

PRESS STATEMENT

30 May 2018

Works at Hung Hom Station under the Shatin to Central Link Project

Regarding the news report released by Apple Daily online today (30 May 2018) about the modification works of Hung Hom Station under the Shatin to Central Link (SCL) project, the MTR Corporation expresses its deep regret that, despite the factual information provided by the Corporation, the news report carries a misleading heading and content which may cause unnecessary public concerns.

The Corporation hereby provides the following information for clarification.

SCL Contract 1112 includes extensive modification works for Hung Hom Station as well as the construction works for Stabling Sidings under the SCL project. The Contractor is Leighton Contractors (Asia) Limited. As part of the station modification works, two new underground platform levels have been constructed – the upper level for the Tuen Ma Line and the lower level for the East Rail Line cross-harbour extension.

In December 2015, whilst engineering staff of the Corporation and the Contractor were conducting inspection in accordance with the stringent monitoring mechanism and works inspection, workmanship deficiencies in the steel works between the diaphragm wall and the slab structure of the two platform levels were detected. As these works did not fully meet the relevant drawings and specifications, the Corporation followed up immediately with the Contractor and the subcontractor in accordance with established procedures. The Contractor instructed the subcontractor to rectify the situation. During the process, the rectification works were strictly monitored. Subsequent concreting works were allowed to proceed only after the rectification works have been completed in compliance with the specifications and requirements in relevant drawings.

Both the Corporation and the Contractor had deployed staff on-site to monitor follow-up and concreting works, during which no irregularities were observed. Upon completion of these follow-up works, the Corporation and the Contractor conducted further inspections to ensure the works quality met the required standards. After continued monitoring and evaluation, the works were completed in accordance with all relevant requirements and specifications. Railway facilities have subsequently been installed at the new platform levels at Hung Hom Station. Train testing in preparation for future service along the Tuen Ma Line commenced in April of this year and are progressing smoothly. All the above information on the works and the follow-up measures were provided to Apple Daily upon its enquiry yesterday, but the relevant information was not mentioned in the news report released today.

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In large-scale infrastructure and construction projects, it is not uncommon that rectification and improvement works are required on reinforced concrete structures during the construction process. In this particular case, the Corporation detected the deficiencies through the established monitoring and inspection system before concreting works began. Appropriate follow-up measures were immediately taken. This incident reflects the effectiveness of the Corporation's project supervision, monitoring and inspection regime.

Regarding the damp patches and water seepage mentioned by the news report, it is important to note that damp patches and minor seepage via shrinkage cracks on concrete walls in underground reinforced concrete works are not uncommon due to underground water pressure. And the situation can be addressed by applying appropriate mitigation measures. In this case, other than some damp patches, there was no water seepage found on the concrete wall concerned. Even though the Corporation has clarified the above in our reply to Apple Daily yesterday, the news report ignored the fact and generated audio-visual effect of a serious seepage problem to mislead its readers.

The Corporation would like to take this opportunity to state that it has not and would never approve any substandard works by its contractors. The Corporation attaches great importance to the works monitoring and quality control of its railway projects. A robust project management framework and a set of stringent procedures are in place and must be strictly followed for inspection, supervision and monitoring of safety and works quality.

During the construction period, our project teams from both the Corporation and the Contractor have conducted extensive monitoring, inspections and supervision on site to see to various areas including works progress, works sequence, materials and quality control.

The Corporation has conducted a careful assessment and confirms that this particular case has had no impact on safety and the overall structural integrity, and the overall programme or cost of the project has not been affected. The Tuen Ma Line is expected to be completed in mid-2019 and the extension of the East Rail Line from Hung Hom to Admiralty is expected to be completed in 2021.

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