views on cost overrun of the main works of SCL and MTRCL's response.	
020659 – 021040	Chairman Dr YIU Chung-yim MTRCL	Dr YIU's views on archaeological features discovered at To Kwa Wan Station and MTRCL's response.	MTRCL (paragraph 50 of the minutes referred)
021041 – 021420	Chairman Mr YIU Si-wing Administration MTRCL	Mr YIU's views on development of a convention centre above Exhibition Station and the Administration/MTRCL's responses.	Admin (paragraph 43 of the minutes referred)
021421 – 021816	Chairman Ms YUNG Hoi-yan Administration MTRCL	Ms YUNG's views on archaeological features discovered at To Kwa Wan Station and the Administration/MTRCL's responses.	
021817 – 022207	Chairman Dr CHENG Chung-tai Administration MTRCL	Dr CHENG's views on abandoned pipe pile found within the work site near Fenwick Pier Street and the Administration/MTRCL's responses.	MTRCL (paragraph 45 of the minutes referred)
022208 – 022625	Chairman Mr Nathan LAW Administration	Mr LAW's views on development of a convention centre above Exhibition Station and the Administration's response.	
022626 – 023027	Chairman Mr WU Chi-wai Administration MTRCL	Mr WU's views on cost overrun of the main works of SCL, abandoned pipe pile found within the works site near Fenwick Pier Street and the large metal object found on the Wan Chai seabed, and the Administration/MTRCL's responses.	
<i>Agenda Item VI – Deployment of coupled-set Light Rail Vehicles</i>			
023028 – 023251	Chairman Administration	The Administration briefed members on measures for increasing carrying capacity of Light Rail.	
023252 – 023854	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)564/16-17(04)], MTRCL briefed members on the current situation and way forward regarding the deployment of coupled-set Light Rail Vehicles by the Corporation in providing Light Rail service.	

Time marker	Speaker	Subject(s)	Action required
023855 – 024309	Chairman Mr LUK Chung-hung Administration MTRCL	Mr LUK's views on enhancing Light Rail service and long-term development of Light Rail service, and the Administration/MTRCL's responses.	
024310 – 024913	Chairman Mr LEUNG Che-cheung Administration	Mr LEUNG's views on enhancing Light Rail service and long-term development of Light Rail service, and the Administration's response.	
024914 – 025803	Chairman Administration	The Chairman's views on enhancing Light Rail service and long-term development of Light Rail service, and the Administration's response.	
<i>Agenda Item VII – Any other business</i>			
025804 – 025807	Chairman	Closing remarks.	

Council Business Division 4
Legislative Council Secretariat
14 June 2017