

## LEGCO QUESTION NO. 20 - Annex

### Information on infrastructure projects

Name of Project	Initial cost estimate (\$ million)	Latest cost estimate / actual cost (\$ million)	Finance Committee (FC) approval date	Actual / anticipated works commencement date	Initially anticipated completion date	Actual / anticipated completion date	Anticipated usage or economic benefits to be achieved for the first five years	Approved funding for advance works (\$ million)	Consultancy fees for conducting advance works study (\$ million)	Name(s) of the consultant(s) responsible for carrying out advance works	Name(s) of the consultant(s)	Name(s) of the contractor
Shatin to Central Link (SCL)	79,814 (including protection works, advance works and main works)	Under review	May 2012 (main works)	July 2012 (main works)	Tai Wai to Hung Hom section: 2018  Hung Hom to Admiralty section: 2020	Tai Wai to Hung Hom section : mid-2019  Hung Hom to Admiralty section : 2021	Anticipated utilisation rate of about 1.1 million passenger-trips per day (2021)	8,398 (including protection works, and advance works)	2,407.5	Construction works entrusted to MTR Corporation Ltd.		Under the main works of SCL, MTR Corporation Limited has awarded a total of 56 major contracts <sup>1</sup> for the project. The contractors of the five highest awarded contract sum contracts are –  (1) Leighton - China State Joint Venture, (2) Dragages-Bouygues Joint Venture, (3) Leighton Contractors (Asia) Limited, (4) Samsung-Hsin Chong Joint Venture, and (5) Penta-Ocean - China State Joint Venture
Hong Kong–Zhuhai–Macao Bridge (HZMB) Hong Kong Link Road	16,189	25,047	November 2011 and May 2012	May 2012	End 2016	According to the assessment of the Highways Department (HyD), the works will be completed to achieve readiness for commissioning by end 2017.	According to the feasibility study for the HZMB completed in 2008, the anticipated traffic flow in the initial period after commissioning would be about 9,200 – 14,000 vehicles per day.	58.9	30.6	Ove Arup & Partners Hong Kong Ltd.	Ove Arup & Partners Hong Kong Ltd.	<ul style="list-style-type: none"> <li>● China State Construction Engineering (Hong Kong) Ltd.</li> <li>● Dragages-China Harbour-VSL JV</li> </ul>

<sup>1</sup> Major contracts refer to contracts with an awarded contract sum of more than \$50 million, and Contract 11227 of which the contract sum is \$49.8 million.

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Hong Kong– Zhuhai–Macao Bridge Hong Kong Boundary Crossing Facilities – Reclamation and Superstructures	30,433.9	35,895	November 2011 and January 2016	November 2011	End 2016	According to the assessment of the HyD, the works will be completed to achieve readiness for commissioning by end 2017.	According to the feasibility study for the HZMB completed in 2008, the anticipated traffic flow in the initial period after commissioning would be about 9,200 – 14,000 vehicles per day.	712.7	392.6	<ul style="list-style-type: none"> <li>● Ove Arup &amp; Partners Hong Kong Ltd.</li> <li>● AECOM Asia Company Ltd.</li> </ul>	<ul style="list-style-type: none"> <li>● Ove Arup &amp; Partners Hong Kong Ltd.</li> <li>● AECOM Asia Company Ltd.</li> </ul>	<ul style="list-style-type: none"> <li>● Leighton - Chun Wo Joint Venture</li> <li>● China Harbour Engineering Company Ltd.</li> <li>● China State Construction Engineering (Hong Kong) Ltd.</li> <li>● JSI - AUTOTOLL JV</li> <li>● ATAL Technologies Ltd.</li> <li>● Rapiscan Systems Pte Ltd.</li> </ul>
Tuen Mun-Chek Lap Kok Link (TM-CLKL) (Note 2)	44,798	44,798	June 2013	June 2013	End 2016 (Southern Connection)  End 2018 (Northern Connection)	<p>For the Southern Connection, according to the contractor's latest programme, it is anticipated that if no other unforeseen conditions arise in future, all the works can be completed in the first half of 2019 at the earliest.</p> <p>For the Northern Connection, if the contractor is fully co-operative to complete a reasonable and cost-effective design</p>	It is expected that the single-way peak traffic of the TM-CLKL Southern Connection will be 3,000 pcu/hour. As for the Northern Connection, the single-way peak traffic will be 1,600 pcu/hour.	1,909.6 (including detailed design, site investigation and advance works)	108	AECOM Asia Company Ltd.	AECOM Asia Company Ltd.	<ul style="list-style-type: none"> <li>● Gammon Construction Ltd.</li> <li>● Dragages-Bouygues Joint Venture</li> <li>● CRBC – KADEN Joint Venture</li> </ul>

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						amendment in a timely manner, and can expeditiously catch up with the work progress, it is anticipated that the tunnel works contract can be completed in the end of 2019 and all construction works of the Northern Connection be completed in 2020 at the earliest.						
The Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	66,818	86,420	January 2010 (Original Approved Project Estimate (APE))  March 2016 (Revised APE)	January 2010	August 2015	2018 Q3	109,200 passenger-trips per day after anticipated commissioning in 2018 Q3. (as estimated in 2015)	2,783 (including design and site investigation)		Construction works entrusted to MTR Corporation Ltd.		MTR Corporation Limited had awarded 42 major contracts for the project. Names of the contractors of the five highest awarded contract sum are: <ul style="list-style-type: none"> <li>● Gammon – Leighton Joint Venture</li> <li>● Laing O'Rourke – Hsin Chong – Paul Y Joint Venture</li> <li>● Dragages – Bouygues Joint Venture</li> <li>● Leighton Contractors (Asia) Ltd.</li> <li>● Maeda – China State Joint Venture</li> </ul>

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Hong Kong-Shenzhen Western Express Line	Not applicable (The Hong Kong – Shenzhen Western Express Line was not included in the Railway Development Strategy 2014 (RDS-2014) as one of the recommended railway schemes.)											
Lok Ma Chau Loop	Will be available upon completion of the detailed design.	Not applicable	Not applicable	Will be available upon completion of the detailed design.	Will be available upon completion of the detailed design.	Not applicable	Will be available upon completion of the detailed design.	Not applicable	9.8	<u>Detailed design and site investigation:</u> Black & Veatch Hong Kong Ltd.	Not applicable	Not applicable
West Kowloon Cultural District (WKCD)	The Government is responsible for funding and construction of public infrastructures and integrated basement to support the WKCD project (including hotel / office / residential developments). Given that the West Kowloon Cultural District Authority (WKCDA) plans to complete the main arts and cultural facilities in WKCD in three batches, the above public infrastructures and integrated basement undertaken by the Government will also be completed in phases. According to rough estimates, the amount of funding sought from the Legislative Council (LegCo) from 2014/15 to 2017/18 for the integrated basement including the associated public infrastructures, and the public infrastructures outside the integrated basement are about \$7 billion and \$2 billion (in money-of-the-day prices) in total respectively. A more accurate estimate will only be available in	The Government will, in line with WKCDA's priorities in developing the main arts and cultural facilities in WKCD, promptly apply to LegCo for funding for carrying out the detailed design and construction of the related infrastructure works and integrated basement. The related Government department in (i) January 2013; (ii) July 2015; and (iii) July 2015 secured respective funding approvals from the Finance Committee of LegCo for (i) Infrastructure works for WKCD, phase 1 – design and site investigation; (ii) Infrastructure Works for WKCD, phase 1 – first construction package; and (iii) Integrated Basement for WKCD – first and second stages of design, site investigation and construction works. The Government has entrusted the design and site investigation of part of the infrastructure works as well as the design and construction of the integrated basement mentioned above to WKCDA. WKCDA has also started the design work and construction works in time.	According to the latest implementation timetable of the WKCDA, batch 1 facilities are expected to be completed by 2018 or before while batch 2 facilities will be completed in stages starting from 2021. The public infrastructures and integrated basement to be developed by the Government will also be completed on schedule to tie in with the completion of these facilities.	The WKCD project will help foster vibrant cultural activities and, hence, enhance the quality of life for the general public. By supporting the development of a creative economy, nurturing local talents, attracting and retaining investors and talents, the WKCD will help promote Hong Kong's development as a knowledge-based economy and a world-class city.	The design and site investigation of the related public infrastructures and integrated basement are under 7753CL and part of 7791CL and the total approved estimate is about \$700 million.	Not Applicable (The design, site investigation and construction works of the related public infrastructures and integrated basement have been or are proposed to be entrusted to WKCDA.)						

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	<p>the detailed design stage.</p> <p>As for the remaining integrated basement (including Zones 2A, 2B and 2C) and public infrastructures located outside the integrated basement, the relevant Government departments will apply to LegCo for funding in time to suit the development of WKCD.</p>											
Kai Tak Development (KTD)	Will be available upon completion of the study.	Not applicable	Funds have been approved by the FC by stages from 2008.	Implemented by stages from 2008.	Not applicable	Will be available upon completion of the study.	KTD, covering an area of over 320 hectares, involves the transformation of the ex-airport site for the growth of Hong Kong, and at the same time providing an impetus for stimulating regeneration of the adjoining older districts. It also forms part of the Energizing Kowloon East initiative of transforming the ex-industrial areas at Kowloon Bay and Kwun Tong together with KTD into an	Cost of major pre-construction works and consultancy fees is about \$1.3 billion in money-of-the-day prices.	The major consultants for carrying out advance works of KTD are:	The major consultants of KTD are:	The major contractors of KTD are:	
									<ul style="list-style-type: none"> <li>● AECOM Asia Company Ltd.</li> <li>● Ove Arup &amp; Partners Hong Kong Ltd.</li> <li>● Hyder-Meinhardt Joint Venture</li> <li>● Leigh &amp; Orange Ltd.</li> <li>● Rider Levett Bucknall Ltd.</li> </ul>	<ul style="list-style-type: none"> <li>● AECOM Asia Company Ltd.</li> <li>● Ove Arup &amp; Partners Hong Kong Ltd.</li> <li>● Hyder-Meinhardt Joint Venture</li> <li>● Rider Levett Bucknall Ltd.</li> </ul>	<ul style="list-style-type: none"> <li>● China Road and Bridge Corporation</li> <li>● Chit Cheung Construction Co. Ltd</li> <li>● Zhen Hua Engineering Co Ltd</li> <li>● CEC-CCC Joint Venture</li> <li>● Kaden Construction Limited</li> <li>● Kwan On Construction Co. Ltd</li> <li>● Build King - Richwell Engineering Joint Venture</li> <li>● Peako - Wo Hing Joint Venture</li> <li>● Penta-Ocean-Concentric-Alchmex Joint Venture</li> <li>● Dragages Hong Kong Ltd.</li> </ul>	

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							alternative Central Business District (CBD).					● Hsin Chong - Build King Joint Venture
Liantang/Heung Yuen Wai Bounday Control Point and associated works  Site formation and infrastructure works	16,253.2	24,973.1 <i>(Note 3)</i>	July 2012 (Original APE)  June 2015 (Revised APE)	April 2013	June 2018	End 2018 <i>(Note 3)</i>	The daily traffic flow in 2018 is forecast at an average of 17,500 traveler-trips per day and 7,700 vehicle-trips and rising to an average of 30,000 traveler-trips per day and 17,850 vehicle-trips in 2030.	51.3	76.3	<u>Investigation &amp; Preliminary Design (including supervision of advance works)</u> : Mott MacDonald Hong Kong Ltd.	AECOM Asia Company Limited	1. Dragages Hong Kong Ltd. 2. Chun Wo Construction and Engineering Company Ltd. 3. Siemens Ltd. 4. Sang Hing Civil Contractors Company Ltd. / Richwell Machinery Engineering Ltd. 5. China Road and Bridge Corporation / Continental Engineering Corporation / Kaden Construction Ltd. 6. Kwan On Construction Company Ltd. / Richwell Machinery Engineering Ltd. / Shanghai Construction Group Company Ltd.
Buildings and associated facilities	8,811.9	8,811.9	June 2015	July 2015	End 2018	End 2018			180	● Ronald Lu & Partners (Hong Kong) Ltd. ● Rider Levett Bucknall Ltd.	● Ronald Lu & Partners (Hong Kong) Ltd. ● Rider Levett Bucknall Ltd.	Leighton Contractors (Asia) Ltd.

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Seven new railway projects:  (i) Northern Link and Kwu Tung Station  (ii) Tuen Mun South Extension  (iii) East Kowloon Line  (iv) Tung Chung West Extension  (v) Hung Shui Kiu Station  (vi) South Island Line (West)  (vii) North Island Line	110,000 (preliminary cost estimate in 2013 prices) <i>(Note 4)</i>	Not applicable	Not applicable	The taking forward of individual proposed railway projects set out in RDS-2014 will be subjected to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources.		Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Ex-Lamma Quarry Area at Sok Kwu Wan, Lamma Island	<i>(Note 5)</i>											
Artificial Islands in the Central Waters	Will be available upon completion of the study.	Not applicable	Not applicable	Will be available upon completion of the study.	Will be available upon completion of the study	Not applicable	Will be available upon completion of the study.	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

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Central - Wan Chai Bypass and Island Eastern Corridor Link (CWB)	28,104.6	36,038.9	July 2009 and January 2014	End 2009	Early 2017	End 2018/2019 Q1	At the initial stage of commissioning of the CWB, the v/c ratios of Connaught Road Central, Harcourt Road and Gloucester Road during morning rush hours will decrease from 1.3 to 0.9. It is anticipated that, upon commissioning of the CWB, the traffic congestion at Connaught Road Central, Harcourt Road and Gloucester Road can be alleviated. It will take about five minutes only to travel from Central to Island Eastern Corridor in North Point via the CWB.	215	215	AECOM Asia Company Ltd.	AECOM Asia Company Ltd.	(Note 6)
Kwun Tung North (NTN)/ Fanling North (FLN) New Development Areas (NDAs)	Will be available upon completion of the detailed design.	Not applicable	Not applicable	Will be available upon completion of the detailed design.	Will be available upon completion of the detailed design.	Not applicable	KTN and FLN NDAs will be a major source of land and housing supply for Hong Kong in medium	Not applicable (Note 7)	59.3 (Note 7)	<u>Detailed design and site investigation (including design for Advance Works and First Stage Works):</u> AECOM Asia Company Ltd.	<u>Detailed design and construction for Advance Works and First Stage Works:</u> AECOM Asia Company Ltd.	Not applicable



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							to long term. Together, it is anticipated that the KTN and FLN NDAs will accommodate a new population of about 177,000 and will provide about 60,000 residential units, of which about 60% will be public housing units and Home Ownership Scheme flats, and the NDAs will offer about 37,700 employment.					
Hung Shui Kiu New Development Area	<i>(Note 5)</i>											
Yuen Long South Development Area	<i>(Note 5)</i>											

**Note:**

- All the cost in money-of-the-day (MOD) prices.
- Regarding the Tuen Mun Western Bypass, the HyD is preparing to commence the further study and preliminary design in Q3 2017. The study will include a review on the construction cost, works packaging and programme.
- The latest cost estimate and anticipated completion date were updated at the FC meeting on June 5, 2015.
- The figure is from the RDS-2014 and will need to be revised based on in-depth studies to be carried out at the detailed planning stage for the individual railway schemes. The final cost estimate of the railway schemes may be higher or lower than that mentioned in RDS-2014 as a result of design development, programme change and construction price level changes etc.
- Not applicable. The project is still in planning and study stage.

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6. The CWB project is implemented via a package of 13 major civil contracts. Information on the contractor is as follows : HY/2009/11 – China Harbour – China Road and Bridge Joint Venture (JV); HY/2009/15 – China State Construction Engineering (Hong Kong) Ltd; HY/2009/16 – Yee Hop Engineering Co Ltd; HY/2009/17 – Lam Woo & Co Ltd; HY/2009/18 – Leighton Contractors (Asia) Ltd; HY/2009/19 – Chun Wo – China Rail Group Ltd – China Major Bridge Engineering Co Ltd JV; HY/2010/08 – China State Construction Engineering (Hong Kong) Ltd; HY/2011/08 – Leighton JV; HK12/02 – Leighton – China State – Van Oord JV; HK/2009/01 – Chun Wo – Leader JV; HK/2009/02 – Chun Wo – China Railway Group Ltd JV; HK/2010/06 – Gammon – Leader JV; and HK/2012/08 – China State – Build King JV.
7. The Legislative Council approved \$340 million for the detailed design and site investigation in 2014.