

立法會

Legislative Council

LC Paper No. CB(4)1675/20-21
(These minutes have been seen by
the Administration)

Ref: CB4/PS/1/20

Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on Friday, 9 April 2021, at 8:30 am in Conference Room 1 of the Legislative Council Complex

Members present : Hon CHAN Han-pan, BBS, JP (Chairman)
Hon LUK Chung-hung, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-yeet, GBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon YIU Si-wing, BBS
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Wilson OR Chong-shing, MH
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Tony TSE Wai-chuen, BBS, JP

Member attending : Hon Holden CHOW Ho-ding

**Public Officers
attending** :

Agenda item III

Ms Amy WONG Pui-man
Deputy Secretary for Transport and Housing
(Transport) 2
Transport and Housing Bureau

Mr Nick CHOI Chi-kit
Principal Assistant Secretary for Transport and
Housing (Transport) 4
Transport and Housing Bureau

Mr CHAN Chau-fat, JP
Assistant Director/Railway
Electrical & Mechanical Services Department

Mr TSE Lok-him
Chief Engineer/Railway (Acting)
Electrical & Mechanical Services Department

Mr Honson YUEN Hong-shing
Assistant Commissioner/Bus & Railway
Transport Department

Agenda item IV

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

Mrs Sharon YIP LEE Hang-yee, JP
Deputy Secretary for Transport and
Housing (Transport)1
Transport and Housing Bureau

Mr Peter MAK Chi-kwong
Principal Assistant Secretary for Transport and
Housing (Transport)7
Transport and Housing Bureau

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

Mr Robert CHAN Cheuk-ming, JP
Principal Government Engineer / Railway
Development
Highways Department

Mr LAM Yu-chau
Government Engineer / Railway Development (1)
Highways Department

**Attendance by
invitation** :

Agenda item III

MTR Corporation Limited

Dr Tony LEE Kar-yun
Operations Director

Mr Sammy WONG Kwan-wai
Chief of Operating

Mr Nelson NG Wai-hung
Chief of Operations Engineering

Mr Eric LEE Ka-chun
General Manager – Public Affairs

Agenda item IV

Dr Jacob KAM
Chief Executive Officer

Mr James CHOW
Divisional General Manager – Projects Construction

Mr Lam CHAN
Deputy General Manager – Projects & Property
Communications

Clerk in attendance : Ms Sophie LAU
Chief Council Secretary (4)2

Staff in attendance : Ms Jacqueline LAW
Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

I. Information paper(s) issued since the last meeting

(LC Paper Nos. CB(4)487/20-21(01), CB(4)543/20-21(01), CB(4)260/20-21(01) and CB(4)737/20-21(01))

Members noted the above papers which had been issued since the last regular meeting of the Subcommittee on Matters Relating to Railways ("the Subcommittee") held on 5 February 2021.

II. Items for discussion at the next meeting

(LC Paper Nos. CB(4)712/20-21(01) – (02))

2. Members agreed to discuss the following items at the next meeting to be held on Friday, 4 June 2021 at 8:30 am:

- (a) Progress update of the construction of Shatin to Central Link;
- (b) Commissioning Arrangements of Tuen Ma Line; and
- (c) The MTR Corporation Limited's update on enhancement of MTR facilities and customer experience and the Corporation's green strategy and measures.

(Post-meeting note: At the request of the Administration and with the concurrence of the Chairman, an item on "Hung Shui Kiu Station" was added to the agenda of the next meeting. The discussion of item (c) was deferred to a future meeting. Members were informed of the above changes vide LC Paper No. CB(4)1029/20-21 issued on 27 May 2021.)

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III. Progress update on Upgrading Signalling System for Railway Lines

(LC Paper Nos. CB(4)712/20-21(03) – (04))

3. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport) 2 briefed members on the progress update on upgrading signalling system for railway lines. Operations Director of the MTR Corporation Limited ("MTRCL") and Chief of Operations Engineering of MTRCL then briefed members on the details of the progress respectively with the aid of a powerpoint presentation (LC Paper No. CB(4)751/20-21(01)). The Subcommittee deliberated (index of proceedings attached at **Annex**).

4. On a member's request, the Administration/MTRCL agreed to provide the following information:

- (a) interim measures to be taken to ease passenger flow of railway lines in view of the delay in the signalling system upgrading programme; and
- (b) measures to be put in place to ensure the compatibility of the software and hardware of the new signalling system of railway lines, in view of the delay in the signalling system upgrading programme and that the relevant hardware installation works of certain railway lines had commenced/completed.

(Post-meeting note: the Chinese and English versions of the Administration's response were circulated to members vide LC Paper No. CB(4)1027/20-21(01) on 26 May and 4 June 2021 respectively.)

IV. Final Report of Expert Adviser Team on Shatin to Central Link Project

(LC Paper Nos. CB(4)712/20-21(05), CB(4)594/20-21(01) and CB(4)722/20-21(01))

5. At the invitation of the Chairman, Secretary for Transport and Housing briefed members on the Final Report of Expert Adviser Team on Shatin to Central Link Project. Chief Executive Officer of MTRCL then briefed members on the latest updates on Hung Hom Station related works and Tuen Ma Line with the aid of a powerpoint presentation (LC Paper No. CB(4)751/20-21(02)). The Subcommittee deliberated (index of proceedings attached at **Annex**).

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6. On a member's request, the Administration/MTRCL agreed to provide the following information:

- (a) justifications for the significant spare capacity, in particular the steel bars, in the original design of the Hung Hom Station Extension structure; and the design standard to be adopted for new railway projects; and
- (b) implementation details of the long-term monitoring programme for the built structures in Hung Hom Site.

(At 10:23 am, the Chairman extended the meeting to end at 10:40 am to allow sufficient time for discussion.)

V. Any other business

7. There being no other business, the meeting ended at 10:43 am.

Council Business Division 4
Legislative Council Secretariat
20 October 2021

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
held on Friday, 9 April 2021 at 8:30 am
in Conference Room 1 of the Legislative Council Complex**

| Time marker | Speaker | Subject(s) | Action required |
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| <i>Agenda Item I – Information paper(s) issued since the last meeting</i> | | | |
| 000456 – 000527 | Chairman | Members noted the information papers issued since the last regular meeting held on 5 February 2021. | |
| <i>Agenda Item II – Items for discussion at the next meeting</i> | | | |
| 000528 – 000806 | Chairman Mr Tony TSE | Members agreed on the items for discussion at the next regular meeting. Discussion on the time allowed for discussion at the June regular meeting. | |
| <i>Agenda Item III – Progress update on Upgrading Signalling System for Railway Lines</i> | | | |
| 000807– 001114 | Chairman Administration | Briefing by the Administration [LC Paper No. CB(4)712/20-21(03)]. | |
| 001115 – 002039 | Chairman MTRCL | Briefing by the MTR Corporation Limited ("MTRCL") with the aid of a powerpoint presentation [LC Paper No. CB(4)751/20-21(01)]. | |
| 002040 – 002344 | Chairman Mrs Regina IP MTRCL | Mrs IP enquired about the follow-up action against the contractor concerned after the incident of the new signalling system testing on Tsuen Wan Line on 18 March 2019 ("the Incident"). MTRCL advised that the Corporation had reached an agreement with the contractor concerned on the contract terms, which covered aspects relating to compensation and the extra workload arising from the Incident. Given that safety was of utmost importance to railway operations, MTRCL would ensure the safety and reliability of the new signalling system before it was put into service. | |
| 002345 – 002815 | Chairman Dr CHENG Chung-tai MTRCL | In response to Dr CHENG's enquiry, MTRCL advised that the software review work of the new signalling system had to be carried out on-site in the software testing laboratory in Toronto, Canada. The local outbreak and measures to contain the pandemic, such as city closure, had severely affected the work progress. Nevertheless, MTRCL had been urging the contractor to follow-up at full speed, and making every effort to continue with the relevant work on the new software | |

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| | | <p>development process. In the interest of time, MTRCL had in parallel commenced the installation of hardware signalling system equipment on various railway lines as well as the preparation work for setting up a new signalling system integrated testing platform in Tsing Yi Station.</p> | |
| 002816 – 003224 | Chairman Mr POON Siu-ping MTRCL | <p>In response to Mr POON's enquiry about the implementation of recovery measures, MTRCL advised that it had urged the contractor to deploy additional manpower to expedite the software revamping process. The contractor had also appointed an independent consultant for software quality assurance and would review and improve the whole revamping process continuously.</p> <p>Mr POON enquired about the completion timetable of the signalling system upgrading work of various railway lines. MTRCL advised that the target to complete the replacement of signalling system on Tuen Wan Line ("TWL") in 2023 was highly challenging. MTRCL estimated that the new signalling system of Island Line ("ISL") would commence service in about 1.5 years the earliest following the launch of new signalling system on TWL. Whereas the new signalling system in Kwun Tong Line ("KTL") and Tseung Kwan O ("TKO") Line would commence service in around two years the earliest after the new system on ISL was launched.</p> <p>Regarding Mr POON's enquiry about the "Waiting Time Indicator" function in MTR Mobile application, MTRCL advised that the function currently covered Admiralty and North Point Stations, and would be extended to another five major interchange stations within this year.</p> | |
| 003225 – 003645 | Chairman Mr Tony TSE MTRCL | <p>Mr TSE enquired about the additional cost incurred for the implementation of improvement measures and the remaining balance of the provision for the signalling system upgrading project, which was about \$3.3 billion.</p> <p>MTRCL advised that after the Incident, MTRCL had reached an agreement with the contractor concerned in respect of the latter's responsibilities and the implementation of various improvement measures, including the new development process and work instructions for the software, in accordance with the relevant contract. The additional expenses incurred</p> | |

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| | | <p>would be supported by MTRCL's internal resources.</p> <p>At Mr TSE's request, the Administration and MTRCL would provide supplementary information on the interim measures to be taken to ease passenger flow of railway lines and measures to be put in place to ensure the compatibility of the software and hardware of the new signalling system of railway lines in view of the delay in the signalling system upgrading programme.</p> | <p>Admin/MTRCL (paragraph 4 of the minutes referred.)</p> |
| 003646 – 004121 | <p>Chairman Ir Dr LO Wai-kwok Administration MTRCL</p> | <p>Ir Dr LO asked how MTRCL would ensure the safe operation of the entire railway system in view that the new and existing signalling systems would operate concurrently on different railway lines upon the progressive completion of the signalling system upgrading project.</p> <p>MTRCL advised that the Corporation would continue to follow its comprehensive and stringent railway asset management system to repair and maintain the existing relevant railway assets, to ensure that they were kept in safe and good condition at all times in order to ensure railway safety.</p> <p>In response to Ir Dr LO's enquiry about the monitoring of the signalling system upgrading project by the Electrical and Mechanical Services Department ("EMSD"), the Administration advised that EMSD had been participating in the safety tests on the new software development process and had requested the setting up of a new signalling system integrated testing platform by MTRCL to conduct in-house simulation tests to the maximum extent possible. Only with EMSD's endorsement, MTRCL would resume on-site train testing on the new signalling system.</p> | |
| 004122 – 004530 | <p>Chairman Mr Holden CHOW MTRCL</p> | <p>Mr CHOW noted with serious concern that the signalling system upgrading works of Tung Chung Line ("TCL"), Disneyland Resort Line and Airport Express would have to tie in with the TCL Extension project, which was expected to complete by 2029. Taking into account the Corporation's risk management strategy, MTRCL considered that it was prudent to take forward the TCL Extension project and the replacement of TCL signalling system in a holistic manner.</p> <p>As to Mr CHOW's enquiry about the short-haul</p> | |

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| | | <p>special trips, MTRCL advised that such special trips had been arranged to run between busy stations to increase carrying capacity during peak hours and to enhance the passenger flow of the railway network on the whole. Apart from the special trips from Tin Shui Wai to Hung Hom on West Rail Line, other special trips departing from Yuen Long Station would also be arranged having regard to actual situation. MTRCL remarked that such measure was found to be effective for ensuring smooth provision of train services especially during peak hours.</p> | |
| 004531 – 005013 | Chairman Mr Michael TIEN MTRCL | <p>Mr TIEN enquired whether MTRCL would consider abandoning the use of the new signalling system in question and requesting the contractor to develop afresh another signalling system in accordance with the standard design of the contractor.</p> <p>MTRCL advised that it would spare no effort to ascertain the safety and reliability of the new signalling system software having regard to the inadequacies of the contractor as identified after the Incident. MTRCL and the contractor had agreed that the Warm-standby Computer C would not be used when the new signalling system of TWL as well as other railway lines commenced service. Upon completion of the software verification and rectification for the new signalling system, MTRCL would conduct repeated testing and fully utilize the new signalling system integrated testing platform to perform more scenario simulation tests as far as practicable.</p> | |
| <i>Agenda Item IV – Final Report of Expert Adviser Team on Shatin to Central Link Project</i> | | | |
| 005014 – 005542 | Chairman Administration | Briefing by the Administration [LC Paper No. CB(4)712/20-21(05)]. | |
| 005543 – 005913 | Chairman MTRCL | Briefing by MTRCL with the aid of a powerpoint presentation [LC Paper No. CB(4)751/20-21(02)]. | |
| 005914 – 010505 | Chairman Mr Michael TIEN Administration MTRCL | On Mr TIEN's concern about the procurement of couplers from a supplier, the Administration and MTRCL stressed that according to the Entrustment Agreement of the Shatin to Central Link ("SCL") project, all expenses in respect of the construction materials procured for the SCL project would be reimbursed on the basis of actual expenditure. | |
| 010506 – 011103 | Chairman Mr Tony TSE | In response to Mr TSE's enquiry about the employment of consultants set out in paragraph 10 of | |

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| | Administration | <p>Annex to the Administration's paper, the Administration explained that they were very concerned about the issue of potential conflict of interest that might arise from engaging the same consultant by MTRCL and its contractor, and would avoid such arrangement in government projects.</p> <p>Referring to paragraph 9 of Annex to the Administration's paper, Mr TSE enquired about the follow-up actions taken by the Administration regarding the significant spare capacity in the original design of the Hung Hom Station Extension structure. The Administration noted that the Expert Adviser Team ("EAT") for SCL project had spot-checked the original design of the East West Line slab at representative locations and found that, as the main steel reinforcement bars ("re-bars") had been over-provided, there was significant spare capacity of the structures in most sampled locations. In this connection, the Administration would review in detail the reasons for the over-provision of the main re-bars and would follow up with MTRCL in case the over-provision was found to be unnecessary.</p> <p>Referring to paragraph 6(ii) of Annex to the Administration's paper, Mr TSE expressed concern about the EAT's observation that the design criteria had been updated and involved a reduction in design loadings. The Administration stressed that as agreed by EAT, the updated design criteria adopted by MTRCL was in compliance with the requirements stipulated under the Buildings Ordinance (Cap. 123) and did not compromise the safety of the built structures in Hung Hom Site.</p> <p>On Mr TSE's concern about a prima facie gap between the completed works and the requirements under the Entrustment Agreement as reported in paragraph 6(iii) of Annex to the Administration's paper, the Administration advised that necessary remedial measures including updating design criteria and reviewing the relevant design requirements had been implemented. Following the recommendations of EAT, the long-term monitoring programme for the built structures in Hung Hom Site had commenced. The Administration and MTRCL would continue to finalize the details of additional undertaking of quality assurance.</p> | |
| 011104 – 011717 | Chairman Mr LAU Kwok-fan | In the light of the EAT's observations set out in its final report, Mr LAU enquired whether the | |

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| | Administration MTRCL | <p>Administration would continue to take forward new railway projects under the concession approach.</p> <p>The Administration advised that both the concession approach and the ownership approach had their own advantages. For future railway projects to be implemented under the concession approach (if any), MTRCL would be required under the Entrustment Agreement concerned to report any major issues/incidents proactively at an appropriate timeframe so that the issues/incidents could be brought to the attention of the Project Board fortimely follow-up actions as appropriate. Also, the Administration clarified that the funding application for increasing the approved project estimate for the main works of SCL approved by the Legislative Council ("LegCo") did not include any additional project management cost payable to MTRCL.</p> <p>MTRCL added that it had agreed to fund, on an interim basis, the costs associated with the verification and assurance exercises and implementation of the suitable measures at and near the Hung Hom Station Extension, so that SCL would be fully commissioned as early as possible for the benefits of the general public. Meanwhile, MTRCL reserved the rights to pursue the responsibilities of the contractor concerned in accordance with the relevant contracts.</p> <p>Mr LAU asked how and when the Administration would pursue the responsibilities of MTRCL in the Hung Hom Station Extension incident. The Administration responded that given that the SCL project was yet to be completed, the Administration would ensure proper documentation of the construction works concerned for pursuing claims against MTRCL as and when appropriate.</p> | |
| 011718 – 012325 | Chairman Dr CHENG Chung-tai Administration MTRCL | <p>Dr CHENG asked if any party would be liable for criminal prosecution for the irregularities in the construction works of the Hung Hom Station Extension.</p> <p>The Administration advised that for matters involving suspected misconduct or criminal act, the Administration had referred them to the relevant law enforcement agencies for follow-up. It was understood that the Buildings Department prosecuted the contractor concerned under Cap. 123. Since the case had entered the judicial process, it was</p> | |

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| | | not appropriate for the Administration to comment at this stage. | |
| 012326 – 012944 | Chairman Ir Dr LO Wai-kwok MTRCL | <p>Ir Dr LO sought explanations from MTRCL for the provision of significant spare capacity in the design of the Hung Hom Station Extension structure.</p> <p>MTRCL advised that the design of the Hung Hom Station Extension structure had to allow enough flexibility to cope with different loading conditions during construction, and certain platform slabs were thickened for buoyance resistance, which eliminated the need for traction piles. In line with the recommendations of the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link Project ("COI") and EAT, MTRCL was conducting design audits in new railway projects and to enhance the project management system under which three lines of defence would be set up for ensuring cost-effectiveness in design.</p> <p>Ir Dr LO requested MTRCL to provide in writing the justifications for the significant spare capacity, in particular the re-bars, in the original design of the Hung Hom Station Extension structure; and the design standard to be adopted for new railway projects.</p> | MTRCL (paragraph 6 of the minutes referred.) |
| 012945 – 013528 | Chairman Mr YIU Si-wing Administration | <p>Mr YIU enquired about the respective roles and responsibilities of the proposed Railway Department ("RD") and the "SCL Technical and Engineering Assurance Team" established by MTRCL in monitoring MTRCL's implementation of the SCL project.</p> <p>The Administration advised that the proposed RD and the "SCL Technical and Engineering Assurance Team" under MTRCL would collaborate closely and work under a clear division of labour. The Administration reckoned that close collaboration with MTRCL would be conducive to further improving assurance on the construction safety, quality, programme and cost aspects of future railway projects.</p> <p>As to Mr YIU's enquiry about the disciplinary actions taken against the staff responsible for the anomalies in site supervision and control, the Administration responded that after the incident,</p> | |

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| | | <p>MTRCL had redeployed the staff involved; and the Government's project management and monitoring systems had been strengthened as well. The Administration would follow up with MTRCL regarding the provision of information on the New Works Design Standard Manual for Mr YIU's reference.</p> | |
| 013529 – 014132 | Chairman Mrs Regina IP Administration MTRCL | <p>Mrs IP held a strong view against the proposed establishment of RD. She asked about the disciplinary actions taken/to be taken against the staff concerned for dereliction of duty.</p> <p>MTRCL pointed out that both COI and EAT confirmed that the Hung Hom Station Extension structure, with the implementation of suitable measures, was safe and fit for purpose. MTRCL advised that after the revelation of the relevant issues relating to the SCL project and the subsequent investigation, MTRCL had taken actions against the staff involved in accordance with the Corporation's disciplinary mechanism while senior staff of the SCL project at the time had also left the Corporation. The Corporation had also restructured and taken measures to strengthen staff training.</p> <p>In response to Mrs IP's concern about the proposed establishment of RD, the Administration advised that the new RD would consolidate the Government's monitoring and regulation efforts in various project stages throughout the whole project life cycle. The proposed amalgamation of the two offices respectively under the Highways Department ("HyD") and EMSD would bring about synergy effects by pooling together the Government's railway expertise. The purpose of the proposed establishment of RD was to further enhance the railway development and operation in Hong Kong.</p> | |
| 014133 – 014903 | Chairman Deputy Chairman Administration | <p>The Deputy Chairman enquired about the cost implications of the over-provision in design. The Administration advised that such estimation would be available upon completion of the review on the reasons for the over-provision of the main re-bars. On the other hand, the Administration pointed out that the cost of re-bars only accounted for a small proportion of the overall project cost of the SCL project.</p> <p>On the Deputy Chairman's enquiry about the measures to better control the project cost of future</p> | |

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| | | <p>railway projects, the Administration advised that monitoring and checking would be strengthened throughout the project life cycle, starting from the design stage.</p> | |
| 014904 – 015659 | Chairman Administration | <p>The Chairman asked whether the relevant government departments had provided information required by the law enforcement agencies to facilitate the investigations, if any. He also asked whether any officers responsible for the monitoring of SCL project, including the Monitoring and Verification ("M&V") Consultant and the relevant staff of HyD and other government departments, were being investigated for dereliction of duty.</p> <p>The Administration advised that the M&V Consultant and HyD had been seriously following up with MTRCL on issues relating to project management and cost. Since the Administration was aware of the irregularities in the construction works of SCL, MTRCL had been urged to take follow-up actions seriously. Additionally, the Administration had announced the setting up of a Commission of Inquiry and the establishment of EAT with a view to conducting an in-depth investigation into the incident from different perspectives. The Administration expressed disappointment that MTRCL, being the project manager of the SCL project, failed to comply with its responsibility under the Entrustment Agreement and to ensure the quality of works of SCL up to the high standards required. The Administration reserved the rights to take further actions against MTRCL.</p> <p>At the same time, the Administration agreed that a re-organization of relevant government departments was required to enhance the monitoring and control strategy for future railway projects. Implementation of the recommendations relating to the Government's monitoring measures was underway as well.</p> | |
| 015700 – 020221 | Chairman Dr Priscilla LEUNG MTRCL | <p>Dr LEUNG was concerned about the transparency of the terms of contracts signed between MTRCL and its contractors, in particular those relating to the responsibility of the contractor concerned in case of serious issues/incidents.</p> <p>MTRCL responded that it would recover from the contractor concerned the additional cost incurred in the event that the completed works were found not</p> | |

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| | | <p>implemented according to the specified requirements under the relevant contracts. The works contracts adopted by MTRCL were widely used by the industry. Having regard to various factors including members' view, the latest version of the New Engineering Contract would be adopted for new railway projects.</p> | |
| 020222 – 020803 | <p>Chairman Mr Abraham SHEK Administration</p> | <p>Mr SHEK considered that the Administration should furnish a detailed report on the final account of the SCL project. The Administration undertook to provide to LegCo a final report on the SCL project upon the full commissioning of SCL and completion of account finalization.</p> | |
| 020804 – 021024 | <p>Chairman Mr Michael TIEN MTRCL</p> | <p>Mr TIEN enquired whether MTRCL would suspend the contractor concerned, i.e. Leighton Contractors (Asia) Limited, from tendering for new railway projects for the coming 10 years. MTRCL advised that the Corporation's tendering procedures were established in accordance with the relevant standards set out by the World Trade Organization.</p> | |
| 021025 – 021244 | <p>Chairman Ir Dr LO Wai-kwok Administration</p> | <p>In response to Ir Dr LO's enquiry, the Administration responded that the long-term monitoring programme recommended by EAT had commenced in March 2021. HyD and MTRCL would continue to finalize the details of additional quality assurance for implementation by mid-2021.</p> <p>Ir Dr LO requested the Administration to provide information on the implementation details of the long-term monitoring programme for the built structures in Hung Hom Site.</p> | <p>Admin (paragraph 6 of the minutes referred.)</p> |
| 021245 – 021511 | <p>Chairman Mr LAU Kwok-fan Administration</p> | <p>Mr LAU asked about the involvement of consultants in future railway projects upon the establishment of new RD. The Administration reiterated its stance.</p> <p>Mr LAU further asked if the Administration would use the SCL project as an example to illustrate the benefits of the proposed establishment of RD. The Administration advised that it would further explain the justifications for establishing the new RD when the relevant staffing proposal was submitted to LegCo for approval.</p> | |
| 021512 – 021624 | <p>Chairman Dr Priscilla LEUNG Administration</p> | <p>Dr LEUNG requested the Administration to provide information as to whether the Administration would pursue the liability of MTRCL for cost overrun in the Hong Kong Section of the Guangzhou-Shenzhen-</p> | |

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| | | Hong Kong Express Rail Link project and the SCL project through arbitration. The Chairman requested the Administration to revert in writing if the relevant information was available. | |
| <i>Agenda Item V – Any other business</i> | | | |
| 021625 – 021627 | Chairman | Closing remarks | |

Council Business Division 4
Legislative Council Secretariat
20 October 2021