



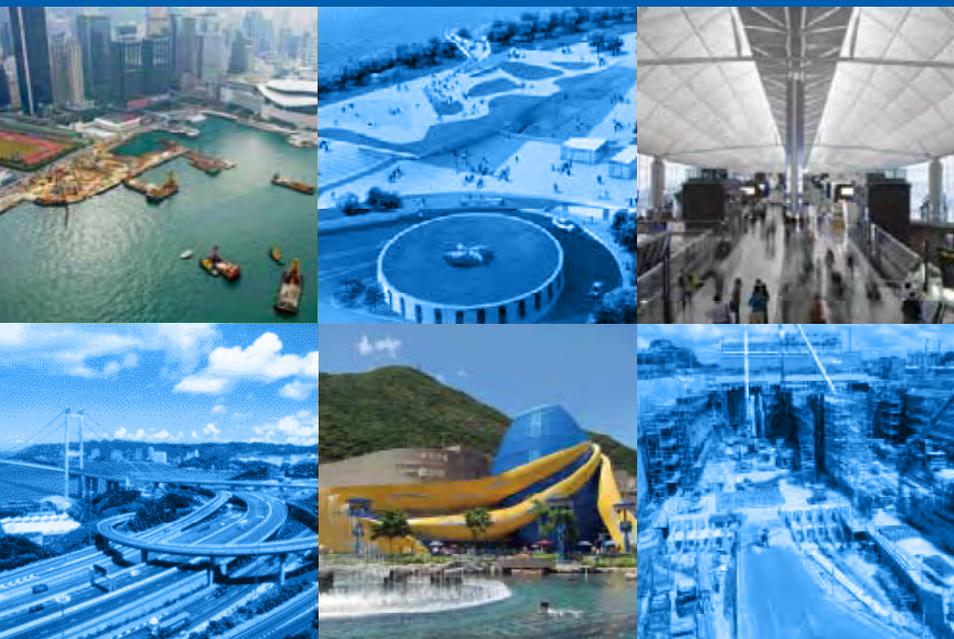
URS

Building on
Scott Wilson's
60 years of
innovation and
design excellence

Having been acquired by URS in 2010, one of Hong Kong's major consultants, Scott Wilson, rebranded as URS last month. Headquartered in San Francisco, URS is one of the world's leading providers of design, engineering, construction and technical services. The company specialises in full lifecycle services for clients across a broad range of industry sectors, as well as public sector agencies and contractors. The company is publicly owned and listed on the New York Stock Exchange as URS, with fiscal 2012 revenues at US\$10.97 billion - a 15% increase from fiscal 2011.

As an integrated services provider, URS has the global reach, local knowledge and sector expertise required to meet the most complex and challenging assignments, while using innovative and sustainable design that values the natural environment and enhances communities.

In Hong Kong, URS is building on Scott Wilson's 60 years of innovation and design excellence, along with its associated company, URS Benaim's unique strengths in value engineering and construction engineering services. With this strong local foundation, URS is expanding its sustainable business to serve clients in Hong Kong, China and throughout the Asia-Pacific region.



Interview with Dr Mark Raiss, URS Managing Director, Hong Kong & South East Asia



Dr Mark Raiss

Could you tell us a little about the history of the company?

With a history stretching back to 1904, URS has played a role in the engineering design of some of the world's most iconic landmarks. Reflecting on our past achievements in Hong Kong, the past 60 years have seen the company deliver successful projects that transform how people live, work and travel - beginning with the project that first brought the company to Hong Kong - Kai Tak Airport - to critical infrastructure such as the first Cross Harbour tunnel. URS was also part of the joint venture that carried out the master plan and preliminary design of the replacement airport at Chek Lap Kok.

Please tell us about the latest activities of URS in the region.

URS has worked on a number of milestone projects, including resorts and casinos in Macau and the new headquarters for the Hong Kong Government at Tamar, while our design and supervision of the site formation of the new Kai Tak Cruise Terminal is largely complete. Major railway design

consultancies include packages on the MTR Corporation's South Island Line and Shatin to Central Link, and the Macau LRT. In China, our teams carry out environmental, engineering and construction management services for multinationals and Fortune 500 clients, as well as Chinese companies and local governments. Our global footprint and home-grown expertise also enable us to support Chinese companies' expansion throughout the rest of the world.

What core values do you bring to your approach to projects and solutions for clients?

URS' global experience combined with the heritage of our Hong Kong operations enable us to deliver an unparalleled range of services with safety, quality, innovation, value creation and sustainability at their core. Our commitment to sustainability remains at the centre of all we do and is demonstrated by our expertise in green buildings, waste management, renewable energy, climate change and environmental and social impact



assessments. This is demonstrated by our ranking as the No. 1 Green Design Firm¹, our leadership in BEAM assessments, and as the first consultant to help a Hong Kong Government department apply CEEQUAL² and the principles of sustainability to a major civil engineering project.

As one of Hong Kong's leading consultancy practices, what is your vision for URS in the Asia-Pacific region going forward?

We look forward to bringing our clients the full benefits of access to a US\$12 billion company with a global network in nearly 50 countries - a company that is fully committed to expanding in China and the Asia-Pacific region. Our rich heritage in Hong Kong and Asia is something URS is proud of, and our 60-year anniversary and rebranding are excellent opportunities to build for the future and enhance the reputation for innovative engineering and quality

service. I was the URS Programme Director for Crossrail prior to relocating to Hong Kong in September 2012, and have recently managed URS' input as one of the largest project consultants on Crossrail - the largest project in Europe.

What difference will rebranding to URS make to your company in Hong Kong?

Our steadfast commitment to our valued clients remains the same. The transition to the single brand underscores the increasingly close ties between our business in the region and URS Corporation, and the depth of expertise and staff resource it offers. Our staff will also benefit from an initiative known as Great Place to Work (GP2W) - a collaborative effort between management and employees to promote a positive working environment that fosters open communication, trust, cooperative solutions and employee recognition.

¹ According to Engineering News-Record (ENR)

² Civil Engineering Environmental Quality Assessment (CEEQUAL)

From the Scott Wilson Group to URS Corporation

60 years of excellence in Asia, growing to 3,800 staff and strengthening across markets and disciplines

Through its acquisition of the Scott Wilson Group and Benaim in 2010, URS has expanded its operations in China, Australia and New Zealand to encompass a larger footprint and expanded portfolio of professional services in the region. This has been a key milestone for the company, allowing us to bring the resources, capabilities, standards and health & safety record of a world-renowned company to our clients in Hong Kong and Asia. URS and its 54,000 staff worldwide operate in five key market sectors - Infrastructure, Industrial & Commercial, Power and Oil & Gas and Government - serving a wide range of public and private sector clients including leading property developers, contractors and infrastructure operators.

1952

Kai Tak International Airport

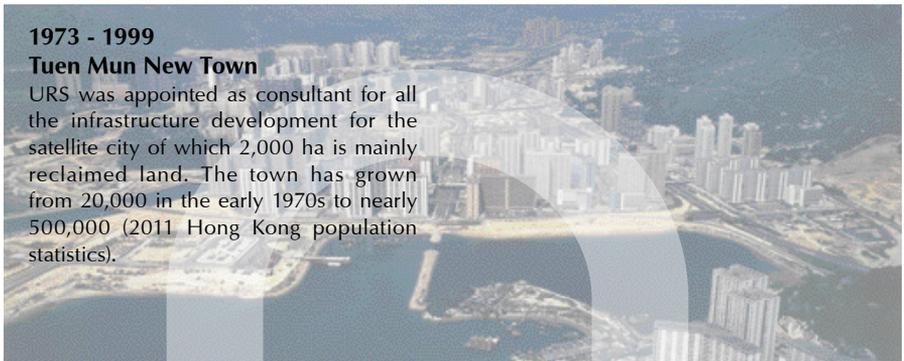
This was URS' first project in Hong Kong through predecessor company, Scott Wilson. We recommended the airport have just one runway which would protrude over 1,600m into Kowloon Bay. The curved flight approach from the north created exciting landings in Hong Kong.



1973 - 1999

Tuen Mun New Town

URS was appointed as consultant for all the infrastructure development for the satellite city of which 2,000 ha is mainly reclaimed land. The town has grown from 20,000 in the early 1970s to nearly 500,000 (2011 Hong Kong population statistics).



1959 - 1974

Plover Cove Reservoir

Carried out jointly with then-Binnie, this project represented the first time an area of the sea was reclaimed specifically for the purpose of storing freshwater.



1987 - 1998

Route 3

From viability studies through to construction supervision and maintenance, URS in joint venture played a leading role in developing and implementing Route 3. Elements of it include Country Park Section, Kwai Chung Viaduct, Rambler Channel Bridge, Cheung Ching Tunnel, North West Tsing Yi Interchange and the Traffic Control and Surveillance Scheme (TCSS).



1969 - 1972

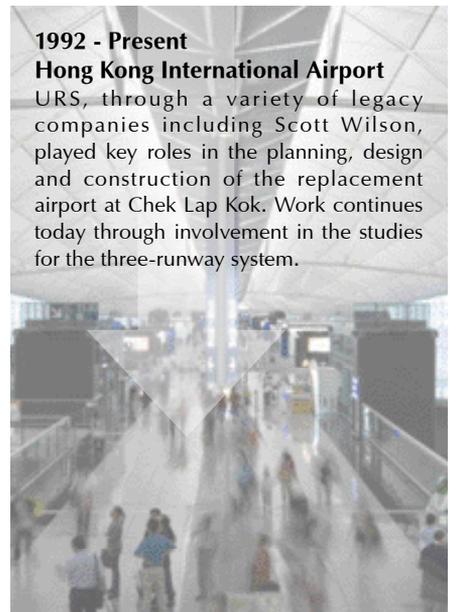
The Cross-Harbour Tunnel

Responsible as part of a team for the feasibility study, detailed design and construction supervision, including tunnel E&M services, for Hong Kong's first fixed cross harbour link which transformed the journey between Hong Kong Island and Kowloon.

1992 - Present

Hong Kong International Airport

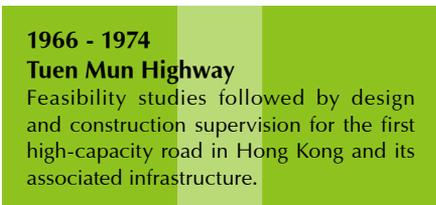
URS, through a variety of legacy companies including Scott Wilson, played key roles in the planning, design and construction of the replacement airport at Chek Lap Kok. Work continues today through involvement in the studies for the three-runway system.



1966 - 1974

Tuen Mun Highway

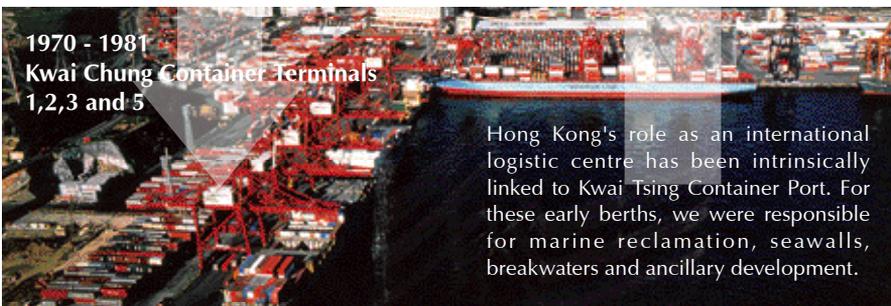
Feasibility studies followed by design and construction supervision for the first high-capacity road in Hong Kong and its associated infrastructure.



1970 - 1981

Kwai Chung Container Terminals 1,2,3 and 5

Hong Kong's role as an international logistic centre has been intrinsically linked to Kwai Tsing Container Port. For these early berths, we were responsible for marine reclamation, seawalls, breakwaters and ancillary development.



**1994 - 2013
Theme Parks**

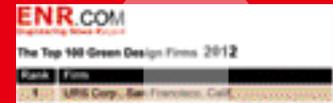
Over the past two decades, we have carried out numerous assignments in support of Hong Kong's major theme parks, including the design and construction supervision for the reclamation and supporting infrastructure at Penny's Bay, and a variety of attractions, cost saving designs, environmental studies, and site improvements at Ocean Park.

**2004 - 2005
Hyatt Regency Tianjin**

For the last 15 years, we have been part of the remarkable growth in the tourism and leisure sector in China. Offering a wide range of services, we have planned and designed numerous five star hotel properties in numerous cities in China, Hong Kong, Macau and Mongolia. Brands include Hyatt, Westin, Sheraton, Westin, Shangri-La, Wynn and other renowned hotel management companies and developers.

August 2012

URS is No. 1 on the ENR List of Green Design Firms, No. 2 on the Top 200 Environmental Firms and is the No. 2 Global Design Firm



**1998 - 2002
Caritas Medical Centre
Redevelopment**

One of many hospitals and medical centres worldwide, this redevelopment resulted in an additional 25,000 sq m for an extra 716 beds and advanced medical support facilities. We were responsible for structural and geotechnical engineering services.

July 2008

Scott Wilson acquired the Benaim Group in Hong Kong and the UK, significantly enhancing the company's solutions to contractors for complex underground and above grade structures for metros, tunnels, bridges and buildings.

2009 - 2015

Design and construction-stage consultancies on the South Island Line (East), Shatin to Central Link, West Island Line and Express Rail Line reflect significant growth in work for MTR Corporation and its contractors.

September 2010

**URS acquires
Scott Wilson Group**

March 2011

URS was awarded Contract C230 Underground Stations and Tunnels for the Macau LRT Phase I, in addition to environmental consultancies for the system.



2010 - 2015

China Mobile Shenzhen Corporate Office

URS was commissioned to provide project management services for the construction of China Mobile's Shenzhen Centre, a 100,000 sq m complex on a 5,600 sq m site. It is targeting LEED Silver accreditation and the two-star rating under the Chinese Green Building Label (GBL) accreditation.

2010 - 2015

West Kowloon Terminus Station South

URS Benaim is carrying out the alternative design of the excavation and lateral support works for the construction of the Express Rail Link's West Kowloon Terminus (South) and enabling works for C810A under the MTR Express Rail Link Contract 810B.

**2001 - 2005
Suvarnabhumi Airport**

URS was appointed for the construction supervision of the UA\$ 1 billion Bangkok Suvarnabhumi Airport terminal complex and concourse construction. We designed and managed the construction of a number of associated aviation projects for Thailand's premier airport.



2010

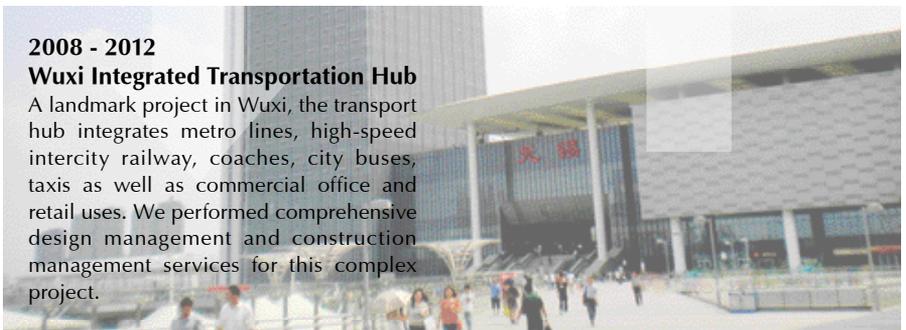
Sichuan Post-earthquake Reconstruction

Following the tragic Wenchuan quake in 2008, we responded with humanitarian assistance, followed by professional services to the Hong Kong Government and the Hong Kong Jockey Club to perform technical audits and project manage reconstruction works.

2008 - 2012

Wuxi Integrated Transportation Hub

A landmark project in Wuxi, the transport hub integrates metro lines, high-speed intercity railway, coaches, city buses, taxis as well as commercial office and retail uses. We performed comprehensive design management and construction management services for this complex project.



URS Hong Kong

For the South Island Line (East) project, MTR Corporation appointed URS to lead the detailed design of the Nam Fung Tunnels and the tunnels and underground stations at Lei Tung and South Horizons. The design commenced at the interface with the new Admiralty Integrated Station which is due to become a four line interchange, with the existing Tsuen Wan and Island Lines and the future South Island Line (East) and Shatin to Central Link. From Admiralty, a 3.3km long twin track tunnel is being bored, with another 1.6km long tunnel to be located at Ap Lei Chau, together with two underground stations at Lei Tung and South Horizons. At Admiralty, URS Benaim has also prepared alternative detailed design and carried out construction engineering design services for contractors for the MTR C901 SIL(E) Admiralty Station and Shatin-Central Link Enabling Works.



Location: Hong Kong; Status: 2009 to 2017 targeted

Wan Chai Development Phase II – Central-Wan-Chai Bypass

Located along the Wan Chai harbourfront in one of the major business centres on Hong Kong Island, URS Benaim has worked with contractors on one of the most important improvement projects for Hong Kong. The Central-Wan-Chai Bypass aims to cut the travel time from Central to North Point districts dramatically. Phase II of the project includes the land formation and construction of the Central – Wan-Chai Bypass road tunnel at the water channel in between the two phases of the iconic Hong Kong Convention and Exhibition Centre.

URS Benaim provided design services to the Contractor for two segments of Phase II. For the first segment, which is located from the western and up to the eastern side of the Hong Kong Convention and Exhibition Centre, Chun Wo-Leader Joint Venture

appointed URS Benaim to undertake the alternative cost-saving detailed design of the road tunnel, the excavation and lateral support works for the road tunnel, dewatering scheme and associated impact assessments of adjacent existing structures. The second segment, being located to the eastern side of the Hong Kong Convention and Exhibition Centre, URS Benaim has provided to the Joint Venture of Chun Wo-CRGL an alternative cost-saving scheme and designed the permanent road tunnel works of the scheme as well as the detailed design of the temporary works of the deep excavation works including earth lateral support works, dewatering and associated impact assessments of adjacent existing structures. For both projects, URS Benaim provides technical support and expert advice to the contractors during the construction phase.



Shatin to Central Link

URS also assisted the MTR Corporation with the detailed design of the new Hin Keng Station and modification of the Ma On Shan Line as part of the Shatin-Central Link consultancy. As lead consultant for the architectural and engineering team, URS developed a station design that includes an extensive self-sustaining green roof system for the main station area, ventilation structure, and Hin Keng Viaduct, which provides an enhanced sustainable and environmentally friendly wildlife and visual amenity in the area. As a result, URS realized approximately four months in time savings for the station and over 13% savings in overall construction cost for the combined value engineering for the project. The URS team also overcame key constraints associated with project interfaces which included the necessary re-provisioning of the existing facilities.





Location: Hong Kong; Status: : 2008 - 2012

Ocean Park

Ocean Park in Hong Kong is a world-leading theme park that is being transformed into a premier international resort destination. URS and associated company, URS Benaim, have planned, designed and helped supervise the construction of new attractions and infrastructure improvements in recent years for our long-standing client and their contractors. One of these was the design of the new shark aquarium. We have also served as the Lenders' Technical Advisor for the Ocean Park Master Redevelopment which expanded the Park significantly through the creation of new and revitalised existing features. URS Benaim worked with the successful contractor, Leighton, to provide alternative designs of structures for the Grand Aquarium, the Entry Plaza and Aqua City as well as for redevelopment monitoring, reviewing project costs, construction progress and drawdowns for this most recognizable landmark. Minimum disruptions were essential as the park needed to remain operational, safe and fun for its visitors.





Rendering of Kai Tak Cruise Terminal
(Photo courtesy of Foster & Partners)

Location: Hong Kong; Status: Phase 1 berth to be completed in mid-2013

Kai Tak Cruise Terminal site formation

Following Scott Wilson's work at Kai Tak Airport, URS has been proud to have come full circle by helping to redevelop the old runway that extends into Victoria Harbour. The company was appointed by the Civil Engineering and Development Department to carry out the detailed design and construction supervision of the site formation for the Kai Tak Cruise Terminal Development which will accommodate modern, mega-size vessels of up to 220,000 gross tonnage. The scope of site formation works comprises the construction of a 1,100m long sloping seawall, a 35m wide and 850m long piled quay deck apron area for cruise vessel berthing, as well as associated dredging works for vessel manoeuvring. Together with the client, we have made

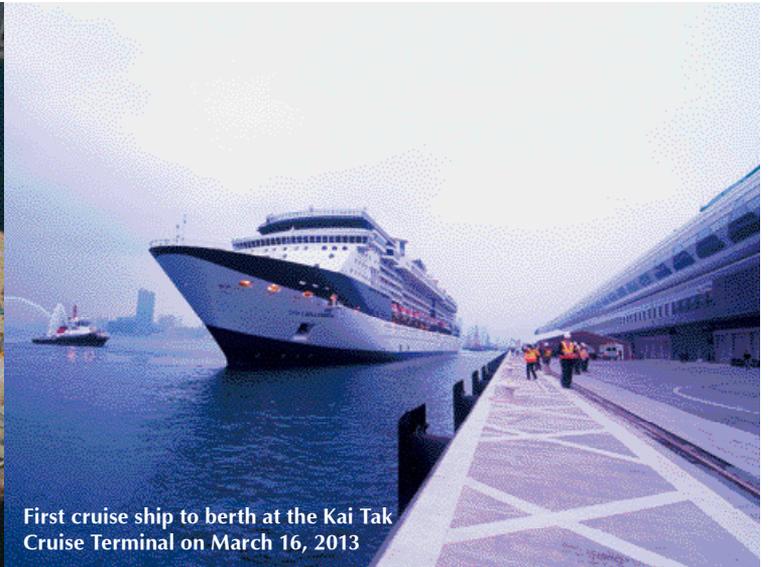
breakthroughs in innovation, cost-effectiveness and advances in the flagship project that is vital to Hong Kong's tourism and expanding cruise industry. Our ability to fast-track the review, design and tender stages allowed the construction works to start a month early, and our vertical walling consisting of contiguous steel tubular piles enabled parallel construction of the cruise terminal building and site formation works. The vertical walling is integrated to form part of the quay deck structure to achieve cost effectiveness. Our innovative design also avoided reclamation in Hong Kong's prized harbour, and reduced the amount and extent of excavation and backfilling by re-using the surplus for seawall reconstruction.



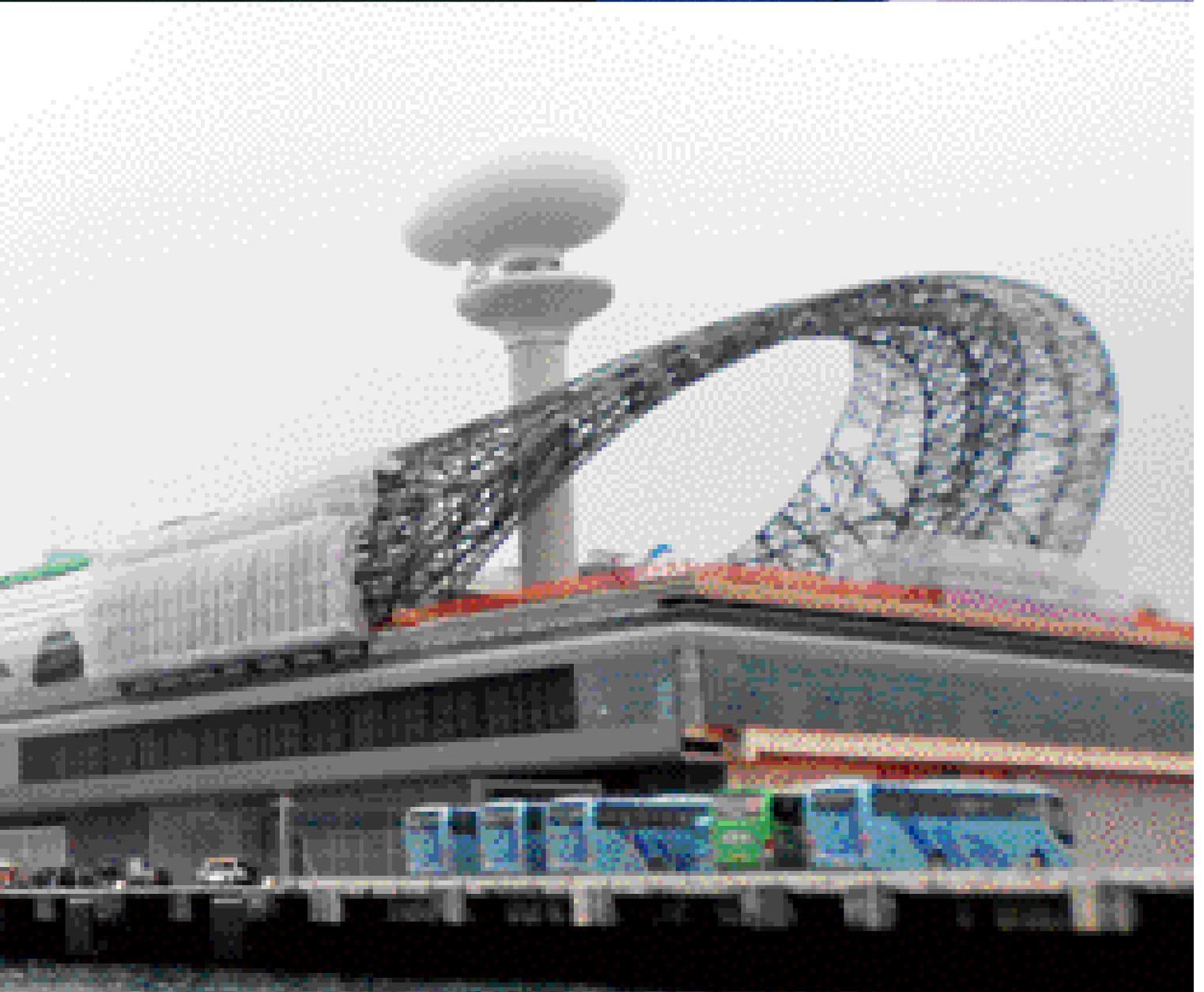
Cruise ship trial berthing on 16 March 2013



Kai Tak Cruise Terminal during construction



First cruise ship to berth at the Kai Tak Cruise Terminal on March 16, 2013





(Photo courtesy of Airport Authority Hong Kong)

Location: Hong Kong; Status: 1990s - ongoing

Hong Kong International Airport

URS has a 60-year legacy of successful airport projects in Hong Kong, starting with Kai Tak Airport and Hong Kong International Airport at Chek Lap Kok – one of the world's busiest airports. Our work at Chek Lap Kok through URS and predecessor company, Scott Wilson, has included the original Airport Master Plan which outlined the development program for the new airport and included such activities as forecasting, facility requirements, alternatives, and development concepts. We have completed detailed design packages for the new airport, construction of the platform as part of a joint venture, preliminary engineering design of SkyCity, term consultancies for buildings and airside

infrastructure improvements and pavement studies, and engineering design of ancillary facilities.

More recently, URS was appointed by the Authority to participate in the Master Plan 2030 public consultation process as the specialist aviation noise specialist. URS is continuing on in this role of aircraft and aviation noise expert in support of the Environmental Impact Assessment for the proposed three-runway system at Hong Kong International Airport.

At Chek Lap Kok, URS has also served as the consulting engineer for the original Cathay Pacific Catering Facility, and design and build projects such as AsiaWorld-Expo and China Aircraft Services maintenance hangar.



URS China

Location: China

Status: Started from 1996 to on-going

Retail Megastores

For more than 15 years, URS has worked closely with a leading international retail giant to provide full engineering, procurement and construction management (EPCM) services for numerous stores in China. For the Shanghai Beicai store, we introduced a solar water heating system and a geothermal and heat recovery system to reduce CO₂ emissions and electricity consumption. Photovoltaic panels were also installed in their stores.





Location: China; Status: Completed in 2009

Caterpillar Manufacturing Plant – Suzhou Industrial Park

URS has long-standing relationships with corporate clients developed over many years of collaboration on their projects in China, in home markets and globally. Caterpillar is one such client whereby URS carries out a range of assignments under a global Master Services Agreement. One such project is the flagship facility in the Suzhou Industrial Park in Jiangsu Province. Caterpillar engaged URS to apply for an environmental permit to build the manufacturing and assembly plant, and then engineering, procurement

and construction management (EPCM) services for the 80,000 sq m development. One feature of the plant is the "green" credentials as the facility has been designed and constructed to meet strict Leadership in Energy and Environmental Design (LEED) criteria.

Obtained LEED Gold certification

- Energy: reduce energy consumption by at least 14%.
- Water: reduce water use by at least 40%.

URS Global



Paddington Station view from Eastbourne Terrace



Padding Mill Lane Station

Location: UK
Status: Ongoing

Crossrail

The HK\$175 billion London Crossrail scheme stretches for 118km with 28 existing surface stations being upgraded, eight new underground stations and one new surface station built. URS has secured a significant portion of the consultancy on Europe's largest construction project, having designed two underground stations, one portal, the central section's station power supply, the railway electrification and signalling, and served as independent design checker for a number of contracts. URS has worked in a collaborative manner with the client using the NEC Contract form to identify and make substantial savings through value engineering. Mark Raiss, URS Managing Director for Hong Kong and South East Asia, was the URS Programme Director for Crossrail prior to relocating to Hong Kong in September 2012.

For more information about URS, please visit www.ursglobal.com



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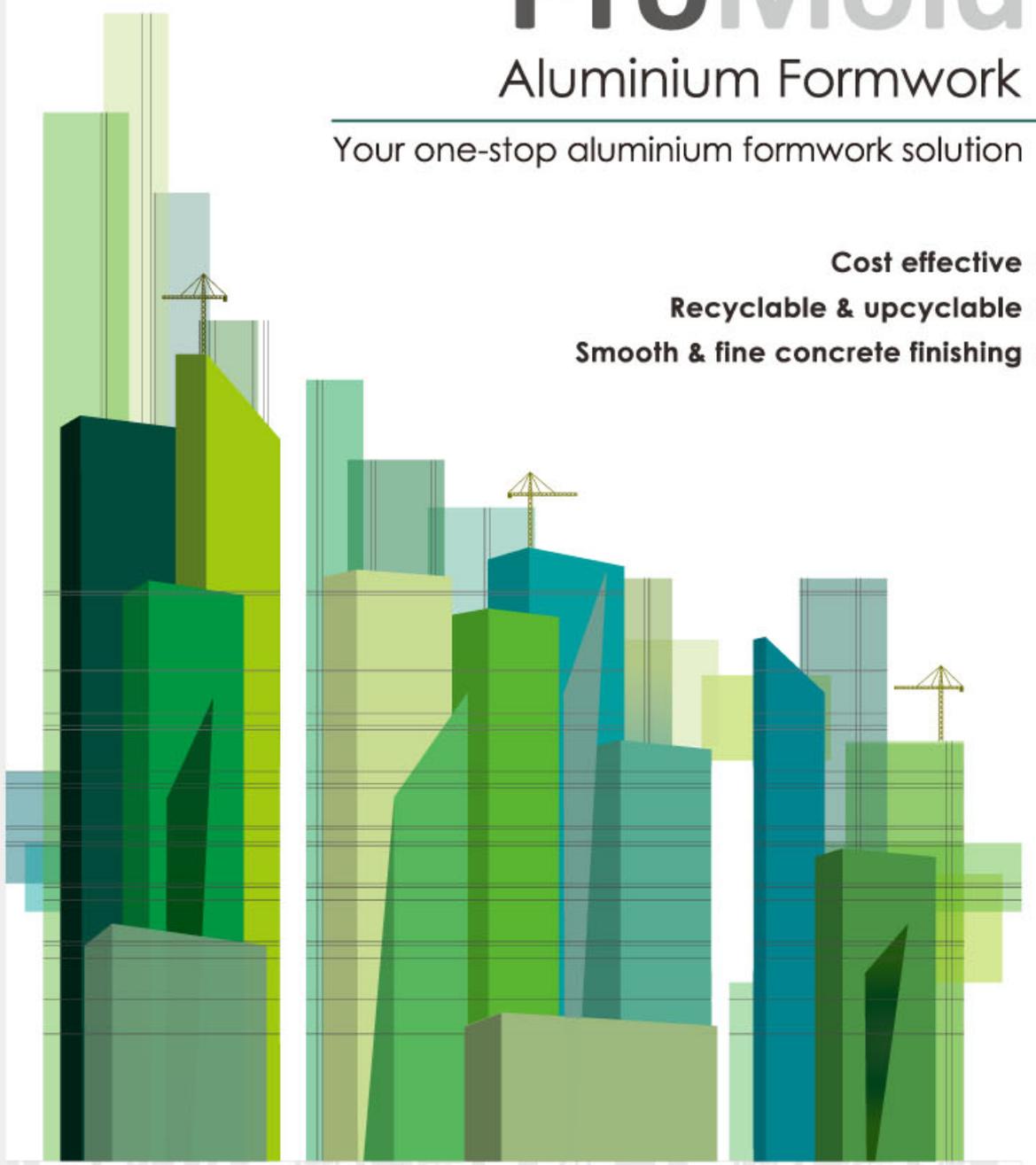


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