

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

**Progress Update of the Construction of the Shatin to Central Link
(As at 30 June 2020)**

(Translation)

Introduction

This paper reports to Members on the progress of the main construction works of the Shatin to Central Link (“SCL”) as at 30 June 2020.

Background

2. SCL, with a total length of 17 kilometres, consists of the following two sections –

- (a) Tai Wai to Hung Hom Section: this is an extension of the Ma On Shan Line from Tai Wai via Southeast Kowloon to Hung Hom where it will join the West Rail Line; and
- (b) Hung Hom to Admiralty Section: this is an extension of the East Rail Line from Hung Hom across the Victoria Harbour to Wan Chai North and Admiralty.

3. There are ten stations in SCL. Apart from bringing improvements to the existing Tai Wai Station, the SCL project involves construction of new stations or extension of existing stations at Hin Keng, Diamond Hill, Kai Tak, Sung Wong Toi, To Kwa Wan, Ho Man Tin, Hung Hom, the Hong Kong Convention and Exhibition Centre, and Admiralty. It is a territory-wide strategic railway project (alignment layout at **Annex 1**). Admiralty Station and Ho Man Tin Station will become integrated stations providing interchange service to passengers of SCL and South Island Line (East)(“SIL(E)”), as well as passengers of SCL and Kwun Tong Line Extension (“KTE”) respectively.

4. The entire SCL project is funded by the Government under the “concession approach”. The MTR Corporation Limited (“MTRCL”) is entrusted by the Government to carry out the construction of the project. On 18 February 2011, the

Finance Committee of the Legislative Council approved the funding applications for “**63TR** – Shatin to Central Link – construction of railway works – advance works” and “**64TR** – Shatin to Central Link – construction of non-railway works – advance works” with a total of about **\$7,700 million** (in money-of-the-day prices). Thereafter, the Government and MTRCL entered into an agreement for entrusting to the latter the advance works of SCL at the expanded Admiralty Station and Ho Man Tin Station while implementing SIL(E) and KTE respectively. The advance works commenced in May 2011.

5. Regarding the main works of SCL, the Finance Committee of the Legislative Council approved the funding applications on 11 May 2012 for “**61TR** – Shatin to Central Link – construction of railway works – remaining works” and “**62TR** – Shatin to Central Link – construction of non-railway works – remaining works” with a total of about **\$71,400 million** (in money-of-the-day prices). Thereafter, the Government and MTRCL entered into an agreement for entrusting construction, testing and commissioning of the main works of SCL to the latter. The entrustment cost concerned is about \$70.8 billion. MTRCL has been entrusted to provide management and monitoring service to the SCL project. The main works commenced in July 2012. According to the agreement for the main works of SCL, the original target commissioning date for the “Tai Wai to Hung Hom Section” is December 2018 and the original target commissioning date for the “Hung Hom to Admiralty Section” is December 2020.

6. The Finance Committee of the Legislative Council approved the funding application for increasing the Approved Project Estimate (APE) of **63TR** by \$847.7 million from \$6,254.9 million to \$7,102.6 million at its meeting on 17 June 2017. On 12 June 2020, the Finance Committee of the Legislative Council approved additional funding application for the remaining works of SCL, by increasing the APE of **61TR** from \$65,433.3 million to \$74,130.1 million and increasing the APE of **62TR** from \$5,983.1 million to \$7,350.1 million. After the above two funding applications, the Approved Project Estimate for the entire SCL project is adjusted upward from the original estimate of \$79,800 million to **\$90,800 million**¹ (in money-of-the-day prices).

¹ The Approved Project Estimate for the entire SCL project comprises (i) Protection Works (**58TR** Shatin to Central Link – construction of railway works – protection works and **59TR** Shatin to Central Link – construction of railway works – protection works in Wan Chai Development Phase II) of about \$700 million (in money-of-the-day prices); (ii) Advance Works (**63TR** and **64TR**) of about \$8,600 million (in money-of-the-day prices); and (iii) Main Works (**61TR** and **62TR**) of about \$81,500 million (in money-of-the-day prices). The total is about \$90,800 million.

Latest Progress of the Main Works

7. The progress report of the SCL project as at 30 June 2020 submitted by MTRCL is at **Annex 2**. Our analysis and supplement on the progress report are provided below.

Tai Wai to Hung Hom Section

Tuen Ma Line Phase 1

8. Together with the original Ma On Shan Line, the entire railway from Wu Kai Sha Station to Kai Tak Station (i.e. “Tuen Ma Line Phase 1”) was put into service on 14 February 2020.

Kowloon City Section (Section of Railway between Kai Tak Station to Ho Man Tin Station, including Sung Wong Toi Station (formerly named as To Kwa Wan Station) and To Kwa Wan Station (formerly named as Ma Tau Wai Station))

Sung Wong Toi Station

9. The part of the works at Sung Wong Toi Station relevant to the commissioning of Tuen Ma Line was completed.

10. Due to the in-situ preservation of the remnants at and in the vicinity of the original Adit C (connecting Sung Wong Toi Station and Pak Tai Street) (i.e. items 6 to 10 of the archaeological features at **Annex 3**), MTRCL commenced a works contract in July 2018 for amending the adit alignment and progressing relevant archaeological investigation work, and anticipated to complete the investigation work within the original archeological boundary substantially by mid-2021 as scheduled. Subject to the result of the archeological investigation, MTRCL and HyD will assess whether the scope of the archeological investigation should be expanded to determine the feasibility of an alternative route for the adit. The archaeological investigation works of Adit C (alternative route) at the sites adjacent to Pak Tai Street and Sung Wong Toi Station were completed; no archeologically valuable findings were discovered. As regards the archaeological site located between Sung Wong Toi Station and Hong Kong Aviation Club, archaeological remnants had been discovered progressively since end-March 2020, including a small stone well and other stone structures possibly dated to Song-Yuan Dynasties. The licensed archaeologist engaged by MTRCL submitted a conservation proposal

to the Antiquities and Monuments Office in end-July 2020. . The relevant archaeological discoveries has not affected the target date for the full commissioning of Tuen Ma Line.

11. Upon completion of the preliminary study on the Adit C (alternative route) and other alternative scheme for connecting the station, MTRCL will consult the Kowloon City district council and relevant local community about the relevant result of the preliminary study. If eventually it is unable to construct a suitable and cost-effective alternative route due to further archaeological discoveries or site constraints, residents near Pak Tai Street could still use the existing pedestrian crossing at Sung Wong Toi Road to gain access to Sung Wong Toi Station (see **Annex 4**). The additional at-grade crossing at Tam Kung Road for the reduction of the walking distance between Pak Tai Street area and the station entrance/exit is substantially completed for public use to tie in with the full commissioning of Tuen Ma Line.

12. For the purpose of archeological investigation, shallow excavation at the land south of Sung Wong Toi Station was being carried out. MTRCL is carrying out monitoring at relevant settlement monitoring points. The settlement recorded so far is extremely small, and has not exceeded the existing preset trigger levels.

To Kwa Wan Station

13. The works of To Kwa Wan Station was completed. The original traffic arrangement for the section of Ma Tau Wai Road between Chi Kiang Street and Sheung Heung Road was fully restored in July 2020..

Hung Hom Section (Section of Railway between Ho Man Tin Station and Hung Hom Station, including the modification works of Hung Hom Station and associated tunnelling works)

14. E&M installation works adjacent to the railway track in the tunnel of the section from Ho Man Tin Station to Hung Hom Station were completed. For the tunnel section near Princess Margaret Road connecting the East Rail Line and the new platforms of Hung Hom Station, track laying works and E&M installation works adjacent to the railway track were substantially completed. The bifurcation works on East Rail Line near Hung Hom Station was planned to commence after the new signaling system was put to operation.

15. In June 2020, MTRCL completed the suitable measures proposed in the Final Report on Holistic Assessment Strategy for the Hung Hom Station Extension and the Final Verification Study Report on As-constructed Conditions of the North Approach Tunnels, South Approach Tunnels and Hung Hom Stabling Sidings. In addition, MTRCL submitted the technical proposal for the monitoring scheme in July 2020. HyD, in collaboration with relevant government departments, was reviewing the proposal and requested MTRCL to provide additional details of the scheme.

Hung Hom to Admiralty Section

Cross Harbour Section (Section of the tunnel across Victoria Harbour)

16. The overall progress of the cross harbour tunnel section is generally on schedule. The E&M installation works adjacent to the railway track inside the cross harbour tunnel is substantially completed.

17. Upon completion of the phased seabed improvement works in the Causeway Bay Typhoon Shelter (CBTS), MTRCL had gradually started re-arranging the permanent mooring of vessels affected by the previous works. MTRCL would continue communicating with relevant government departments and stakeholders within CBTS.

Hong Kong Island Section (Section of Railway between Wan Chai North and Admiralty Station, including Exhibition Centre Station)

18. The major ongoing construction activities at the Hong Kong Island Section comprise the structural works, building services and E&M works at the Exhibition Centre Station and Western Approach Tunnels, remaining foundation works (including supports to the connecting footbridges to the future station, some re-provisioned facilities at Wan Chai Sports Ground and the topside development) and the construction of basement at the first level for the West Ventilation Building located at Fleming Road.

19. To facilitate the remaining construction works of the Exhibition Centre Station, it is necessary to continue the temporary traffic management measures in stages at Wan Chai North. MTRCL plans to complete the re-provisioning of the remaining section of the permanent footbridge at Convention Avenue connecting to Wan Chai Ferry Pier and the subsequent demolition of the associated temporary

footbridge by the fourth quarter of 2020. By then, Convention Avenue would be temporarily closed for several nights.

20. The details about the settlement monitoring points in Wan Chai North were presented at the special meeting of Subcommittee on Matters Relating to Railways on 31 August 2018 as well as the subsequent quarterly progress update. According to MTRCL's monitoring data, the cumulative settlement of the affected facilities near Exhibition Centre Station, including buildings, public utilities and roads, does not exceed the pre-set or updated trigger levels. As at 30 June 2020, the updated pre-set trigger levels are listed in MTRCL's progress report (Enclosure III of **Annex 2**).

21. The structural works at Admiralty Station and the south overrun tunnel were completed. Building services works and electrical and mechanical (E&M) works at the station and overrun tunnel are underway.

Impact of COVID-19 Pandemic on Construction Works

22. Since early 2020, COVID-19 has spread across the globe and works progress has been affected. Construction workers returning to Hong Kong from mainland China after the Chinese New Year should be quarantined for 14 days; the supply of construction materials (including aggregates for concrete production) was affected due to the suspension of work in mainland China; other activities related to the project were also affected by the anti-epidemic measures taken by other countries. For instance, MTRCL resident staff in Korea responsible for new train inspection had to return to Hong Kong. Following the change in epidemics, MTRCL will continue monitoring closely and assessing the impact on the overall construction works progress.

Conclusion

23. In view of the assessments as mentioned in paragraphs 7 to 22 above, taking into account the delay of about 11 months to the "Tai Wai to Hung Hom Section" of SCL arising from the archaeological works, archaeological discoveries and conservation options for archaeological features at Sung Wong Toi Station from 2012 to 2014, the commissioning date of "Tai Wai to Hung Hom Section" was deferred to end 2019. With the implementation of delay recovery measures, the target commissioning date of the "Tai Wai to Hung Hom Section" could originally be advanced to mid-2019. However, due to the series of incidents related to the

quality of works of the Hung Hom Station Extension revealed in May 2018, it is required to carry out associated investigation works and implement the suitable measures. The target commissioning date of the “Tai Wai to Hung Hom Section” had to be deferred to the end of 2021.

24. To ensure the public enjoyment of the new railway as soon as possible, the Government accepted the proposal from MTRCL to duly commission of three new stations, namely Hin Keng Station, Diamond Hill Station Extension and Kai Tak Station. Passengers of former Ma On Shan Line could commute directly to the three new stations via Tai Wai Station and the entire railway from Wu Kai Sha Station to Kai Tak Station is now officially named as “Tuen Ma Line Phase 1”, which was put into service on 14 February 2020.

25. The works for Tuen Ma Line was on schedule. All the suitable measures at and near the Hung Hom Station Extension were completed in June 2020 and the associated architectural builder’s works and finishes, electrical and mechanical systems and fire services installation works were in progress. The track and overhead line reinstatement works were completed. The system tests and trial run would follow. Safety is the prime consideration for railway operation. The target commission of the “Kai Tak to Hung Hom Section” remains as the third quarter of 2021.

26. As regards the “Hung Hom to Admiralty Section” of the SCL project, given the impact of site handover arrangement under the Wan Chai Development Phase II project, complicated ground conditions below Exhibition Centre Station, settlement causing a suspension of the excavation works at the Exhibition Centre Station, as well as the allowance of flexibility for the development atop Exhibition Centre Station, the target commissioning date had previously been revised to 2021. Since the “Hung Hom to Admiralty Section” will connect to East Rail Line (EAL), the upgrading of signaling system of EAL was carried out under the SCL Project. During the fourth quarter of 2019, there had been multiple damages to the EAL facilities necessitating emergency inspections, maintenance and cancellation of works originally planned during non-traffic hours. The project team was thus unable to carry out the train test of new EAL signaling system, subsequent conversion works for the 9-car trains, and track bifurcation works as scheduled. In addition, there were serious damages to the facilities at the University Station of EAL and adjacent railway section in November 2019. The newly installed facilities for the signaling and E&M systems under the North South Corridor were also severely damaged. The extent being affected exceeded 4 kilometres. After

several months of repairs, the MTRCL replaced the damaged facilities and completed the re-installation works.

27. On 11 May 2020, MTRCL conducted a test for the new signaling system of EAL, during which there were abnormal situations about system reliability that might lead to trains entering incorrect route and station. The Government was aware of the abovementioned issue on 10 September 2020, and requested the MTRCL to suspend the commissioning of new EAL signaling system, submit detailed report on the incident, and further review the signaling system with more detailed testings. The Government contended that after further ascertaining system reliability, it could consider whether the new EAL signaling system should be put into service.

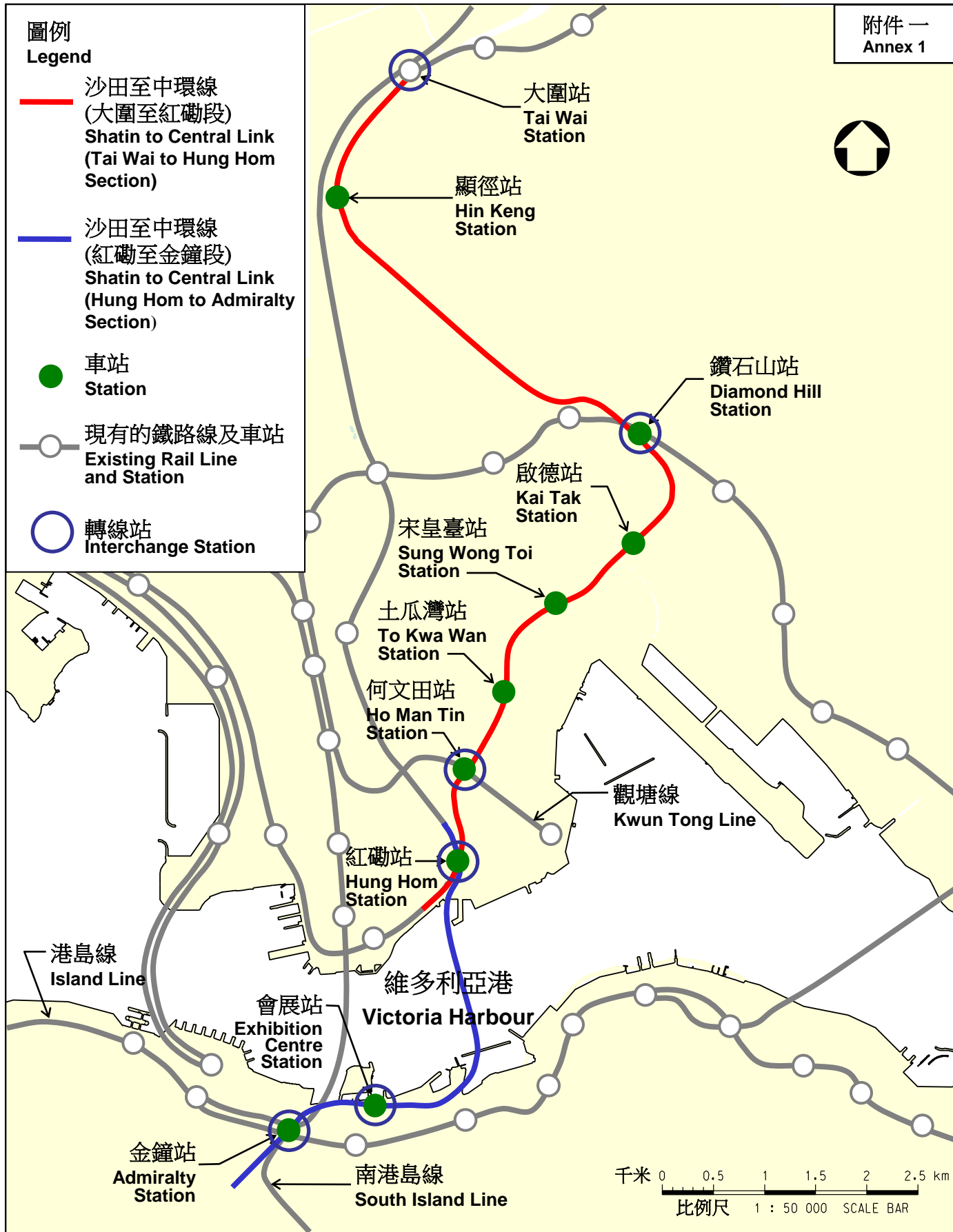
28. In response to the incident, MTRCL announced on 13 September 2020 the establishment of an Investigation Panel to investigate the suspension of the commissioning of new EAL signaling system, including whether the reporting mechanism for government departments has been operated in a timely and effective manner. We anticipated it would take three months to complete the investigation and submit the investigation report to the government departments, and arrange public announcement in due course.

29. Regarding the target commissioning date for “Hung Hom to Admiralty Section”, i.e. the first quarter of 2022, HyD and other relevant government departments were requesting the MTRCL to provide more information for assessing the implication for the date for commissioning.

**Transport and Housing Bureau
Highways Department
Electrical and Mechanical Services Department
October 2020**

圖例
Legend

- 沙田至中環線
(大圍至紅磡段)
Shatin to Central Link
(Tai Wai to Hung Hom Section)
- 沙田至中環線
(紅磡至金鐘段)
Shatin to Central Link
(Hung Hom to Admiralty Section)
- 車站
Station
- 現有的鐵路線及車站
Existing Rail Line and Station
- 轉線站
Interchange Station



千米 0 0.5 1 1.5 2 2.5 km
比例尺 1 : 50 000 SCALE BAR

圖則名稱 drawing title

沙田至中環線的走線

Alignment of the Shatin to Central Link

圖號 drawing no.

HRWSCLO03-SK0465

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鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



路政署
HIGHWAYS DEPARTMENT

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

**Progress Update of the Shatin to Central Link
(As at 30 June 2020)**

INTRODUCTION

This report updates Subcommittee members on the progress of Shatin to Central Link (“SCL”) as at 30 June 2020.

OVERVIEW OF THE SCL PROJECT

Works progress

2. As at 30 June 2020, the overall works for SCL were 94% complete. 99.95% of the works of the Tai Wai to Hung Hom Section have been completed. Hung Hom to Admiralty Section is 86.9% complete with the completion of track laying works in July 2020.

3. Following the commissioning of the Tuen Ma Line (“TML”) Phase 1 earlier this year, covering two new stations at Hin Keng and Kai Tak and an extension at Diamond Hill Station, works for the full opening of the TML have progressed well. The suitable measures for the structures at and near Hung Hom Station Extension were completed in June 2020 and the last section of overhead line was energised in July 2020, followed by commencement of dynamic train testing for the signalling system in August 2020. Testing and statutory inspections will gradually extend to cover the full length of the TML to ensure full integration of the railway systems with the existing lines and smooth operation before commencement of passenger service expected to be in the third quarter of 2021.

4. In preparation for extending the East Rail Line (“EAL”) across the harbour to Admiralty Station, critical works on EAL are being carried out progressively. These include the commissioning of the new signalling system and gradual introduction of new 9-car trains on EAL to replace the existing 12-car EAL trains. Another critical piece of work is the track bifurcation work at the north of Hung Hom Station, i.e., realignment of the

EAL tracks to bring EAL trains to the new Hung Hom platforms and cross-harbour tunnel. Full line dynamic train testing and reliability testing will then be conducted, followed by trial operations and finally commencement of passenger service.

5. As announced earlier, service commencement of the new EAL signalling system and introduction of new 9-car trains scheduled for 12 September 2020 was put on hold after discussion with relevant government departments and a final review of the system by the Corporation, prior to commissioning. Work continues to address the issue and get to the point where mixed fleet operations can commence. Please refer to Paragraph 61 for details.

6. On Hong Kong Island, the majority of structural works of Hung Hom to Admiralty Section have been completed with the exception of Exhibition Centre Station, where structural engineering activities is being undertaken concurrently at various work fronts on different levels of the site. Following delays previously reported at Exhibition Centre Station, delay recovery measures continue to be implemented, including the deployment of additional resources and extended working hours within the allowable period. These are having some beneficial effect, but recovery is still a challenge given the difficult logistics in the work site. The programme for Exhibition Centre Station is close to being critical and its progress is being closely monitored.

7. Construction progress is also facing challenges arising from the constraints facing the supply chain and overseas support amid the pandemic. A number of measures have been implemented to minimise the impact, including utilisation of local support, identifying alternative suppliers of materials from other countries and the use of technology to facilitate remote inspections.

8. Taking account of the matters referred to above, the targeted commencement of passenger services on the Hung Hom to Admiralty Section (East Rail Line extending to Admiralty Station) in the first quarter of 2022 remains a major challenge. Following the deferment of the service commencement of EAL new signalling system and introduction of 9-car trains, we are now re-assessing the programme and exploring possible recovery measures.

Outstanding non-railway works under TML Phase 1

9. For the Wong Tai Sin Public Transport Terminus (“PTT”), the coach parking area at the upper deck was handed over to the relevant government department and opened for public use. Design and preparation works for the modification of Shatin Pass Road and construction of the ingress and egress points of the lower deck of the PTT are now underway. Construction works are expected to commence in mid-2021 and corresponding temporary traffic management schemes will be implemented in phases.

10. To facilitate SCL works, part of the Ma Chai Hang Recreation Ground was demolished to make way for the ventilation building and emergency vehicular access between Hin Keng and Ma Chai Hang railway tunnels. As the related railway works are complete, re-provisioning works of the Ma Chai Hang Recreation Ground will proceed. Design will commence in the third quarter of 2020.

Progress in other sections of SCL

(i) Sung Wong Toi and To Kwa Wan stations

11. Statutory inspections and all external finishing work at the entrances for Sung Wong Toi and To Kwa Wan stations are complete.

12. Due to archaeological discoveries in the area of Sung Wong Toi Station, the proposed subway adit connecting Pak Tai Street cannot be constructed according to the original plan. An archaeological survey has been carried out to assess the feasibility of providing the passenger connection to Pak Tai Street. Once the survey is complete, options will be presented to Government.

13. As at late June 2020, archaeological remains including a square shape stone well and some more stone structures probably dating back to Song/Yuan Dynasty were discovered at the location between Sung Wong Toi Station Entrance D and the HKAC. Joint inspection with Antiquities and Monuments Office (“AMO”) was arranged. Relevant draft conservation plan and report on the initial findings were submitted to AMO in late July 2020. Throughout the process, all archaeological finds and archives are being handled according to the AMO’s Guidelines for Handling of Archaeological Finds and Archives.

14. To provide an interim connectivity to Sung Wong Toi Station upon full opening of the TML, a temporary at-grade crossing at Sung Wong Toi Road near Tam Kung Road is being constructed. It will open to the public to tie in with the commissioning of TML.

15. For works related to To Kwa Wan Station, permanent reinstatement at Ma Tau Wai Road are substantially complete. The carriageways fully resumed to dual three-lane traffic in late July. Permanent reinstatement of the previously affected public utilities along Ma Tau Wai Road and nearby roads such as water mains, drainage system, and roadworks are substantially complete. Relevant government departments are now reinstating the street lightings in phases. Reinstatement of amenity facilities, previously occupied for SCL works, including Nam Kok Road footpath, Sung Wong Toi Playground, Olympic Garden, To Kwa Wan Complex and Lok Shan Road Playground and Ma Tau Wai Road/ To Kwa Wan Road Amenity Plot are all complete and already open for public use.

(ii) Hung Hom Section (Section of railway between Ho Man Tin Station and Hung Hom Station)

16. Statutory inspections for the tunnel connecting Ho Man Tin and Hung Hom stations are complete except for the at-grade approach section connected into Hung Hom Station. For the mainline tunnel connecting the existing EAL to the extension of Hung Hom Station to form the cross-harbour EAL, structural works, track work and E&M installation are substantially complete. Statutory inspections for the Hung Hom Stabling Sidings were completed in August 2020.

17. The suitable measures at Hung Hom Station Extension and the adjacent stabling sidings were completed to programme in June 2020 and services reinstatement has commenced.

18. E&M works, building services and fitting out work for the future TML platforms built under the existing Hung Hom Station podium are substantially complete, ready for testing and commissioning. Modification works in the existing station to accommodate future station re-arrangements, including architectural builders works and finishes, building services, and new escalators and lifts are substantially complete.

19. New EAL platforms under the existing Hung Hom Station podium have been constructed to facilitate the EAL extension across Victoria Harbour to Hong Kong Island. To connect the existing railway section south of Mong Kok East to the new railway north of Hung Hom Station Extension, track realignment, also known as bifurcation work, is required. The bifurcation work is necessary to bring the EAL trains to the new Hung Hom platforms, cross-harbour tunnel and Admiralty. Commencement of

the bifurcation works is under review following deferral of the service commencement of the new EAL signalling system.

(iii) Cross Harbour Section (Section of railway across Victoria Harbour)

20. To extend the existing EAL across Victoria Harbour to Hong Kong Island, a new cross-harbour rail tunnel has been built by the immersed tube tunnel method. Track laying and overhead line installation works are complete, while building services and other E&M installation works including trackside auxiliaries are progressing.

21. At Hung Hom, construction of the North Ventilation Building is complete and completion of fire services and building inspections is in hand.

22. Marine work in the Causeway Bay Typhoon Shelter (“CBTS”) for SCL has been completed. To suit the schedule of the seabed improvement works in CBTS by the adjacent government infrastructure project, moorings in CBTS will be reinstated in phases. Currently the Phase 1 reinstatement of mooring arrangements for the Royal Hong Kong Yacht Club is on-going. The Corporation will continue to liaise with the Marine Department and relevant stakeholders to ensure the mooring arrangements are coordinated to minimise any impact.

(iv) Hong Kong Island Section (Section of railway on Hong Kong Island ending at Admiralty Station)

23. The tunnels between CBTS and Exhibition Centre Station are structurally complete. Overhead line installation is complete while other E&M installation works, including trackside auxiliaries, are under way.

24. At the South Ventilation Building works site near CBTS, construction of the super-structures of the ventilation building and the re-provisioned Police Officers’ Club are complete, while fitting-out, E&M and building services installation works are progressing.

25. At the Tunnel Approach Rest Garden near CBTS, reinstatement of the rest area and recreational facilities is progressing. Tree planting works are substantially complete, while hard landscaping works and installation of the sitting-out and recreational facilities, including model car play area and children’s play equipment, are being carried out. Reinstatement works are expected to complete in the fourth quarter of 2020 and the areas will then be handed back to the relevant Government departments. Upon the

opening of the new Garden, the temporary model car play area at Gloucester Road Garden will cease its operation.

26. Structural work for the tunnels between Fenwick Pier Street and Admiralty Station is complete, while overhead line installation, building services and other E&M installation works are underway.

27. In the Wan Chai North area, construction works for Exhibition Centre Station and the relevant railway facilities are on-going. Construction of the underground Exhibition Centre Station structure has reached ground level, while structural works for the ventilation facility are also progressing steadily. Fitting-out, E&M installation and building services installation works are underway at the station. Structural works for the Western Approach Tunnel are substantially complete and E&M works, including overhead line installation, are well advanced inside the tunnel.

28. To facilitate SCL construction works and the road construction works entrusted to the SCL project by Government, temporary traffic management schemes continue to be implemented in stages.

29. The footbridge across Convention Avenue is expected to be reinstated in the fourth quarter of 2020. Following the installation of the new footbridge structure in August, fitting-out and E&M works are underway. The temporary footbridge will be dismantled after opening of the new permanent footbridge.

30. Following completion of bulk excavation works for Exhibition Centre Station and the Western Approach Tunnel in June 2019, the remaining foundation works including piling works for the miscellaneous structures are being carried out progressively. As unexploded bombs were discovered during excavation in the works sites previously, the project team is working cautiously to ensure safety and minimise risk. Piling works to facilitate the station entrances are complete, while pile extraction and new piling works for nearby facilities are expected to be carried out in 2021.

31. As reported previously, construction works have been affected by various factors, including initially delayed handover of critical works areas under the Wan Chai Development Phase II (“WDII”) project in Wan Chai North, the need to allow flexibility for future topside development above Exhibition Centre Station, the requirement for which was introduced after commencement of the Project, and the section of diaphragm wall

cofferdam entrusted to WDII not being completed in accordance with the design. Progress was also affected by the discovery of three wartime bombs within the site and the subsequent temporary suspension of excavation, and additional controls being introduced for excavation works. The COVID-19 pandemic has also caused delay. We continue to implement delay recovery measures, including the deployment of additional resources and extended working hours within the allowable period, whilst adopting suitable pandemic management measures. These are having some beneficial effect, but recovery is still a challenge. The effectiveness of the delay recovery measures is being closely monitored and further measures are being considered.

32. The 900-metre overrun tunnel extending southwards from the SCL platform at Admiralty Station for future train regulation is complete and track laying works are also complete. Building services and E&M installation works, including overhead line and trackside auxiliary, are in progress. Reinstatement work at the Hong Kong Park works site is substantially complete. Statutory inspection for the fire services system of the ventilation building at Hong Kong Park is complete.

33. Architectural finishing works, building services, and E&M work including escalator installations for the extended Admiralty Station are all in progress. Installation of the façade panels for the new station Entrance E at Rodney Street has commenced.

QUALITY AND SAFETY OF SCL CONSTRUCTION WORKS

Verification and assurance of Hung Hom Station Extension

Holistic assessment strategy for Hung Hom Station Extension

34. Safety and quality of railway projects have always been top priorities of the Corporation and safety of the public and site workers has at no time been compromised. In response to allegations of poor workmanship and in order to provide assurance to the public's concerns on the structural safety of the Hung Hom Station Extension, the Corporation engaged external consultants to develop a set of measures to assess and verify the integrity of the station. In December 2018, Government accepted the Corporation's holistic proposal with a three-stage approach to verify the as-constructed conditions and the workmanship quality of the diaphragm walls, the EWL and NSL slabs to diaphragm wall connection.

35. After completion of the three-stage verification, which included a review of available construction records, on site physical investigation including the opening up and testing of coupler connections using Phased Array Ultrasonic Testing (“PAUT”) and structural assessment, the Final Report on Holistic Assessment Strategy for the Hung Hom Station Extension was released in July 2019 after acceptance by Government and its Expert Adviser Team. The report concluded that the station structure was safe for the purpose of the ongoing construction activities, but suitable measures would be implemented to address workmanship issues and to achieve code and contractual compliance. In addition, an appropriate long-term monitoring scheme would be implemented to monitor the ongoing structural integrity of the station.

Verification study on as-constructed conditions of adjacent structures of Hung Hom Station

36. In view of information gaps identified in construction records, i.e. some Request for Inspection and Survey Check (“RISC”) forms for the construction of works adjacent to the Hung Hom Station, namely the North Approach Tunnels (“NAT”), South Approach Tunnels (“SAT”) and Hung Hom Stabling Sidings (“HHS”), were not available from the Contractor, Leighton Contractors (Asia) Limited, the Corporation carried out a verification study of the as-constructed condition of the concerned structures. The purposes of the study were to verify the construction records and ascertain the as-constructed condition, and to conduct a structural review and devise any necessary remedial works and an appropriate long-term monitoring scheme.

37. The Final Report was also submitted to Government in July 2019. The conclusion, which was accepted by Government, is that the structures were safe for the purpose of the ongoing construction activities, but suitable measures would be implemented to address workmanship issues at certain locations in SAT and HHS to achieve code and contractual compliance.

Suitable measures

38. After a thorough review, the designs of the suitable measures at the platform slabs and tunnel structures under Hung Hom Station Extension as well as SAT and HHS structures were accepted by Government in October and November 2019. The scope and extent of the suitable measures were carefully designed by the consultant designer taking into consideration the

actual constructed conditions and by carrying out a more sophisticated and detailed structural modelling.

39. Implementation of the suitable measures commenced in October 2019 following Government's acceptance of the design. The work involved a combination of slab and wall thickening, additional dowel bar reinforcement, and some additional columns and struts. A dedicated supervision team was deployed on site to oversee the works to ensure they were carried out in line with the site supervision plan. In addition, a digital system for better monitoring and control of site records was used in the supervision of the works. The suitable measures at and near Hung Hom Station Extension were completed to programme in June 2020.

Verification of other new stations

40. As previously reported, the Corporation also completed an independent audit of key documentation for the five TML new stations, namely Hin Keng, Diamond Hill, Kai Tak, Sung Wong Toi and To Kwa Wan. Audit results show that over 90% of the structure related RISC forms are available, while further supplementary evidence, such as record photographs and site diaries, has been identified to demonstrate the completed works on site were adequately supervised.

41. At Exhibition Centre Station, independent audits of key documentations have been conducted. Audit results show that about 90% of the structure related inspection (RISC) forms are available. A digital RISC form system has been implemented since February 2019; ongoing audits demonstrate that RISC forms for Exhibition Centre Station and other contracts since the introduction of the digital system are 100% available and in order.

Commission of Inquiry ("CoI") into the Construction Works at and near the Hung Hom Station Extension

42. The final report of the CoI was released by the Government on 12 May 2020. The report concluded that the relevant structures at and near Hung Hom Station Extension are safe and fit for purpose with the completion of the suitable measures.

43. The Corporation notes that the Commission, in its final report, identified a number of inadequacies in respect of the construction process and made recommendations on the Corporation's project management practices. Based on the recommendations of the review conducted by the

Capital Works Committee (“CWC”) under the MTR’s Board, aided by an external consultant, and the Commission’s interim report, the Corporation has been updating and improving a number of its project management practices over the past two years. Many of these have already been incorporated into the Corporation’s standard practices. Improvements already forming part of the Corporation’s project management approach include an enhanced quality management process and organisational structure, the use of digital technology to improve the inspection process and monitoring, and enhanced staff training. Further improvements are being developed, including longer term changes to the way the Corporation will manage future projects, an example being the use of Building Information Modelling (“BIM”) and the New Engineering Contract Version 4 (“NEC4”). Both of these are already being adopted in the design consultancies for the new Tung Chung Line Extension and the Ma Chai Hang Recreation Ground.

44. The Corporation has also been working with the Government to further foster collaboration with improvements in communication at site and managements levels.

45. The Corporation notes the comments and recommendations made by the CoI in its final report. These will be incorporated into the ongoing improvements in our project management and quality assurance systems for the delivery of future railway projects.

46. The Corporation notes the Commission also found that elements of the construction works were not executed in accordance with the contract. These issues will be resolved in accordance with the terms of the relevant contracts.

47. The independent audit panel appointed by Government completed an independent follow-up audit on the implementation progress of the various recommended measures in the CoI’s interim report. In its audit report released on 3 June 2020, regarding the full implementation of 58 recommendations made in the CoI’s interim report, the Panel is of the view that 14 have been completed and 42 are making satisfactory progress, whereas the remaining two have also made some progress.

Review conducted by CWC

48. As mentioned in Paragraph 43, the CWC reviewed the Corporation’s project management system in 2018. The external consultant appointed by the CWC to undertake the review developed a number of

recommendations. Since late 2018 the Corporation has been progressively implementing these recommendations to enhance the Corporation's project management.

49. The recommendations made by the external consultant cover six aspects, including:

- organisation and governance;
- the Corporation's project management processes and procedures;
- quality management;
- the use of digital tools and technology;
- capability management; and
- commercial and contracting strategy.

50. Most of the recommendations are in place and have become an integral part of the Corporation's management practices for delivering the current and future projects. For instance, a new quality management team is in place to enhance quality performance and operate as an independent "second line of defence"; new Non-conformance reports ("NCR") reporting system within the Corporation and with Government; monitoring and verification procedures are updated and made clearer and new enhanced training has been introduced for site supervision teams including refresher training for staff with statutory responsibilities under the Quality Supervision Plans and Site Supervision Plans. A new digital reporting and supervision system, including RISC, NCR processes, site diaries and photographic records has been in place since early 2019. Some of the recommendations relate to future activities; these will be implemented progressively as the Corporation embarks on new projects.

Measures taken to address the settlement issue adjacent to SCL stations

51. The Government announced in September 2018 a notification mechanism for the monitoring of structures and public facilities in the vicinity of the SCL works, with a view to providing timely information to the public when the monitoring data in relation to relevant structures and public facilities reaches or exceeds the pre-set trigger levels for the temporary suspension of work. The Corporation continues to work closely with the Government in accordance with the mechanism.

52. **Enclosure III** shows the most recent information on the monitoring levels, the data at monitoring points where the pre-set trigger were reached or exceeded, and where pre-set trigger levels for temporary suspension of works have been updated.

53. Since the resumption of excavation works for Exhibition Centre Station in September 2018, no monitoring readings have reached or exceeded the pre-set trigger levels. Bulk excavation works were completed in June 2019. Monitoring will continue for some time until the settlement readings have become stable after completion of the underground structure and backfilling works, providing assurance to the safety of nearby buildings, structures and facilities.

54. For To Kwa Wan Station, Registered Structural Engineers were deployed to assess the safety conditions of nearby buildings which were alleged to be affected by the settlement near the station works sites. The concerned buildings are confirmed to be safe.

IMPROVEMENT WORKS FOR THE OPERATING RAILWAY FACILITIES

Tuen Ma Line

55. To facilitate the 8-car train operation for TML, new 8-car trains have been procured and all 17 sets of new trains were delivered to Hong Kong by November 2018. In addition to the new trains, some of the existing train cars on former Ma On Shan Line (“MOL”), West Rail Line (“WRL”) and EAL have also been modified to form the 8-car train fleet for TML.

56. All former 4-car MOL trains and 7-car WRL trains were upgraded and converted to 8-car trains by December 2017 and May 2018 respectively to prepare for 8-car train fleet for TML. Subsequent to the commissioning of TML Phase 1 in February this year, three sets of TML new trains have been introduced into passenger service on WRL since March 2020 to facilitate the future 8-car train fleet operation.

57. The retrofitting of a total of 720 pairs of Automatic Platform Gates (“APG”) at all 9 stations of the former MOL is also complete.

East Rail Line

58. In preparation for extending the EAL across Victoria Harbour to Admiralty Station, critical works will be carried out on EAL progressively, including the commissioning of the new signalling system and gradual

introduction of new 9-car trains on EAL to replace the existing 12-car EAL trains. Other critical works to be carried out on the EAL are the bifurcation works, i.e. track realignment north of Hung Hom Station.

59. Replacement of the EAL signalling system commenced in the third quarter of 2015. Dynamic train testing commenced by sections in 2016 and was extended to the full line in 2018, followed by reliability testing in the second half of 2018. Normal train operation patterns, including those in peak periods, were simulated to ensure a smooth operation of the new signalling system and new trains in the future. Much of the work has to be conducted in non-traffic hours at night, and these activities were disrupted last year by the large-scale public order events and associated damage to the existing railway. The night time possessions available for SCL work, including 9-car and 12-car mixed fleet activities and signalling testing, has therefore been reduced. Following the re-opening of University Station in December 2019, repairs were carried out to the damaged equipment of the new signalling system. The repair works were completed in March 2020.

60. Subsequently, the testing arrangement of the new EAL signalling system and Mixed Fleet Operations (MFO) progressed. Regarding the three incidents that occurred on the EAL during non-traffic hours testing on 23 and 25 May 2020 for the signalling replacement and MFO, an incident report was submitted to the Government on 17 August 2020. The findings were reviewed and accepted by the Government. The report has been made public and concluded that the incidents were related to human or procedural factors; there was no safety impact on passengers or railway operations. The Automatic Train Protection (ATP) Subsystem was fully operational during all the three incidents and safe separation between trains was maintained. Nevertheless, a number of enhancement measures have been implemented to strengthen the understandings of relevant staff and the contractor, as well as enhance procedures during operation of the new EAL signalling system, to prevent similar occurrences in the future. Upon the completion of all necessary testing and drills of the new signalling system and trains, as well as obtaining approval from the relevant Government departments in August 2020, the Corporation announced that the commissioning of the new signalling system and MFO on the EAL would take place on 12 September.

61. However, the Corporation took note that an unsatisfactory performance of the route setting was observed during the non-traffic hours testing back on 11 May 2020. Relevant teams of the Corporation immediately worked closely with the contractor to confirm, analyse and follow-up the issue to formulate appropriate rectification options. During

the analysis, computer simulations showed that the unsatisfactory performance of the route setting could possibly lead to a scenario of a train travelling to a destination that is different from its planned route, although this was considered unlikely. It is worth noting that even if the scenario happened, the Automatic Train Protection System remained fully functioning and would safeguard train operations. The teams considered implementing operational procedures to manage and correct the issue. However, during the final review, the Corporation concluded that the adoption of operational procedures to manage and correct the route setting errors was not the best approach. After careful consideration the Corporation decided it would be preferable to deploy technical solutions to eliminate the issue. It was therefore decided to defer the introduction of the new signalling system and MFO in order to provide a more reliable service to passengers. Formulation of technical solutions is now in progress.

62. The Corporation attaches great importance to this matter and has set up an independent Investigation Panel to look into the following matters:

- To ascertain how the potential “route setting function” issue in the new signalling system was identified, confirmed, analysed and followed-up;
- To review whether the internal communication and reporting mechanism of the Corporation is robust and being timely and properly implemented during the above-mentioned process;
- To investigate the reporting by the Corporation to relevant government department and whether or not this was timely and properly implemented.

63. The Panel expects to complete the investigation and submit investigation results to relevant government department in three months. The findings will be made public in due course.

64. To accommodate the space constraints of the new platform layouts on Hong Kong Island, 37 sets of new 9-car trains have been procured and are being delivered to Hong Kong progressively. Testing and commissioning of the delivered new trains is underway. The new trains, with a wider body and newly designed handrails as well as a LED lighting systems, provide a more spacious and comfortable travelling environment. They are also equipped with dynamic route maps and gangway-end displays which provide more information to passengers during their journeys. The locations of the doors of the new trains are also improved,

being evenly spaced along the trains, bringing more convenience to passengers when alighting and boarding.

65. The new 9-car trains will gradually replace the existing 12-car trains over an 18-month period. During this period, there will be a mix of new and existing trains running on the EAL, hence this conversion operation is also known as mixed fleet operations or MFO. Measures will be introduced in stations during MFO to facilitate passenger familiarisation with the new boarding and alighting arrangements, including prominent blue and green signs on platforms, information display panels, clear public announcements and additional customer service staff in stations to assist passengers.

66. As mentioned in Paragraph 19, trackwork realignment, also known as bifurcation work, will take place north of Hung Hom Station to connect the existing EAL to the new SCL platforms at Hung Hom Station Extension and the newly built cross-harbour rail tunnel. This work is planned to commence shortly after the start of MFO.

67. Once the new 9-car trains have replaced the 12-car trains, attention will turn to fitting of APGs at all EAL stations. Installation of the new APGs can only commence when the train fleet of the EAL is fully replaced by the new 9-car trains due to the different door locations on the new trains. Before fitting the APGs, platforms need to be strengthened and equipment rooms for the relevant signalling system and facilities constructed. These preparatory works are substantially complete and some early preparation for APGs fitting is underway.

COSTS

Cost and expenditure

68. Since mid-2012, 28 major civil and 30 major E&M contracts¹, together with other minor contracts, have been awarded with a total sum of \$57.836 billion. The contract sums for civil works and E&M works are about \$43.934 billion and \$13.902 billion respectively (Please refer to **Enclosure I**).

¹ Major civil contract/E&M contract refers to any individual contract with value above \$50 million, and includes Contract 11227 with a value of \$49.8 million.

69. Under the Entrustment Agreement for the SCL, the Government of the Hong Kong Special Administrative Region (“the Government”) is responsible for funding the construction of the SCL.

Cost control mechanism

70. The Corporation attaches great importance to the monitoring and cost control of railway projects. The Corporation has a robust governance framework and a set of stringent procedures governing procurement, contract administration and cost control of its projects, be it an ownership project or a concession project.

71. Under the Entrustment Agreements for concession projects, the Corporation is obliged to use the same management system and procedures that are applicable to all other MTR projects. For concession projects like the SCL project, an independent monitoring and verification system is conducted by the concerned Government authority and its consultants in addition to the Corporation’s contract management and control procedure.

72. To enhance the control of expenditure, the Corporation has its Project Control Group (“PCG”) as gate keeper, to scrutinise the assessments of variations and claims arising from consultancies and works contracts under the SCL project. Representatives from the Railways Development Office of Highways Department attend the PCG meetings.

73. Where the progress of works has been delayed, the Corporation considers implementing delay recovery measures as appropriate. Proposals for delay recovery measures including the cost and benefits implications are reviewed and approved by PCG prior to implementation. Government is consulted on all such matters.

Latest estimate of Cost to Complete (“CTC”)

74. In February 2020, the Corporation completed its further review and revalidation of the CTC of the SCL Project and notified Government of the Corporation’s latest estimate of CTC, being \$82,999.3 million, including additional Project Management Cost (“PMC”) of \$1,371 million but excluding all costs related to the Hung Hom Extension Construction Incident for which the Corporation has already made a provision of \$2 billion (as detailed in Paragraph 77 below).

75. This represents an increase of \$12,172.3 million from the original estimate of \$70,827 million, which is less than the previously estimated

increase of \$16,501 million which the Corporation announced in December 2017.

76. The Corporation notes that Government considers there has been no material modification in respect of the SCL project and therefore disagrees to the inclusion of any additional PMC in the CTC. The additional funding sought by Government and subsequently approved by the Legislative Council on 12 June 2020 did not include any additional amount of PMC for the Corporation. The Corporation will follow up with Government for a resolution of this matter according to the terms and conditions of the Entrustment Agreement. The Corporation will, in the interim, continue to comply with its project management obligations under the Entrustment Agreement and meet the costs thereof, to allow the SCL project to progress in accordance with the latest programme. The Corporation continues to exercise rigorous cost control with the objective of ensuring that construction costs are properly managed.

77. As previously announced in July 2019, to facilitate the phased opening of the TML, the Corporation agreed to fund, on an interim and without prejudice basis, the costs associated with the verification and assurance exercises and implementation of the suitable measures at the Hung Hom Station Extension and adjacent structures, as well as the costs for the preparation and implementation of TML phased opening, estimated to be around \$2 billion. Apportionment of the actual cost will be dealt with in accordance with relevant SCL contracts.

STAKEHOLDER COMMUNICATION AND ENGAGEMENT

78. Most of the SCL works sites are in urban areas and close to local communities. We attach great importance to maintaining close communication and engagement with the local communities and relevant stakeholders, in order to keep them informed of the works progress and to listen to their views. Apart from the regular progress updates to the Subcommittee members and respective District Councils, Community Liaison Groups, which have been set up across districts, is another major communication channel with the local communities where regular updates about SCL are provided. Newsletters, leaflets and notices about the works are distributed to the local communities. Dedicated MTR and Contractors' Hotlines are also available for handling enquiries and complaints in relating to the project.

EMPLOYMENT OPPORTUNITIES

79. About 2,600 construction workers and technical / professional staff members are employed for the SCL project as at 30 June 2020, which in general could meet the labour requirement. This is lower than the number employed when the project was in its construction peak. Moreover, 764 trainees have been recruited and provided with trainings and internship programmes by the contractors of the SCL project and the Construction Industry Council through the Corporation's "SCL Contractors Cooperative Training Scheme". 520 of the trainees have completed the trade test and proceeded to continue their careers in the field.

CONCLUSION

80. Members are invited to note the above information.

MTR Corporation Limited
October 2020

Expenditure report as at 30 June 2020

Table 1 – Situation of expenditure

	Awarded contract sum for the contracts (\$ million)	Cumulative expenditure of awarded contracts (\$ million)	Estimated amount of unresolved claims* (\$ million)
Civil works	43,934.3	46,250.5	1,226.4
E&M works	13,901.8	7,568.1	1,127.1
Total	57,836.1	53,818.6	2,353.5

* The estimated amount of unresolved claim: Amount claimed (\$3,416.0 million) – Interim award (\$1,062.5 million) = \$2,353.5 million (See Table 2)

Table 2 – Situation of substantiated claims

	Claims resolved			Claims unresolved		
	Number	Amount claimed (\$ million)	Amount awarded (\$ million)	Number	Amount claimed (\$ million)	Interim award (\$ million)
Civil works	426	4,197.2	2,134.2	481	1,878.7	652.3
E&M works	41	194.4	81.3	140	1,537.3	410.2
Total	467	4,391.6	2,215.5	621	3,416.0	1,062.5

1. The Government and the Corporation conducted risk assessment at the planning and budgeting stages of the project to minimise claims arising from the works. Nevertheless, there were often unforeseeable situations in the course of works. For instance, the foundation or excavation works might come across a larger amount of or more complicated obstructions than expected. As this would add difficulties to the works, the contractors might have to use more machines or switch to other machines that were more suitable and employ more staff to cope with these situations. The contractors would submit claims in accordance with the contract terms to cover the additional expenditures. Upon receipt of claims from contractors, the Corporation would examine such claims and assess the amount concerned based on the relevant contract terms, justifications, documents, records, etc.

2. As at 30 June 2020, the Corporation has received 1,088 substantiated claims and the amount claimed in total was about \$7,807.6 million, representing 13.5% of the awarded contract sum for the contracts. The Corporation has been discussing the details of the claims with the contractors concerned, and thoroughly assesses the amount claimed. The Corporation processes each claim in

accordance with the provisions of the relevant contracts, and the contractors have to provide sufficient justifications and information. As at 30 June 2020, 467 cases were resolved and about \$2,215.5 million was awarded, representing about 3.83% of the awarded contract sum for the contracts. Having regard to the progress of the relevant assessment and discussion, interim awards amounting to about \$1,062.5 million have been made for some cases.

Overall works progress of the SCL as at 30 June 2020

Overall works completed : 94%

(A) Cumulative progress of 28⁽¹⁾ major civil contracts awarded :

Contract No.	Contract Name	Percentage completed
1101	Modification of Ma On Shan Line	100%
1102	Hin Keng Station and Approach Structures	100%
1103	Hin Keng to Diamond Hill Tunnels and Fung Tak Public Transport Interchange	100%
1106	Diamond Hill Station Extension	100%
1107	Diamond Hill to Kai Tak Tunnels	100%
1108	Kai Tak Station and Associated Tunnels	100%
1108A	Kai Tak Barging Point Facilities	100%
1109	Stations and Tunnels of Sung Wong Toi and To Kwa Wan stations	100%
1111	Hung Hom North Approach Tunnels	100%
1112	Hung Hom Station and Stabling Sidings	99%
1113	Reprovisioning of New Territories South Animal Management Centre and Shatin Plant Quarantine Station	100%
1114	Pedestrian Links at Tsz Wan Shan	100%
1117	Pat Heung Depot Modification Works	100%
1119	Trackwork and Overhead Line Modification Works at Lo Wu and PHD	100%
1120	Trackwork and Overhead Line for SCL Phase 1	100%
1120B	Trackwork and Overhead Line for SCL Phase 2	84%
1121	EAL Cross Harbour Tunnels	99%
1122	Admiralty South Overrun Tunnel	100%
1123	Exhibition Centre Station and Western Approach Tunnel	87%
1124	Admiralty SCL Related Works	88%

1125	Police Sports and Recreation Club Enhancement Works	100%
1126	Reprovisioning of Harbour Road Sports Centre and Wan Chai Swimming Pool	100%
1128	South Ventilation Building to Admiralty Tunnels	92%
1129	SCL - Advance Works for Cross-harbour EAL	100%
11209	Platform Modification and Associated Works at EAL	100%
11227	Advance Works for EAL Cross Harbour Tunnels	100%

Note:

- (1) The 28 awarded major civil contracts as mentioned in Paragraph 68 of this report include Contracts 11230 and 11241. Contract 11230 is a tenancy agreement for the Joint Site Office for Contracts 1123 and 1128, and it is part of the project cost for Contracts 1123 and 1128. Contractor 11241 is the archaeological survey for connection to Pak Tai Street. As these two contracts involve no civil construction works, they are not included in the table above.

(B) Cumulative progress of 30 major E&M contracts awarded :

Contract No.	Contract Name	Percentage completed
1141A	New Rolling Stock for SCL Phase 1	100%
1141B	New Rolling Stock for SCL Phase 2	70%
1151	Rolling Stock Modification and New Train Cars for SCL Phase 1	100%
1152	Signalling System for SCL Phase 1 & Signalling System Modification for MOL and WRL	99%
1152B	Signalling System for SCL Phase 2	85%
1153	Tunnel ECS for SCL Phase 1	100%
1153B	Tunnel ECS for SCL Phase 2	64%
1154	Platform Screen Doors for SCL Phase 1 & APG Retrofit for MOL	100%
1154B	Platform Screen Doors for SCL Phase 2 & APG Retrofit for EAL	50%
1155	Power Supply System and Trackside Auxiliaries for SCL Phase 1	100%
1155B	Power Supply System and Trackside Auxiliaries for SCL Phase 2	93%
1159	Lifts for SCL Phase 1	100%
1162	TETRA System for SCL Phases 1 & 2	98%
1162B	Radio Distribution Network System for SCL Phases 1 & 2	92%
1163	AFC System and SAM System for SCL Phases 1 & 2	85%
1164	Building Services for Diamond Hill Station	100%
1164B	Building Services for SCL Hong Kong Island Section	45%
1165	Building Services for Hin Keng Station, Ma Chai Hang Ventilation Building and Fung Tak Emergency Access	100%
1166	Main Control System for SCL Phase 1	100%
1166B	Main Control System for SCL Phase 2	80%
1169	Communications System for SCL Phase 1	100%
1169B	Communications System for SCL Phase 2	57%

1172	Escalators for SCL Phase 1	100%
1172B	Lift and Escalators for SCL Phase 2	51%
1173	Building Services for Hung Hom Station and Hung Hom Stabling Sidings	99%
1175	Building Services for Kai Tak Station	100%
1176	Building Services for Sung Wong Toi Station and Ancillary Building	100%
1177	Building Services for To Kwa Wan Station and Ancillary Building	100%
1183	EAL Signalling System Modification	100%
1191	Floodgate System for SCL Phase 2	93%

The Latest Updated Pre-set Trigger Levels

	Monitoring Point	Type	Settlement Readings (mm)	Pre-set trigger levels (mm)
1. Exhibition Centre Station and Western Approach Tunnels (Readings as at June 2020)				
1	1123-Z1-GSM-86-A	Pavement	-18.7	-30 (Previously -25)
2	1123-Z1-GSM-87	Pavement	-15.7	-30 (Previously -25)
3	1123-Z1-GSM-91	Pavement	-15.0	-30 (Previously -25)
4	1123-Z1-GSM-92	Pavement	-17.1	-35 (Previously -25)
5	1123-Z1-GSM(FW)-84-C	Pavement	-19.9	-30 (Previously -25)
6	1123-Z1-GSM(SW)-85-C	Pavement	-18.6	-30 (Previously -25)
7	1123-AE-GSM(CM)-26-B	Pavement	-17.7	-30 (Previously -25)

Remarks: The number of active monitoring points changed as the construction progressed. Monitoring of some settlement points may have stopped due to a variety of reasons such as after the structure has already been demolished or when the excavation works-front has already moved far away.

宋皇臺 站工地考古文物保育方案

附件三 Annex 3

Conservation Options for Archaeological Features Discovered at Sung Wong Toi Station



行人隧道 C 的走線 Alignment of Adit C

附件四 Annex 4



Existing pedestrian crossing
原有行人過路處