

Works at Shatin to Central Link Hung Hom North Approach Tunnels

In response to media enquiries regarding the Hung Hom North Approach Tunnels of the Shatin to Central Link (SCL) project, the MTR Corporation would like to provide the following information to the public.

The concerned works are under SCL Contract 1112, which is undertaken by Leighton Contractors (Asia) Limited for the construction of Hung Hom Station and Stabling Sidings, including the Hung Hom North Approach Tunnels.

In August 2017, MTR engineering staff spotted water seepage at the newly completed concrete connection joints of the SCL North South Corridor tunnel during a routine site inspection. A number of mitigation measures were applied in the following months to control the water seepage but the situation did not improve.

Further detailed inspections were carried out in February of this year, during which a portion of the concrete on the surface of the tunnel was removed, revealing that the workmanship of the reinforced concrete, including the steel bars, did not meet the specifications and required standard. Engineering staff inspected other similar concrete connection joints at the same works site and identified similar issues at two other locations within the 135-metre-long North Approach Tunnels.

The MTR Corporation is very concerned about the matter and immediately instructed the Contractor to take remedial measures at the concerned locations, including the replacement of the reinforced concrete and full reinstatement of the concerned connection joints. To facilitate the works, a 10-metre section of tracks for the East West Corridor north of Hung Hom had to be temporarily removed. The works will take about two months and are expected to be completed in April of this year.

The Corporation attaches great importance to the monitoring and quality control of railway projects. It has a robust project management framework and a set of stringent procedures for inspection, supervision and monitoring of contractors' works standard and safety. The Corporation is very concerned about this defective workmanship, which was identified during an inspection by its engineering staff, and has instructed the contractor to urgently follow up and complete the remedial works.

Apart from the required follow-up works at the above-mentioned connection joints, inspections of similar connection joints at other locations in the SCL tunnels have also been arranged. Inspections of similar concrete connection joints at the South Approach Tunnel at the other end of Hung Hom Station confirmed that there is no similar quality issue.

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MTR Corporation has done a careful assessment and confirms that the defective workmanship does not impact on the overall structural integrity and safety of the tunnels. Neither will it impact on the overall programme of the project.

MTR will continue to use its best endeavours to manage the SCL project with a view to delivering this very important project for the benefit of the Hong Kong community.

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