

**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 2021)**

(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 2021.

Background

2. 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. 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. Among the ten stations in SCL, Hin Keng Station, Diamond Hill Station extension, Kai Tak Station, Sung Wong Toi Station, To Kwa Wan Station, the new Tuen Ma Line platforms at Ho Man Tin Station and Hung Hom Station have commenced service. Exhibition Centre Station and Admiralty Station are new station and the extension of an existing station respectively. Under the entire railway project, Admiralty Station and Ho Man Tin Station will become integrated stations providing interchange service to passengers of East Rail Line, Tsuen Wan Line, Island Line and South Island Line (East)(“SIL(E)”), as well as passengers of Tuen Ma Line and Kwun Tong Line Extension (“KTE”) respectively (layout of alignment and relevant stations are at **Annex 1**).

Latest Progress of the Main Works

4. The progress report of the SCL project as at 30 June 2021 submitted by MTRCL is at **Annex 2**. Our analysis and supplement on the progress report are provided below.

Tai Wai to Hung Hom Section

5. The entire Tuen Ma Line from Wu Kai Sha Station to Tuen Mun Station (including the “Tai Wai to Hung Hom Section”) was commissioned on 27 June 2021.

Other Works

6. Regarding the provision of a pedestrian passage connecting Pak Tai Street and Sung Wong Toi Station, MTRCL has been exploring options with less archaeological impact, and consulted the relevant working group of the Kowloon City District Council and other stakeholders in December 2020. The majority views were supportive of the proposed footbridge connecting Pak Tai Street and Sung Wong Toi Station. The MTRCL will develop in-depth study and the detailed design of Pak Tai Street pedestrian passage on the basis of the footbridge scheme and will consult the Kowloon City District Council and relevant stakeholders after the details of the scheme are devised which is expected to be completed in early 2022. Before implementation of the above pedestrian passage, 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 3**). 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 has been opened for public use.

7. In addition, MTRCL engaged a consultant in March 2021 to commence a 5-year monitoring for Hung Hom Station Extension, North Approach Tunnels, South Approach Tunnels and Hung Hom Stabling Siding. Professional staff will monitor closely if the station structure, groundwater level, groundwater seepage, and other conditions are within expectations. Long term monitoring includes those works and requirements raised in the Final Report of the Expert Adviser Team for the SCL project, i.e. the monitoring and inspection at critical locations in respect of long term structural performance, durability and insufficient construction record, and the restrictions and preventive measures premised on the design assumptions of the updated design. Site monitoring commenced in April 2021. MTRCL has reported to the Highways Department (“HyD”) the consultant’s assessment results

up to September 2021 and no anomaly was observed. Independent expert appointed by HyD agreed with the assessment results.

Hung Hom to Admiralty Section

Bifurcation Works on the East Rail Line (EAL) near Hung Hom Station

8. To recover delay, with the consent of Government department, the MTRCL has suspended the EAL train service between Hung Hom and Mongkok East on six Sundays to carry out bifurcation works near Hung Hom Station. MTRCL has planned to suspend the EAL train service in the same section on 31 October 2021 (Sunday) as the last time to complete the bifurcation works.

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

9. At the end of June 2021, with the construction work of the cross harbour tunnel section substantially completed, MTRCL was testing the signalling system.

10. Upon substantial completion of the 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)

11. The structural works of the Exhibition Centre Station were substantially completed. The remaining construction activities including the architectural builders works and finishes, building services and E&M works at the Exhibition Centre Station, as well as the re-provisioning of Wan Chai Sports Ground, are progressing in full swing. In addition, to facilitate the remaining construction works of the Exhibition Centre Station and the road improvement works entrusted by other project, it is necessary to continue with the implementation of the temporary traffic management measures at Wan Chai North.

12. 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 updates.

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. During the period from 1 April to 30 June 2021, the pre-set trigger levels remained unchanged.

13. The works at Admiralty Station and the south overrun tunnel and the re-provisioning of at-grade footpath adjacent to the station were substantially completed.

New Signalling System of the East Rail Line

14. On 21 January 2021, MTRCL submitted the Investigation Panel Report and the Technical Investigation Report prepared by the Investigation Panel and MTRCL respectively to the Government providing suggestions and improvement measures in relation to the abnormalities revealed during the test on the new EAL signalling system in May 2020, and the suspension of the commissioning of new EAL signalling system in September 2020. After vetting the reports and based on the tests carried out in the past months, the Government approved on 1 February 2021 that the new EAL signalling system could commence service. The new EAL signalling system and the new 9-car trains commenced service on 6 February 2021. The EAL was being operated with a mixed fleet of new 9-car trains and old 12-car trains, and with the progressive replacement of old 12-car trains by the new 9-car trains. The upgrading and testing of new signaling system of the "Hung Hom to Admiralty Section" have commenced.

Impact of COVID-19 Pandemic on Construction Works

15. According to the information provided by MTRCL, as of end June 2021, although the COVID-19 pandemic had impacted the progress of some individual contracts, the overall progress of the SCL project had not been affected. MTRCL will continue monitoring closely the overall construction works progress.

Conclusion

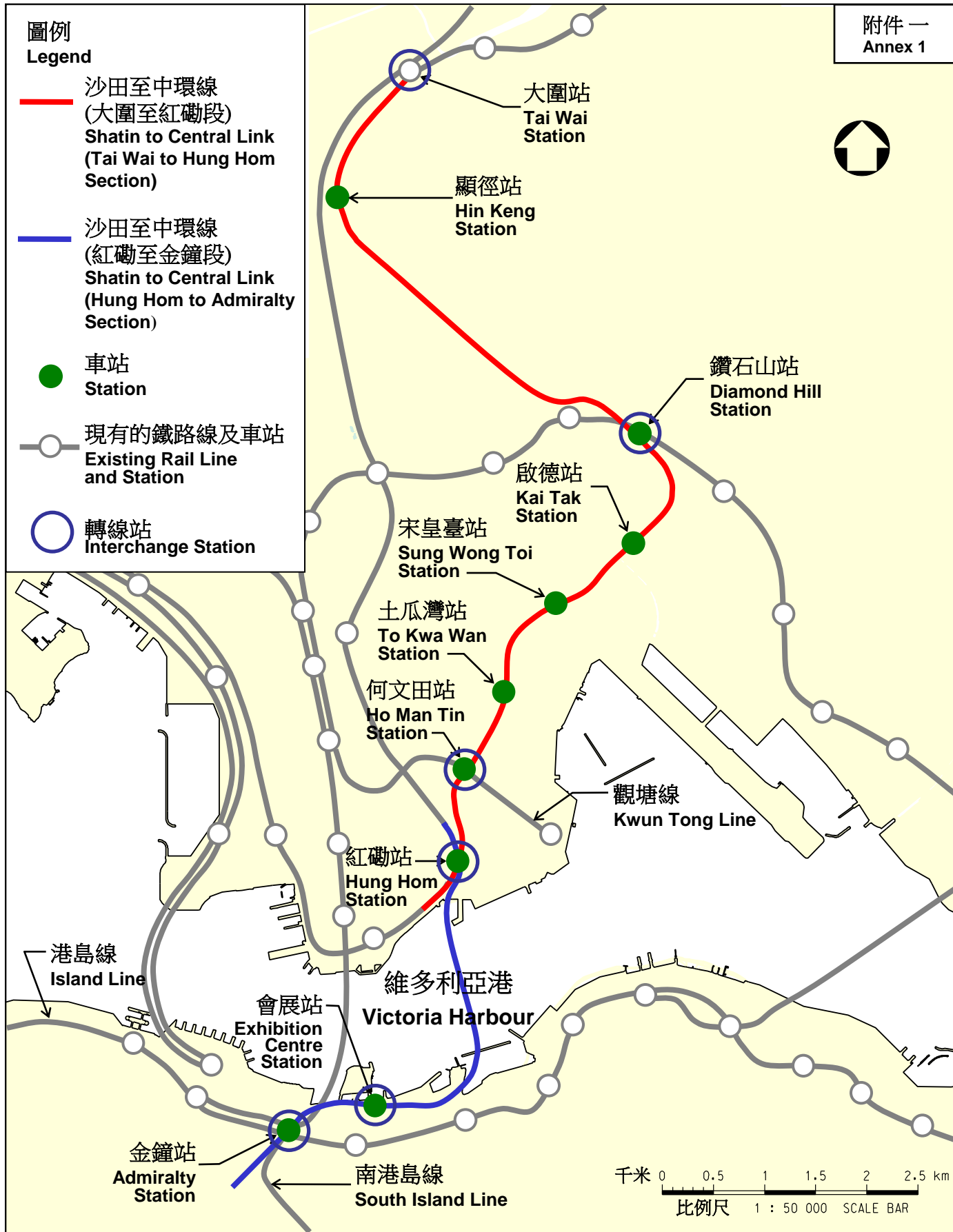
16. With regard to the implication on the commissioning date of the "Hung Hom to Admiralty Section" arising from the suspension of the new EAL signalling system, MTRCL has been implementing feasible delay recovery measures. The critical works activities on EAL include the bifurcation works (above paragraph 8); and the new signalling system and deployment of new trains into service (above

paragraph 14). After completion of the bifurcation works, full line dynamic train tests, reliability tests and trial operations will be conducted progressively. Upon the Government's request, MTRCL has been implementing delay recovery measures, and has reviewed the effectiveness of the measures and the overall works progress holistically. MTRCL anticipates that the "Hung Hom to Admiralty Section" would be commissioned in June to July next year. The Government would continue to closely oversee the construction works of the "Hung Hom to Admiralty Section", to ensure safe and reliable railway services for early commissioning the section to serve the public.

**Transport and Housing Bureau
Highways Department
October 2021**

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



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 2021)**

INTRODUCTION

This report updates Subcommittee members on the progress of Shatin to Central Link (“SCL”) as at 30 June 2021.

OVERVIEW OF THE SCL PROJECT

Opening of Tuen Ma Line (“TML”)

2. A major milestone and achievement of the SCL project was attained with TML commencing passenger service on 27 June 2021. The “Tai Wai to Hung Hom Section” under SCL links the former West Rail Line and former Ma On Shan Line to form the TML, spanning approximately 56 kilometres. TML connects the east and the west of the New Territories through Kowloon, providing a more comprehensive railway network with better accessibility to passengers with 27 stations, including six interchange stations linking Tsuen Wan Line, Kwun Tong Line, East Rail Line (“EAL”) and Tung Chung Line. The opening of TML has been greatly welcomed by the communities.

Works progress

3. The Corporation is now focusing on delivering the “Hung Hom to Admiralty Section” of the SCL project. As at 30 June 2021, the “Hung Hom to Admiralty Section” was 94.3% complete.

4. In preparation for extending the East Rail Line (“EAL”) under Victoria Harbour to Admiralty Station (“EAL cross-harbour extension”), critical works on EAL are being carried out progressively. These include the commissioning of the new signalling system, the gradual introduction of new trains on EAL (known as Mixed Fleet Operations (“MFO”)) and the track bifurcation works to the north of Hung Hom Station, i.e., realignment of the EAL tracks to bring trains to the new EAL platforms at

Hung Hom Station and the cross-harbour rail tunnel. Since the commissioning of the new signalling system in February this year, the EAL operation has generally been smooth and the new 9-car trains are also gradually being put into services on the EAL.

5. In the past months, with the concerted efforts of respective teams, various critical works have achieved substantial progress, which enabled the Corporation to establish a clearer schedule for the commissioning of the EAL cross-harbour extension. Taking into account the progress of the critical activities on the programme, upcoming testing of the railway systems and trial running, in conjunction with the Government, EAL cross-harbour extension is targeted for commissioning in June to July 2022 at the earliest. The Corporation is focusing on completing the remaining works smoothly, whilst coordinating with relevant Government departments to carry out the necessary testing and trial operations, all in the interests in launching the cross-harbour service as soon as practicable.

6. Measures have been implemented to minimise any impact of the COVID-19 pandemic on the project. These have included significant focus being given to the delivery of equipment and materials from outside Hong Kong, to manage the disruption caused by the logistics worldwide shipping problems, and identification of alternative suppliers of materials and use of technology to facilitate remote inspections. In support to the plea of the Construction Industry Council and the Hong Kong Construction Association, all of the workers entering the SCL active work must have received two doses of vaccines at least 14 days prior to entry or possess negative COVID-19 test results issued within the previous 14 days.

(i) Hung Hom to Admiralty Section

7. In Hung Hom, all relevant statutory inspections for the North Ventilation Building and new EAL platforms in Hung Hom Station are complete.

8. The EAL will extend under the Victoria Harbour from Hung Hom Station to Admiralty Station, via the newly built fourth cross-harbour rail tunnel, with an intermediate station, Exhibition Centre Station (EXC) located in Wan Chai North. Overall, works for the railway tunnels from “Hung Hom to Admiralty Section”, including the installation of major E&M systems, are complete. Following overhead line energisation in late March 2021, train testing along this section is ongoing.

9. On Hong Kong Island, fitting-out, E&M and building services installation works at the South Ventilation Building site near the Causeway Bay Typhoon Shelter (“CBTS”) are substantially complete. Statutory inspections are well underway.

10. Construction of the three-level underground EXC and associated railway facilities are on-going in the Wan Chai North area. The EXC station box was topped out in November 2020, while architectural builder's works and finishes, E&M and building services installation works are progressing satisfactorily. Road reinstatement in the area is in progress.

11. Structural works for the EXC West Ventilation Building located at Fleming Road are complete, while fitting-out, E&M and building services installation works are progressing.

12. At the Wan Chai Sports Ground, the remaining foundation works including piling are being carried out. As unexploded wartime bombs were previously discovered in the EXC works sites during excavation, the project team is working cautiously to ensure risks are minimised. The pile extraction to facilitate the reprovisioning of the Wan Chai Sports Ground facilities is progressing.

13. 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 the relevant structures and public facilities reaches or exceeds the pre-set trigger levels for the temporary suspension of works.

14. During the period from April to June 2021, no monitoring readings reached or exceeded the pre-set trigger levels for temporary suspension of works, and no pre-set trigger levels have been revised.

15. To facilitate SCL construction and the road improvement works entrusted to MTRCL by the Government, temporary traffic management schemes continue to be implemented in stages in Wan Chai North.

16. At the extended Admiralty Station, architectural builder’s works and finishes, building services, and E&M works including escalator installation are substantially complete. Testing and commissioning of the railway systems and facilities such as station control system, fire services system and escalators is substantially complete. Fire services inspections are also

complete. Reinstatement of external paving is substantially complete.

(ii) The existing EAL

17. In preparation for extending the EAL under Victoria Harbour to Admiralty Station, critical works are being carried out on the existing EAL, including MFO and the bifurcation works.

18. To accommodate the space constraints of the new railway infrastructure on Hong Kong Island, 37 sets of new 9-car trains have been procured and are being delivered to Hong Kong progressively. The new trains, with a wider body and newly designed handrails, as well as a LED lighting system, 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.

19. The new trains are now gradually being put into service on the EAL. Since the introduction of the new signalling system and first batch of the new trains in February 2021, some initial teething problems, not uncommon on projects of a similar nature, have been identified and resolved. The operation of EAL is generally smooth and reliable.

20. During MFO, measures have been put in place in stations to facilitate passenger familiarisation with the new boarding and alighting arrangements. These include prominent blue and green signs on platforms, information display panels, clear public announcements and additional customer service staff.

21. Track realignment, also known as bifurcation work, is being carried out north of Hung Hom Station to connect the existing EAL to the new platforms at Hung Hom Station Extension and the new cross-harbour rail tunnel. While the majority of the bifurcation works are planned to be carried out during the non-traffic hours, the more complex and critical works are being carried out on some of the Sundays between January and October 2021, with EAL service between Mong Kok East and Hung Hom Stations temporarily suspended on these Sundays.

22. Six Sunday service suspensions have been completed since January 2021, with passenger arrangement being well managed and train services

resuming normally the following day. Most affected passengers used alternative routing on the railway network to continue with their journey, many using the TML following its service commencement on 27 June. Some affected passengers have chosen the shuttle service provided by the Corporation between Hung Hom and Kowloon Tong stations. Both the work and passenger arrangements have both gone well. The bifurcation is progressing satisfactorily. The seventh and last Sunday service suspension will take place on 31 October 2021.

23. Installation of Automatic Platform Gates (“APGs”) in existing EAL stations is scheduled to commence after the existing EAL train fleet is fully replaced by the new trains. This is due to the two types of train having different door positions. Preparatory works, including strengthening of the EAL platforms and construction of the associated system equipment rooms and facilities are substantially complete and some early preparation for APGs fitting is underway.

(iii) Testing and commissioning

24. Following the completion of the critical sections of the bifurcation works, the track and overhead line of existing operating lines of the EAL are now connected to the newly constructed EAL platforms at Hung Hom Station. The overhead line of the full EAL has been energised and the signalling system of both the existing and new railway sections of EAL has been connected, allowing various dynamic train tests to commence along the sections.

25. Dynamic train tests are now being carried out in the new railway section during non-traffic hours. Starting from November 2021, testing and statutory inspections will be gradually extended to cover the full length of the EAL to ensure that the railway systems are fully integrated with and operate seamlessly before the commencement of passenger service.

(iv) Reinstatement works

26. Marine works in the CBTS for SCL have been completed. To suit the schedule of the seabed improvement works in CBTS by the adjacent Government infrastructure project, moorings in CBTS are being reinstated in phases. Phase One, reinstatement of the moorings for the Royal Hong Kong Yacht Club, is complete. Phase Two, reinstatement of Anchorage Area, is also substantially complete. Phase Three, reinstatement of mooring arrangements of the Private Mooring Area is underway, with installation of new mooring component commencing in September 2021. The

Corporation continues to closely work with the relevant Government departments and stakeholders to progress the reinstatement of mooring arrangements within the typhoon shelter.

27. Fitting-out work is continuing on the new reprovisioned footbridges at EXC as part of the final finishes.

28. The former Wan Chai Ferry Pier Public Transport Interchange, which was temporarily relocated to the newly reclaimed area near Marsh Road to facilitate EXC construction since 2015, will be reinstated at its original location in 2022 subject to works progress.

29. At the Wan Chai Sports Ground, the facilities temporarily relocated in 2015 to make way for construction are being reinstated. The temporary facilities will be demolished and removed after reinstatement is complete. All works are expected to complete in 2022.

(v) Remaining non-railway works under the “Tai Wai to Hung Hom Section”

30. As for the Wong Tai Sin Public Transport Terminus (“PTT”), design of the modification to Shatin Pass Road and the ingress and egress points of the lower deck of the PTT are substantially complete. Communication with local stakeholders and engagement works on relevant temporary traffic arrangements continues. Subject to the communication and consultation progress, construction is expected to commence by end 2021. The corresponding temporary traffic management schemes will then be implemented.

31. 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. Detailed design of the reprovisioned Ma Chai Hang Recreation Ground commenced in September 2020, and statutory procedures and coordination with relevant Government departments are ongoing. Upon completion of the detailed design, procurement of the construction contract will follow, with construction expected to start in the third quarter of 2022.

32. Due to archaeological discoveries in the area of Sung Wong Toi Station, the previously proposed subway adit connecting the Pak Tai Street entrance cannot be constructed according to the original plan. To provide a convenient access to Sung Wong Toi Station for nearby residents, an alternative option of a pedestrian footbridge has been developed and

generally agreed by local stakeholders. The Corporation will continue to progress the footbridge proposal with the relevant Government departments.

COSTS

Cost and expenditure

33. Since mid-2012, 29 major civil and 30 major E&M contracts¹, together with other minor contracts, have been awarded with a total sum of \$57.906 billion. The contract sums for civil works and E&M works are about \$44.004 billion and \$13.903 billion respectively (Please refer to **Enclosure I**).

34. 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

35. 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.

36. 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.

37. To enhance the control of expenditure, the Corporation has its Project Control Group (“PCG”) as a gatekeeper, 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.

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.

38. 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. The Government is consulted on all such matters.

Estimate of Cost to Complete (“CTC”)

39. In February 2020, the Corporation completed its further review and revalidation of the CTC of the SCL Project and notified the 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 43 below).

40. 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.

41. The Corporation notes that the 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 the Government and subsequently approved by the Legislative Council on 12 June 2020 did not include any additional amount of PMC for the Corporation.

42. The Corporation announced on 19 January 2021 that as the project management fee paid by the Government as per the original PMC has been expended in full, and the Corporation has made a provision of approximately \$1.371 billion to meet, on an interim and without prejudice basis, the cost of continuing to comply with its project management obligations under the Entrustment Agreement, to allow the SCL project to progress. The Corporation will follow up with the Government for a resolution of this matter and reserves its position as to the ultimate liability for such costs and as to its rights to pursue the courses of action and remedies according to the Entrustment Agreement. The Corporation continues to exercise rigorous cost control with the objective of ensuring that construction costs are properly managed.

43. 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 the relevant SCL contracts.

STAKEHOLDER COMMUNICATION AND ENGAGEMENT

44. 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 the 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.

45. While many in-person meetings and activities were called off due to the COVID-19 situation and social distancing measures, we maintain close communication with the local communities and stakeholders in appropriate and timely manners. Online meetings, websites and social media are being utilised to reach stakeholders and keep members of the public posted about the project.

EMPLOYMENT OPPORTUNITIES

46. About 1,499 construction workers and technical / professional staff members are employed for the SCL project as at 30 June 2021, 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". A total of 520 trainees have since completed the trade test and proceeded to continue their careers in the field.

CONCLUSION

47. Members are invited to note the above information.

MTR Corporation Limited
October 2021

Expenditure report as at 30 June 2021

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	44,003.5	48,598.4	1,064.3
E&M works	13,902.5	8,731.6	858.9
Total	57,906.0	57,330.0	1,923.2

* The estimated amount of unresolved claim: Amount claimed (\$2,863.3 million) – Interim award (\$940.1 million) = \$1,923.2 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	558	4,553.1	2,361.0	414	1,770.8	706.5
E&M works	80	740.4	335.8	120	1,092.5	233.6
Total	638	5,293.5	2,696.8	534	2,863.3	940.1

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 2021, the Corporation has received 1,172 substantiated claims and the amount claimed in total was about \$8,156.8 million, representing 14.1% 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 2021, 638 cases were resolved and about \$2,696.8 million was awarded, representing about 4.66% of the awarded

contract sum for the contracts. Having regard to the progress of the relevant assessment and discussion, interim awards amounting to about \$940.1 million have been made for some cases.

Overall works progress of the SCL as at 30 June 2021

Overall works completed : 97.4%

(A) Cumulative progress of 29⁽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	100%
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	99%
1121	EAL Cross Harbour Tunnels	99%
1122	Admiralty South Overrun Tunnel	99%
1123	Exhibition Centre Station and Western Approach Tunnel	97%
1124	Admiralty SCL Related Works	99%

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	99%
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 29 awarded major civil contracts as mentioned in Paragraph 33 of this report include Contracts 11230, 11241 and 11260. 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 and Contract 11260 is the extension of heavy repair workshop at Ho Tung Lau Depot. As 11230 and 11241 involve no civil construction works, and 11260 is the modification works of existing depot which will have no impact on the overall works progress of SCL, 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	77%
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	92%
1153	Tunnel ECS for SCL Phase 1	100%
1153B	Tunnel ECS for SCL Phase 2	98%
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	57%
1155	Power Supply System and Trackside Auxiliaries for SCL Phase 1	100%
1155B	Power Supply System and Trackside Auxiliaries for SCL Phase 2	99%
1159	Lifts for SCL Phase 1	100%
1162	TETRA System for SCL Phases 1 & 2	99%
1162B	Radio Distribution Network System for SCL Phases 1 & 2	97%
1163	AFC System and SAM System for SCL Phases 1 & 2	88%
1164	Building Services for Diamond Hill Station	100%
1164B	Building Services for SCL Hong Kong Island Section	80%
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	96%
1169	Communications System for SCL Phase 1	100%
1169B	Communications System for SCL Phase 2	79%

1172	Escalators for SCL Phase 1	100%
1172B	Lift and Escalators for SCL Phase 2	81%
1173	Building Services for Hung Hom Station and Hung Hom Stabling Sidings	100%
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 Building3	100%
1183	EAL Signalling System Modification	100%
1191	Floodgate System for SCL Phase 2	99%

行人隧道 C 的走線 Alignment of Adit C



Existing pedestrian crossing
原有行人過路處