

CONTROLLING OFFICER'S REPLY

THB(T)032

(Question Serial No. 0712)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Highways Department's work of overseeing the progress of the Shatin to Central Link (SCL) to ensure its timely completion, please provide the following information:

- (1) As regards the Shatin section, Wong Tai Sin section, Kowloon City section, Hung Hom section, Cross Harbour section and Hong Kong Island section of the SCL, what are the current cumulative percentage of completion and the target percentage for this year? Please also list the difficulties encountered in each section;
- (2) In the light of the cost overrun of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, will the Government consider engaging independent quantity surveyors for the SCL's subsequent works contracts to ascertain the works costs payable against the quantities of works completed; and
- (3) Given the archaeological findings of Well J2 and the water channel at the To Kwa Wan (TKW) Station site of the SCL, which are the contracts being affected? Do the works at the station need to be suspended completely? Is there any part which may allow construction to proceed? What are the details? When is it expected that the works concerned will fully resume?

Asked by: Hon CHAN Yuen-han (Member Question No. 39)

Reply:

- (1) According to the MTR Corporation Limited (MTRCL), up to the end of 2014, the planned and actual progress of construction works of the SCL are 34% and 23% respectively in terms of percentage share (%) of the estimated expenditure on the project. The major construction difficulties of civil works for various sections of the SCL are tabulated below.

Section of the SCL	Major construction difficulties encountered
Shatin section	<ul style="list-style-type: none"> • difficult ground conditions affecting the progress of tunnelling works between Hin Keng and Ma Chai Hang
Wong Tai Sin section	<ul style="list-style-type: none"> • complicated geological condition affecting the progress of tunnelling works at the Wong Tai Sin area • complicated geological condition and congested underground utilities affecting the progress of works for the pedestrian facilities connecting the Tsz Wan Shan area and the Diamond Hill Station
Kowloon City section	<ul style="list-style-type: none"> • delay to the construction of the TKW Station and the tunnels between TKW and Homantin arising from the archaeological and conservation works at the TKW Station
Hung Hom section	<ul style="list-style-type: none"> • complicated geological condition and limited working space under the existing Hung Hom Station podium • close proximity to the operating railway lines and station structures
Cross Harbour section	<ul style="list-style-type: none"> • removal of a large quantity of hard soil at the seabed of the Victoria Harbour for the construction of the tunnels of the SCL
Hong Kong Island section	<ul style="list-style-type: none"> • enabling works to allow flexibility for the construction of the new convention facilities above the Exhibition Station • complex interface to cater for the reclamation works under the Wan Chai Development Phase II and the tunnel works of the Central-Wan Chai Bypass

- (2) The MTRCL has been entrusted by the Government to implement the SCL project. The Highways Department (HyD) closely monitors the work of the MTRCL. The HyD employs an independent Monitoring and Verification (M&V) consultant with quantity surveyors to assist in monitoring and verifying the cost of the SCL project. The M&V consultant carries out financial audit for all SCL works contracts regularly.
- (3) Construction of the TKW Station of the SCL is part of the works under Contract No. 1109 – ‘Stations and Tunnels of Kowloon City Section’. The contract comprises the construction of the TKW Station, the Ma Tau Wai Station, and two tunnels each of about 1.6 kilometres long from the TKW Station to the Ho Man Tin Station constructed by tunnel boring machines (TBM). To minimise the impact on the archaeological and conservation works, certain excavation works for the launching shaft for TBM at the TKW Station and the construction works for part of the TKW Station were suspended for about seven to 11 months. The Antiquities Authority (the Secretary for Development) announced on 8 December 2014 his decision on the conservation method of the remnants discovered at the TKW Station, with most of them preserved in-situ. The MTRCL is revising the design of the TKW Station and construction sequence in accordance with the decision. The MTRCL estimated that there would be a minimum delay of 11 months and an additional cost of at least \$4.1 billion for the Tai Wai to Hung Hom section of the SCL, arising from the archaeological and conservation works at the TKW Station. The MTRCL is conducting a cost review of the entire SCL for submission to the HyD for scrutiny.

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