

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**List of follow-up actions**  
**(as at 29 January 2024)**

<b>Subject</b>	<b>Date of meeting</b>	<b>Follow-up action required</b>	<b>Latest position/ Administration's response</b>
1. Kwu Tung Station and Tuen Mun South Extension	20 October 2023	<p>The Administration was requested to provide further information as follows:</p> <p>(a) regarding the construction cost of Kwu Tung (“KTU”) Station, the reasons for the surge in the estimated capital cost from about \$3.5 billion in 2021 to \$9.8 billion as estimated by the independent checking consultant (“ICC”) in 2023. Excluding the \$3.9 billion for the cost of the planning and design and some advance works of the Northern Link Main Line, there was still an increase of \$2.4 billion, which was a 70% increase. The Administration was requested to explain the reasons in detail;</p> <p>(b) noting that the economic internal rates of return (“EIRR”) varied among different projects (for instance, the EIRR of KTU Station project was</p>	<p>The Administration’s response was issued to members vide CB(4)1089/2023 on 14 December 2023.</p>

		<p>6.5% while that of the Tuen Mun South Extension (“TME”) project was 0.6%), the Administration was requested to explain in detail how the EIRR was calculated ;</p> <p>(c) in respect of TME, the reasons for the surge in the estimated capital cost from \$11.4 billion in 2015 to \$15.8 billion as estimated by ICC in 2023; and</p> <p>(d) noting that the TME project involved reprovisioning the Tuen Mun Swimming Pool before demolishing the existing swimming pool for construction works, members hoped that the Administration and the MTR Corporation Limited would conduct an assessment and provide information on the possibility of advancing the completion date of TME if the aforesaid strategy of reprovisioning before demolition was to be abandoned, as well as the resultant savings in project costs.</p>	
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