

立法會  
*Legislative Council*

LC Paper No. CB(4)900/19-20  
(These minutes have been  
seen by the Administration)

Ref : CB4/PL/TP/1

**Panel on Transport**

**Minutes of special meeting held on  
Friday, 31 August 2018, at 2:30 pm  
in Conference Room 1 of the Legislative Council Complex**

**Members present :** Hon Frankie YICK Chi-ming, SBS, JP (Chairman)  
Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon CHAN Hak-kan, BBS, JP  
Hon WONG Kwok-kin, SBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon Claudia MO  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon Steven HO Chun-yin, BBS  
Hon WU Chi-wai, MH  
Hon YIU Si-wing, BBS  
Hon Charles Peter MOK, JP  
Hon CHAN Chi-chuen  
Hon CHAN Han-pan, BBS, JP  
Dr Hon KWOK Ka-ki  
Dr Hon Helena WONG Pik-wan  
Dr Hon Elizabeth QUAT, BBS, JP  
Hon POON Siu-ping, BBS, MH  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP  
Hon CHUNG Kwok-pan  
Hon Alvin YEUNG  
Hon Andrew WAN Siu-kin  
Hon CHU Hoi-dick  
Dr Hon Junius HO Kwan-yiu, JP

Hon Wilson OR Chong-shing, MH  
Hon CHAN Chun-ying, JP  
Hon Tanya CHAN  
Hon LAU Kwok-fan, MH  
Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Dr Hon CHENG Chung-tai  
Hon KWONG Chun-yu  
Hon Jeremy TAM Man-ho  
Hon Gary FAN Kwok-wai  
Hon AU Nok-hin  
Hon Tony TSE Wai-chuen, BBS

**Members attending :** Hon James TO Kun-sun  
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon Martin LIAO Cheung-kong, SBS, JP  
Dr Hon Pierre CHAN  
Hon HUI Chi-fung  
Dr Hon CHENG Chung-tai

**Members absent :** Hon LAM Cheuk-ting (Deputy Chairman)  
Hon Tommy CHEUNG Yu-yan, GBS, JP  
Hon LEUNG Che-cheung, SBS, MH, JP  
Hon HO Kai-ming  
Hon LUK Chung-hung, JP

**Public Officers attending :** **Agenda item I**  
  
Mr Frank CHAN Fan, JP  
Secretary for Transport and Housing  
  
Ms Rebecca PUN Ting-ting  
Deputy Secretary for Transport and Housing  
(Transport)<sup>1</sup>  
  
Mr Kenny OR Chun-ming  
Principal Assistant Secretary for Transport and  
Housing (Transport)<sup>7</sup> (Acting)

Mr Jimmy CHAN Pai-ming, JP  
Director of Highways (Acting)  
Highways Department

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

Mr Ralph LI Tsz-wai  
Chief Engineer/Railway Development 1-1  
Highways Department

Mr YU Tak-cheung, JP  
Deputy Director of Buildings  
Buildings Department

**MTR Corporation Limited**

Ms Linda SO  
Corporate Affairs Director

Mr James CHOW  
Divisional General Manager – Projects

**Agenda item II**

Mr Frank CHAN, JP  
Secretary for Transport and Housing  
Transport and Housing Bureau

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

Mr Kevin CHOI, JP  
Deputy Secretary for Transport and Housing  
(Transport) 2  
Transport and Housing Bureau

Miss Ann CHAN  
Principal Assistant Secretary for Transport and  
Housing (Transport)(Special Support)  
Transport and Housing Bureau

Mr Andy LAM  
Principal Assistant Secretary for Transport and  
Housing (Transport)<sup>3</sup>  
Transport and Housing Bureau

Mr Jimmy CHAN, JP  
Director of Highways (Acting)  
Highways Department

Mr Patrick WONG  
Assistant Commissioner for Transport/  
Bus and Railway  
Transport Department

Mr Chau Fat CHAN  
Assistant Director / Railways  
Electrical and Mechanical Services Department

**MTR Corporation Limited**

Mr Adi LAU  
Operations Director

Ms Linda SO  
Corporate Affairs Director

**Clerk in attendance :** Ms Sophie LAU  
Chief Council Secretary (4)<sup>2</sup>

**Staff in attendance :** Miss Joyce CHING  
Senior Council Secretary (4)<sup>2</sup>

Ms Jacqueline LAW  
Council Secretary (4)<sup>2</sup>

Miss Mandy LAM  
Legislative Assistant (4)2

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**I. Issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions**

- LC Paper No. CB(4)1514/17-18(01) - Administration's paper on issues relating to the construction of the platform slab of Hung Hom Station Extension under the Shatin to Central Link project
- LC Paper No. CB(4)1514/17-18(02) - MTR Corporation Limited's paper on issues relating to the steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project
- LC Paper No. CB(4)1514/17-18(03) - Paper on issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions prepared by the Legislative Council Secretariat (Updated background brief)

Briefing by the Administration

At the invitation of the Chairman, the Secretary for Transport and Housing ("STH") briefed members on the incident relating to construction of the platform slab of Hung Hom Station Extension works under the Shatin to Central Link ("SCL") project and gave an overview of the follow-up actions

taken by the Administration. Director of Highways (Acting), Highways Department ("D/HyD (Ag)") and Deputy Director of Buildings, Buildings Department ("DD/BD") briefed members on the latest status of the follow-up actions taken by the Administration.

## Discussion

### *Monitoring mechanism of the Administration*

2. In the light of the recent incidents relating to the construction of the platform slab of Hung Hom Station Extension works under the SCL Project, Mr Alvin YEUNG expressed that the Monitoring and Verification ("M&V") consultant appointed by the Highways Department ("HyD") seemed to have failed to perform its monitoring duties. Mr CHAN Chun-ying also opined that the consultancy fee spent on the engagement of M & V Consultant seemed to be unworthy and suggested the Administration to consider to do away with M & V consultant in future projects. Mr CHAN pointed out that among others, the M&V Consultant had failed to spot the inaccurate information contained in the earlier reports submitted by MTRCL despite having conducted a number of on-site inspections.

3. In response, STH advised that the Administration was open to all kinds of findings and investigation process was underway. The Administration was of the view that there had been possibly crime involved. Follow-up actions were being taken and the Administration undertook to review the existing supervisory and monitoring mechanism with a view to assuring the quality of works of railway projects.

4. In response to Mr Alvin YEUNG's enquiry as to whether the M&V consultant was an independent third party, D/HyD (Ag) advised that the M&V consultant was a consultant engaged by the Administration to assist HyD in the monitoring & verification work of the SCL project, including monitoring the performance of the MTRCL. D/HyD (Ag) supplemented that an on-site inspection was conducted by the M&V Consultant on 30 May 2018, among others, to assess the alleged water leakage problem so as to ensure structural safety of the affected area. At the time of inspection, no serious cracks and water leakage had been observed in the concrete structure of the relevant platform slab. Moreover, a number of site visits had been conducted to inspect the records in respect of the number of couplers used to connect the platform slab to the eastern diaphragm wall panels. The result of the inspection showed that the relevant records roughly tally with the number of couplers mentioned in the MTRCL's report of 15 June 2018.

5. Mr POON Siu-ping was also concerned about the efficacy of the monitoring mechanism. Referring to the enhancement measures taken by the HyD following the recent incidents, Mr POON also asked about the number of sites visits and/or surprise checks conducted.

6. In response, D/HyD (Ag) advised that the frequency of the site visits conducted by M&V consultant had been increased from once in three months to once in two months. Moreover, surprise checks were conducted by HyD's in-house staff to monitor the on site works.

7. Dr Pierre CHAN expressed that the Administration should ensure that all parties engaged in the monitoring and supervisory work should achieve a reasonable level of skill and professional standard. Dr CHAN raised particular concern about the checking of documentation and asked about the number of engineers who had endorsed/certified the documents concerning the alleged problems relating to the construction of diaphragm walls and platform slab.

8. Divisional General Manager-Projects of MTRCL ("DGM-P/MTRCL") advised that in project managing the construction of the SCL project, the MTRCL was obliged to comply with all the procedures set out under an internal management plan on quality control and assurance. Basically, all documentation would be endorsed by the engineer(s) appointed by the contractor(s) before passing to the responsible engineer(s) of the MTRCL for verification.

9. Raising similar concern, Mr WU Chi-wai asked whether the Administration would be able to provide the list of responsible engineers/persons and whether these persons could be identified and found in case legal actions and/or other follow-up actions had to be taken against them.

10. DD/BD advised that the Buildings Department ("BD") had already initiated investigation under the Buildings Ordinance. STH advised that since the investigation and relevant legal procedures were still in progress, the Administration might not be able to provide the list of all persons as requested by Mr WU Chi-wai at this stage. The Administration would ensure that legal action would be taken against any responsible persons, as appropriate, in accordance with all the relevant legislation and procedures. In response to Mr WU's further enquiry, DD/BD confirmed that Leighton Contractors (Asia) Limited ("Leighton") had provided some relevant information to facilitate the investigation process.

*Concern about the connection details of diaphragm walls and platform slab*

11. Referring to the total of about 23,500 couplers used for connecting the platform slab to the eastern diaphragm wall panels as mentioned in the MTRCL's report, Dr Helena WONG asked about the number of couplers which had been checked by the MTRCL and the number of steel bars which were not connected properly to the couplers and/or cut short. Dr Helena WONG pointed out that the MTRCL was obliged under the Quality Supervision Plan to supervise at least 20% of the splicing assemblies in general; and where the structure acted as a transfer plate, the percentage of assemblies to be supervised should be 50%. Dr WONG then asked whether the structures connecting to the couplers were acting as transfer plates.

12. Ms Claudia MO was also concerned whether the Administration had got hold of the accurate information about the actual number of couplers used and the steel bars cut short at the moment.

13. DGM-P/MTRCL advised that the actual number of couplers which had been supervised/checked by the MTRCL was being investigated and that the above mentioned structures were not acting as transfer plates.

14. Mr Tony TSE expressed dissatisfaction that the MTRCL had rendered confusing information about the SCL project and that the M&V consultant had failed to find out the change of connection details of diaphragm walls and platform slab. Mr TSE then asked about the measures that would be taken to ensure relevant and correct information would be provided by the MTRCL and the enhancement measures to be taken by the M&V consultant and the Administration to strengthen the monitoring work. Mr Tony TSE also raised particular concern about how the MTRCL would ensure the contractors would construct the works in compliance with the works contract and the specification and approved design drawings.

15. DGM-P/MTRCL advised that the MTRCL had been investigating all the related issues, including verifying all records kept at the construction sites and the details of construction and method used. The relevant updated information would be provided to the Administration and relevant parties to facilitate their investigation work. Moreover, the Capital Works Committee under the MTR Board of Directors was conducting a review on the relevant processes and procedures to seek further improvement on quality control.



16. Mr CHU Hoi-dick asked about the scope of the exemptions covered under the Instrument of Exemption ("IoE") issued by the Buildings Authority for SCL project, in particular whether the MTRCL would be exempted from submitting revised drawing to the BD in the event of changing the construction method of any part/structure, including that for the diaphragm walls and platform slab of Hung Hom Station Extension.

17. DD/BD advised that the IoE mainly confined to the exemptions of administrative procedures as required under the Buildings Ordinance, including procedures related to approval of drawings. Upon Mr CHU Hoi-dick's further enquiry, DD/BD clarified that there was no need for the MTRCL to submit revised drawing for approval in accordance with the procedures set out in the Buildings Ordinance in the above mentioned circumstance. However, the MTRCL should formulate a project management plan and instigate an assurance system and control scheme to ensure the management of the construction of the works would be at a standard not inferior to that required under the Buildings Ordinance. Moreover, the MTRCL would still be required to consult BD on matters related to certain categories of drawings, which included the drawings of the diaphragm walls and platform slab of Hung Hom Station Extension.

18. Mr James TO asked about the MTRCL's view on whether the construction method of the diaphragm walls and platform slab based on the revised design was a better one, compared to the one under the drawing(s) submitted to BD. DGM-P/MTRCL responded in the affirmative. Mr TO further enquired whether the MTRCL had got hold of all the revised drawings and the basis for concluding that the above revised design was a better option. DGM-P/MTRCL advised that the photos shown at the press conference by Mr Lincoln LEONG, the Chief Executive Officer, showed that the revised design was a better one. However, he had not got the revised drawings at present. Corporate Affairs Director of the MTRCL supplemented that the photos taken at the construction sites also served as reference. Mr TO opined that the above mentioned photos were not sufficient supporting evidence and called on the MTRCL to gather relevant facts and supporting documents to ascertain the construction method and the actual situation of the diaphragm walls and platform slab.

*The problem of honeycomb concrete*

19. Mr Jeremy TAM requested the Administration to provide information presented by the Secretary for Transport and Housing and Acting Director of Highways at the early part of this meeting in relation to the problem of honeycomb concrete which had been discovered days before this meeting. In

response to Mr TAM's enquiry, DGM-P/MTRCL advised that the cause of the problem of honeycomb concrete was still being investigated. In response to Mr TAM's further enquiry, DGM-P/MTRCL advised that localized areas were found with the above mentioned defects and that the defects were 10 cm deep generally and some of the defects stretched over several square metres.

20. Mr Jeremy TAM also requested the Administration to provide the details of the sub-contractors responsible for carrying out the concrete pouring works in the bays/areas where the problem of honeycomb concrete was identified.

*(Post-meeting note: The Chinese and English versions of the Administration's response were issued to members vide LC Paper No. CB(4)650/18-19(01) on 14 March and 9 April 2019 respectively.)*

21. In response to Mr KWONG Chun-yu's enquiry about the actual situation and the nature of honeycomb problem on the concrete surface, DD/BD advised that the defects on the concrete surface found had not posed any structural risks. DD/DB supplemented that during the recent site visit by the staff of BD, it was noted that the MTRCL had already taken action to remove the defective concrete found with the above problem.

22. Ms Claudia MO expressed grave concern about the structural safety arising from exposed steel bars at Hung Hom Station Extension. Ms MO also expressed that some engineers were of the view that conducting random sample check by opening up part of the connection between platform slab and diaphragm walls might damage the whole structure and thus the whole platform had to be reconstructed.

23. In response, DGM-P/MTRCL explained that some steel bars were found exposed owing to the problem of honeycomb concrete. In order to further investigate the details of the problem, part of the concrete surrounding the exposed steel bars had to be removed. Further investigation was underway and that the MTRCL was also studying the remedial actions to be taken together with the BD.

24. Mr CHU Hoi-dick asked about the location where further investigation had been/would be performed to identify the status of the honeycomb concrete. DGM-P/MTRCL responded that the area of the above investigation would be confined to platform slab of the Hung Hom Station Extension.

*Latest status of follow-up action taken due to the incidents*

25. Ir Dr LO Wai-kwok asked about the concrete work plan and the details of the method to be adopted to verify the facts in order to comprehend the actual situation of the alleged defective steelwork of the platform slab. Ir Dr LO was particularly concerned about the way forward for the load test.

26. DGM-P/MTRCL advised that the MTRCL had earlier submitted a preliminary load test proposal prepared by the independent third party expert to the Administration. In view of the latest development during the course of the Administration's follow-up of the incidents, the methodology of the load test had been modified and the latest proposal had also been submitted to the Administration for further consideration.

27. Mr Gary FAN opined that the load test mentioned above could not tackle the problem at the root and called on the Administration to take a more proactive role in exploring other ways to ascertain the actual situation of the diaphragm wall and platform slab. Mr Michael TIEN also expressed that he was against the load test mentioned above.

*Other possible follow-up actions and further enhancement measures*

28. Dr KWOK Ka-ki, Mr Gary FAN, Mr Micheal TIEN, Mr KWONG Chun-yu, Mr HUI Chi-fung, Mr Andrew WAN, Mr Charles MOK, Mr CHAN Chi-chuen, Mr WU Chi-wai and Mr AU Nok-hin called on the Administration to explore the feasibility and to work out a concrete work plan for opening up the connection between the platform slab and diaphragm walls for examination in order to gain a better understanding of the situation of the steel bar fixing works during construction so as to ensure public safety.

29. Mr POON Siu-ping also asked the Administration to consider the feasibility of conducting the above mentioned examination. Dr Priscilla LEUNG opined that the Administration should hold an affirmative stance in this matter for the sake of providing assurance and confidence to the public.

30. STH advised that the Administration had been actively taking follow-up actions to look into the facts and circumstances surrounding the steel reinforcement fixing works in respect of the diaphragm wall and platform slab construction works, and priority should be given to clarify the situation. Depending on the views of the experts concerned and pending sufficient and reliable information and evidence to be provided by the MTRCL, the Administration would not rule out the option of opening up part of the connection between platform slab and diaphragm wall.

31. Mr Michael TIEN sought clarification on the kind of the information and the details which the Administration would require before deciding on whether to open up the above mentioned connection for examination. Mr TIEN pointed out that the MTRCL would not be able to get hold of the key information in relation to the conditions of the steel bars if Leighton was not willing to cooperate. Mr TIEN expressed that Leighton and the MTRCL should be demanded to provide all necessary information as soon as possible. In response, STH assured that appropriate actions would be taken immediately upon receiving the necessary information from the MTRCL.

32. Mr KWONG Chun-yu shared Mr TIEN's view and made similar request. Mr KWONG was concerned whether the Administration had come up with a concrete plan as to how the sample check to verify the situation of the diaphragm wall and platform slab should be conducted, in particular the location of the parts to be opened up and the detailed procedures of the examination.

33. D/HyD (Ag) reiterated the stance of the Administration mentioned by STH above. He stressed that the feasibility of opening up part of the connection between the platform slab and diaphragm wall could only be considered when the Administration could get hold of all necessary information.

34. Mr HUI Chi-fung, Mr Andrew WAN, Dr CHENG Chung-tai, Mr Charles MOK, Mr CHAN Chi-chuen and Mr AU Nok-hin expressed strong dissatisfaction that the MTRCL rendered confusing/ inaccurate information and failed to disclose all relevant information. The above members opined that information provided/to be provided by the MTRCL might not be able to help verify the actual situation. They opined that opening up part of the connection between platform slab and diaphragm wall for examination would be an effective way to verify the actual situation and that there was no need to wait for further information to be submitted by the MTRCL before deciding on whether to proceed with the above examination.

35. Mr Charles MOK also expressed that even if the Administration had decided to wait for the above said information, necessary action should be taken to mandate the submission of all relevant information by MTRCL and Leighton by a certain deadline. Mr MOK also asked whether penalty would be imposed on MTRCL or Leighton in case they failed to provide the required information.

36. DGM-P/MTRCL assured that the MTRCL would submit the information to COI and the expert team established by the Administration as

soon as possible. STH supplemented that relevant penalty clauses could be enforced against contractors with poor performance and that the Administration could remove those contractors from the "List of Approved Contractors".

37. Mr LAU Kwok-fan and Dr Priscilla LEUNG also called on the Administration to take prompt action to provide assurance and confidence to the public. Mr LAU and Dr LEUNG also urged the Administration to ensure the transparency of the investigation process and to improve the announcement mechanism on the latest progress of all railway projects as well as the situation of any incident. Dr LEUNG also urged the Administration to consider widening the scope of its investigation.

38. Since the MTRCL had been providing confusing and inaccurate information, Dr CHENG Chung-tai opined that the whole platform of the Hung Hom Station might need to be reconstructed to provide assurance and confidence to the public.

39. In response, STH explained that the Administration had been gathering information from various sources in the course of the follow-up actions, including evidence from witnesses, relevant photos and computer records. Among others, the consistency of the information from different sources would be verified and checked against those obtained/to be provided by the MTRCL. STH stressed that the examination would not be completed without the information from the MTRCL. STH supplemented that the investigations undertaken by a number of bodies with statutory power including the COI, the police and the BD were in progress.

40. Regarding the follow-up measures taken due to the incidents, among others, STH supplemented that weekly site inspection to monitor the structural safety of the platform of the Hung Hom Station Extension would continue to be conducted. The Administration had also requested the MTRCL to install an electronic monitoring system on the platform slab for real-time monitoring. STH stressed that the Administration would not go ahead with the commissioning of SCL before the quality of construction works of the SCL project has met the required standards to ensure passengers' safety. Moreover, STH undertook to enhance the transparency of the investigation process and to ensure that the MTRCL would also review its announcement mechanism.

*Concern over the cost overrun and the liability of responsible parties*

41. Mr CHAN Han-pan asked whether the Administration had assessed the possible additional cost to be incurred for the construction of the SCL project due to the incidents and, if so, the parties to be responsible for the additional cost. Mr YIU Si-wing and Mr WU Chi-wai expressed similar concern on additional cost to be incurred. Mr CHAN urged the Administration to take necessary action against the responsible parties and to withhold and/or deduct the management fee to be paid to the MTRCL. Ms Tanya CHAN made a similar request.

42. STH advised that the Administration would reserve the right to enforce relevant clause(s) under the Entrustment Agreement and take necessary action against the MTRCL, including the right to hold the MTRCL liable for any loss and/or works delay arising from the incidents. STH reiterated that priority should be given to clarifying the situation and collecting the actual construction details of the Hung Hom Station Extension works at present. Upon confirmation of the above details, the Administration would be able to ascertain the parties to be responsible for the incidents and take necessary actions against the liable parties. DGM-P/MTRCL supplemented that the MTRCL was currently conducting a series of investigation to clarify the actual situation as well as taking proactive actions to ensure safety of the construction works. The MTRCL would also liaise with the contractor(s) on the issues related to the liability arising from the incidents.

43. Ms Tanya CHAN called on the Administration to open the Entrustment Agreement to the public. In response, STH advised that since the investigations on the incidents were underway, the Administration considered it not appropriate to disclose the above agreement signed between the Administration and the MTRCL.

44. Based on the understanding that a collateral deed should have been entered into between the Administration and the contractor(s) of the SCL project, Ms Tanya CHAN said that the Administration should have the right of taking action against the contractors, in particular the right to demand Leighton to provide all information related to the recent incidents of SCL project. She then urged the Administration to take necessary actions against Leighton. Dr Priscilla LEUNG also urged the Administration to look into the contractual matters concerning all the relevant parties.

45. D/HyD (Ag) advised that since the construction contract relevant to the platform slab works of the SCL was entered into between Leighton and the MTRCL, the issues related to the above said contract should first be resolved by these two parties.

*Matters related to Commission of Inquiry (“COI”)*

46. Mr YIU Si-wing queried whether the proposed nine months’ time would be enough for the COI to finish its investigation work. Mr YIU was also concerned about the possible delay in the commissioning of SCL due to works delay and the investigation works.

47. STH emphasized that the Administration would attach great importance to public safety, rather than the scheduled commissioning of a railway line. STH also assured that the Administration would facilitate the investigation work of COI with a view to completing the investigation within the target timeframe. Moreover, the Administration reserved the right to hold the MTRCL liable for any loss owing to the incidents.

48. Dr KWOK Ka-ki urged the Administration to expand the scope of the terms of reference of COI by covering all the works under the SCL project.

Others

49. Upon the request of Dr Helena WONG, the Administration undertook to provide the details of the publicly funded works projects being carried out by Leighton, other than those under the Shatin to Central Link project.

*(Post-meeting note: The Chinese and English versions of the Administration's response were issued to members vide LC Paper No. CB(4)650/18-19(01) on 14 March and 9 April 2019 respectively.)*

50. Mr CHUNG Kwok-pan requested the Administration to arrange a site visit to the construction site(s) for Members to better understand the actual situation of the incidents and the latest status of the remedial actions taken/being taken. In response, STH undertook to explore with the MTRCL on the feasibility of arranging the proposed site visit. STH remarked that safety would be a key concern in making the above arrangement.

Motions

51. The Chairman informed members that six motions and four amended motions under the agenda item "Issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions" were received.

52. The Chairman then referred members to the following original motion moved by Mr Gary FAN Kwok-wai and the amendments moved by Mr CHAN Chun-ying and Ms Claudia MO-

*Original motion moved by Mr Gary FAN Kwok-wai-*

政府需立即鑿開沙中線紅磡站涉嫌造假的月台層板與連續牆的接駁處進行檢查，如發現安全問題，應立刻採取有效措施解決安全隱患，並承諾在沙中線工程質量未達致標準前，不讓沙中線強行通車，以確保乘客安全。

(Translation)

The Government should immediately conduct an investigation by drilling open the joints between the platform slab and diaphragm wall of Hung Hom Station of the Shatin to Central Link ("SCL") for which the works were alleged to have been falsified; if safety problems are found, it should immediately adopt effective measures to address the safety hazards, and undertake not to go ahead with the commissioning of SCL rashly before the quality of construction works of the SCL project has met the required standards, so as to ensure passengers' safety.

*Amendment moved by Mr CHAN Chun-ying -*

政府需立即盡快根據實際情況及資料，鑿開沙中線紅磡站涉嫌造假的月台層板與連續牆的接駁處進行檢查，如發現安全問題，應立刻採取有效措施解決安全隱患，並承諾在沙中線工程質量未達致標準前，不讓沙中線強行通車，以確保乘客安全。

(Translation)

The Government should ~~immediately~~, *on the basis of actual circumstances and information, expeditiously* conduct an investigation by drilling open the joints between the platform slab and diaphragm wall of Hung Hom Station of the Shatin to Central Link ("SCL") for which the works were alleged to have been falsified; if safety problems are found, it should immediately adopt effective measures to address the safety hazards, and undertake not to go ahead with the commissioning of SCL rashly before the quality of



construction works of the SCL project has met the required standards, so as to ensure passengers' safety.

(Amendment is marked in *italic* or with deletion line.)

*Amendment moved by Ms Claudia MO -*

政府需盡快根據實際情況及資料，立即鑿開沙中線紅磡站涉嫌造假的月台層板與連續牆的接駁處進行檢查，如發現安全問題，應立刻採取有效措施解決安全隱患包括將整項車站工程拆除及重新興建，並承諾在沙中線工程質量未達致標準前，不讓沙中線強行通車，以確保乘客安全。

(Translation)

The Government should ~~immediately~~, *on the basis of actual circumstances and information, expeditiously* conduct an investigation by drilling open the joints between the platform slab and diaphragm wall of Hung Hom Station of the Shatin to Central Link ("SCL") for which the works were alleged to have been falsified; if safety problems are found, it should immediately adopt effective measures to address the safety hazards, *including dismantling and reconstructing the whole station*, and undertake not to go ahead with the commissioning of SCL rashly before the quality of construction works of the SCL project has met the required standards, so as to ensure passengers' safety.

(Amendment is marked in *italic* or with deletion line.)

53. The Chairman invited members present to consider whether the above motion and amended motions should be proceeded with. The Chairman then put this matter to vote and ordered a division. A total of 19 members voted for proceeding with the motion and amendments, 14 members voted against it and none abstained from voting. The Chairman then decided that the motion and amendments should be dealt with.

54. The Chairman put the amendment, moved by Ms Claudia MO, to vote and ordered a division. A total of 15 members voted for the amendment, 19 members voted against it and none abstained from voting. The Chairman declared that the amendment was negatived. The votes of individual members were at **Appendix I**.

55. The Chairman then put the amendment, moved by Mr CHAN Chun-ying, to vote and ordered a division. A total of 32 members voted for the amendment, no members voted against it and none abstained from voting. The Chairman declared that the amendment was carried. The votes of individual members were at **Appendix II**.

56. The Chairman declared that the amendment moved by Mr CHAN Chun-ying was carried and thus there was no need to deal with the original motion moved by Mr Gary FAN.

57. The Chairman then referred members to the following motion moved by Mr WU Chi-wai, Mr Andrew WAN Siu-kin, Dr Helena WONG, Mr KWONG Chun-yu and Mr LAM Cheuk-ting -

就沙中線紅磡站月台工程質量問題，本會要求港鐵鑿開部份連續牆與月台層板的接駁位置，作抽樣檢查，以了解興建時紮鐵工程的實際狀況，確保公眾安全。

(Translation)

Regarding the quality of construction works for Hung Hom Station platform of the Shatin to Central Link, this Panel requests the MTR Corporation Limited to drill open some of the joints between the diaphragm wall and platform slab to conduct sampling checks in order to gain an understanding of the actual situation of the steel bar fixing works during construction so as to ensure public safety.

58. The Chairman then invited members present to consider whether the above motion should be proceeded with. The Chairman then put this matter to vote and ordered a division. A total of 32 members voted for proceeding with the motion, 1 member voted against it and 1 member abstained from voting. The Chairman then decided that the motion should be dealt with.

59. The Chairman put the motion moved by Mr WU Chi-wai, Mr Andrew WAN Siu-kin, Dr Helena WONG, Mr KWONG Chun-yu and Mr LAM Cheuk-ting to vote and ordered a division. A total of 32 members voted for the motion, 1 member voted against it and 1 member abstained from voting. The Chairman declared that the motion was carried. The votes of individual members were at **Appendix III**.

60. The Chairman then referred members to the following original motion moved by Mr WU Chi-wai and the amendment moved by Mr Tony TSE -

*Original motion moved by Mr WU Chi-wai-*

本委員會要求立法會委任一個專責委員會，以調查香港鐵路有限公司(港鐵)涉嫌隱瞞沙田至中環線紅磡站新月台進行的建造工程被指不合規格及更改圖則事宜；及調查港鐵涉嫌於沙中線沿線各站建造工程期間有部分監測點的沉降幅度超出警報水平而沒有暫停工程及通報公眾一事，以及其他相關事宜；而該委員會在執行其職務時獲授權根據《立法會(權力及特權)條例》(第382章)第9(2)條行使該條例第9(1)條所賦予的權力。

(Translation)

This Panel requests the Legislative Council to appoint a select committee to inquire into issues relating to the MTR Corporation Limited ("MTRCL")'s suspected concealment of the alleged substandard construction works carried out at the new platforms of Hung Hom Station of the Shatin to Central Link ("SCL") and alterations to the construction drawings; and the MTRCL's suspected failure to suspend construction works and notify the public when the settlement of some monitoring points is found to have exceeded the alarm level during the construction at various stations along the SCL, as well as other related matters; and that in the performance of its duties the committee be authorized under section 9(2) of the Legislative Council (Powers and Privileges) Ordinance (Cap. 382) to exercise the powers conferred by section 9(1) of that Ordinance.

*Amendment moved by Mr Tony TSE -*

本委員會要求立法會政府委任一個專責委員會獨立專業人士，以調查香港鐵路有限公司(港鐵)涉嫌隱瞞沙田至中環線紅磡站新月台進行的建造工程被指不合規格及更改圖則事宜；及調查港鐵涉嫌於沙中線沿線各站建造工程期間有部分監測點的沉降幅度超出警報水平而沒有暫停工程及通報公眾一事，以及其他相關事宜；而該委員會在執行其職務時獲授權根據《立法會(權力及特權)條例》(第382章)第9(2)條行使該條例第9(1)條所賦予的權力。以釋公眾疑慮，追究相關人士責任。

(Translation)

This Panel requests the ~~Legislative Council~~ *Government* to appoint a ~~select committee~~ *independent professionals* to inquire into issues relating to the MTR Corporation Limited ("MTRCL")'s suspected concealment of the alleged substandard construction works carried out at the new platforms of Hung Hom Station of the Shatin to Central Link ("SCL") and alterations to the construction drawings; and the MTRCL's suspected failure to suspend construction works and notify the public when the settlement of some monitoring points is found to have exceeded the alarm level during the construction at various stations along the SCL, as well as other related matters; ~~and that in the performance of its duties the committee be authorized under section 9(2) of the Legislative Council (Powers and Privileges) Ordinance (Cap. 382) to exercise the powers conferred by section 9(1) of that Ordinance, so as to allay public concerns and pursue the liability of the parties concerned.~~

(Amendment is marked in *italic* or with deletion line.)

61. The Chairman invited members present to consider whether the above motion and amended motion should be proceeded with. The Chairman then put this matter to vote and ordered a division. A total of 33 members voted for proceeding with the motion and amendment, 1 member voted against it and none abstained from voting. The Chairman then decided that the motion and amendment should be dealt with.

62. The Chairman put the amendment, moved by Mr Tony TSE, to vote and ordered a division. A total of 18 members voted for the amendment, 16 members voted against it and none abstained from voting. The Chairman declared that the amendment was carried. The votes of individual members were at **Appendix IV**.

63. The Chairman declared that the amendment moved by Mr Tony TSE was carried and thus there was no need to deal with the original motion moved by Mr WU Chi-wai.

64. The Chairman then referred members to the following motion moved by Dr Helena WONG -

本委員會要求立法會委任一個專責委員會，以調查香港鐵路有限公司（港鐵）涉嫌隱瞞沙田至中環線紅磡站新月台進行的建造工程被指不合規格及更改圖則一事，以及其他相關事宜；而該委員會在執行其職

務時獲授權根據《立法會(權力及特權)條例》(第382章)第9(2)條行使該條例第9(1)條所賦予的權力。

(Translation)

This Panel requests the Legislative Council to appoint a select committee to inquire into the issue relating to the MTR Corporation Limited ("MTRCL")'s suspected concealment of the alleged substandard construction works carried out at the new platforms of Hung Hom Station of the Shatin to Central Link and alterations to the construction drawings, as well as other related matters; and that in the performance of its duties the committee be authorized under section 9(2) of the Legislative Council (Powers and Privileges) Ordinance (Cap. 382) to exercise the powers conferred by section 9(1) of that Ordinance.

65. The Chairman then invited members present to consider whether the above motion should be proceeded with. The Chairman then put this matter to vote and ordered a division. A total of 16 members voted for proceeding with the motion, 16 members voted against it and 1 member abstained from voting. The Chairman then decided that the motion should not be dealt with.

66. The Chairman then referred members to the original motion moved by Mr CHAN Chi-chuen and the amendment moved by Mr CHAN Han-pan and Mr LAU Kwok-fan-

*Original motion moved by Mr CHAN Chi-chuen-*

鑒於禮頓及港鐵在興建紅磡站擴建部份的連續牆及月台層板期間涉及擅自剪斷鋼筋、擅自更改圖則、使用不合規格螺絲帽等等，令公眾質疑沙中線紅磡站擴建部分的連續牆及月台層板是否安全，市民更懷疑港鐵及禮頓可能隱瞞更多資料，本委員會要求政府立即勒令港鐵終止禮頓相關合約，由港鐵自行支付重建相關部份的全部費用及因上述工程而導致沙中線延遲落成所引致的相關額外費用，並立即收回早前支付予港鐵的所有項目管理費，並將禮頓納入黑名單，規定禮頓不得再承接任何港鐵、政府及法定機構的工程。

(Translation)

Given that Leighton Contractors (Asia) Limited ("Leighton") and the MTR Corporation Limited ("MTRCL") have been involved in unauthorized cutting of steel bars, unauthorized alteration of contract drawings, use of substandard couplers, etc., during the construction of the diaphragm wall and platform slab of the Hung Hom Station Extension ("HUH"), making the public question the safety of the diaphragm wall and platform slab of the HUH under the Shatin to Central Link ("SCL") project and become more skeptical that MTRCL and Leighton may have concealed more information, this Panel requests the Government to immediately order MTRCL to terminate relevant contracts with Leighton, with MTRCL paying to be responsible for all the cost for fixing the relevant part of the structure and any additional cost incurred by the delay of the completion of SCL project due to the above-mentioned fixing works, immediately recoup all the project management fees previously paid to MTRCL, and blacklist Leighton from undertaking any project of MTRCL, the Government and statutory bodies again.

*Amendment moved by Mr CHAN Han-pan and Mr LAU Kwok-fan -*

鑒於禮頓及港鐵在興建紅磡站擴建部份的連續牆及月台層板期間涉及擅自剪斷鋼筋、擅自更改圖則、使用不合規格螺絲帽等等，令公眾質疑沙中線紅磡站擴建部分的連續牆及月台層板是否安全，市民更懷疑港鐵及禮頓可能隱瞞更多資料，本委員會要求政府立即勒令及港鐵應研究終止禮頓相關合約的可行性，並要求港鐵及禮頓自行支付重建相關部份的全部費用及因上述工程而導致沙中線延遲落成所引致的相關額外費用，並立即收回早前支付予港鐵的所有項目管理費，並將禮頓納入黑名單，規定禮頓不得再承接任何港鐵、政府及法定機構的工程。

(Translation)

Given that Leighton Contractors (Asia) Limited ("Leighton") and the MTR Corporation Limited ("MTRCL") have been involved in unauthorized cutting of steel bars, unauthorized alteration of contract drawings, use of substandard couplers, etc., during the construction of the diaphragm wall and platform slab of the Hung Hom Station Extension ("HUH"), making the public question the safety of the diaphragm wall and platform slab of the HUH under the Shatin to Central Link ("SCL") project and become more skeptical that MTRCL and Leighton may have concealed more information, this

Panel requests *that* the Government ~~to immediately order and~~ MTRCL ~~to terminate~~ *should explore the feasibility of terminating* the relevant contracts with Leighton, ~~with request~~ *MTRCL and Leighton* ~~paying~~ to be responsible for all the cost for fixing the relevant part of the structure and any additional cost incurred by the delay of the completion of SCL project due to the above-mentioned fixing works, immediately recoup all the project management fees previously paid to MTRCL, and blacklist Leighton from undertaking any project of MTRCL, the Government and statutory bodies again.

(Amendment is marked in *italic* or with deletion line.)

67. The Chairman invited members present to consider whether the above motion and amended motion should be proceeded with. The Chairman then put this matter to vote and ordered a division. A total of 31 members voted for proceeding with the motion and amendment, 1 member voted against it and none abstained from voting. The Chairman then decided that the motion and amendment should be dealt with.

68. The Chairman then put the amendment, moved by Mr CHAN Han-pan and Mr LAU Kwok-fan, to vote and ordered a division. A total of 29 members voted for the amendment, 1 member voted against it and 3 members abstained from voting. The Chairman declared that the amendment was carried. The votes of individual members were at **Appendix V**.

69. The Chairman declared that the amendment moved by Mr CHAN Han-pan and Mr LAU Kwok-fan was carried and thus there was no need to deal with the original motion moved by Mr CHAN Chi-chuen.

70. The Chairman then referred members to the following motion moved by Mr CHAN Han-pan -

由香港鐵路有限公司(下稱"港鐵")負責的沙中線工程接連揭發施工質量出現問題，本會強烈譴責該公司疏忽監管工程，欠缺完善溝通機制，縱容承辦商不按合約圖則進行工程，致損害工程質素，直接影響公眾對沙中線的安全和可靠的信心；為此，本會促請特區政府：

- 一、必須責成涉事各方全力配合獨立調查委員會的工作，徹查整條沙中線項目，包括紅磡站、土瓜灣站等出現的工程質量監督的系統性問題，特別應針對政府與港

鐵的監督責任及職責分工、港鐵身為工程委托方在聘用主要承建商的要求和準則、港鐵對施工質量的監督機制，以及就工程事故的通報機制等問題，以確保找出事故發生的真正原因，並提出建議，防範日後同類型事故再發生；

- 二、必須用盡一切可行之法，盡快徹底檢查紅磡站月台的質量及安全，並制定有效的監督機制，確保沙中線工程符合安全標準；
- 三、嚴肅追究港鐵責任，包括停發並扣減管理費，以及追討事故對政府帶來的損失；及
- 四、從嚴整治涉事承建商，包括追究法律責任，並禁止違規承建商投標政府及港鐵的工程項目，以確保香港基建工程質量的聲譽。

(Translation)

Given the successive revelation of construction quality problems in the Shatin to Central Link ("SCL") project undertaken by the MTR Corporation Limited ("MTRCL"), this Panel strongly condemns MTRCL for its negligence in supervising the project, its lack of a comprehensive mechanism for communication, and its connivance with its contractors to carry out the construction works not according to the contract drawings, thereby compromising construction quality and directly undermining public confidence in the safety and reliability of SCL; in this connection, this Panel urges that the HKSAR Government:

- (1) must demand the various parties concerned to render their full support to the work of the independent investigation committee to conduct a thorough investigation of the entire SCL project, including the systemic problems with the construction quality supervision that exist in Hung Hom Station, To Kwa Wan Station, etc., with a particular focus on such issues as the supervisory responsibilities of and work division between the Government and MTRCL, the requirements and criteria adopted by MTRCL as the project entrusting party for engaging the principal contractor, MTRCL's mechanism for supervising construction quality and mechanism for reporting construction



incidents, so as to ensure that the true causes of those incidents can be identified and recommendations be made to prevent recurrence of similar incidents in future;

- (2) must exhaust all feasible means to examine expeditiously and thoroughly the construction quality and safety of the platforms of Hung Hom Station, and put in place an effective supervision mechanism to ensure the compliance of the SCL project with safety standards;
- (3) seriously pursue the liability of MTRCL, including suspension and reduction of the project management fee payable to it and seeking compensation for the damages caused to the Government by the incidents; and
- (4) strictly punish the contractors involved, including pursuing their legal liability and banning the non-compliant contractors from bidding for contracts of Government and MTRCL projects, so as to uphold the reputation of quality of infrastructure projects in Hong Kong.

71. The Chairman invited members present to consider whether the above motion should be proceeded with. The Chairman then put this matter to vote and ordered a division. A total of 32 members voted for proceeding with the motion, 1 member voted against it and none abstained from voting. The Chairman then decided that the motion should be dealt with.

72. The Chairman put the motion moved by Mr CHAN Han-pan to vote and ordered a division. A total of 29 members voted for the motion, 1 member voted against it and 1 member abstained from voting. The Chairman declared that the motion was carried. The votes of individual members were at **Appendix VI**.

*(Post-meeting note: The wordings of the motions passed were issued to members vide LC Paper Nos. CB(4)1527/17-18(01) – (05) on 4 September 2018.)*

## **II. Operating arrangements for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link**

LC Paper No. CB(4)1500/17-18(01) - Administration's paper on operating arrangements for

the Hong Kong Section of  
the Guangzhou-Shenzhen-  
Hong Kong Express Rail  
Link

LC Paper No. CB(4)1518/17-18(01) - Administration's paper on  
right to use and  
commissioning  
arrangements of the West  
Kowloon Station Mainland  
Port Area

### Briefing by the Administration

73. STH gave an introduction on the operating arrangements for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL").

### Discussion

74. At 4:55 pm, the Chairman suggested and members agreed to extend the meeting time for 30 minutes to 6:00 pm to allow more time for discussion.

### *Economic benefits*

75. Mr Gary FAN noted that the latest daily patronage forecast for XRL in 2018 was 80 100 while it was 109 200 when the Administration projected this forecast in 2015. Mr FAN queried why the latest estimated revenue was higher than the earlier estimates despite the drop in patronage forecast. Based on the above figures, Mr FAN asked whether the Administration would expect substantial increase in the fare level in the future. Ms Claudia MO also queried about the basis for revising the above mentioned daily patronage forecast.

76. STH explained that the consensus was reached with the China Railway Corporation ("CR") to adopt a "section-based" approach for fare revenue sharing for the XRL between the Mainland and Hong Kong whereas the previous estimate was based on a "mileage-based" approach, similar to the mechanism currently being used by the Intercity Through Train. In adopting the "section-based" approach, the operators would share the fare revenue according to the "fare per kilometer" of their respective sections. Taking the service from Hong Kong to Guangzhou South as an example, the revenue sharing using the "section-based" approach for Hong Kong operator would be

45% as compared with 18% if the "mileage-based" approach was adopted. As such, the projection on fare revenue had increased despite a drop in patronage forecast.

77. Ms Claudia MO asked whether the Administration had set out a timetable for capital cost recovery for the XRL project and whether the calculation in this regard had taken into account the depreciation of the capital concerned. STH advised that the projected "Earnings Before Interest, Tax, Depreciation and Amortization" ("EBITDA") for the year 2018 would be about \$200 million and that the cost for capital replacement has been taken into account in the 10 years' and 50 years' business projection of the XRL. STH also indicated that depreciation would not be accounted for separately.

78. Dr CHENG Chung-tai queried the Administration's stance that XRL would also have indirect economic benefits which could not be simply and instantly quantified. In response, STH advised that when assessing the economic benefits of cross boundary transport infrastructure, the direct economic benefits would mainly take into account the cost savings due to time savings of passengers. STH supplemented that the indirect economic benefits brought about by the XRL would include jobs created by railway operation and maintenance as well as station retail, catering and tourist industries.

#### *Fare adjustment arrangement*

79. Mr POON Siu-ping noted that the Administration would participate in the relevant negotiation of any fare adjustment between the operators of the Hong Kong and the Mainland sides and that the MTRCL would need the Government's approval for adjusting the fare levels. Mr POON then asked whether the Administration had set out any timeframe for such negotiation.

80. Deputy Secretary for Transport and Housing (Transport) 2 ("DS/T&H(T)2") advised that the fare levels which had been announced to the public were "published fares" of second class tickets and the levels of "published fares" would not change so frequently. Fare adjustment of "published fares" would involve discussion between both operators as well as the Administration. DS/T&H(T)2 supplemented that certain discounts would be offered, say during non-peak seasons, to the "published fares" and the discounted fares were referred to as the "implemented fares". The pricing of "implemented fares" was basically market-oriented and that the MTRCL would be free to discuss with the Mainland operators on the setting of its level.

*Baggage allowance and security checks*

81. In response to Ms Tanya CHAN's enquiry on custom and clearance arrangement at West Kowloon Station ("WKS"), Operations Director ("OD") of MTRCL ("OD/MTRCL") advised that departing passengers needed to show station officers their personal documents and tickets for an identity check since the XRL would adopt a real-name ticketing system. Upon passing through ticket gates, luggage checks by X-ray machines would also be required.

82. Ms Tanya CHAN pointed out that, following mainland standards, passengers would only be allowed to carry baggage with combined dimensions of no more than 130 cm and below a weight of 20 kg. Ms CHAN opined that adopting the above standard was unrealistic and would cause inconvenience for passengers, especially for those taking long-haul journeys. She further pointed out that delivery of the baggage in excess of the limit would be required and that currently such service would usually take a few days.

83. Expressing similar concern, Mr CHAN Chi-chuen also sought clarification about the baggage allowance to be adopted in the XRL. OD/MTRCL advised that the above mentioned mainland regulations on baggage size would also be adopted in the XRL and the regulations would be the same for short-haul and long-haul journeys. OD/MTRCL further advised that, courier service could be arranged to deliver the oversize baggage to the intended destination and that a vendor for the provision of such service would be available at the WKS. The MTRCL was working out the detailed arrangement with the vendor. Moreover, baggage storage service at WKS would also be available.

84. Upon Mr CHAN Chi-chuen's enquiry, STH confirmed that wheelchairs and baby strollers would be allowed on train compartments and that the above mentioned items would not be considered as baggage.

85. Ir Dr LO Wai-kwok was also concerned about baggage allowance and he requested the Administration to provide passengers with detailed information in this regard and publicize the above mentioned courier service through different channels.

86. Mr WU Chi-wai was concerned whether the same standards and practices would be adopted with regard to the enforcement of excess baggage in Hong Kong and in the Mainland. Mr WU worried that the Mainland side might be less stringent in this regard and that conflict situation might arise if passengers from the Mainland bringing along baggage which exceeded the limit later took XRL at WKS. Mr WU requested the Administration to work

out the measure to avoid the possible conflict and to enhance publicity on the baggage allowance both in Hong Kong and the Mainland.

87. In response, DS/T&H(T)2 confirmed that the same standards and practices would be adopted in both Hong Kong and the Mainland and that he assured that the Administration would endeavor to enhance the publicity on baggage regulations.

*Train service information and ticket purchase arrangement*

88. Mr YIU Si-wing declared that the business of his company included selling of XRL tickets. Mr YIU said that many travel agencies had been informed that group ticket purchase arrangement might not be ready during the early stage of commissioning of the XRL. Mr YIU expressed that group ticket purchase arrangement would provide convenience for travelers who took XRL by joining group tours. Mr YIU then asked whether the Administration would consider further reviewing the ticketing arrangement with a view to facilitating purchase of group tickets. Mr YIU also remarked that the Administration might also need to make necessary adjustment to reconcile the difference between the Hong Kong ticketing system and that in the mainland and to inform the tourism trade on the changes to be made.

89. OD/MTRCL responded that the Administration and the MTRCL were currently finalizing ticket purchase arrangement with the CR and that the detailed arrangement would be announced to the public in a week's time. In response to Mr YIU Si-wing's request, OD/MTRCL advised the Administration and the MTRCL would arrange separate meetings with the tourism trade after making public announcement on the detailed ticket purchase arrangement.

90. In response to Mr CHAN Han-pan's enquiry on whether the Administration had discussed with the Mainland operator on the arrangement of additional long-haul trains in case there was strong demand, STH advised that, in addition to the direct long-haul trains, passengers could also easily reach other destinations by interchanging. The Mainland official ticketing website, i.e. "12306" website, provided comprehensive information on high-speed train services like train frequency, number of intermediate stops and waiting time to facilitate journey planning.

91. Ir Dr LO Wai-kwok also called on the Administration and/or the MRTCL to provide more comprehensive information on train services and on-line service for ticket purchase. OD/MTRCL undertook to enhance

publicity and promotion, including disseminating information on train services through various channels and to provide more channels for ticket purchase.

*Traffic and public transport arrangement to and from the WKS*

92. Mr CHAN Han-pan asked about measures to avoid the possible chaotic situations during the early stage of commissioning of the XRL, in particular public transport arrangements to and from the WKS. In response, Assistant Commissioner for Transport Bus and Railway ("AC/BR") of the Transport Department ("TD") said that, based on an earlier forecast, most passengers would reach the WKS by taking MTR or taxis. Moreover, there would be footbridges and subways connecting the WKS to the MTR Austin Station and the Kowloon Station as well as the bus terminus. There would also be taxi drop-off and pick-up areas in the WKS.

93. Mr Kenneth LAU asked whether the Administration had assessed the impact of the commissioning of the XRL on the traffic flow in the West Kowloon area and if any measures would be taken to ensure smooth traffic flow in the vicinity.

94. AC/BR of TD advised that public parking spaces were provided in the WKS. For non-franchised buses, there would be 30 metered parking spaces at the north of the WKS Bus Terminus as well as about 100 meter-long loading and unloading area next to the eastern entrance of the WKS for non-franchised buses. TD would also work with the police to closely monitor the traffic condition near WKS upon the commissioning of the XRL.

*Vesting Deed and Deed of Assignment*

95. Mr CHAN Chun-ying noted the Administration's decision that the land or interests or other rights in respect of land for the operation of the XRL be vested in and the movable assets of the XRL be assigned to the Kowloon-Canton Railway Corporation ("KCRC") at nominal value. Besides, the Government and KCRC had entered into the Vesting Deed and the Deed of Assignment before KCRC could enter into a supplemental agreement to the service concession agreement ("SSCA") with the MTRCL. Mr CHAN asked why the intangible assets such as guarantees and intellectual property rights would be held by the MTRCL and/or the Government, but not the KCRC as the vested party.

96. In response to Mr CHAN Chun-ying's enquiry, Deputy Secretary for Transport and Housing (Transport)<sup>1</sup> explained that intangible assets such as bonds, parent company guarantees, intellectual property rights and product

warranties had to be held by the MTRCL to meet operational needs of XRL services. For instance, holding the guarantees and product warranties would be essential for monitoring contractors' performance and for provision of maintenance services for electrical appliances.

97. Mr CHU Hoi-dick requested the Administration to open to public the Vesting Deed, the Deed of Assignment and the License Agreement signed between the Government and the KCRC as well as the Sub-licence Agreement between the Government and the Mainland authorities. In response, STH advised that, as a general rule, right of access to official documents which contained commercial information would not be granted to the public.

#### *SSCA- Concession payments*

98. Mr CHU Hoi-dick asked about the basis for the calculation of the estimated net amount of \$2.71 billion (in money-of-the-day terms) to be paid by the MTRCL to the KCRC over the ten-year concession period. DS/T&H(T)2 explained that concession payment had to be paid by the MTRCL to KCRC annually and that the actual amount to be received by the KCRC would be based on the actual patronage of the XRL. Since the XRL would be a brand new cross-boundary transport mode, the Administration had adopted a prudent approach when making patronage forecast of the XRL. The above payment arrangement between the MTRCL and KCRC was basically accounting matters of the commercial operation between these two parties.

99. Mr CHAN Chun-ying observed that the KCRC and the MTRCL agreed to calculate the actual impact of the XRL on the patronage of the existing rail network over two periods and the total amount would not exceed HK\$1.5 billion. In response to Mr CHAN Chun-ying's enquiry, DS/T&H(T)2 explained that above mentioned calculation would be done at roughly five-year intervals over the ten-year concession period.

100. In response to Mr Gary FAN's enquiry related to patronage forecast and sharing of returns and risks between KCRC and the MTRCL arising from possible deviation between projected and actual patronage, DS/T&H(T)2 further explained that a prudent approach was adopted when making the patronage forecast of the XRL and that a daily patronage figure well below 80 100 was used for calculation of concession payment. The Administration was optimistic about the actual patronage of XRL and expected that XRL should only have minimal impact on the patronage of the existing the MTRCL rail network, in particular the cross-boundary service using East Rail Line. DS/T&H(T)2 supplemented that if the deviation of actual from the projected

patronage was within 15%, the MTRCL would bear all the risk or retain all the return; if the deviation of actual from the projected patronage was beyond 15%, the MTRCL and the KCRC would bear the risk or share the return according to the ratio of 30%:70%.

101. Mr WU Chi-wai asked whether the calculation of concession payments between KCRC and the MTRCL was based on operating revenue only. DS/T&H(T)2 explained that operating revenue, operating cost and cost for capital replacement were all taken into account in calculation of concession payments for the 10-year concession period. In response to Mr WU's further enquiry, DS/T&H(T)2 clarified that EBITDA was derived from operating revenue minus operating cost, while cost for capital replacement would be taken into account in calculation of concession payments.

*Arrangement for the rights to use the Mainland Port Area ("MPA")*

102. Mr Andrew WAN queried about the basis for only charging nominal fee for the use of MPA by Mainland Authorities. Mr WAN said that the Hong Kong side had paid over \$80 million of rent over the past 11 years for the use of Shenzhen Bay Port Area, and opined that the above charge for the use of MPA was not on a par with the arrangement at Shenzhen Bay Port.

103. STH advised that the co-location arrangement was instrumental to fully unleashing the potential of the XRL which would benefit Hong Kong in the long term and that it was an initiative put forward by Hong Kong. Besides, the right to use the MPA by the Mainland Authorities would be used for providing public service. The arrangement of charging a nominal fee of \$1,000 per year for the use of the Mainland Authorities' Accommodation by the Mainland Authorities for the above said purpose was appropriate and also in line with existing land policy adopted for land lease for non-profit-making purpose. STH added that the Shenzhen Municipal People's Government had agreed to reduce the rental for the Hong Kong Clearance Area of the Shenzhen Bay Port from around 8.1 million Renminbi per year to a nominal rental of 1,000 Renminbi similarly.

*Manpower resources for the operation of XRL*

104. Mr POON Siu-ping asked about the latest situation of manpower deployment and recruitment of frontline staff to meet the operational need of XRL upon its commissioning. OD/MTRCL responded that a total of around 700 staff would be assigned to support the operation of XRL. Additional staff would be recruited and internal staff deployment would also be arranged. Relevant staff training and familiarization programmes were in progress.



OD/MTRCL supplemented that contractors with necessary professional skills and experience had also been engaged to provide technical support for the maintenance of train compartments.

*Others*

105. Dr Priscilla LEUNG was concerned about whether the Administration had worked out clear work procedures and/or guidelines for handling emergency incidents and cross-boundary civil and criminal disputes which occurred in the MPA. Dr LEUNG expressed that communication and co-ordination between the staff of the Hong Kong and Mainland sides under the above situations would be of paramount importance. In particular, the circumstance where passengers would be advised to call "999" for local emergency service in the MPA and the role to be played by frontline staff at the WKS should be made clear.

106. STH advised that the Administration had been working closely with the Mainland side on issues relating to security, custom clearance and emergency rescue and any cross-boundary matters in the MPA. Among others, the Security Bureau had worked out the details of the operational mechanism in special circumstances, including the liaison mechanism between both sides. Mainland officials and the MTRCL staff would also be readily available to offer assistance to passengers as necessary.

107. Dr Priscilla LEUNG called on the Administration to ensure that the above mentioned mechanism and/ or any guidelines/procedures had been made known to the frontline staff before the commissioning of XRL. STH undertook to maintain a close dialogue in this matter and ensure that proper staff training would be provided.

108. Mr AU Nok-hin expressed grave concern that the information provided by the Administration/MTRCL to Hong Kong Exchanges and Clearing Limited ("HKEX") in relation to the XRL project was in much more details than that provided to the Legislative Council ("LegCo"). Mr AU particularly pointed out that the details the Operating Agreement signed between the Government and the MTRCL were provided to HKEX but not to LegCo.

109. Referring to Mr AU Nok-hin's concern, DS/T&H(T)2 advised that the Administration had already included all relevant information in the paper submitted to the LegCo. As regards Mr AU's particular concern about the Operating Agreement, DS/T&H(T)2 advised that the key information in this document had already been included in the Administration's paper (CB(4)1500/17-18(01)).

110. In response to Dr CHENG Chung-tai's enquiry, OD/MTRCL advised that free wifi service would be available in the train compartments. In response to Dr CHENG's further enquiry, STH advised the above said service would be provided by a Hong Kong service provider.

Motion

111. The Chairman informed members that one motion under the agenda item "Operating arrangements for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link" was received.

112. At 5:49 pm, the Chairman instructed the Clerk to ring the voting bell for five minutes.

113. The Chairman invited members present to consider whether the motion should be proceeded with. The Chairman then put this matter to vote and ordered a division. A total of 14 members voted for proceeding with the motion, no member voted against it and none abstained from voting. The Chairman then decided that the motion should be dealt with.

114. The Chairman then referred members to the following motion moved by Mr CHAN Han-pan -

隨著廣深港高速鐵路香港段將於九月廿三日正式開通，香港將與全國2萬5千公里國家高鐵網絡接軌，大大促進兩地之間更緊密交流，為提升高鐵服務方便快捷優點，以進一步發揮高鐵經濟效益，本會促請特區政府盡快與內地相關部門商討：

- 一、於高鐵香港段通車後，按乘客需求逐步增加班次；
- 二、增加更多站點，並優先加入港人經常往來的熱門城市等重要商貿站點；
- 三、為年滿六十五歲的長者提供特惠車票；及
- 四、新增手機應用程式購票，並在港鐵站設立取票點，方便市民易於取得車票。

(Translation)

With the official commissioning of the Hong Kong Section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") on the 23rd of September, Hong Kong will be connected with the 25 000-kilometre national high-speed rail network in the mainland, which will greatly promote closer communication between the two sides. To further unleash the economic benefits of XRL by enhancing its advantage in providing convenient and fast rail services, this Panel urges the HKSAR Government to discuss with the relevant Mainland authorities expeditiously:

- (1) the gradual increase in train frequency in response to passenger needs upon commissioning of HKS of XRL;
- (2) the addition of destinations and the priority inclusion of important business destinations, such as popular cities to which and from which Hong Kong people frequently travel;
- (3) the provision of concessionary fares to elderly persons aged 65 or above; and
- (4) the provision of mobile phone applications for purchase of tickets and the setting up of points for collecting tickets at MTR stations to facilitate easy ticket collection by members of the public.

115. The Chairman put the motion to vote and ordered a division. A total of 14 members voted for the motion, no member voted against it and none abstained from voting. The Chairman declared that the motion was carried. The votes of individual members were at **Appendix VII**.

*(post-meeting note: The Administration's response to the motion was issued to members vide LC Paper No. CB(4)1831/17-18(01) on 28 September 2018.)*

### **III. Any other business**

116. There being no other business, the meeting ended at 5:55 pm.

點名表決 DIVISION: 2  
日期 DATE: 31/08/2018  
時間 TIME: 04:30:20 下午 PM

動議 MOTION: 范國威議員就議程第I項"與沙田至中環線項目紅磡站擴建部分的連續牆及月台層板被指欠妥的鋼筋工程有關的事宜及政府當局的補救行動"動議並經毛孟靜議員修訂的議案  
Motion moved by Hon Gary FAN Kwok-wai under Agenda Item I on "Issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions" as amended by Hon Claudia MO

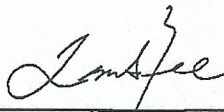
動議人 MOVED BY:

出席 Present : 35  
投票 Vote : 34  
贊成 Yes : 15  
反對 No : 19  
棄權 Abstain : 0  
結果 Result : 否決 Negatived

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	反對	NO
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan	反對	NO
林健鋒	Jeffrey LAM	反對	NO	楊岳橋	Alvin YEUNG	贊成	YES
陳克勤	CHAN Hak-kan	反對	NO	尹兆堅	Andrew WAN	贊成	YES
黃國健	WONG Kwok-kin	反對	NO	朱凱迪	CHU Hoi-dick	贊成	YES
葉劉淑儀	Mrs Regina IP	反對	NO	何君堯	Dr Junius HO	反對	NO
謝偉俊	Paul TSE	反對	NO	何啟明	HO Kai-ming		
毛孟靜	Claudia MO	贊成	YES	林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN	反對	NO	柯創盛	Wilson OR	反對	NO
何俊賢	Steven HO	反對	NO	陳振英	CHAN Chun-ying	反對	NO
胡志偉	WU Chi-wai	贊成	YES	陳淑莊	Tanya CHAN	贊成	YES
姚思榮	YIU Si-wing	反對	NO	陸頌雄	LUK Chung-hung		
莫乃光	Charles Peter MOK	贊成	YES	劉國勳	LAU Kwok-fan	反對	NO
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU	反對	NO
陳恒鏞	CHAN Han-pan	反對	NO	鄭松泰	Dr CHENG Chung-tai	贊成	YES
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu	贊成	YES
郭家麒	Dr KWOK Ka-ki	贊成	YES	譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG	贊成	YES	范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT	反對	NO	區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	反對	NO	謝偉銓	Tony TSE	反對	NO

秘書 CLERK



點名表決 DIVISION: 3  
日期 DATE: 31/08/2018  
時間 TIME: 04:31:16 下午 PM

動議 MOTION: 范國威議員就議程第 I 項 "與沙田至中環線項目紅磡站擴建部分的連續牆及月台層板被指欠妥的鋼筋工程有關的事宜及政府當局的補救行動" 動議並經陳振英議員修訂的議案  
Motion moved by Hon Gary FAN Kwok-wai under Agenda Item I on "Issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions" as amended by Hon CHAN Chun-ying


動議人 MOVED BY:

出席 Present : 33  
投票 Vote : 32  
贊成 Yes : 32  
反對 No : 0  
棄權 Abstain : 0  
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	贊成	YES
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan	贊成	YES
林健鋒	Jeffrey LAM	贊成	YES	楊岳橋	Alvin YEUNG	贊成	YES
陳克勤	CHAN Hak-kan	贊成	YES	尹兆堅	Andrew WAN	贊成	YES
黃國健	WONG Kwok-kin	贊成	YES	朱凱迪	CHU Hoi-dick	贊成	YES
葉劉淑儀	Mrs Regina IP	贊成	YES	何君堯	Dr Junius HO		
謝偉俊	Paul TSE	贊成	YES	何啟明	HO Kai-ming		
毛孟靜	Claudia MO	贊成	YES	林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN			柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO	贊成	YES	陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai	贊成	YES	陳淑莊	Tanya CHAN	贊成	YES
姚思榮	YIU Si-wing	贊成	YES	陸頌雄	LUK Chung-hung		
莫乃光	Charles Peter MOK	贊成	YES	劉國勳	LAU Kwok-fan	贊成	YES
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU	贊成	YES
陳恒鎮	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai	贊成	YES
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu	贊成	YES
郭家麒	Dr KWOK Ka-ki	贊成	YES	譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG	贊成	YES	范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT	贊成	YES	區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE	贊成	YES

秘書 CLERK



點名表決 DIVISION: 5  
日期 DATE: 31/08/2018  
時間 TIME: 04:33:32 下午 PM

動議 MOTION: 胡志偉議員、尹兆堅議員、黃碧雲議員、鄭俊宇議員及林卓廷議員就議程第 I 項"與沙田至中環線項目紅磡站擴建部分的連續牆及月台層板被指欠妥的鋼筋工程有關的事宜及政府當局的補救行動"動議的議案

Motion moved by Hon WU Chi-wai, Hon Andrew WAN Siu-kin, Dr Hon Helena WONG Pik-wan, Hon KWONG Chun-yu and Hon LAM Cheuk-ting under Agenda Item I on "Issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions"

動議人 MOVED BY:

出席 Present : 35  
投票 Vote : 34  
贊成 Yes : 32  
反對 No : 1  
棄權 Abstain : 1  
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	贊成	YES
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan	贊成	YES
林健鋒	Jeffrey LAM	贊成	YES	楊岳橋	Alvin YEUNG	贊成	YES
陳克勤	CHAN Hak-kan	贊成	YES	尹兆堅	Andrew WAN	贊成	YES
黃國健	WONG Kwok-kin	贊成	YES	朱凱迪	CHU Hoi-dick	贊成	YES
葉劉淑儀	Mrs Regina IP	贊成	YES	何君堯	Dr Junius HO	反對	NO
謝偉俊	Paul TSE	棄權	ABSTAIN	何啟明	HO Kai-ming		
毛孟靜	Claudia MO	贊成	YES	林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN	贊成	YES	柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO	贊成	YES	陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai	贊成	YES	陳淑莊	Tanya CHAN	贊成	YES
姚思榮	YIU Si-wing	贊成	YES	陸頌雄	LUK Chung-hung		
莫乃光	Charles Peter MOK	贊成	YES	劉國勳	LAU Kwok-fan	贊成	YES
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU	贊成	YES
陳恒鎮	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai	贊成	YES
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu	贊成	YES
郭家麒	Dr KWOK Ka-ki	贊成	YES	譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG	贊成	YES	范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT	贊成	YES	區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE	贊成	YES

秘書 CLERK



點名表決 DIVISION: 7  
日期 DATE: 31/08/2018  
時間 TIME: 04:35:45 下午 PM

動議 MOTION: 胡志偉議員就議程第 I 項 "與沙田至中環線項目紅磡站擴建部分的連續牆及月台層板被指欠妥的鋼筋工程有關的事宜及政府當局的補救行動" 動議並經謝偉銓議員修訂的議案  
Motion moved by Hon WU Chi-wai under Agenda Item I on "Issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions" as amended by Hon Tony TSE Wai-chuen

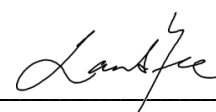
動議人 MOVED BY:

出席 Present : 35  
投票 Vote : 34  
贊成 Yes : 18  
反對 No : 16  
棄權 Abstain : 0  
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kyok	贊成	YES
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan	贊成	YES
林健鋒	Jeffrey LAM	贊成	YES	楊岳橋	Alvin YEUNG	反對	NO
陳克勤	CHAN Hak-kan	贊成	YES	尹兆堅	Andrew WAN	反對	NO
黃國健	WONG Kwok-kin	贊成	YES	朱凱迪	CHU Hoi-dick	反對	NO
葉劉淑儀	Mrs Regina IP	贊成	YES	何君堯	Dr Junius HO	反對	NO
謝偉俊	Paul TSE	贊成	YES	何啟明	HO Kai-ming		
毛孟靜	Claudia MO	反對	NO	林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN	贊成	YES	柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO	贊成	YES	陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai	反對	NO	陳淑莊	Tanya CHAN	反對	NO
姚思榮	YIU Si-wing	贊成	YES	陸頌雄	LUK Chung-hung		
莫乃光	Charles Peter MOK	反對	NO	劉國勳	LAU Kwok-fan	贊成	YES
陳志全	CHAN Chi-chuen	反對	NO	劉業強	Kenneth LAU	贊成	YES
陳恒鎮	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai	反對	NO
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu	反對	NO
郭家麒	Dr KWOK Ka-ki	反對	NO	譚文豪	Jeremy TAM	反對	NO
黃碧雲	Dr Helena WONG	反對	NO	范國威	Gary FAN	反對	NO
葛珮帆	Dr Elizabeth QUAT	贊成	YES	區諾軒	AU Nok-hin	反對	NO
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE	贊成	YES

秘書 CLERK



點名表決 DIVISION: 10  
日期 DATE: 31/08/2018  
時間 TIME: 04:40:47 下午 PM

動議 MOTION: 陳志全議員就議程第 I 項 "與沙田至中環線項目紅磡站擴建部分的連續牆及月台層板被指欠妥的鋼筋工程有關的事宜及政府當局的補救行動" 動議並經陳恒鎮議員和劉國勳議員修訂的議案  
Motion moved by Hon CHAN Chi-chuen under Agenda Item I on "Issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions" as amended by Hon CHAN Han-pan and Hon LAU Kwok-fan

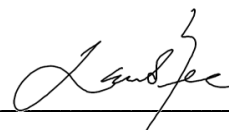
動議人 MOVED BY:

出席 Present : 34  
投票 Vote : 33  
贊成 Yes : 29  
反對 No : 1  
棄權 Abstain : 3  
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-ki	棄權	ABSTAIN
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan	贊成	YES
林健鋒	Jeffrey LAM	棄權	ABSTAIN	楊岳橋	Alvin YEUNG	贊成	YES
陳克勤	CHAN Hak-kan	贊成	YES	尹兆堅	Andrew WAN	贊成	YES
黃國健	WONG Kwok-kin	贊成	YES	朱凱迪	CHU Hoi-dick	贊成	YES
葉劉淑儀	Mrs Regina IP	贊成	YES	何君堯	Dr Junius HO	反對	NO
謝偉俊	Paul TSE	贊成	YES	何啟明	HO Kai-ming		
毛孟靜	Claudia MO	贊成	YES	林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN			柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO	贊成	YES	陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai	贊成	YES	陳淑莊	Tanya CHAN	贊成	YES
姚思榮	YIU Si-wing	贊成	YES	陸頌雄	LUK Chung-hung		
莫乃光	Charles Peter MOK	贊成	YES	劉國勳	LAU Kwok-fan	贊成	YES
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU	棄權	ABSTAIN
陳恒鎮	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai	贊成	YES
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu	贊成	YES
郭家麒	Dr KWOK Ka-ki	贊成	YES	譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG	贊成	YES	范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT	贊成	YES	區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE	贊成	YES

秘書 CLERK





點名表決 DIVISION: 12  
日期 DATE: 31/08/2018  
時間 TIME: 04:41:54 下午 PM

動議 MOTION: 陳恒鎮議員就議程第 I 項 "與沙田至中環線項目紅磡站擴建部分的連續牆及月台層板被指欠妥的鋼筋工程有關的事宜及政府當局的補救行動" 動議的議案  
Motion moved by Hon CHAN Han-pan under Agenda Item I on "Issues relating to the alleged defective steel works at diaphragm wall and platform slab of Hung Hom Station Extension under the Shatin to Central Link project and the Administration's remedial actions"

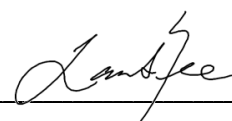
動議人 MOVED BY:

出席 Present : 33  
投票 Vote : 31  
贊成 Yes : 29  
反對 No : 1  
棄權 Abstain : 1  
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	贊成	YES
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan	贊成	YES
林健鋒	Jeffrey LAM	贊成	YES	楊岳橋	Alvin YEUNG	贊成	YES
陳克勤	CHAN Hak-kan	贊成	YES	尹兆堅	Andrew WAN	贊成	YES
黃國健	WONG Kwok-kin			朱凱迪	CHU Hoi-dick	贊成	YES
葉劉淑儀	Mrs Regina IP	贊成	YES	何君堯	Dr Junius HO	反對	NO
謝偉俊	Paul TSE	出席	PRESENT	何啟明	HO Kai-ming		
毛孟靜	Claudia MO	贊成	YES	林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN			柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO	贊成	YES	陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai	贊成	YES	陳淑莊	Tanya CHAN	贊成	YES
姚思榮	YIU Si-wing	贊成	YES	陸頌雄	LUK Chung-hung		
莫乃光	Charles Peter MOK	贊成	YES	劉國勳	LAU Kwok-fan	贊成	YES
陳志全	CHAN Chi-chuen	贊成	YES	劉業強	Kenneth LAU	贊成	YES
陳恒鎮	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai	棄權	ABSTAIN
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu	贊成	YES
郭家麒	Dr KWOK Ka-ki	贊成	YES	譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG	贊成	YES	范國威	Gary FAN	贊成	YES
葛珮帆	Dr Elizabeth QUAT	贊成	YES	區諾軒	AU Nok-hin	贊成	YES
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE	贊成	YES

秘書 CLERK



點名表決 DIVISION: 14  
日期 DATE: 31/08/2018  
時間 TIME: 05:55:09 下午 PM

動議 MOTION: 陳恒鎮議員就議程第 II 項 "廣深港高速鐵路香港段的營運安排" 動議的議案  
Motion moved by Hon CHAN Han-pan under Agenda Item II on "Operating arrangements for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link"

動議人 MOVED BY:

出席 Present : 15  
投票 Vote : 14  
贊成 Yes : 14  
反對 No : 0  
棄權 Abstain : 0  
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	贊成	YES
張宇人	Tommy CHEUNG			鍾國斌	CHUNG Kwok-pan		
林健鋒	Jeffrey LAM			楊岳橋	Alvin YEUNG		
陳克勤	CHAN Hak-kan			尹兆堅	Andrew WAN		
黃國健	WONG Kwok-kin	贊成	YES	朱凱迪	CHU Hoi-dick		
葉劉淑儀	Mrs Regina IP	贊成	YES	何君堯	Dr Junius HO		
謝偉俊	Paul TSE	贊成	YES	何啟明	HO Kai-ming		
毛孟靜	Claudia MO			林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN			柯創盛	Wilson OR	贊成	YES
何俊賢	Steven HO	贊成	YES	陳振英	CHAN Chun-ying	贊成	YES
胡志偉	WU Chi-wai			陳淑莊	Tanya CHAN		
姚思榮	YIU Si-wing	贊成	YES	陸頌雄	LUK Chung-hung		
莫乃光	Charles Peter MOK			劉國勳	LAU Kwok-fan	贊成	YES
陳志全	CHAN Chi-chuen			劉業強	Kenneth LAU	贊成	YES
陳恒鎮	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai		
梁志祥	LEUNG Che-cheung			鄭俊宇	KWONG Chun-yu		
郭家麒	Dr KWOK Ka-ki			譚文豪	Jeremy TAM		
黃碧雲	Dr Helena WONG			范國威	Gary FAN		
葛珮帆	Dr Elizabeth QUAT	贊成	YES	區諾軒	AU Nok-hin		
潘兆平	POON Siu-ping	贊成	YES	謝偉銓	Tony TSE	贊成	YES

秘書 CLERK

