

CONTROLLING OFFICER'S REPLY

THB(T)262

(Question Serial No. 5076)

Head: (60) Highways Department

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

Programme: (1) Capital Projects, (3) Railway Development

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Regarding the Tuen Mun Western Bypass (TMWB) project, what are the works progress, expenditure and manpower involved and dates of completion? In 2019-20, will the Highways Department (HyD) conduct joint public consultation with other departments for the construction of the TMWB? What are the respective expenditures and manpower involved and anticipated dates of completion?
- (2) How effective are the bus-bus interchanges (BBIs) on Tuen Mun Road since their commissioning? What are the expenditure and manpower involved in the BBIs on Tuen Mun Road in 2019-20? Whether the Administration will plan to construct BBIs on other roads? What are the details and the expenditure involved?
- (3) What are the details of the investigation for the widening of Castle Peak Road - Castle Peak Bay. What is the anticipated commencement date of the project? Over the past 5 years, did the Administration carry out public consultations in the areas affected by the project? What were the details and expenditure involved? In 2019-20, will the Administration continue to carry out public consultations in the areas affected by the project? What are the details and the estimated expenditure involved?
- (4) Over the past 5 years, what were the details of the items completed, the actual expenditures incurred and the number of staff involved in the provision of barrier-free access facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme? What are the details of the items to be commenced under the UA Programme in 2019-20? What are the actual project expenditures and the number of staff involved?
- (5) Please provide the name list of the engineering consultants/monitoring and verification (M&V) consultants of all large-scale infrastructural projects (including but not limited to the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR), the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) Island and the Central-Wan Chai Bypass), and list out by year the expenditures involved in the engagement of engineering consultants/M&V consultants for the above-mentioned projects from their commencement to completion as well as in 2019-20. Please

advise the Administration will by what means supervise the work of the engineering consultants/M&V consultants, and the annual expenditure involved.

- (6) After the Administration published the Railway Development Strategy 2014, what are the implementation timetable, details, expenditure and manpower involved?
- (7) What is the construction progress of the Shatin to Central Link (SCL) project? What are the respective completion dates and latest cost estimates for the works?
- (8) Please list out by year the expenditures involved in the engagement of the M&V consultants for the SCL project since its commencement as well as in 2019-20. Please advise the Administration will by what means supervise the work of the M&V consultants, and the annual expenditure involved.
- (9) Please list out by year the expenditures involved in the engagement of the M&V consultants for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project since its commencement to completion as well as in 2019-20. Please advise the Administration will by what means supervise the work of the M&V consultants, and the annual expenditure involved.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 111)

Reply:

Q1:

The HyD commenced the further investigation and preliminary design study for the proposed alignment of TMWB in October 2017 for completion in around two years' time. The study includes the review of the detailed alignment and connection points, the arrangement of ancillary facilities as well as various impact assessments including environmental, traffic, land etc., construction cost, implementation packaging and programme and arrangements. Depending on the progress of the investigation study, the HyD will conduct public consultation in due course. The actual expenditure on the investigation study in 2018-19 was \$5.6 million, while the estimated expenditure for 2019-20 is \$7.0 million. The HyD has been deploying existing staff resources to supervise the investigation study.

Q2:

The Kowloon-bound and Tuen Mun-bound BBIs on Tuen Mun Road were commissioned in December 2012 and July 2013 respectively. They currently serve 31 regular franchised bus routes. On average, about 39 000 passengers make use of the BBIs daily, with about 23 000 passengers using the Tuen Mun-bound BBI and about 16 000 passengers using the Kowloon-bound BBI. The BBIs are generally well-received by passengers. The works in relation to the traffic management of Tuen Mun Road BBIs are undertaken by the existing staff of the Transport Department as part of their normal duties. In 2019-20, an estimated expenditure of about \$11.29 million is reserved for the Tuen Mun Road BBIs project for the purpose of finalisation of the project.

To encourage and facilitate passengers to interchange between different bus routes to enhance the efficiency of bus services, the Government has recently completed / is currently undertaking construction works for BBIs at the following four locations –

- (a) BBI on Fanling Highway: The HyD has completed the construction of a BBI on Fanling Highway Kowloon bound near Ho Ka Yuen. The BBI was commissioned on 23 December 2018. The estimated expenditure for the BBI in 2019-20 is about \$1.5 million.
- (b) BBI at Tuen Mun – Chek Lap Kok Link (TM-CLKL): Under the TM-CLKL project, the HyD will construct a BBI at both bounds of the proposed toll plaza of TM-CLKL. The BBI is anticipated to be opened together with TM-CLKL Northern Connection in 2020 at the earliest. The cost of the BBI works has been included in the TM-CLKL project and there is no separate breakdown of the item.
- (c) BBI at Tseung Kwan O – Lam Tin Tunnel (TKO-LTT): Under the TKO-LTT project, the Civil Engineering and Development Department (CEDD) will construct a BBI at the Kowloon bound of the tunnel portal in Lam Tin near the existing toll plaza of the Eastern Harbour Crossing. The BBI is anticipated to be completed in 2021. The cost of the BBI works has been included in the TKO-LTT project and there is no separate breakdown of the item.
- (d) BBI at Tseung Kwan O Tunnel: Under Development of Anderson Road Quarry Site project, the CEDD has commenced the construction of a BBI at both bounds of the existing toll plaza of Tseung Kwan O Tunnel. The BBI is anticipated to be completed in 2019. The estimated expenditure for the BBI in 2019-20 is about \$50 million.

The Government will continue to explore the provision of enhanced interchange facilities at other suitable locations with stakeholders concerned.

Q3:

In support of the development of Tuen Mun, the widening of Castle Peak Road - Castle Peak Bay project was originally scheduled to commence in 2016 for completion in 2019-20. However, a resident in Tuen Mun filed a judicial review in relation to the project in September 2015 and the judicial proceedings are still underway.

The HyD conducted extensive public consultations with various stakeholders including the Tuen Mun District Council and residents of the estates along the road section since 2013. Subject to the outcome of the judicial review, the HyD will review the implementation of the project.

Q4:

Under the “Original Programme” and “Expanded Programme” of the UA Programme, we have been pressing ahead with the implementation of a total of 202 items. As at 28 February 2019, 121 items were completed and 70 items were under construction. Construction for the remaining 11 items will commence as soon as possible upon completion of detailed design and other related work.

Under the “Second Phase” of the UA Programme (previously referred to as “Next Phase” and subsequently renamed as the “Second Phase”), we have been carrying out investigation and design work for the 45 items and will commence the construction works progressively starting from 2019.

As the UA Programme has been widely supported by the community, the Government announced in the 2018 Policy Address that we would carry out a feasibility study on lift retrofitting proposals for some 120 remaining walkways in various districts under the current ambit of the Programme with a view to taking forward the feasible items expeditiously so as to benefit the elderly and people in need (referred to as the “Third Phase”). We will engage consultants in the second quarter of 2019 to carry out investigation and design work for the “Third Phase”, with a view to commencing construction works progressively starting from 2021.

The expenditures on the UA Programme in 2014-15, 2015-16, 2016-17, 2017-18 and 2018-19 were \$554.3 million, \$779.0 million, \$801.9 million, \$855.0 million and \$751.6 million (estimate) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure of the UA Programme in 2019-20 is \$652.8 million. Apart from deploying existing staff resources to take forward previous phases of the UA Programme, the HyD will deploy one Senior Engineer and three Engineers/Assistant Engineers (supported by a Clerical Assistant) in 2019-20 to oversee the “Third Phase” mentioned above.

Q5, Q8 and Q9:

The engineering consultants/ M&V consultants of large-scale infrastructural projects, the SCL project and the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project with relevant expenditures are as listed below-

Project	Consultant	Approx. annual expenditure (\$ million) (Consultancy Fee + Investigation)					Forecast Expenditure (\$ million) (Consultancy Fee + Investigation)
		2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
HZMB HKBCF (Superstructures and Infrastructures) – Design and Construction	AECOM Asia Company Limited	72	53	45	28	20	54
HZMB HKBCF (Reclamation Works) – Design and Construction	Ove Arup & Partners Hong Kong Limited	1.3	1.4	0.6	0	0.7	2.7
Tender and Construction of HZMB HKLR – Design and Construction	Ove Arup & Partners Hong Kong Limited	3.5	3.3	3.2	4.1	2	2.8
TM-CLKL – Design and Construction	AECOM Asia Company Limited	26.8	18.7	37.8	69.2	13.9	4.6
Independent Review on the Procedures for HKLR (Section between Scenic Hill and HKBCF) - Investigation	PYPUN-KD & Associates Ltd.	0	0	0	0	2.3	0
Central Kowloon Route	Arup-Mott MacDonald Joint Venture	7.3	7.4	5.5	8.3	18.0	13.3
Central - Wan Chai Bypass and Island Eastern Corridor Link	AECOM Asia Company Limited	9.8	10.1	8.6	5.2	1.6	1.0
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2	Hyder-Arup- Black & Veatch Joint Venture and AECOM Asia Company Limited	0.2	0.64	0.56	6.45	0.43	0.1
SCL – M&V for Construction, Testing and Commissioning Phase	PYPYN-KD & Associates Limited	22.8	24.6	25.1	21.2	25.9	26
XRL – M&V for Construction, Testing and Commissioning Phase	Jacobs China Ltd.	15.8	21.4	29.7	30.2	26.8	16

The HyD has been managing the concerned consultancies in accordance with the Handbook on Selection, Appointment and Administration of Engineering and Associated Consultants, relevant guidelines promulgated by the Development Bureau and the M&V consultancy agreements. The relevant expenses are absorbed by the existing staff resources of the HyD. There is no separate breakdown of expenditure and manpower for this particular task.

Q6:

Having regard to the indicative implementation window recommended in the RDS-2014, the THB had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line. MTRCL submitted proposals for these five railway projects to the Government in end December 2016, end March 2017, end July 2017, end January 2018 and end July 2018 respectively. The THB, the HyD and relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals submitted by MTRCL in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In line with established procedures, prior to the finalisation of any new railway scheme, we will consult the public, including the Legislative Council and the relevant District Councils, on the details of the scheme.

As at March 2019, one Chief Engineer, five Senior Engineers and six Engineers in the HyD are tasked with assisting the THB in studying the railway projects recommended in the RDS-2014, with a total estimated staff cost of about \$14 million in 2019-20.

Q7:

As of 31 December 2018, the overall works for SCL project were 89% complete.

The Approved Project Estimate for the entire SCL project was adjusted upward from the original estimate of \$79,800 million to \$80,700 million (in money-of-the-day prices) in June 2017. The estimated expenditure of various subheads for the SCL project as at February 2019 are tabulated below –

Subhead	Project Title	Approved Project Estimate (\$ million)	Estimated Expenditure (\$ million)
6059TR	SCL – construction of railway works – protection works in Wan Chai Development Phase II	152.6	119.4
6058TR	SCL – construction of railway works – protection works	541.6	429.86
6063TR	SCL – construction of railway works – advance works	7,102.6	(Note 1)
6064TR	SCL – construction of non-railway works – advance works	1,448.2	(Note 1)
6061TR	SCL – construction of railway works – remaining works	65,433.3	(Note 2)
6062TR	SCL – construction of non-railway works – remaining works	5,983.1	(Note 2)

Note 1: Estimated expenditure is subject to an on-going process of contract finalisation.

Note 2: The Government received the revised cost estimate of the main works of the SCL project from the MTRCL on 5 December 2017. The MTRCL indicated the need to adjust upward the entrustment cost of the main works of the SCL project, from \$70.8 billion to \$87.3 billion, i.e. an increase of about \$16.5 billion. The Government is conducting a detailed review of the MTRCL's revised cost estimate.

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