

PRESS STATEMENT

30 January 2019

**Hung Hom Station Extension and its connecting structures
under the Shatin to Central Link Project**

Further to the announcement made by the Government today (30 January 2019) regarding Hung Hom Station Extension and its connecting structures under the Shatin to Central Link (“SCL”) Project, the MTR Corporation would like to provide the following information to the public.

The Corporation has recently received from the Contractor, Leighton Contractors (Asia) Limited (“Leighton”), the bulk of the as-constructed drawings on construction works connecting to the Hung Hom Station, namely the North Approach Tunnel and South Approach Tunnel. The Corporation has been checking the drawings against relevant records to confirm the accuracy of the information. We are still awaiting receipt of the as-constructed drawings relating to part of the South Approach Tunnel.

We have found gaps in the construction and completion records which should have been submitted by the Contractor. When we checked the drawings against relevant records, we found that some couplers seen at “construction joints” in certain site photos are not reflected in the latest drawings. The Corporation have reasons to believe that therefore these drawings need to be amended accordingly. We will take this up with Leighton.

The issue is predominantly a lack of documentation. Proper documentation is critical to provide evidence of what has been built. The Corporation is disappointed with Leighton in their lack of documentation. We reserve our rights to take action against them. MTR Corporation should also have done better regarding our vigilance on the contractor and we will implement necessary improvement measures.

As far as the construction joints are concerned, changes in construction details, such as from lapped bars to couplers, to suit the situation on site, or vice versa, are relatively common in large complex construction projects. There is currently no evidence or sign of any structural issues that may raise concerns regarding safety.

Our priority now is to identify any other gaps in records. Leighton is in the progress of submitting as constructed drawings for the Hung Hom Stabling Sidings, which, together with the remaining drawings for the South Approach Tunnel, we will review very carefully to take forward the statutory submission procedures.

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We have been communicating with Government on the matter. Once further updates are available, we will submit them to Government and discuss with them any necessary follow up or verification work required. Going forward, with safety always as our absolute priority, we will work with the Government on whatever assurance steps are needed to close any documentation gaps.

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