

**立法會**  
**Legislative Council**

LC Paper No. CB(4)1354/17-18(02)

Ref. : CB4/PS/1/16

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**  
**Special meeting on 6 July 2018**

**Information note on issues relating to construction works at**  
**To Kwa Wan Station and Exhibition Centre Station**  
**under the Shatin to Central Link project**

The Shatin to Central Link ("SCL") is a territory-wide strategic railway project. With a total length of 17 kilometres, it consists of two sections, namely (a) the Tai Wai to Hung Hom Section, and (b) the Hung Hom to Admiralty Section. The former is the extension of Ma On Shan Line from Tai Wai via Southeast Kowloon to Hung Hom where it will join West Rail Line; while the latter is an extension of the existing East Rail Line from Hung Hom across the Victoria Harbour to Wan Chai North and Admiralty.

2. Based on the Administration's latest quarterly report to the Subcommittee on Matters Relating to Railways ("the Subcommittee"), the overall works for SCL were 84% complete compared to the planned completion rate of 87% against the original project completion target in 2018 for the Tai Wai to Hung Hom Section and 2020 for the Hung Hom to Admiralty Section respectively. Currently, the target completion dates for the Tai Wai to Hung Hom Section and the Hung Hom to Admiralty Section are in mid-2019 and 2021 respectively.<sup>1</sup>

3. In view that the alleged substandard steel works found at a platform slab of Hung Hom Station extension were matters of great public importance, the Administration has announced on 12 June 2018 the decision to set up a commission of inquiry under the Commissions of Inquiry Ordinance (Cap. 86) to conduct an independent and comprehensive investigation into the incident. Meanwhile, a series of issues relating to the construction works at To Kwa Wan Station and Exhibition Centre Station under the SCL project had also

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<sup>1</sup> Source: LC Paper No. CB(4)1151/17-18(05)

aroused wide public concern. Apart from the safety and quality of construction works under the SCL project, the community at large expressed grave concern about the works supervision system of the MTR Corporation Limited ("MTRCL") and also the mechanism under which the Administration monitored such works. To allay the concerns of the public, some Legislative Council Members called on the Administration to expand the terms of reference of the independent statutory Commission of Inquiry to be set up to investigate also the alleged construction irregularities found at other stations along the SCL, and to follow up on the performance of Leighton Contractors (Asia) Limited in respect of government contracts.

4. According to the Administration, MTRCL was entrusted with the design, construction and commissioning of the SCL project by the Administration. MTRCL, as the project manager of the SCL project, has to strictly comply with the responsibility under the Entrustment Agreement, including verification of the facts of all related issues, and ensure the quality of works of the SCL. In accordance with the Entrustment Agreement, MTRCL warrants that the Entrustment Activities shall be carried out with the skill and care reasonably to be expected of a professional, including the assurance of quality of works up to the standards required. The Highways Department ("HyD"), with the assistance of its Monitoring and Verification ("M&V") consultant, is responsible for verifying whether MTRCL has complied with its responsibility as the project manager under the Entrustment Agreement. HyD and the M&V consultant visit the sites of SCL regularly. According to the Administration, as the above monitoring and verification role that HyD is assuming is to check the checker, that is, verifying whether MTRCL has implemented the relevant procedures according to its specified requirements, HyD generally does not check at the "hold point" on site and MTRCL is responsible for such checking. The relevant question and the Administration's reply is given in **Appendix I**.

5. The press releases issued by the Administration and MTRCL, and some recent media reports in relation to the subject matter are set out in **Appendices II and III** respectively. The Administration will brief the Subcommittee on the relevant issues at the meeting to be held on 6 July 2018.

Council Business Division 4  
Legislative Council Secretariat  
5 July 2018

## Press Releases

LCQ1: Construction works for Hung Hom Station platform under Shatin to Central Link

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Following is a question by the Hon Tony Tse and a reply by the Secretary for Transport and Housing, Mr Frank Chan Fan, in the Legislative Council today (June 20):

Question:

Following press reports last month that the Hung Hom Station extension works of the Shatin to Central Link (SCL) project had works quality problem, the MTR Corporation Limited (MTRCL) admitted that its staff members had detected, on five occasions during their inspections between August and December 2015, non-compliant works, which included steel bars having been cut short and not screwed into couplers to the required depth. In this connection, will the Government inform this Council:

(1) as the aforesaid works quality problem was detected on as many as five occasions within five months, whether it knows why MTRCL still maintained that its frontline staff members were not required to notify its Board of Directors and the Government of such problems on the grounds that they were not "persistent";

(2) as the Government undertook in 2015, in response to an expert panel's report on the works delays and cost overruns of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project, that it would improve the monitoring and reporting work of railway projects, of the details of the monitoring and reporting mechanism; whether the Government has deployed staff to conduct regular inspections on the SCL project and perform random checks at the "hold points"; if so, of the reasons why the aforesaid works quality problem still occurred; if not, the reasons for that; and

(3) apart from holding MTRCL accountable for the aforesaid works quality problem, whether the Government will also pursue the responsibilities of the main contractor and its sub-contractors concerned, and impose penalties on them?

Reply:

President,

My consolidated reply to the various parts of the Hon Tony Tse's question is as follows:

We are very concerned about the reported incident of the cutting of steel reinforcement bars at the platform of Hung Hom Station under the Shatin to Central Link (SCL) project. We received the report submitted by the MTR Corporation Limited (MTRCL) on June 15. The report states that the statements given by one of the sub-contractors of Leighton Contractors (Asia) Limited (Leighton) are not consistent with those given to the MTRCL by Leighton, who has strenuously denied the allegations. The MTRCL did not express any opinion on this matter. According to the information provided by the MTRCL separately to the HyD, the HyD considers that the matter may involve criminality and the HyD has therefore referred the matter to the Police for follow-up action. The Government has no comment on this matter at this stage. As regards other contents and technical information in the report, the HyD will thoroughly examine and request the MTRCL to make clarifications or provide supplementary information if necessary.

The HyD has already required the MTRCL to employ an independent third-party expert to carry out load tests. At the same time, the Chief Executive announced on June 12 the decision on the setting up of a Commission of Inquiry under the "Commission of Inquiry Ordinance" (Cap. 86), to conduct an independent and comprehensive investigation, in order to allay the concerns of the public.

The report submitted by the MTRCL on June 15 does not elaborate the rationale for not reporting to its board and the Government when the frontline staff of the MTRCL discovered the problem in quality of the works. The HyD has reminded the MTRCL that, being the project manager of the SCL project, the MTRCL has to strictly comply with the responsibility under the Entrustment Agreement, including verification of the facts of all related issues, and ensure the quality of works of the SCL.

The MTRCL was entrusted by the government to design, construction and commissioning of the SCL project. According to the Entrustment Agreement signed between the MTRCL and the Government, the MTRCL warrants that the Entrustment Activities shall be carried out with the skill and care reasonably to be expected of a professional, including the assurance of quality of works up to the standards required. The HyD, with the assistance of its Monitoring and Verification (M&V) consultant, is responsible for verifying whether the MTRCL has complied with its responsibility as the project manager under the Entrustment Agreement. The HyD and the M&V consultant visit the sites of SCL regularly. In general, about six to eight works contracts are visited in a month and the works contract of Hung Hom Station is visited about once in every three months. However, as the above monitoring and verification role that HyD is assuming is to check the checker, that is, verifying whether the MTRCL has implemented the relevant procedures according to its specified requirements; the HyD generally does not check at the "hold point" on site and the MTRCL is responsible for such checking.

On structural safety, depending on whether the project is located within unleased land or leased land, the design and construction of the SCL project is governed by different mechanisms. Regardless of the type of mechanism, structural safety requirements of the project also have to be on par with the requirements of works supervision under the Buildings Ordinance (Cap. 123).

Tapping the experiences learnt from the incident of the XRL project, the HyD has implemented the following measures since mid-2014 progressively to strengthen the monitoring of expenditure, financial position and progress of the SCL project:

- (i) deployed additional staff since mid-2014 of the SCL project team of the Railways Development Office of the HyD to strengthen monitoring works;
- (ii) submitted monthly progress reports of the SCL project to the Transport and Housing Bureau and adopted a "traffic signal" system to express precisely and concisely the progress and the financial status of the project;
- (iii) the MTRCL should give a briefing on the change in financial reserve under the works contract, particularly where substantial sum is involved. The MTRCL shall brief the Deputy Director or above of the HyD for changes involving large sums;
- (iv) arranged the M&V consultant appointed by the HyD to attend monthly Project Steering Committee meetings under the chairmanship of the Director of Highways; and
- (v) established a working group with the HyD, the M&V consultant and the MTRCL to review regularly the programme and progress of the SCL in detail, with focus on critical works procedures.

Since June 2014, the Government and the MTRCL have submitted

quarterly reports on the works progress to the Subcommittee on Matters relating to Railways (RSC) of the Legislative Council, and attended the RSC meetings in response to queries from the members.

The SCL project is still in progress. When the project is completed, the MTRCL shall submit the required documents and the completion report (including the test report and inspection records) to the Government for examination and confirmation. In addition, the HyD, in collaboration with the M&V consultant and relevant government departments, participates the pre-handing over inspection of the MTRCL before the relevant works are handed over to the Government.

The expansion works of Hung Hom Station under the SCL project is carried out under Works Contract No. 1112 signed by the MTRCL and Leighton. In accordance with the Entrustment Agreement, the MTRCL is required to ensure that the contractors and subcontractors employed are of a level of qualification which is consistent with those required by the MTRCL for implementing ordinary railway projects. The MTRCL, as the project manager, shall ensure all the design requirements are reflected in the works contracts signed with the contractors and sub-contractors in order to ensure the quality of works comply with the requirements of the Entrustment Agreement and the works carried out by the contractors and subcontractors are in compliance with the standards during construction.

In addition, if any serious violation involving safety and quality is found, the Building Department may consider taking legal or disciplinary actions against the relevant persons according to the Building Ordinance.

Ends/Wednesday, June 20, 2018  
Issued at HKT 13:04

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## Press Releases

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The construction of Shatin to Central Link Project To Kwa Wan Station

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The Transport and Housing Bureau (THB) and the Highways Department (HyD) are highly concerned about the recent media enquiries and reports on the construction of the To Kwa Wan Station under the Shatin to Central Link (SCL) project.

After learning of the incident on June 5, the HyD requested the MTR Corporation Limited (MTRCL) on June 5 and 7 to provide relevant information of the incident. The THB also required the MTRCL to provide details of the incident as soon as possible.

According to the written reply from the MTRCL to the HyD on June 8, their contractor did not follow the construction drawings to carry out part of the works for the reinforced concrete wall adjacent to the staircases at the To Kwa Wan Station platform. The MTRCL stated that they had already required the contractor for an explanation and rectification as soon as possible. The contractor is also required to submit follow-up and remedial plans for MTRCL's consideration. However, the MTRCL's reply did not contain information such as the extent of the wall in question, the cause of the incident, the supervision of works and the impact on the structure, etc.

The HyD wrote to the MTRCL on June 11 again expressing dissatisfaction that the incident was not reported to the HyD timely. The HyD was disappointed and considered it unacceptable that the MTRCL could not identify the relevant problem during its supervision of the works. The HyD has required the MTRCL to submit a report within a week (i.e. on or before June 18) with detailed explanation of the cause of the incident and rectification plan.

Ends/Tuesday, June 12, 2018  
Issued at HKT 21:39

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# Press Releases

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HyD requests MTRCL to give detailed account of excavation works incident at SCL Exhibition Centre Station

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The Exhibition Centre Station is an underground station of the Hung Hom to Admiralty Extension Section of the Shatin-Central Link (SCL). During construction of the station, the contractor has to build temporary supporting structures for the carrying out of excavation works.

The MTR Corporation Limited (MTRCL) is entrusted by the Government as the project manager of the SCL works, it has the responsibility to ensure the safety and quality of the construction works.

Regarding media enquiries today (June 17) on the excavation works of the Exhibition Centre Station, the Highways Department (HyD) had not received notification from the MTRCL before. The HyD has immediately followed up the matter today and requested the MTRCL to give a detailed account of the incident in writing within 48 hours. The HyD will not comment on the matter at this stage.

Ends/Sunday, June 17, 2018  
Issued at HKT 22:00

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# 新聞公報

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政務司司長會見傳媒談話全文（只有中文）

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以下是政務司司長張建宗今日（六月十八日）下午出席2018年度屯門區龍舟競渡大賽後會見傳媒的談話全文：

政務司司長：大家好，我想大家都很關心沙中線會展站挖掘工程的支架問題，政府十分關注這件事，大家都留意到昨晚路政署已經發出一個聲明，亦即時要求港鐵在明日提交書面的詳細解釋，並提供手上的所有資料予政府方面跟進。我們是十分關注這件事的。

剛才發展局局長也出來和大家交代了，發展局關注最近的一連串相關的工務工程事件，就沙中線紅磡站鋼筋事件，因為禮頓是一個政府的工務工程承建商，發展局根據一貫的做法，成立了一個恆常機制下的跨部門小組跟進，並發信給禮頓，要求下星期、二十六號要提交一個匯報和解釋。如果發展局如不滿意或發覺禮頓是有問題的話，他們可以採取規管行動，包括停止投標政府工程一段時間，嚴重的話甚至可以除牌。所以禮頓還有少許時間，下星期二、二十六號須提交資料給發展局跨部門工作小組。

發展局亦已通知所有政府的工務部門，須特別嚴謹監察所有政府工程中由禮頓負責的工程，現在我們全面去留意，特別看得緊一點，所以這反映出我們很關心這件事，很重視這件事，一再強調人身安全、工作安全是不能妥協的，所以在這件事上，不論是紅磡站的事件，不論是土瓜灣的事件，不論是會展站，政府都是高度關心、高度關注，我們一定會徹查，嚴肅處理這三個事件，我和大家交代……

記者：司長，其實路政署是否有失職的情況？因為到這麼久才知道有這些事件，更是透過傳媒揭發才知道。路政署是否失職，是否有人需要負責？

政務司司長：是否有人需要負責，整個過程我們需要調查，所以我們一定會嚴肅跟進這事件。至於紅磡站鋼筋事件，行政長官上星期宣布成立一個獨立的、法定的調查委員會，由夏正民法官領導，我們正密鑼緊鼓做籌備的工作。待我們做好了籌備工作，回到行政會議，由行政長官會同行政會議批准，我們才可以正式起動，所以我們在過去一個星期馬不停蹄，不停做工夫，希望盡快可以展開這個工作。

記者：調查委員會的職權範圍會否包括其餘兩個發現有問題的站？因為見到接連有事的都是沙中線。

政務司司長：行政長官上星期都很清楚交代。不同的事件有不同的情況、不同的背景，紅磡站事件明顯是複雜的，土瓜灣站和會展站，我們要等多一些資料和多一些事實，但如果調查委員會的調查工作做得太闊的話便不夠聚焦。所以，行政長官上星期都解釋，我們應該聚焦，做好紅磡站的調查，因為紅磡站事件影響很大，亦遠遠較土瓜灣站複雜，因為土瓜灣站、會展站情況，大家目測都可以看到初步情況，相對下，紅磡站事件一定要作深入調查交代事實，因應事件複雜性而針對性地處理問題。多謝大家。

完

2018年6月18日（星期一）  
香港時間16時27分



# Press Releases

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HyD receives MTRCL's incident report on construction of reinforced concrete wall at To Kwa Wan Station of Shatin to Central Link

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Regarding the incident in which a reinforced concrete wall adjacent to staircases at the To Kwa Wan Station platform under the Shatin to Central Link project was not constructed in accordance with the construction drawings, the Highways Department (HyD) requested the MTR Corporation Limited (MTRCL) on June 11 to submit an incident report with a detailed explanation of the cause of the incident and the rectification plan no later than June 18. The HyD received the report from the MTRCL this morning (June 19), and noted that the MTRCL subsequently made public the report. The department is deeply concerned about the supervision problems revealed in the report. The HyD is scrutinising the details in the MTRCL's report and will request the MTRCL to clarify and provide further information as necessary.

Ends/Tuesday, June 19, 2018

Issued at HKT 19:02

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# **Press Releases**

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HyD receives information from MTRCL on excavation works at Exhibition Centre Station under Shatin to Central Link project  
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In response to the recent media report on June 17 about the excavation works at the Exhibition Centre Station under the Shatin to Central Link project that have raised public concern on the associated works safety at the Exhibition Centre Station, the Highways Department (HyD) has received the written information submitted by the MTRCL last evening (June 19).

After a review of MTRCL's information, the HyD is deeply dismayed by the fact that the contractor has proceeded with excavation exceeding the allowable depth before installation of the final layer of temporary steel struts, and that MTRCL has allowed the situation to persist for a prolonged period. The Transport and Housing Bureau and the HyD also deeply regret that the attitude of the MTRCL, as a project manager, and the contractor in handling the incident has unsatisfactorily put the public safety at risks.

In addition, it is totally unacceptable that the MTRCL has repeatedly failed to timely notify the HyD of incidents related to the construction of Hung Hom Station, To Kwa Wan Station and Exhibition Centre Station. The HyD has not been informed of the incidents until media enquiries were received.

Regarding the information the HyD received from MTRCL, there are still many questions left unanswered and the HyD will demand a full and detailed account of the incident, including a comprehensive review of MTRCL's implementation of the supervision system.

Ends/Wednesday, June 20, 2018  
Issued at HKT 1:01

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# Press Releases

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Transcript of remarks by STH  
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Following is the transcript of remarks by the Secretary for Transport and Housing, Mr Frank Chan Fan, at a media session after attending the Legislative Council meeting today (June 20):

Reporter: Is the Government going to report the two new incidents to the Police like they did for the incident in Hung Hom? Also, do you think the MTRC management should bear some responsibility over the recent scandals instead of disciplining the lower ranking staff?

Secretary for Transport and Housing: In respect of those incidents arising from the Exhibition (Centre) Station and To Kwa Wan Station, if there is any suspected criminal act, then we will certainly report to the law enforcement agency to follow up. This is for sure. In respect of the responsibility of the MTRC (MTR Corporation Limited), I do think that they do have a duty of care to ensure all projects are being carried out in a professional and safe manner. With due respect, I'd expect them to exercise their due diligence to ensure safety and quality of the works under their supervision and management.

(Please also refer to the Chinese portion of the transcript.)

Ends/Wednesday, June 20, 2018  
Issued at HKT 13:26

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**MTR submits written account of  
temporary steel strutting erected for excavation works  
at Exhibition Centre Station of Shatin to Central Link**

The MTR Corporation has today (19 June 2018) submitted a written account to the Government regarding the temporary steel strutting erected for excavation works at Exhibition Centre Station under the Shatin to Central Link Project (SCL).

The works concerned were carried out by Leighton - China State Joint Venture, the main contractor of SCL Contract 1123 "Exhibition Centre Station and Western Approach Tunnel".

There are recent media reports expressing concern as to whether the temporary steel strutting required for the excavation works at the Exhibition Centre Station was erected in accordance with relevant specifications and requirements. Excavation works are taking place in between diaphragm walls and temporary steel strutting is erected at specified intervals as the excavation goes deeper.

Leighton - China State Joint Venture has been installing the temporary steel strutting in accordance with the contractual requirements. However in May and June this year the Corporation recorded two locations where the works were not carried out in accordance with the approved working method, when excavation exceeded the allowable depth before installation of the fifth and final layer of temporary steel struts. In the relevant areas, the upper four temporary steel struts have all been installed.

Leighton - China State Joint Venture has the obligation to carry out the works in accordance with all the approved working drawings and method statements. The Corporation issued to Leighton - China State Joint Venture two Non-conformance Reports (NCRs) on 10 May and 11 June 2018, requiring the submission of a remedial proposal together with the design check of the Excavation Lateral Support (ELS) system stability for the Engineer's approval.

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Safety has always been the Corporation's top priority. Throughout the excavation works, the Corporation has continuous instrumentation monitoring over the construction site to ensure the overall integrity and safety of the structures. The stringent monitoring regime includes diaphragm wall inclinometers, strain gauges on the temporary steel strutting, settlement markers and diaphragm wall inspections. Bi-weekly inspections by the Registered Geotechnical Engineer are also carried out in accordance with the statutory Site Supervision Plan approved by the Buildings Department. Following further inspection carried out by the Registered Geotechnical Engineer he confirmed on 18 June 2018 that, from early May 2018 to date, there was no stability concern on the diaphragm wall and the corresponding excavation works are safe.

Leighton - China State Joint Venture submitted a remedial proposal and design amendment to the Corporation on 19 June which are being scrutinised by our engineering staff. Following checking, the Corporation will submit the remedial proposal to the Government for approval. When the remedial proposal is approved, Leighton - China State Joint Venture will carry out the required rectification works which will be closely monitored by the Corporation's on-site inspectorate staff.

Following the issue of NCR by the Corporation, Leighton - China State Joint Venture has taken considerable time, after the issue of NCR by the Corporation, to submit the remedial proposal and the design amendment which ultimately has to be submitted to Government. The Corporation regrets not informing Government of the matter at an earlier stage and not stopping the excavation work below the allowable depth pending the Contractor's response to the NCR.

Safety has always been the first priority of the Corporation, and there are established procedures in our project management regime to ensure safety and quality of construction works. The Corporation detected the non-compliance by Leighton - China State Joint Venture and will handle the matter strictly in accordance with the contract. The performance of contractors will be taken into account in future tendering exercises. The required rectification works will be implemented as soon as possible. There is no impact on the overall structural integrity of Exhibition Centre Station and on the overall programme of the project.

- End -

#### About MTR Corporation

MTR Corporation is regarded as one of the world's leading railway operators for safety, reliability, customer service and cost efficiency. In its home base of Hong Kong, the Corporation operates ten commuter railway lines, a Light Rail network and a high-speed Airport Express link on which about 5.8 million passenger trips are made on a normal week day. Another 6.5 million passenger trips are made on the rail services it operates outside Hong Kong in the Mainland of China, the United Kingdom, Sweden and Australia. In addition, the Corporation is involved in a range of railway construction projects as well as railway consultancy and contracting services around the world. Leveraging on its railway expertise, the Corporation is involved in the development of transit-related residential and commercial property projects, property management, shopping malls leasing and management, advertising media and telecommunication services.

For more information about MTR Corporation, please visit [www.mtr.com.hk](http://www.mtr.com.hk).

**MTR submits findings on works at To Kwa Wan Station  
of Shatin to Central Link**

The MTR Corporation today (19 June 2018) submitted the findings of its investigation to the Government regarding the construction of an internal wall and a parapet wall at To Kwa Wan Station under the Shatin to Central Link Project (SCL).

The works concerned were carried out by Samsung - Hsin Chong Joint Venture, the main contractor of SCL Contract 1109 "Sung Wong Toi and To Kwa Wan Stations and Tunnels".

Upon receipt of the media enquiry on 5 June on whether the structural design of the wall has been changed, the Corporation immediately made enquiries with the Contractor. On 8 June, the Contractor confirmed in writing that part of the completed works were not in accordance with the approved drawings, and in subsequent discussions with the Contractor, the Corporation was informed that there are three locations, of limited areas, which are of concern in the internal wall located adjacent to two staircases near the upper platform level in the To Kwa Wan Station.

The internal wall has been constructed in accordance with the approved drawings, as confirmed by relevant inspection records. According to the Contractor, during the trimming of over-cast concrete to achieve a smooth surface for tiling over the internal wall, some of the reinforcement bars at three localised areas adjacent to two staircases were removed.

The Corporation is very disappointed with the Contractor for not following the approved drawings when undertaking the minor remedial works for the over-cast concrete, and we take such contravention very seriously. The Contractor has submitted a proposal on rectification works which will be implemented once necessary approval has been obtained from the Corporation and Government.

The Contractor has confirmed, and the Corporation's initial checking concurs that based on the known and suspected areas, the deviation of the completed works of the internal wall from the approved design does not create any safety impact to the internal wall and to the adjacent staircases and escalators. Rectification works will be implemented as soon as possible and will be closely monitored.

The Corporation is very concerned about this case of incompliance and will handle the matter strictly in accordance with the contract. The performance of contractors will be taken into account in future tendering exercises.

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We have conducted investigation into whether any of our staff had knowledge of the non-complying works. We found that an MTR inspector had noticed an area with some horizontal reinforcement bars removed adjacent to one staircase but had not reported such issue. We are concerned about this omission to report and will commence disciplinary processes.

An executive summary of the report submitted to the Government is attached. The full Report (English version only) can be found at the Shatin to Central Link project website ([www.mtr-shatincentrallink.hk](http://www.mtr-shatincentrallink.hk)).

Safety has always been the first priority of the Corporation and there are established processes in our project management regime to ensure safety and quality of construction works. This case does not affect the overall structural integrity of To Kwa Wan Station and has no impact on the overall programme of the project.

- End -

#### About MTR Corporation

MTR Corporation is regarded as one of the world's leading railway operators for safety, reliability, customer service and cost efficiency. In its home base of Hong Kong, the Corporation operates ten commuter railway lines, a Light Rail network and a high-speed Airport Express link on which about 5.8 million passenger trips are made on a normal week day. Another 6.5 million passenger trips are made on the rail services it operates outside Hong Kong in the Mainland of China, the United Kingdom, Sweden and Australia. In addition, the Corporation is involved in a range of railway construction projects as well as railway consultancy and contracting services around the world. Leveraging on its railway expertise, the Corporation is involved in the development of transit-related residential and commercial property projects, property management, shopping malls leasing and management, advertising media and telecommunication services.

For more information about MTR Corporation, please visit [www.mtr.com.hk](http://www.mtr.com.hk).

## Executive summary

Upon receipt of a media enquiry on 5 June 2018 regarding the construction defects at an internal wall and the adjacent parapet wall at To Kwa Wan Station (“TKW”) under construction as part of Shatin to Central Link (“SCL”) Contract 1109, MTRCL took immediate action.

The responsibility for the construction rests with the Contract 1109 contractor Samsung Hsin Chong Joint Venture (“Contractor”) and on 7 June 2018, MTRCL met with the Contractor to investigate the issue. On 8 June 2018, the Contractor confirmed in writing that part of the completed works were not in accordance with the approved drawings. On the same day, MTRCL immediately requested from the Contractor (i) a remedial plan; and (ii) further information including as to whether there were similar issues elsewhere in Contract 1109. On 15 June 2018, the Contractor submitted a report to MTRCL which included the remedial plan as well as confirming 2 other “suspected areas” with similar deviation from approved drawings.

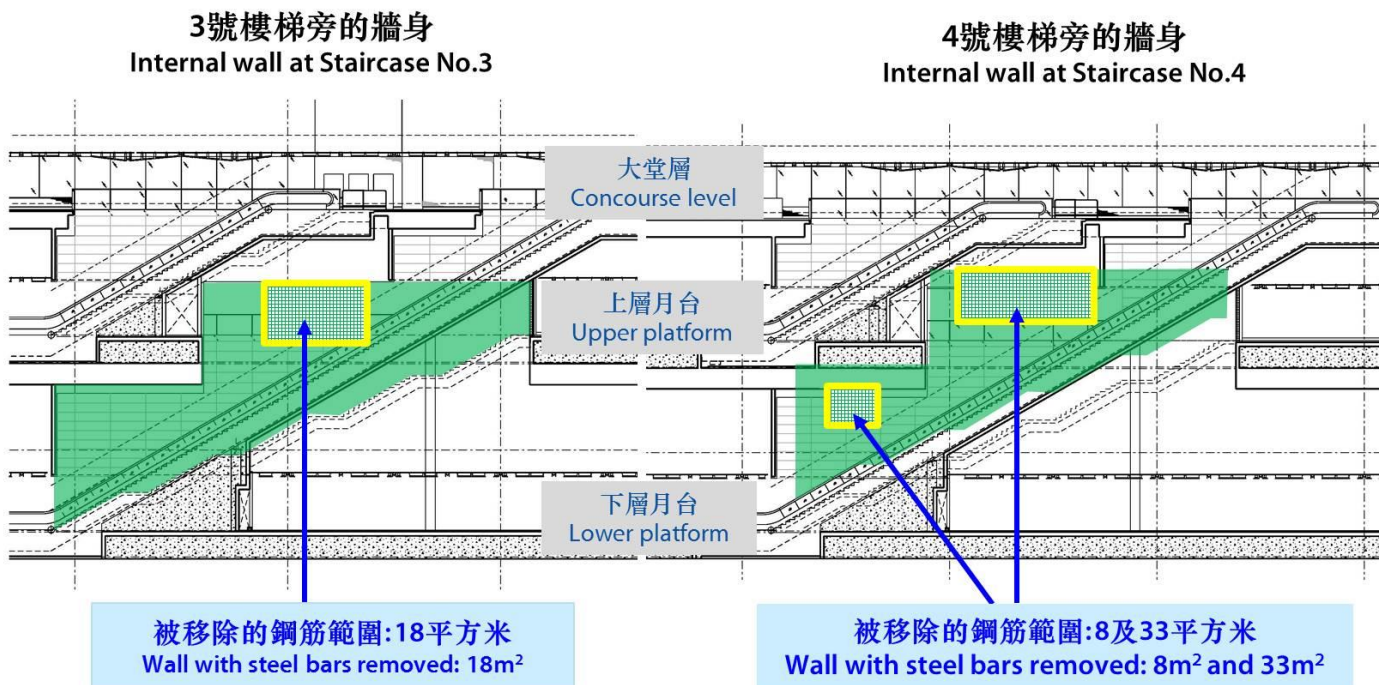
Concurrent with our requests for information from the Contractor, we have conducted our own investigation into this matter which included interviewing 9 members of our staff. In this investigation the Contractor has declined the requests from MTRCL to interview its staff.

The construction subject to this investigation is a completed 200mm thick internal wall located adjacent to Staircase ST-03 and ST-04 near the upper platform level (the “Internal Wall”) in TKW. Our investigation and the report by the Contractor indicate that the Internal Wall and the Parapet Wall were constructed in accordance with the approved drawings and followed the same quality control procedures as in all MTRCL projects using our Project Implementation Management System (“PIMS”), where “Hold Points” are specified and relevant forms (Request for Inspection/Survey Checks (“RISC”) Forms) were in place, inspected and signed off by both the Contractor and MTRCL engineers / inspectors as appropriate.

Following construction, part of the front face of the Internal Wall was found to have slightly shifted toward the public area of the station due to bulging of formwork during the concreting process, resulting in over-casting of concrete in uneven thickness at different areas of the wall surface. To remedy this bulging the process is a straight forward concrete trimming and repair for which there is a clear approved



method statement. However, during the subsequent remedial trimming of the over-cast concrete to achieve a smooth surface for tiling, some of the reinforcement bars at a localized area (which the Contractor estimates at approximately 18m<sup>2</sup>) were removed from one face of the Internal Wall. This is an unauthorised deviation from the approved method statement. The Contractor reported on 15 June 2018 that similar situations are suspected to have occurred at two other localized areas (which the Contractor estimates at approximately 8m<sup>2</sup> and 33m<sup>2</sup>) of the same Internal Wall adjacent to Staircase ST-04. It should also be noted that the average thickness of the internal wall after trimming ranges from 175mm to 180mm respectively at staircases ST-03 and ST-04.

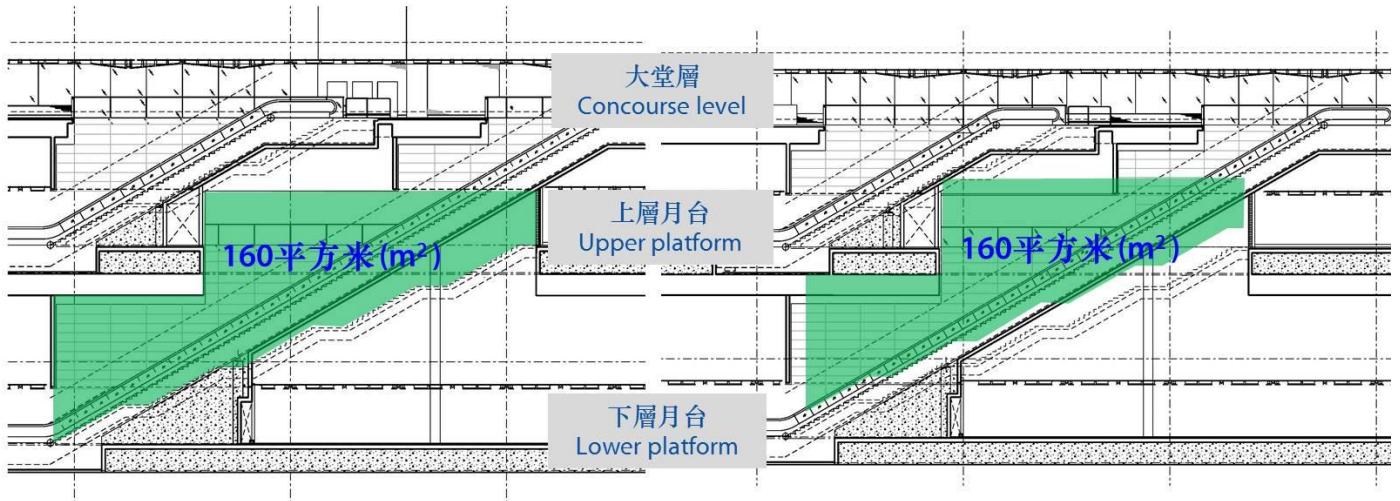


The total area of the Internal Wall adjacent to each Staircase (i.e. ST-03 and ST-04) is approximately 350m<sup>2</sup> (i.e. 700 m<sup>2</sup> in total for both staircases) and the area of concrete trimming for each Staircase estimated by the Contractor was approximately 160 m<sup>2</sup> (i.e. 320 m<sup>2</sup> in total for both staircases). The Contractor has advised that it has carried out extensive review of the “suspected areas” requiring further investigation and has employed a specialist to conduct non-destructive testing over these areas. The Contractor’s estimate is that of the approximately 320 m<sup>2</sup> concrete trimmed area a total area of approximately 60 m<sup>2</sup> may not have been in accordance with approved drawings. Contrary to media reports, there is no evidence

suggesting reinforcement bars were removed from the 250mm thick parapet wall (the “Parapet Wall”).

3號樓梯旁的牆身  
Internal wall at Staircase No.3

4號樓梯旁的牆身  
Internal wall at Staircase No.4



The Contractor has confirmed that removal of the reinforcement bars means the works were not in accordance with the approved drawings. Such work would also not be in accordance with the approved method statement for such remedial work and the Contractor did not seek MTRCL’s approval to deviate from the approved method statement for remedial works. In our interview of MTRCL’s staff we were made aware of one instance when an MTRCL inspector had noticed, en route to checking other matters, an area with some horizontal reinforcement bars removed adjacent to staircase ST-03 but had not reported such issue. We are seriously concerned about this omission to report.

The Contractor has further confirmed, and MTRCL’s initial checking concurs that based on the known and suspected areas, the deviation of the completed works of the Internal Wall from the approved design does **NOT** create any safety impact to the Internal Wall and to the adjacent staircases and escalators.

MTRCL is very concerned with this matter and requested the Contractor to provide all relevant information relating to the matter to assist with the investigation and to submit a remedial plan for rectification of the works. MTRCL has now received the Contractor’s investigation report and remedial proposal. Although the Contractor

has stated that it suspects that the affected area is limited to the areas described above, as a matter of prudence and to address public concerns we have instructed the Contractor to open up the whole area that was previously trimmed (i.e. 320 m<sup>2</sup> in total for staircases ST-03 and ST-04) to ensure that either the works are in accordance with the approved drawings or to undertake remedial works in accordance with the approved method statement.

We will submit the remedial proposal to the Government and MTRCL will supervise all remedial works undertaken by the Contractor. We will take action against the Contractor in accordance with the Contract and also commence disciplinary processes relating to staff not complying with our processes and procedures.

-End-

PRESS STATEMENT

21 June 2018

**Construction of Diaphragm walls for  
Exhibition Centre Station and Western Approach Tunnel  
of Shatin to Central Link**

The MTR Corporation would like to provide the following information to the public regarding the construction of diaphragm walls of Exhibition Centre Station and Western Approach Tunnel under the Shatin to Central Link (SCL) project.

The works concerned were carried out by Leighton - China State Joint Venture (“the Contractor”), the main contractor of SCL Contract 1123 “Exhibition Centre Station and Western Approach Tunnel”.

The Exhibition Centre Station and Western Approach Tunnel are constructed by the cut and cover method and diaphragm walls are installed to support the excavation.

The design drawings of the works concerned were correctly prepared by the Contractor’s design consultant and accepted by relevant Government departments in February 2016. Shop drawings for these diaphragm wall panels were then prepared by the subcontractor of the Contractor based on the approved design drawings for the purpose of construction works on the site. During the preparation of shop drawings for the reinforcement steel cage of two diaphragm wall panels, the subcontractor misinterpreted the design drawings, leading to errors in the shop drawings. These shop drawings were then reviewed by the Contractor before the final version was submitted to MTR. These errors were not picked up through this process. Subsequently, the construction of the two diaphragm wall panels concerned was carried out based on these incorrect shop drawings.

The non-conformance was later identified by MTR and a Non-conformance Report (NCR) was issued to the Contractor in June 2016 with an instruction to submit a remedial proposal.

After the submission of the remedial proposal by the Contractor, the Corporation’s engineers checked and discussed the non-conformance and proposal with the relevant Government departments in July 2016. The remedial proposal was then submitted to the relevant Government departments in August 2016 in accordance with the established procedure. Following further review and acceptance by the relevant Government departments in October 2016, the rectification works were completed accordingly by the Contractor under close monitoring by the Corporation’s on-site inspectorate staff.

-more-

Apart from the required follow-up works at the above-mentioned diaphragm wall, a review of the shop drawings of all the diaphragm wall panels previously constructed at other locations in the Exhibition Centre Station and Western Approach Tunnel has been carried out. The review confirmed that there is no similar occurrence in other locations. All diaphragm wall panels in the site are confirmed to be safe for subsequent excavation works.

- End -

PRESS STATEMENT

21 June 2018

**Capital Works Committee to Review Processes and Procedures  
within Project Management System**

The MTR Corporation Board of Directors (“the Board”) held a special meeting today (21 June 2018) to discuss the recently reported issues in relation to the Shatin to Central Link (SCL) project, the Corporation’s management of these issues and the overall management of the project. The Board takes these matters very seriously.

The Corporation has successfully delivered many railway projects which are now providing efficient and safe services to the Hong Kong public every day. This has been achieved on the basis of the Corporation’s well tested project management system and the concerted efforts of all MTR colleagues, who continue to work hard to deliver the SCL project.

The Corporation attaches top priority to the safety and quality of all its railway projects. As part of this commitment, and to provide assurance and confidence to the public, the Board has asked the Capital Works Committee (CWC) to conduct a review of the processes and procedures for SCL within the Corporation’s project management system (PIMS). The CWC will engage external consultants to assist it in this review.

In addition, as an immediate action, the Board has directed the Corporation’s management to strengthen its monitoring and supervision over all SCL contracts.

The Corporation will continue to take forward the SCL project with the aim of completing the East West Corridor in mid-2019 and the North South Corridor in 2021.

- End -

PRESS STATEMENT

22 June 2018

**Non-conformance Reports under MTR Corporation's Project Management System**

In light of recent concerns on Non-conformance Reports (NCRs) issued to contractors in the course of construction of railway projects, the MTR Corporation would like to provide the following information.

Safety has always been the first priority of the Corporation and there are established processes in our project management regime to ensure safety and the quality of construction works.

Construction works are undertaken by individual contractors and they have the primary responsibility of delivering the works in accordance with the terms of contract and relevant statutory requirements. To ensure that the contractors are doing their work properly, a Project Manager is appointed to supervise and monitor the work of the contractors to ensure compliance.

In the case of the Shatin to Central Link (SCL), the Corporation is appointed as the Project Manager. The Corporation carries out this role using the Project Integrated Management System ("PIMS"), which is certified to be ISO9001 compliant and has been used to manage railway projects for over 20 years.

Pursuant to the role of the Project Manager, which is to identify any non-compliance by contractors, the Corporation issues Non-conformance Reports ("NCRs") to the contractors on non-conforming works. The contractor concerned shall then propose corrective measures and preventive actions to rectify the works. The MTR Construction Team shall continuously monitor the status of the remedial works to ensure that quality of the site works is not compromised. Where amendments to original design are involved, the remedial proposals concerned will be submitted to relevant Government departments for acceptance.

NCR is therefore a common and necessary management measure in the project management process during the course of construction, to record and demand rectification of non-conformance. NCRs are widely adopted in all construction projects (including public projects), and the number of NCRs in each construction contract may vary due to the nature and scale of works, geology, complexity of the project, performance of the contractors, etc.

We understand public concerns on the quality of the construction works and the effectiveness of the project management system. As announced yesterday, the Capital Works Committee under the MTR Board of Directors will conduct a review of the processes and procedures for

SCL within the PIMS, and external consultant will be engaged to assist in the review. The scope of this review will include how best to improve the internal and external reporting system relating to NCRs, in particular on issues with potential safety implications.

- End -



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1. 星島日報 | 發行情/接觸人次：100,000 | 2018-06-12

報章 | A06 | 港聞

字數：1190 words

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## 土瓜灣站偷薄結構牆 削走鋼筋恐變「危牆」 疑施工計算出錯「落石屎」圖掩飾

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港鐵沙中綫工程接連被揭發施工質量問題！繼紅磡站地盤發生剪短鋼筋醜聞後，最新揭發土瓜灣站車站一幅長約三十米的結構牆，未有按照圖則施工，原本兩層鋼筋的牆身，被削走一層鋼筋，估計是由於施工時計算出錯，有工程人員急急「落石屎」企圖掩飾。港鐵回覆時承認事件，已要求承建商「新昌三星聯營公司」跟進及補救，但強調牆身結構安全並沒有影響。港鐵表示正詳細調查事件，一旦證實有任何違規情況，會啟動紀律程序。

議會陣線立法會議員毛孟靜昨日透露，收到港鐵沙中綫前綫工程人員投訴，指土瓜灣站工程中一幅位於車站月台層扶手電梯旁、長約三十米的牆壁不合規格，原本應該有兩層鋼筋，但懷疑有人在設計或施工時計算出錯，尺寸不對，將其中一層鋼筋連石屎削走，並隨即「落石屎」掩飾錯誤。

### 港鐵強調安全沒影響

她表示，投訴在約十天前收到，並引述消息人士指，事件不涉及偷工減料，但由於任何樓宇的外牆都需要兩層鋼筋，今次的牆身被削走一層鋼筋後，雖然仍達到一定的安全系數，不至於短期內倒塌，但仍屬於違規，而隨着列車開通時，牆壁會承受一定程度的震盪，亦難保數年後會有倒塌危機，形容該牆壁屬「危牆」，與一般牆壁能支撐五十年的要求相差甚遠。

涉事的沙中綫土瓜灣站為三層地底車站，地底第一層為車站大堂，餘下兩層為月台層。據了解，涉及的結構牆面積達二百四十平方米，屬連接車站最底層月台至車站大堂的樓梯通道結構牆，位於車站中間位置，被揭發遭削薄鋼筋面積約二十四平方米，集中在上層月台附近。

昨日有報道指，來往車站大堂至月台梯間的結構牆，是於今年四月被大幅改動結構；建造車站的承建商「新昌三星聯營公司」今年初準備交場予分判商，開始車站裝修工程，但發現涉事通道牆壁多處厚度不一，部分位置較要求超出二十毫米至五十毫米不等，擔心港鐵「唔收貨」，有判頭於是向工程人員發出「削筋」偷薄結構牆的指示，除要打爆石屎牆重鋪，部分牆身位置更需剪走牆內其中一層鋼筋。

報道亦指，工程人員連日以風煤燒焊切斷鋼筋，做法亦疑違反工地要求。毛孟靜估計，事件可能和趕工有關，事件反映監工並不嚴謹，批評政府在監管鐵路工程掉以輕心，不夠嚴肅。

### 嚴正要求承建商交代糾正

港鐵發言人回覆表示，涉及的是港鐵沙中綫1109號工程合約內的宋皇臺站及土瓜灣站車站及隧道工程，承建商「新昌三星聯營公司」早前知會港鐵，指土瓜灣站月台近樓梯旁的牆身，部分已完成的工程未有依照已批准的圖則進行，但有關情況對牆身結構安全並沒有影響。發言人表示，公司非常關注事件，已嚴正要求承建商作出交代和糾正，承建商已同意提交跟進及補救方案，在港鐵審視和批准後，便會按方案展開跟進及收復工序。

港鐵正為此事進行詳細調查，包括調查承建商整個建造及監督過程，已要求承建商提交所有相關資料及文件，而調查亦會涵蓋港鐵人員所負責之監督工作，一旦證實有任何違規情況，會啟動紀律程序。港鐵承諾，會盡快完成有關調查，完成後會盡快採取適當跟進行動。

記者：歐志軍

文章編號：[201806123194436]

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2. 蘋果日報 | 發行人/接觸人次: 130,230 | 2018-06-12  
報章 | A04 | 要聞  
字數: 1218 words

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## 沙中綫工程再爆豆腐渣醜聞 雙重鋼筋削走一半 土瓜灣站豎危牆

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【本報訊】沙中綫工程再有車站爆鋼筋造假醜聞！今年4月初，土瓜灣站工程承建商疑大幅改動來往車站大堂至月台梯間結構牆的結構，原本由雙層鋼筋組成的結構牆被「削筋」偷薄，其中一層鋼筋被削走，工程人員事後更急急落石屎圖掩人耳目。港鐵昨承認部份工程未有依照已批准的圖則進行，會盡快修復；涉事承建商三星新昌聯營公司未有回應。

記者：鄭啟源

涉事屯馬綫土瓜灣站為3層地底車站，地底第一層為車站大堂，餘下兩層為月台。據了解，「大判」三星新昌聯營公司今年初準備交場予分判商，開始車站裝修工程，但發現連接車站最底層月台至車站大堂的樓梯通道結構牆多處厚度不一，部份位置較要求超出20毫米至50毫米不等，涉及面積240平方米，位於車站中間位置。

### 削筋面積至少24平方米

為求補鑊，今年4月初有判頭指示工程人員削筋偷薄結構牆，除要打爆石屎牆重鋪，更需削走牆內其中一層鋼筋，佔整幅問題結構牆面積至少十分一，即約24平方米，集中在上層月台附近，足有一個小型單位般大。本報上周二向港鐵、路政署及承建商查詢，港鐵事隔一周回覆，確認屬實。

議會陣線立法會議員毛孟靜早前亦接獲沙中綫工程人員相關消息，指上述結構牆有超過一半位置被削去一層鋼筋，「淨係剪鋼筋都剪咗差唔多10日」。她指，被偷薄的牆壁更可能不止一幅，同一通道內分隔樓梯與扶手電梯的間隔牆亦有傳被偷薄，「佢（消息人士）好強調個兩幅牆已經變成危牆，地盤工人聽到要咁樣剪鐵，都覺得奇怪。車站唔同一般樓宇，要承受列車經過嘅震動，好擔心遲早會出事」。

另一消息透露，若承建商要修改結構牆的鋼筋設計，必須得到港鐵批准才能修改，惟港鐵管理層對工程人員削走牆壁鋼筋的做法，並不知情。

土木及結構工程師蘇耀坤指，雙層鋼筋結構原本就要提供兩個不同方向的承托力，事後削走其中一邊鋼筋，肯定會對承托力有影響，「就算因應工程需要削走，事後都要補返足夠鋼筋先可以再落石屎，有可能就咁削走算數，絕對有機會造成危險」。

承建商：無影響結構安全

港鐵發言人回覆本報查詢時指，承建商知會港鐵，土瓜灣站月台近樓梯旁的牆身有部份已完成的工程未有依照已批准之圖則進行，惟對牆身結構安全並無影響；而港鐵管理層在本報查詢前，對工程人員削去牆壁鋼筋的做法，並不知情。

港鐵未有交代何時得知事件，只表示已要求承建商交代和盡快作出糾正；港鐵將就此詳細調查，包括承建商整個建造及監督過程，以及港鐵負責的監督工作，一旦證實有任何違規，將會啟動紀律程序。本報昨致電新昌查詢，職員表示「已經收咗工」，着記者今再致電；三星物產電話則無人接聽。

據了解，港鐵正要求承建商交代是否有更多位置被削走鋼筋，港鐵稍後需要鑿開涉事結構牆的石屎面，詳細檢查，暫未知會否影響明年中通車日期。

立法會鐵路事宜小組主席田北辰表示，據他了解是新昌三星自行更改圖則，要求分判商削筋，但不知原因。建築、測量、都市規劃及園境界立法會議員謝偉銓指事件令人非常憂慮，反映紅磡站月台問題並非單一事件，希望港府盡快成立有法定傳召權的獨立調查委員會徹查。

文章編號：[201806123212185]

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1. 南華早報 | 發行情/接觸人次: 105,347 | 2018-06-12  
報章 | CITY1 |CITY |Transport |By Sum Lok-kei  
字數: 594 words

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## MTR Corp in new scandal over rail connection

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Transport operator admits to latest problem on Sha Tin-Central link, with a wall at To Kwa Wan station that contractor had allegedly weakened

The embattled MTR Corporation has been caught in a fresh scandal over substandard construction work on the Sha Tin-Central rail link - this time at the To Kwa Wan station.

Admitting it knew about a deviation from plans, involving a wall on the platform level below the concourse allegedly having its reinforcement bars removed in April and being "shaved thin", the rail operator yesterday said it had told the contractor to correct the problem.

The revelation came less than a week after the MTR Corp admitted that a subcontractor had cut corners on reinforcement bar work in the construction of a new platform under the existing Hung Hom station, as part of a HK\$5.2 billion contract.

This time, the work concerned a HK\$4.57 billion contract given to a joint venture between Hsin Chong Group Holdings and Samsung C&T in 2012.

Yesterday, HK First lawmaker Claudia Mo Man-ching said she was informed of the new issue at the start of this month by a worker involved in the construction of To Kwa Wan station.

Mo said she was told a wall in the station had become a risk after workers were told to remove a layer of reinforcement bars to make it thinner, bringing it more in line with the original design on the blueprint.

"Half of the reinforcement bars and one-third of the cement was removed," she said.

A photo sent to Mo showed the wall in question next to a staircase leading up from the train platform to the concourse. Investigation into HK\$97 billion Hong Kong rail scandal 'needs to have teeth' so firms are compelled to reveal everything, says executive councillor. The MTR Corp yesterday said the wall at a platform at To Kwa Wan station had "deviated" from the original design but that it was told there would be "no safety impact". It said the contractor had been told to give a "full account" of the incident and draw up a rectification proposal.

The MTR Corp said it would conduct a thorough investigation into inspection processes of the contractors, and internally.

"If any infringement is identified, appropriate disciplinary processes will follow," it said.

It refused to say if the launch of the Tuen Ma line would be affected.

Hsin Chong is publicly listed in Hong Kong. It is also the sole winner of another HK\$300 million contract for "advance works" on the Hung Hom to Admiralty section of the Sha Tin-Central link.

According to Hsin Chong's website, the contract is for the construction of a 1.6km long railway tunnel and two stops along the link's Tuen Ma Line - the stations at To Kwa Wan and Sung Wong Toi.

The Tuen Ma Line connects the existing West Rail and Ma On Shan lines.

In November last year, Hsin Chong and Samsung C&T said the structural work on the two stations had been completed and that workers would move on to "fitting out works".

It also said the project had been recognised by the MTR Corp for safety and stakeholder engagement in 2015.

Rail services on the Tuen Ma Line are expected to begin by the middle of next year.

Democratic Party lawmaker Lam Cheuk-ting questioned whether the MTR Corp was able to monitor all the works related to the rail link project.

Another legislator, Tony Tse Wai-chuen of the architectural, surveying, planning and landscape functional constituency, said the recent scandals had made the public lose faith in the corporation.

文章編號: [201806123262244]

1. 星島日報 | 發行情/接觸人次: 100,000 | 2018-06-17

報章 | A02 | 要聞

字數: 618 words

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## 土瓜灣站月台沒按圖則施工

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港鐵沙中綫除了紅磡站外，土瓜灣站鋼筋亦被揭出現問題。港鐵首度披露涉事牆身問題，承認土瓜灣站月台承建商沒有按照圖則施工，興建一幅百多平方米的石屎牆時抽走部分橫向鋼筋，正待承建商提交補救方法。

港鐵已開始調查事件，本周會向政府提交報告，又重申沙中綫通車日期未變。

### 沙中綫可如期通車

港鐵工程總監黃唯銘昨在電台節目表示，土瓜灣站的承建商承認，沒有按照圖則興建一幅石屎牆。黃唯銘提及，涉事牆身厚八吋，面積一百多平方米，位於站內的樓梯旁邊，並非主要的受力牆。承建商在灌石屎後發現牆身凸出二十至五十毫米，按照補救慣例，會先將凸出的牆身石屎削去，凸出的鋼筋就會經防鏽處理，最後再重新鋪上瓷磚。不過，今次判頭並沒有按正常方法補救，反而將牆身面積約六分之一至五分之一的部分鋼筋抽走。被問及該幅牆身是否要拆卸重建，黃唯銘表示，承建商做法不正確，會重新架設鋼筋修補。

港鐵主席馬時亨回應事件稱感到不開心，現時不評論責任誰屬，會深入調查，「在個人來說，我都不開心，為何不上報。為何可以讓判頭改則都不上報？判頭是不對，你一定要經圖則辦事，但我們自己都應該上報。」他指港鐵董事局十分關注情況，究竟屬於個別事件，還是涉及監管制度問題，又承認當中有改善空間，如果是港鐵職員失職，必定會透過紀律程序處理。

港鐵行政總裁梁國權表示，已開始調查事件，本周會向政府提交報告，相信通車目標時間未有改變，他又重申沙中綫項目「東西走廊」會於明年中通車，「南北走廊」通車時間仍是二〇二一年。

本報記者

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1. 東方日報 | 發行情/接觸人次：500,000 | 2018-06-18

報章 | A01 | 港聞 | 頭條

字數：1163 words

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## 沙中線又爆鑊 地盤恐倒塌 會展站停工 支撐工字鐵不足 議員促刑事調查

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港鐵沙中線工程失誤停不了！港鐵繼日前被踢爆沙中線紅磡站「剪筋」造假、土瓜灣站月台結構牆未按圖則施工兼削筋偷薄，昨再爆出會展站工地疑沒有擺放足夠工字鐵支撐兩邊鋼鐵牆施工，恐有倒塌危機！立法會鐵路事宜小組委員會主席田北辰引述前線地盤工程人員指港鐵近一、兩個星期發現問題後即叫停工程。路政署昨晚表明，透過傳媒知悉今次事件，之前並沒有收到負責管理的港鐵通知，要求港鐵在四十八小時內書面交代事件詳情。有立法會議員認為沙中線工程連環爆出違規，需要先做刑事調查。

沙中線會展站工地布滿支撐鋼鐵牆的工字鐵。（袁志豪攝）

### 挖泥建車站月台再填頂

沙中線會展站及西面連接隧道工程的承建商是禮頓——中建聯營，港鐵一五年一月十五日批出合約，造價約五十八億七千萬元。港鐵沙中線網頁介紹，沙中線所有車站（除顯徑站外）均會使用明挖回填方法建造，即沿隧道兩旁建造垂直鋼鐵牆以支撐泥土，再以挖掘機挖走垂直隔牆之間的泥土，繼而建造車站大堂及月台，完成工程後將回填被掘開路面至原貌。

田北辰昨引述前線工程人員指，為顧及施工安全，工人挖走泥土後，需每隔兩至三米高度就會擺放工字鐵支撐架，撐住垂直牆以防倒塌才可繼續向下挖，惟該工程人員指，挖掘至某階段時，懷疑工人未有按規定擺放足夠的工字鐵，港鐵監工於最近一星期至兩星期，發現工人違規後即暫停挖掘。

### 田北辰憂冧牆活埋工人

田北辰續指，今次事件雖不涉及乘客安全，但垂直鋼鐵牆未有工字鐵支撐會有傾側倒塌危機，工人安危堪虞，「牆一冧落嚟啲工人會活埋」，質疑港鐵工程內部守則有問題，承建商為求快手完工而不依守則工作，又關注港鐵高層對會展站被叫停工一事是否知情。至於今次事件再次牽涉到工程承建商禮頓，田北辰認為禮頓至今仍未開腔回應任何沙中線工程疑違規的問題，批評禮頓「簡直係令人髮指，仲點係香港撈？」促請禮頓盡快回應相關事件。

## 路署限港鐵兩日內回覆

不過，監管港鐵建造新線的路政署昨晚九時後發出新聞稿，指出會展站地底車站工程需要承建商建造臨時支撐架以進行挖掘工程。港鐵公司受港府委託作為沙中線工程項目管理人，有責任確保建造工程的安全及質量。傳媒昨日報道有關會展站出問題，路政署之前未有收到港鐵公司的通知，署方昨日已即時跟進，並要求港鐵在四十八小時內書面交代事件的詳情，現階段不評論事件。

## 港鐵稱整理資料後交代

港鐵昨晚十時半回應表示，港鐵公司一直以安全為首要任務，就最近有關沙中線會展站工程的報道，港鐵強調承建商必須按所有規定進行工程，至於傳媒的查詢，由於有關工程涉及很多技術資料和紀錄，港鐵正整理資料，按路政署要求書面交代詳情，並會向傳媒提供進一步資料。

港鐵沙中線紅磡站擴建月台鋼筋接駁被揭造假一事，已交由警方調查。廉政專員白韞六昨出席活動時表示，廉署一向採取保密原則，不會回應和評論個別案件，亦不會披露任何投訴內容，指署方一向關注社會上發生的事情。

文章編號: [201806183214881]

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2. 成報 | 發行情/接觸人次: 50,000 | 2018-06-18

報章 | A01 | 要聞 | 頭條

字數: 1144 words

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## 沙中綫會展站 禮頓偷減工字鐵 路署勒令港鐵2日內交代

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港鐵沙中綫工程「失禁式」連爆醜聞，最新被揭涉及的問題地盤位於港島會展站。有立法會議員引述消息指出，承建商「禮頓中建聯營」因趕工，在挖掘工程中疑無擺放足夠的橫向支撐架，港鐵近一至兩周前揭發勒令停工「補鑊」。路政署昨晚發放新聞稿，勒令港鐵在48小時內書面交代事件來龍去脈；港鐵深夜回覆《成報》查詢，指出由於涉及很多技術資料和紀錄，需稍後才能交代細節。今次是禮頓繼捲入紅磡站剪短鋼筋事件後，再次被揭疑無按圖則施工，情況令人關注。本報港聞部報道

港鐵一個月內再爆第3宗工程問題，繼沙中綫紅磡站剪短鋼筋及土瓜灣站削筋偷薄牆身事件後，會展站昨日被踢爆疑無按圖則施工。會展站承建商為「禮頓中建聯營」，以明挖回填方式建造，即先在地底建造兩幅垂直牆，然後向下挖走牆身之間的泥土，其間須在兩幅牆之間加上一定數量的橫向支撐架，即工字鐵，以支撐牆身以防倒塌。

### 田北辰轟監察通報機制

不過，立法會鐵路事宜小組委員會主席田北辰昨日表示，據該站前線人員稱由於工程的深度達五至六樓，已經建好四幅連續牆，即一個口字形，規定每向下掘兩至三米，就必須加橫向及直向工字鐵撐實，才可繼續挖掘工程，但在一至兩周前，港鐵發現承建商疑未有放置足夠工字鐵，因此勒令「禮頓中建」停工，要求補上足夠工字鐵。

田北辰質疑承建商因趕工而未有放置足夠工字鐵，他又批評：「禮頓一直只顧住向下掘，造成嚴重安全問題。港鐵駐場監工發現已立即喝停，但到目前為止，究竟已解決？已停工？還是港鐵喝不停？我不知道，究竟有否上報給港鐵（高層）？我亦不不知道。」他又炮轟綜合沙中綫多項工程醜聞，反映港鐵現行的監察制度及通報機制極有問題，「港鐵監工勒令承建商即場處理問題，若處理好就毋須上報，毋須記錄，加上港鐵沒有扣分制，在下次投標時，根本無人知道該承建商曾經出過問題，然後繼續中標」，促港鐵盡快檢討內部機制。

### 會展站工程合約58.7億

路政署昨晚發放新聞稿，稱事前並沒有收過港鐵的通知，該署已即時跟進，要求港鐵公司在48小時內書面交代事件的詳情，該署又強調港鐵受政府委託作為沙中綫工程項目管理人，有責任確保建造工程的安全及質量，承建商亦須建造臨時結構支撐以進行挖掘工程。

港鐵昨日深夜回覆《成報》查詢，強調承建商必須按所有相關規定進行工程，但由於會展站事件涉及很多技術資料和紀錄，經整理後會向路政署書面交代詳情，並稍後向傳媒提供資料。本報昨日向禮頓查詢，惟截稿前未有回覆。

承建商禮頓非首次被揭工程出問題，港鐵上周向政府提交的沙中綫紅磡站月台工程造假報告，有分判商直指受禮頓指示剪短月台鋼筋，亦有分判商稱曾見禮頓工人剪短鋼筋，禮頓均矢口否認。翻查港鐵網頁資料，沙中綫會展站及西面連接隧道工程，在2015年1月批給「禮頓中建聯營」，工程合約總值58.7億元，會展站是「紅磡至金鐘段」其中一站，預計在2021年通車。

文章編號: [201806183103570]

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4. 蘋果日報 | 發行情/接觸人次: 130,230 | 2018-06-18  
報章 | A02 | 要聞  
字數: 969 words

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## 港鐵監工知土瓜灣站「削筋」無上報

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【本報訊】沙中綫工程醜聞越揭越多，《蘋果》上周揭發土瓜灣站「削筋」偷薄結構牆事件，路政署事後要求港鐵最遲今天提交調查報告。據了解，港鐵調查期間，涉事承建商「三星新昌聯營公司」承認曾在車站中央行人通道中，削筋偷薄兩處牆壁。調查更確認一名港鐵駐地盤監工，知悉承建商未按圖則要求將牆壁削筋，但無向上級報告。港鐵將展開內部紀律程序，該名涉事監工最嚴重會被炒。

《蘋果》上周揭發土瓜灣站的工程承建商疑大幅改動來往車站大堂至月台梯間結構牆的結構，原由雙層鋼筋組成的結構牆被削筋偷薄，其中一層鋼筋被削走，工程人員事後更急急落石屎圖掩人耳目。港鐵已承認部份工程未依已批准的圖則進行，會盡快修復。

### 陳淑莊促查整條沙中綫

據了解，港鐵調查期間，承建商「三星新昌聯營公司」向港鐵承認，曾在涉事車站中央行人通道中，削筋偷薄兩處牆壁。據悉，港鐵可跟進的板斧有限，除按合約要求承建商按原有圖則復修，承擔相關工程費用外，並向承建商發警告信。另亦會將今次事件記錄在案，日後涉事承建商再競投港鐵工程合約，將考慮今次不按圖則施工的紀錄。

調查同時確認有一名港鐵駐地盤監工，知悉承建商未按圖則要求，在涉事牆壁削筋，但未向上級報告。就有關行為，港鐵將展開內部紀律程序，再決定處分方式，最嚴重會被「炒魷」。但據了解，有別於紅磡站事件安排，港鐵未必會公開報告，以及召開記者會交代調查內容。

沙中綫工程醜聞越揭越多，會展站也被揭疑因趕工挖掘，令工程工地支撐架不足，被港鐵勒令停工。立法會鐵路事宜小組委員會成員、公民黨議員陳淑莊質疑，港鐵和政府現時有多掌握沙中綫的施工質素和安全，因有很多紀錄都欠奉，每次都要依賴傳媒揭發才知情，「唔知港鐵係咪已經知道乜嘢叫教訓，究竟知唔知乜嘢叫開誠布公，如果再繼續有咁嘅情況出現，市民無法對沙中綫同港鐵管治挽回信心」。

陳促請政府成立的獨立委員會調查時，不要只限於紅磡站工程，需擴大調查範圍至整條沙中綫，未確保安全前不應通車。問到會否在立法會用特權法調查時，她指若政府調查委員會只查紅磡站問題，立法會可調查未涉及的範圍，「若佢（政府）唔做，我哋就會自己用特權法去做」。

行會成員、民建聯議員張國鈞指，如承建商禮頓拒絕交代，立法會可成立法定委員會追究到底，但當被追問到是否贊成引用特權法調查時，又稱要視乎承建商態度，以及政府跟進效果再決定。

■記者鄭啟源、林俊謙、譚靜雯

文章編號: [201806183196610]

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1. 南華早報 | 發行情/接觸人次: 105,347 | 2018-06-18  
報章 | EDT1 | EDT | transport | By Phila Siu phila.siu@scmp.com  
字數: 513 words

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## Safety fears stopped work at MTR station, Tien says

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Hong Kong's most expensive rail project was plunged deeper into controversy yesterday amid accusations of insufficient underground support work at one of the new stations, resulting in excavation being suspended.

Lawmaker Michael Tien Puk-sun, quoting anonymous sources with knowledge of the situation, said the MTR Corporation was made aware of the situation at the Exhibition Centre Station on the new HK\$97.1 billion Sha Tin-Central link about two weeks ago.

"The MTR has suspended the excavation works at the station and must have done so because it considered the incident unacceptable," said Tien, a former chairman of rail operator KCR before it merged with the MTR Corp in 2007.

The Highways Department last night said it had not yet been informed by the MTR Corp of the latest incident but had requested the railway company to give a written reply within 48 hours.

The department added that the MTR Corp, as project manager of the Sha Tin-Central link, was responsible for the work safety and compliance of the link.

According to the rail operator's website, the "cut and cover" excavation method was adopted at almost all stations on the link. Under this method, trench cutters are first used to build trenches for diaphragm walls. The walls are then installed deep underground.

Once these procedures are completed, excavation takes place between the walls. For every two to three metres of excavation, I-beams must be installed between the walls so they do not bend or collapse.

"If not enough I-beams were installed, the walls could bend. It would be easy to spot," engineer Chan Chi-ming said.

Temporary road decks are also placed on the road surface for vehicles to pass over, so the excavation can continue underground and not affect traffic.

Tien's accusation is that not enough I-beams have been installed, as he believed contractors were in a rush to complete the project.

He did not know how deep the excavation has gone.

A joint venture of Leighton Contractors (Asia) and China State Construction is responsible for the Exhibition Centre station.

The two companies did not respond to inquiries yesterday.

An MTR Corp spokesman last night said safety had always been the company's priority. The company stressed that contractors must comply with all rules.

He said the MTR Corp would provide the Highways Department with a written reply as requested and brief the media.

Last week, the Highways Department asked police to investigate after the main contractor, Leighton, was accused of instructing a subcontractor to cut steel bars to make it seem as if they had been screwed correctly into couplers.

The department decided to involve the police after MTR Corp released a 46-page report on the corner-cutting controversy. The steel bar cutting happened on the floor of one of two new underground levels being built beneath Hung Hom Station to house four platforms. Opinion: Why Hong Kong needs a more independent MTR board to prevent shoddy railway works  
Chan, the engineer, also said inspections needed to be carried out to see if the site had subsided, as that could harm the safety of neighbouring buildings.

文章編號: [201806183232488]

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1. 明報 | 發行情/接觸人次: 140,000 | 2018-06-19

報章 | A04 | 港聞

字數: 846 words

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## 港鐵假期為由遲交報告 路署不滿 土瓜灣站將促重架鋼筋修補

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【明報專訊】港鐵沙中線土瓜灣站月台結構牆上周被揭發「削筋偷薄」，路政署要求港鐵昨天提交調查報告，但港鐵表示因昨天是公眾假期，將延至今天早上向政府提交報告。據了解，港鐵指涉事的結構牆並非主要受力牆，將要求承建商提供補救方案，包括重新架設鋼筋修補。

路政署回覆表示，對於昨日尚未收到港鐵就土瓜灣站混凝土牆事件的報告，並接獲港鐵通知今天才能提交有關報告，對此表示失望和不滿，已要求港鐵明早必須提交報告。

土瓜灣站上周被揭發一幅位於地下二層月台的結構牆，懷疑承建商因施工失誤，灌石屎後發現牆身尺寸出錯，部分牆身的石屎「落多了」，令牆身厚度較原定超出20至50毫米，導致擬設樓梯另一旁的扶手電梯沒足夠空間安裝。承建商為補救，卻不按照圖則要求，擅自削走部分牆身兩層鋼筋的其中一層，以偷薄牆身，涉及1/5左右面積牆身被削走鋼筋。

港鐵早前回覆傳媒查詢時承認，已接獲承建商知會，土瓜灣站月台近樓梯旁的牆身，部分已完成工程未有依照已批准圖則進行。

### 毋須整幅拆卸重建

港鐵資料顯示，涉事工程屬沙中線1109號宋皇臺站及土瓜灣站的車站及隧道工程合約，承建商為「三星—新昌聯營」。據了解，負責月台結構牆工程的承建商為三星。

消息人士透露，今次事件涉及兩重出錯，包括承建商擅自不按照圖則施工及削走鋼筋，認為按慣例的補救做法，只需鑿走突出的石屎，再為石屎外露的鋼筋進行防鏽，之後再作批盪即可，相信是有人為了減省工序「貪方便」，才直接削走鋼筋；而被削走的是橫向鋼筋，非用作受力。

消息透露，承建商已向港鐵提交初步補救方案，現在只待港鐵審批，包括在涉事牆身重新架設鋼筋修補，但是毋須整幅牆拆卸重建。

另一項出錯則涉及通報機制問題，由於削走牆身鋼筋涉及更改圖則，屬於重大事項，須向港鐵通報，港鐵的監工亦須上報，但最終今次事件沒有上報，認為有需要改善整個通報機制架構。

此外，沙中線會展站近日也被揭發挖掘期間，承建商未按程序放置足夠工字鐵，路政署要求港鐵在 48 小時內書面交代事件詳情，限期將於今日完結，即港鐵最遲須於今日內，同樣向路政署提交會展站工程問題的文件。

文章編號: [201806193186451]

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2. 香港商報 | 發行情/接觸人次: 35,000 | 2018-06-19

報章 | A13 | 香港新聞

字數: 942 words

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## 沙中線施工問題 已促禮頓交報告 張建宗：高度關注嚴肅徹查處理

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【香港商報訊】記者戴合聲報道：對於港鐵沙中線工程接連被揭發施工出現問題，政務司司長張建宗昨日表示，不論涉及紅磡站、土瓜灣站或會展站，政府都是高度關心、高度關注，一定會徹查和嚴肅處理。其中涉事承建商禮頓，也是一些政府工務工程的承建商，發展局已按恆常機制成立跨部門小組，並已向禮頓發信，要求對方於本月26日前提交報告。他說，發展局已通知所有工務部門要特別嚴謹監察涉及禮頓的工務工程，若當局對禮頓的解釋感不滿或認為有問題，可採取規管行動，包括可暫停禮頓投標工程，嚴重可除牌。

### 獨立委員會宜聚焦查紅磡站

對於行政長官林鄭月娥早前宣佈成立的獨立委員會會否擴大調查範圍，張建宗回應若調查範圍太闊，不能聚焦。張建宗認為，港鐵3宗施工問題涉及不同情況，紅磡站的問題明顯複雜、影響很大，獨立委員會應聚焦處理紅磡站問題；土瓜灣及會展站的情況要等多些資料及事實跟進。被問到路政署是否失職，張建宗說，是否有人要負責仍需調查，一定會嚴肅跟進事件。

發展局局長黃偉綸於另一公開場合提到，政府因應港鐵沙中線工程近日的事件成立跨部門小組，檢視相關承建商承接政府工程的施工質量。他稱，沙中線紅磡站工程承建商禮頓目前有7項政府工務工程，現階段工程的結構及質量並無問題。7項工程包括中環灣仔繞道的隧道大樓及相關工程、港珠澳大橋香港口岸的旅檢大樓、口岸餘下輔助建築物及設施、蓮塘/香園圍口岸大樓及相關設施、屯門曾咀骨灰安置所及紀念花園、將軍澳藍田隧道的主隧道及相關工程、以及東九文化中心。

### 土瓜灣站問題港鐵今交報告

黃偉綸談到，這項加強監管工作會一直持續下去，如有進展會向大家報告。他又指，政府監管工務工程，特別是承建商的表現，有一套嚴謹的制度。在制度中有停止或撤銷承建商某些資格的機制，但必須走完相關程序，亦要考慮相關事實，所以他不會作任何揣測。

另外，港鐵原要於昨日向政府提交沙中線土瓜灣站月臺結構牆未有按圖則施工事件的報告，港鐵指昨日是公眾假期，將於今日才提交報告。對於有指涉事承建商「三星新昌聯營公司」承認曾於車站中央行人通道中「削筋偷薄」兩處牆壁，涉及的港鐵駐地盤監工也沒有向上級報告；港鐵則沒有回應。路政署則表示，接獲港鐵通知，今日才能提交有關沙中線土瓜灣站混凝土牆事件的報告，署方表示失望及不滿，已要求港鐵今早必須提交報告。

文章編號: [201806193214510]

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文章總數: 2 篇

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1. 南華早報 | 發行情/接觸人次: 105,347 | 2018-06-19  
報章 | EDT1, EDT3 | EDT | headline | By Sum Lok-kei  
字數: 690 words

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Pressure mounts on firm in rail link storm

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Pressure mounts on contractor at the centre of rail link scandals

Contractor handed one-week deadline to answer authorities' safety concerns, while it remains under scrutiny over seven other projects

The main contractor at the centre of a series of construction scandals plaguing Hong Kong's most expensive rail project has been given a week to submit a report addressing safety concerns, while coming under greater scrutiny over other projects it is handling for the government.

Chief Secretary Matthew Cheung Kin-chung yesterday said the government had sent a letter to Leighton Contractors (Asia) demanding an explanation for problems at the Hung Hom station of the Sha Tin to Central rail link, where steel reinforcement bars were cut short to fake proper installation on new platforms.

"If the bureau is dissatisfied or finds Leighton to be problematic, it can take regulatory actions, including barring Leighton from bidding in government construction project tenders for a period of time, and even removing its licence," Cheung said, setting next Tuesday as the deadline for a satisfactory reply.

Leighton, which won a HK\$5.2 billion contract to expand Hung Hom station as part of the MTR Corporation's HK\$97.1 billion Sha Tin to Central link, was also involved in seven other government contracts, according to the Development Bureau.

Secretary for Development Michael Wong Wai-lun said four government departments had been checking work done by Leighton. "So far, we have not seen any structural or quality problems," Wong said.

The seven contracts included work on the Hong Kong-Zhuhai-Macau bridge's cross-border facilities, the Central to Wan Chai Bypass project and the Tseung Kwan O to Lam Tin Tunnel. Work stopped at MTR station over construction fears, lawmaker says. Leighton had subcontracted some of the station work at Hung Hom and a report on the corner-cutting scandal released last week by the MTR Corp failed to identify who was responsible. Cheung, meanwhile, also ruled out including two fresher scandals involving two other stations on the line in an investigation by a yet to be formed commission of inquiry.

Reports surfaced over the past seven days about halted excavation work at the Exhibition Centre station site and a wall being "shaved thin" at To Kwa Wan station. "If the scope is too large, [the investigation] will not be focused enough," Cheung said. "The incident in Hung Hom is clearly complicated, and we need more information and facts on those at To Kwa Wan and Exhibition Centre." Disciplinary action possible for MTR staff over Sha Tin-Central rail. Asked if government officials monitoring the MTR had failed to perform their duties, Cheung said the administration would do a serious follow-up and investigate whether anyone was responsible.

The MTR Corp was supposed to submit a report on the To Kwa Wan problem to the government yesterday, but delayed it to today on account of the public holiday to mark the Dragon Boat Festival.

The Highways Department expressed its "disappointment and dissatisfaction" at the delay.

The rail operator has also been asked to hand in another report on the Exhibition Centre station by tomorrow. MTR's ties with contractor under scrutiny in corner-cutting scandal. Although Chief Executive Carrie Lam Cheng Yuet-ngor announced on June 12 that a commission of inquiry led by former judge Michael Hartmann would be formed to investigate the Hung Hom scandal, Cheung said on Sunday that the government was finishing "preparation work" before seeking the approval of the Executive Council.

Lam had said the inquiry would take about six months.

Democratic Party chairman Wu Chi-wai said Cheung was "closing doors" with his comments, and the commission's investigation should cover the entire rail link project.

"Even if there are political risks, the government should launch a holistic investigation," Wu said.

Officials "cannot be afraid" of delaying the commencement of the link, as it was a matter of public safety, he added.

But pro-establishment lawmaker Tony Tse Wai-chuen agreed with Cheung that there was no need to include the newer scandals into the commission's inquiry. "If you do that there is no way to start the investigation," Tse said.

He said issues with construction work could surface at any time and not everyone should be investigated by the commission.

文章編號: [201806193238498]

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2. 中國日報香港版 | 發行情/接觸人次: 40,000 | 2018-06-19  
報章 | P03 | TOP NEWS | By HE SHUSI  
字數: 389 words

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Govt vows 'thorough investigation' into MTR's Sha Tin-Central Link

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By HE SHUSI in Hong Kong

heshusi@chinadailyhk.com

The Hong Kong SAR Government is "highly concerned" and will "thoroughly investigate" alleged faulty construction practices reported along the Sha Tin-Central Link, the special administrative region's No 2 official vowed on Monday.

Chief Secretary for Administration Matthew Cheung Kin-chung made the remarks after the Exhibition Centre Station and To Kwa Wan Station of the city's most expensive metro link managed by the Mass Transit Railway Corporation (MTR) were reported to have irregular construction practices. This has occurred less than a month after the corner-cutting scandal at Hung Hom Station became public.

Cheung reiterated that the government won't compromise on personal or construction safety. He said the Development Bureau (DB) has notified all relevant government departments to strictly monitor and review government projects undertaken by Leighton Contractors (Asia) — the building contractor of the Hung Hom Station and the Exhibition Centre Station.

The Exhibition Centre Station is being built by a joint venture of Leighton and China State Construction Engineering Corporation.

Cheung said the DB has also set up an inter-departmental group to investigate the scandal at Hung Hom Station; a report from Leighton is expected on June 26.

"If the DB is unsatisfied (with the report) or any malpractices are found, they can take regulatory action, including suspension of bids for government projects or delisting the company, in serious cases," Cheung said.



Also on Monday, Secretary for Development Michael Wong Wai-lun said there are seven government projects being undertaken by Leighton. These include the Passenger Clearance Building at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities and the Central-Wan Chai Bypass and Island Eastern Corridor Link. “So far no structural or quality issues were spotted,” Wong said, adding that a report will be made public immediately if new details about the investigation emerge.

On Sunday, legislator Michael Tien Puk-sun said he was notified by workers at the Exhibition Centre Station that at one point the project was suspended by the MTR. This was because the building contractor used fewer materials than requested when building temporary supporting structures for excavation work to speed things up.

文章編號: [201806193065800]

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1. 明報 | 發行情/接觸人次：140,000 | 2018-06-20

報章 | A06 | 港聞

字數：2474 words

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會展站收不合格報告 承建商未修正照挖 與土瓜灣站施工未按圖則 港鐵認前線無上報

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【明報專訊】港鐵沙中線多個站接連被揭發工程問題，港鐵昨向政府提交資料，揭露會展站及土瓜灣站未按照圖則施工，兩宗事件中的港鐵駐地盤人員都未有按機制上報。其中會展站承建商進行挖掘工程時未依圖則安裝工字鐵支撐連續牆，港鐵駐地盤人員向承建商發出「不合格報告」，仍容許承建商繼續挖掘，拖延超過一個月再發「不合格報告」才提交修正方案，港鐵人員亦沒有上報管理層及政府，港鐵認為做法不理想，並就事件致歉。【相關新聞刊A8】

至於土瓜灣牆身鋼筋被削走的事件，港鐵發現一名監工今年4月已發現有鋼筋被移除，但管理層在兩周前才得悉事件，港鐵承認通報機制需要改善（見另稿）。

未安裝足夠橫向工字鐵支撐

沙中線會展站被揭發挖掘工程期間，承建商未按圖則安裝足夠的橫向工字鐵以支撐垂直的連續牆。港鐵昨就事件向政府提交書面資料證實事件。港鐵表示，涉事位置位為前灣仔碼頭公共運輸交匯處工地，承建商要向下挖掘大堂、上層月台及下層月台，其間須安裝5層工字鐵以支撐連續牆（見圖）。港鐵駐地盤人員5月巡查時，發現承建商「禮頓—中建聯營」未安裝第五層工字鐵，並向下挖掘多了數米，與工程圖則和施工方案不符，上月10日向承建商發出首份「不合格報告」，要求承建商提交修復方案。

港鐵駐地盤人員未阻繼續挖掘

承建商收到不合格報告後，一直未按港鐵要求提交修正方案，反而繼續在鄰近範圍繼續挖掘，港鐵駐地盤人員未有阻止。至本月，港鐵駐地盤人員再發現承建商新挖掘的範圍內，同樣未安裝第五層工字鐵，挖掘深度也超出圖則，本月11日再向承建商發出「不合格報告」。承建商最終本月19日向港鐵提交修復方案。

港鐵工程總監黃唯銘表示，港鐵駐地盤人員發出「不合格報告」後，未要求承建商停止挖掘，事件僅在港鐵地盤管理人員的層面處理，未上報至管理層，港鐵亦未有向政府通報事件。他解釋，港鐵前線職員有透過儀器監察連續牆的安全，一直與承建商口頭商討修正方案，因此未阻止承建商繼續

挖掘，亦未有把事件上報。他強調，有關做法不理想，認為前線員工敏感度不足，港鐵通報機制須改善，並就事件致歉。

路政署至昨晚截稿前未回應如何跟進港鐵就會展站提交的資料。

報道指承建商連續牆出錯未重建

此外，《蘋果日報》昨報道，會展站工程於2016年建造連續牆時出錯，工程人員把建連續牆的鋼筋鐵籠正反面調轉，過程中承建商和港鐵監工沒有察覺，繼續灌注混凝土製成連續牆，令較粗鋼筋一面連續牆錯誤地面向泥土，削弱承托力。報道又指出，港鐵曾就事件向承建商發出不合格報告，承建商最終未有重建連續牆，而是在牆身設置「扶牆鑲板」加固，稱有關方案獲屋宇署批准。港鐵至截稿前未回應事件。

田北辰批禮頓「打橫行」漠視港鐵停工指令

港鐵沙中線工程被揭發多項工程問題，當中紅磡站和會展站的工程，涉事承建商均為禮頓。立法會鐵路事宜小組主席田北辰表示，禮頓目前承接多個港鐵和政府的工程項目，涉及合約金額分別高達260億及330億元，即在香港合共有近600億元合約，禮頓「大到無人敢動（它）」，「打橫行」，漠視港鐵在會展站發出的停工指令。他認為政府有需要出手，設立強力部門監管港鐵，例如成立獨立的鐵路拓展署。

批招標「價低者得」忽略施工手法

田北辰昨接受港台《千禧年代》訪問時表示，有傳有承建商以「虧本價」承包工程，藉此提升市場佔有率。他批評目前「價低者得」招標方式忽略施工手法等因素，呼籲記錄在案後，不讓有關公司投標，或直接停牌；另外應調低投標價所佔的分數，加入工作表現、對政府和委託公司的合作程度、對公眾關注的態度等因素。

他說，針對會展站的工程問題，許多前線人員都看不過眼，認為事件涉及工人和路面安全、倒塌及路陷；禮頓卻不理會港鐵兩度發出停工警告，上周六會展站仍繼續挖掘工程，認為是匪夷所思。他指出，外籍管工很多時候都會有兩套標準和心態作很多即場判斷，以會展站為例，認為挖掘位置由於多石，即使沒有安裝工字鐵亦不會倒塌，但與港鐵及政府的標準不同。他批評禮頓是「目無法紀」及「打橫行」；他又形容政府要求禮頓下周二或之前就沙中線紅磡站月台工程提交報告，否則當局或暫停禮頓投標甚至除牌的做法，是「遲來的春天」。

土瓜灣站削鋼筋 監工涉知情不報

港鐵昨亦就沙中線土瓜灣站牆身鋼筋被削走事件向路政署提交報告，顯示站內兩條樓梯旁的牆身，共有3處被移除橫向鋼筋，面積約60平方米，佔牆身總面積近一成，較早前報道的情况更嚴重，港鐵將鑿開經修整的320平方米牆身檢查。港鐵又發現，一名港鐵監工在4月巡查時已發現鋼筋被移除，惟未按機制上報事件，港鐵對該監工展開紀律程序，會嚴正處理承建商「三星—新昌聯營」的違規行為。

注混凝土致牆身過厚 削走突出範圍鋼筋

港鐵報告指出，土瓜灣站下層月台往上層月台的兩條樓梯，旁邊共有700平方米內牆牆身，牆身原厚20厘米，澆注混凝土期間模板鼓起，導致混凝土牆身較圖則多出2至5厘米。承建商其後修整過厚的牆身，涉及320平方米，修整期間把部分超出牆身指定厚度的橫向鋼筋移除，共涉3個位置

，面積分別為8、18 及33 平方米。港鐵表示，已要求承建商鑿開經修整的320 平方米牆身，檢查工程是否符合圖則。

港鐵表示，對承建商「三星—新昌聯營」未依照圖則施工深感失望，會嚴正處理違規行為，但未交代詳情。港鐵亦發現一名駐地盤監工，今年4 月巡查時曾發現有鋼筋被移除，但未有上報，管理層兩周前才得悉事件，已對該知情不報監工展開紀律程序。

路政署表示，對於報告揭示工程監督問題，署方深表關注，路政署正就報告內的資料作詳細審視，在有需要時會要求港鐵澄清及提供進一步資料。

工程師：報告極不專業補救方法費時失事

資深土木工程師倪學仁認為，港鐵提交的土瓜灣站調查報告「寫得極不專業」，忽略多項疑團。他指出，報告其中一段列明涉事牆壁是作結構牆，用來承受上層樓板和相鄰樓梯的人群荷載等，但報告沒交代其承受力。他指出，承建商的補救方法「費時失事」，不但要重新更改圖則，且須交予及等候屋宇署審批，需時甚長，不如索性拆卸涉事牆壁重建，預料只需約一星期就能完成。

倪學仁表示，橫向鋼筋有「箍筋」作用，一旦牆壁出現裂紋，令裂紋只在牆身表面出現並防止向牆芯發展，石屎牆較鞏固；否則裂紋蔓延牆芯，會損害牆壁的耐用程度。

文章編號: [201806203170835]

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2. 晴報 | 發行情/接觸人次: 450,088 | 2018-06-20  
報章 | P01 | 港聞 | 頭條  
字數: 1181 words

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## 土瓜灣站3處削筋 港鐵監工知情不報 會展站欠支撐架 遲滙報無叫停工

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港鐵沙中綫接連被揭涉造假，港鐵昨分別提交兩報告揭露，土瓜灣及會展站工程事故均涉港鐵「知情不報」，前者2牆3處近60平方米面積鋼筋被移除削薄，令牆身較原設計薄近1成，一名港鐵監督未有滙報事件；港鐵亦承認上月及本月發現會展站2處挖掘工程未有足夠支撐鋼架，但無及時通報政府及要求承建商停工。但港鐵強調，不影響沙中綫明年中通車目標。

報告指，土瓜灣站內牆工程承建商為「三星-新昌聯營」，承建商確認移除鋼筋有違批核圖則，亦未取得港鐵批准，涉事3個位置分別位於連接下層月台至車站大堂的3號及4號樓梯旁的兩幅內牆，牆身總面積達700平方米。

### 土瓜灣站 指示承建商鑿牆檢查

報告指，當完成牆身工程後，發現牆身不同位置厚度不一，承建商未經批准及未依圖則施工，鋼筋被移除削薄，位於3號樓梯旁一處面積18平方米、4號樓梯旁2處面積各為8及33平方米，令其原為200毫米厚的牆身，減少至現時只有平均175至180毫米厚度，較原設計削薄近1成。對於有報道指，通道另一幅250毫米厚矮牆鋼筋亦被削，報告指現無證據顯示此情況。

港鐵已委任專家在3個位置作非破壞性測試，並指示承建商鑿開全部320平方米牆身，確保工程符合批核圖則，待政府及港鐵核准有關修理方案後，會盡快修復；而港鐵一名監督人員曾在檢查時留意到有橫向鋼筋被移除，但沒滙報。

港鐵總經理黃智聰指，土瓜灣站原先按圖則施工，惟落石屎後有鋼筋移位，承建商未知會港鐵，補救時違規剪短移位鋼筋，但不影響車站結構安全；至於監工知情不報，已按紀律程序調查，未回應會否解僱。

港鐵行政總裁梁國權指如工程有違法情況，將嚴肅處理，轉交執法部門，送官究辦。

至於會展站挖掘工程，承建商為「禮頓-中建聯營」，工程須於兩邊連續牆之間安裝臨時鋼架支撐，但上月及本月發現兩位置即第5層未有足夠支撐鋼架，港鐵兩次向承建商發「不合格報告」，惟未及時通報政府及要求停工，就此致歉；昨日承建商才提交修復方案。

## 會展站問題 高層稱敏感度不足

港鐵工程總監黃唯銘承認，會展站問題是敏感度及向政府匯報不足，將加強內部溝通，未來會派岩土工程師審視，但無回應自己會否引咎辭職，形容是「個別事件」。

土木及結構工程師蘇耀坤指，一般情況下若發現牆身混凝土過厚，只會把有關混凝土重鋪削平，不明承建商移除鋼筋原因，報告中亦未交代。立法會鐵路事宜小組委員會主席田北辰指會展站挖掘工程問題，已超越安全問題，而是違反程序，目無法紀；立法會議員毛孟靜指事件顯示港鐵監管制度有很大漏洞。

## 倡改投標制度 着重質素多於價錢

田北辰昨指，禮頓負責高鐵西九龍總站、沙中綫紅磡站和會展站等工程，另亦有政府7個項目，總額達600億，形容禮頓「大到無人敢郁」，建議政府應檢視現行投標制度，調低投標價於標書中佔比，改為更着重時間控制等質素表現。

他又建議，未來港鐵委任相關高層職位時，至少要有1人具備工程背景；政府應設立鐵路拓展署監管，以確保工程符合規格。

編輯：林子豐

美術：陳超雄

文章編號：[201806203139467]

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3. 香港經濟日報 | 發行人/接觸人次: 100,000 | 2018-06-20  
報章 | A21 | 港聞 | By 吳卓峰  
字數: 1083 words

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## 土瓜灣會展站 承建商無按圖則施工

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沙中綫土瓜灣、會展站頻爆工程醜聞，港鐵承認承建商未按已批核的圖則施工；事件也揭港鐵疑涉知情不報。港鐵承認3大不足：包括未有及早向政府通報、發現問題的管理人員未及時上報、以及敏感度不足。

不過港鐵原來早於上月10日，已發現會展站承建商禮頓--中建聯營施工不當，要求修復；但承建商拖至昨日才交修正方案，其間疑繼續施工。有議員質疑禮頓目無法紀，港鐵通報機制失效。

港鐵昨向路政署提交報告，書面交代沙中綫土瓜灣站（見另文--承建商拒晤港鐵 議員抨監管失控）及會展站施工不當的詳情。港鐵昨晚召開記者會交代，行政總裁梁國權強調，不會容忍違法違規行為，亦不會護短，會檢討通報機制，及對公眾關心的事項會保持高透明度，如有違規情況會嚴肅跟進；如有違法行為會轉交執法部門。

### 上月揭不當 拖至昨交方案

就會展站未按合約要求安裝臨時鋼支撐，港鐵歸咎於承建商無按照圖則施工，形容是責無旁貸。事發於上月，港鐵發現承建商的挖掘工程，超出可容許的深度；雖然地底首4層已裝臨時鋼支撐，但地底第5層卻未安裝。

港鐵於上月10日及本月11日向禮頓--中建聯營發出2張不及格報告，要求向工程師提交復修方案，不過承建商及至昨天才提交。港鐵未有更早向政府通報事件，疑涉知情不報；更無在承建商回應不及格報告前要求停止挖掘。

港鐵工程總監黃唯銘昨於記者會上致歉；被問及他會否就事件辭職，僅稱會努力決心做好工程，令工程安全達標。港鐵認為，事件無影響會展站整體結構完整性，以及工程計劃時間表；強調會嚴肅根據合約跟進，當中承建商的表現會作為日後投標時的考慮因素。

### 田北辰倡檢視制度 記錄違規

立法會鐵路事宜小組主席田北辰稱，據其了解，即使港鐵曾發信要求禮頓修正會展站工程，但禮頓曾一度自行判斷繼續工程，上周末仍進行挖掘。他質疑禮頓目無法紀；又以低廉價錢投標，承接政府及港鐵工程，涉龐大金額，強調有必要檢視現行制度，要記錄違規情況。

公民黨陳淑莊批評，港鐵發出首份不合格報告後，不通知政府部門，做法獨斷獨行、罔顧通報機制；她又批評港鐵試圖推卸責任，解釋荒謬，不能接受。她又批評港鐵就會展站的書面報告，資料少得可憐，無交代事件發生經過及責任誰屬等資料，要求港鐵補交報告解釋。

禮頓現時包攬政府7項工務以及沙中綫紅磡站工程等。雖然政府已發信要求禮頓就紅磡站鋼筋遭剪短事件，下周二前向發展局跨部門小組解釋；但有政府消息指，當局無權要求禮頓必須交報告，若對禮頓不滿只能採取規管行動。

另外，有傳媒昨晚踢爆會展站再度有施工問題，工程人員兩年前因處理施工圖時出錯，令兩幅連續牆被前後倒轉安裝；承建商及港鐵監工均未有察覺，承建商最終要更改原有施工圖則。但港鐵及路政署未有回應。

文章編號: [201806203155586]

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5. 蘋果日報 | 發行人/接觸人次: 130,230 | 2018-06-20  
報章 | A04 | 要聞  
字數: 1248 words

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## 沙中綫醜聞第4波 港鐵又隱瞞 會展站畫錯圖則起錯牆

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【本報訊】港鐵剛就沙中綫會展站的支撐架問題向政府交報告，稱對工程有嚴密監管，但《蘋果》取得港鐵內部文件，發現會展站有工程人員因用詞不一而畫錯圖則，令兩幅連續牆被前後調轉安裝。承建商及港鐵監工全程未察覺，照批准涉事牆身落石屎，至全幅牆完成安裝才發現出錯；港鐵從沒公佈。有工程師形容失誤非常嚴重，會影響連續牆承托力。立會議員陳淑莊批評港鐵核查時只是「行禮如儀」地簽名，「成個監察制度完全崩潰」。今次是繼紅磡站月台鋼筋造假、土瓜灣站牆身削筋及會展站少放支撐架後，沙中綫第4波醜聞。

記者：梁御和

會展站設於地底，建造車站時，工程人員要先在地盤兩側鑽挖深溝，然後將鋼筋扎成鐵籠形狀，放進溝內再灌注石屎，造成月台及隧道的連續牆，最後才挖走兩側連續牆中間的泥土騰出車站空間。

《蘋果》取得由港鐵向承建商「禮頓——中國建築聯營」發出的不合格報告及禮頓內部發出的質量警報，內容顯示，分判商三寶建設的工人在設置鋼筋鐵籠時，錯誤將兩幅牆的鐵籠前後調轉，令鐵籠原本應面向挖掘車站方向的「主力面」，被錯誤地向站外泥土的方向安裝。翻查圖則，涉事兩幅連續牆互相連接，合共長約12米，位置靠近現時會展中心地底，屬未來的車站範圍以內。

專家：泥土壓力大或致倒塌

報告解釋，主設計顧問一向以「泥面」及「挖掘面」分別形容連續牆的兩個面向，但其中一位設計顧問卻在圖則改用「北面」及「南面」標示，令分判商在制訂施工圖時誤解出錯，而駐地盤員工及檢查人員全程都未有察覺問題，繼續按照錯誤的圖則進行安裝及檢查，直至完成落石屎工序才發現。

承建商未有將兩幅問題牆身「推倒重來」，但就更改設計，在牆身設置扶牆鑲板加固。報告提到有關方案當時已獲屋宇署批准，但就須重新提交圖則。記者昨向港鐵、路政署及屋宇署查詢，未獲回覆。

土木及結構工程師蘇耀坤指有關失誤非常嚴重，過去亦鮮有聽聞。他指地底連續牆要抵受來自泥土的壓力，牆身會一直受壓，迫向車站內的方向，故面向車站一邊的牆身受力最大，鋼筋層亦必須較

粗較重，面向車站外的一邊牆身鋼筋層則會較輕及較幼，「家調轉來裝，變咗一邊太多鐵（鋼筋），另一邊唔夠鐵，最嚴重可能倒塌」。

蘇又質疑承建商及港鐵監工未有按程序作妥善檢查，「呢個情況應該唔難發現，一邊粗，一邊幼，有晒對比，如果真係檢查過，點會睇唔到佢反轉？」他又指，如泥土壓力不是太大，可以在車站內的牆身加固補救，惟有關情況必須更改原有施工設計，一定要通報管理層及政府。

### 陳淑莊斥監察制度崩潰

港鐵聲稱監察制度完善，但紅磡站被揭造假，調查報告揭露月台層板曾有3支被剪短的鋼筋未被糾正就已落石屎；紅磡北隧道位置亦是鑿開石屎才發現有鋼筋接駁未達標準，今次已是第3次揭發有問題工程獲港鐵批准落石屎。

立法會議員陳淑莊質疑港鐵職員在巡查時只是「行禮如儀」地簽名，「佢哋理應係睇晒圖則、好嚴謹咁去檢查」，最近連串醜聞反映「港鐵成個監察制度完全崩潰」。陳又指，即使港鐵在發現後已要求承建商糾正，港鐵及政府仍須向公眾交代事件。她促港鐵交代整個工程發出了多少不合格通知書，以及發出該文件的準則。

文章編號：[201806203279652]

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7. 星島日報 | 發行情/接觸人次: 100,000 | 2018-06-20

報章 | A04 | 要聞

字數: 1102 words

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## 港鐵指承建商未按圖則施工

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沙中綫近日接連被揭發工程問題後，港鐵昨日向當局提交兩份報告「認衰」。土瓜灣站的報告揭示，承建商曾移除上層月台內牆三個位置的部分鋼筋，涉及範圍較早前揭發為大，港鐵更承認有監督人員留意到情況，卻未有上報，將會展開紀律程序。港鐵亦首度證實，會展站工程的承建商未按照圖則施工，包括少裝了橫向支撐架，承認在事件有三大不足，包括敏感度不夠、無上報政府、發現問題的管理人員未有及時上報。

### 承認事件有三大不足

港鐵昨日上午先就土瓜灣站有牆身未有按圖則完成，向政府提交報告，指承建商「三星新昌聯營公司」承認，在未經批核下，移除站內上層月台內牆的部分鋼筋，涉及三處地方共五十九平方米。

港鐵在報告引述承建商估計，站內三號樓梯的一幅牆，有十八平方米牆面鋼筋被削，佔該牆總面積一成一，而位於四號樓梯的一幅牆情況更嚴重，有兩處分別為八平方米及三十三平方米牆面被削筋，佔該幅牆總面積的超過四分之一。

港鐵在報告中透露，負責石屎工程的分判商是在承建商「三星新昌聯營」建議之下，在三個位置移除部分鋼筋，但承建商在調查期間拒會面。

報告又指出，一名港鐵公司監督人員曾留意到有鋼筋被移除的情況，但未有匯報，港鐵極度關注有關缺失，將會展開紀律程序。

不過，港鐵於報告內解釋，由於涉事牆身並非車站主要結構，亦非用作支撐鄰近樓梯和扶手電梯，因此不會影響車站整體結構。

港鐵工程總監黃唯銘指，涉及監督人員於今年四月已發現承建商削短鋼筋，卻沒有知會港鐵，而港鐵行政總裁梁國權聲稱，管理層亦是在上星期才知悉事件，若證實有人違規會嚴肅處理，但指三個被削薄鋼筋的位置並非關鍵位置，沙中綫（東西綫）仍會依照時間表於明年中通車。

至於會展站地盤挖掘報告，港鐵指該站採用明挖回填施工方法，在前灣仔碼頭巴士總站向下挖五層，並採用橫向支撐，承建商「禮頓中建聯營」由第一至四層有安裝橫向支撐，但今年五至六月

之間，港鐵巡查兩次發現承建商無按圖則施工，包括挖掘深度較圖則深，亦少裝了一條橫向支撐；港鐵先後向承建商發出兩份不及格報告，要求承建商提交修復方案，強調工程目前仍安全。

### 強調工程目前仍安全

黃唯銘指，承建商在事件中是絕對錯誤，責無旁貸，但港鐵亦有三大不足之處，在發出不及格報告後，因監察到連續牆數據穩定及安全，故無上報政府；又指前綫員工的執行可以更嚴謹。對於個別工地人員無按機制向上匯報，只於工地層面處理，管理人員判斷毋須上報，他亦承認敏感度不足，應加強通報機制。

沙中綫接連爆出工程問題，黃唯銘被問到會否就此辭職時，稱個人十分重視沙中綫工程，會與工程團隊努力做好，並有決心完成工程，尤以處理好安全和質量方面的問題，讓市民可以早日使用。記者 歐志軍

文章編號: [201806203151353]

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1. 南華早報 | 發行情/接觸人次: 105,347 | 2018-06-20  
報章 | EDT3 | EDT | TRANSPORT | By Cannix Yau and Sum Lok-kei  
字數: 739 words

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## MTR REVEALS TWO MORE CASES OF FLAWED WORK

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Railway giant admits more instances of construction irregularities on the Sha Tin-Central link and vows action against those found responsible

Hong Kong's troubled railway operator yesterday disclosed two more cases of problematic construction along the multibillion-dollar Sha Tin-Central link, just days after a frontline worker leaked details of similar "unauthorised deviations" from design drawings for a station platform wall.

Facing further accusations that it had been lax in recording and reporting substandard work, the MTR Corporation insisted it had only learned about the latest problems on Friday. It vowed to take action against staff responsible and the contractor in charge.

The company revealed in a report submitted to the government that a joint venture between contractors Hsin Chong Group Holdings and Samsung C&T had divulged two more cases of unauthorised modifications to a wall being built at To Kwa Wan station. The MTR Corp insisted the irregularities, spanning an area of 60 square metres, posed no safety risk.

A similar problem on a different section of the wall was originally exposed by a lawmaker who said a frontline construction worker told her remedial work to shave off concrete to correct bulging had been carried out in April, and the removal of reinforcing bars was unauthorised.

The allegations led to the Highways Department ordering the railway giant to formally explain the errors, which are among a number to have plagued construction of the HK\$97.1 billion line - the most expensive railway project in the city's history.

The MTR Corp said it carried out an investigation by interviewing nine of its staff. But the contractor - awarded the HK\$4.57 billion construction job in July 2012 -

refused access to its workers for the inquiry. We will take proper record and make consideration for reference in future tenders. Philco Wong Nai-keung, MTR projects director. The rail operator's representatives did not spell out what actions would be taken against the contractor or its staff.

"We will take proper record and consider for reference in future tenders," project director Philco Wong Nai-keung said.

The MTR Corp refused to say if staff could be fired over what happened at To Kwa Wan, stating instead that disciplinary action would "depend on the situation". Asked if the management should take responsibility for the scandals, CEO Lincoln Leong, said: "We are an organisation that respects and expects responsibility. [It] will be looked at throughout the investigation."

The contractor conceded that due to the errors an estimated 60 square metres of the wall had not been modified in accordance with approved drawings.

The MTR Corp agreed that the deviations had no safety impact on the wall or adjacent staircases and escalators, but it nevertheless instructed the contractor to open up the whole 320 square metres of the structure for inspection "as a matter of prudence and to address public concerns".

"We will submit a remedial proposal to the government, and the MTR Corp will supervise all work undertaken by the contractor," the rail operator said. Hong Kong officials lament MTR Corp's lateness submitting report on shoddy work. While the MTR Corp decided to break open the internal wall in question at To Kwa Wan station for inspection, its representatives said yesterday that the procedure had not been scheduled yet with the contractor.

In the investigation interviews, workers revealed one instance where an MTR inspector noticed an area with horizontal reinforcement bars removed but turned a blind eye and did not report it to superiors.

"We are seriously concerned about this omission," the report said.

The problems at To Kwa Wan came hot on the heels of another scandal involving a platform at Hung Hom station where workers were found to have cut steel bars to fake proper installation.

The MTR Corp submitted a report on the Hung Hom issues last week after the government announced a judge-led inquiry with the power to summon witnesses and request documents from those involved. The main contractor, Leighton Contractors (Asia), has yet to comment.

On Sunday, reports surfaced that excavation work had been halted for Exhibition Centre - another station under construction along the line - amid concerns about insufficient underground support work.

The operator also submitted a written account on excavation works at the station to officials yesterday. It said two non-conformance reports were issued to the contractor on May 10 and June 11 for deeper excavation work than allowed. Why Hong Kong needs a more independent MTR board to look after railway works

文章編號: [201806203265898]

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2. 成報 | 發行情/接觸人次: 50,000 | 2018-06-21  
報章 | A02 | 要聞  
字數: 1120 words

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## 沙中綫施工接連出問題 政府監察未盡職 議員促陳帆問責下台

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沙中綫多個車站發生連串工程事故，議員毛孟靜要求運輸及房屋局局長陳帆交代，會否為沙中綫一系列工程事件問責下台。不過，陳帆不作正面回應，只稱當前急務是要解決問題，至於誰人問責，社會自有公論。與此同時，有立法會議員不滿港鐵在土瓜灣站和會展站工程問題上，把責任卸到前線監工身上，立法會將召開特別會議，邀請港鐵高層及運房局人員解釋事件，如果不作回應，會考慮同意以特權法調查事件。本報港聞部報道

立法會昨日舉行大會，會上議員質詢為何沙中綫工程弄至一團糟。議會陣線議員毛孟靜稱不少國家在遇到這類重大的交通事故，一些最高層的官員負責人，是會辭職，「陳生，陳帆局長，你會否考慮問責下台？」陳帆稱當前急務是先行解決目前面對的問題，至於誰人需要問責，「我相信日後社會自有公論」。

質疑政府想「甩身」

陳帆批評港鐵對會展站的施工出現「管理失效」問題，「而且是維持一段相當長的時間，直至發生第二次同類事件，再發出第二個不及格報告才停工，我們完全不能接受」。他又稱事件令人感到非常失望，「尤其是特區政府包括路政署及運房局，我哋每次都是從新聞報道才知事情，感到深表遺憾」。

不過，公民黨立法會議員陳淑莊質疑陳帆的說法，她表示政府早已知悉2016年會展站的工程問題，對於政府表示是由傳媒報道得知沙中綫的工程問題，她感到無稽，質疑政府想「甩身」，又對政府未有及早向市民交代事件感到遺憾及失望。

她說政府未能發揮監察港鐵的角色，承辦商可以拒絕港鐵的會面要求，反映港鐵監察承辦商的角色出現問題，形容監察及通報機制已失效。她認為政府過分依賴港鐵提供的資料，沒有太多機會核實內容，港鐵過分依賴承建商的資料，每層之間均有資料及監察的失誤。

立法會鐵路事宜小組主席田北辰指出，會就沙中綫土瓜灣和會展站的工程問題，召開一次特別會議，盡力邀請運輸及房屋局局長陳帆，以及港鐵代表出席。他認為政府和港鐵欠立法會一個交代，如果港鐵不願派代表出席，會考慮同意以特權法調查事件，「哪怕他們重複之前所講的內容，但必須尊重立法會，怎樣都要照程序來一轉，如果連委員會都不尊重，即迫我地用特權法去查，如果係咁，我都會考慮」。



## 未就建築安全監核

田北辰又稱港鐵在土瓜灣站和會展站工程問題上，卸到前線監工身上，未有向上匯報。他又認為政府要交代，給予港鐵簽訂工程委託協議的守則上，當港鐵人員見到承建商無視「不及格通知書」，是否需要通報給政府。

立法會鐵路事宜小組委員會副主席陳恒鏞認為，現時沙中綫的監督工作不足。他表示，運輸及房屋局代表每三個月巡查紅磡站工程一次，主要檢視工程的成本及工期，但未有就建築安全作出監核。他指出多個工程問題出現後，政府需要就整條沙中綫的安全問題成立特別小組進行調查，包括進行全面的視察，了解結構是否與圖則相符。

文章編號: [201806213256133]

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3. 東方日報 | 發行情/接觸人次: 500,000 | 2018-06-21  
報章 | A23 | 港聞  
字數: 935 words

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## 會展站裝錯牆 港鐵兩年前已知

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港鐵沙中線工程陷基建災難，日前會展站又被揭兩幅連續牆安裝錯誤，港鐵昨日承認，承建商將其中兩幅連續牆的鐵籠前後倒轉，港鐵於二〇一六年中已發現事件，並向承建商發出不合格報告，其後承建商已修正相關問題，工地環境安全。至於為何沒在交代會展站少放臨時橫向支撐的記者會上一併交代事件，港鐵稱需時翻查資料。港鐵一再被揭工程疏漏，運輸及房屋局昨明言失望，直斥連串工程失誤，反映港鐵的工程管理制度失效，完全不能接受。

沙中線會展站再被揭發安裝連續牆的鐵籠出錯。（李志湧攝）

沙中線南北走廊會展站工程的承建商，被揭將其中兩幅連續牆鐵籠前後倒轉，將鋼筋較密較粗的主力面，面向站外泥土方向，而鋼筋較疏較幼的一面，則誤向挖掘車站方向，令該兩幅連續牆的承受力減弱，抵擋站外泥土所構成的壓力時可能有問題。港鐵工程總監黃唯銘及港鐵公司事務總監蘇家碧昨出席電台節目解畫，黃唯銘承認事件，指港鐵於二〇一六年中發現承建商未有依圖則施工，當時已向承建商發出不合格報告，要求承建商提交修正方案，經港鐵及相關政府部門審視方案後，承建商已將問題修正。

稱需時找資料 記者會未交代

被問到港鐵是於該兩幅連續牆澆灌石屎之前抑或之後發現問題，黃唯銘未有正面回應，只稱港鐵是於工程未驗收前向承建商發出不合格報告。至於為何不在前日晚上的港鐵記者會上一併交代事件？蘇家碧稱港鐵於前晚八時才收到傳媒查詢，當時記者會正進行，加上事發於二〇一六年，港鐵需時尋找資料。

至於沙中線土瓜灣站兩幅內牆被「削筋」，港鐵監工發現問題卻沒上報。黃唯銘表示，根據呈報機制，該名監工須將事件上報予工程建造經理，並由該建造經理指示承建商按照已批准的修正方案，解決內牆牆身凹凸不平的問題。

路署不滿長期挖掘超容許深度

至於沙中線會展站少放臨時橫向支撐，為何承建商於首四層的臨時橫向支撐均有按要求安裝，唯獨第五層才挖深幾米並沒有安裝臨時橫向支撐。黃唯銘解釋，當時承建商挖掘至第五層時改變了施工方法，導致挖深了幾米。路政署昨日凌晨發聲明，不滿港鐵長期准許會展站承建商挖掘超出可容許

深度，指港鐵作為沙中線項目管理人，以及承建商處理事件的態度，可能帶來嚴重安全隱患，運輸及房屋局和該署深表遺憾。事件仍有多個疑團未解，該署會要港鐵全面和詳細交代，並要求港鐵全面檢討其監督工程制度。

文章編號: [201806213280751]

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6. 香港經濟日報 | 發行情/接觸人次: 100,000 | 2018-06-22  
報章 | A29 | 港聞 | By 吳卓峰  
字數: 1070 words

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## 港鐵聘顧問 檢討沙中綫管理程序

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沙中綫工程紕漏百出，港鐵董事局要求轄下工程委員會檢討沙中綫的管理過程和程序，並委聘顧問參與，主席馬時亨料3個月內完成。

有立法會議員要求港鐵管理層換馬，但馬時亨認為當務之急要先改善通報機制，認為管理層是責無旁貸。

沙中綫接連爆出工程涉施工不當，港鐵昨第二度召開特別董事局會議，商討事件；港鐵管理層、運輸及房屋局局長陳帆及其他董事都有出席。馬時亨會後見記者稱，港鐵首要考慮是確保鐵路項目的安全和質素，為履行承諾，董事局要求轄下工程委員會，對沙中綫的管理過程和程序進行檢討，委員會亦將委聘顧問協助檢討工作。

### 通報機制出問題 急需改善

馬時亨重申沙中綫各工程的通報機制，做法不理想，包括無將工程問題向政府上報，有需要檢討；而港鐵有高級管理層也於事件曝光後，才知悉工程問題，因此肯定通報機制有改善空間。記者多次問及有否管理層需就事件問責辭職，馬時亨稱當務之急是檢討通報和管理機制，管理層是否要辭職是日後問題，強調自己尊重問責文化。

會展站工程兩度被揭發施工不當，但港鐵未有交代曾發出過多少份不合格報告，馬時亨表示，整個地盤工序或涉及多份不合格報告，形容市民或認為毋須要公布；工程總監黃唯銘補充，若有報告涉及安全問題，定必對外公布，現在會展站涉及至少3份不合格報告。

事發至今近1個月，馬時亨被追問管理層有否討論過要就任何違法行為報警，他回應若發現有人違法，會嚴肅處理，送官究辦。

立法會交通事務委員會副主席林卓廷批評，港鐵高層多次表示尊重問責文化，但認為他們只是「口頭問責，實際無人問責」，認為要整個管理層換馬，才可挽回公眾信心。

鐵路事宜小組委員會主席田北辰則歡迎港鐵聘請顧問，檢討工程管理程序，但形容只是「頭痛醫頭，腳痛醫腳」。鐵路事宜小組下月6日將召開兩小時特別會議，討論沙中綫土瓜灣站及會展站的施工問題。

路政署發言人表示，除了會展站2016年中的工程事故外，其餘3項工程事故，政府均是從新聞報道後才知悉。另外，署方已要求港鐵於6月27日前就沙中綫會展站挖掘工程事件作全面和詳細的交代。

#### 會展站連續牆 已符安全標準

港鐵昨亦進一步交代會展站有分判商涉誤將連續牆的鋼筋鐵籠調轉裝的事故，指2016年2月設計圖則獲政府接納後，分判商在擬備連續牆模版施工圖則中出現誤解，令工程按錯誤圖則施工。

港鐵於同年6月向承建商禮頓—中建聯營發出不合格報告，要求改善，同年10月完成修復，現時工地所有連續牆均符合安全標準。路政署證實2016年7月收到港鐵匯報事件。

另外，本月初港鐵傳出專責維修安全的工程主管考試，懷疑大規模造假一事，機電工程署署長薛永恆表示署方已收到港鐵報告，正檢視報告內容，並進行獨立調查。

文章編號：[201806223193674]

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8. 文匯報 | 發行情/接觸人次: 132,000 | 2018-06-22

報章 | A02 | 文匯要聞

字數: 1291 words

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港鐵聘獨立顧問檢討沙中線 馬時亨認通報機制出事 盼3個月內完成檢討挽公眾信心

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港鐵沙中線工程問題揭之不盡，港鐵主席馬時亨昨日承認現行工程事故通報機制有改善空間，同時公佈港鐵董事局會要求工程委員會檢討沙中線工程，並會聘用獨立顧問協助檢討，期望於3個月內完成檢討工作，冀能挽回公眾對港鐵的信心，但他未有正面回應自己及港鐵行政總裁梁國權等管理層會否就今次事件問責離職。■香港文匯報記者 文森

港鐵董事局昨日上午舉行特別會議，身兼董事局成員的運輸及房屋局局長陳帆、立法會議員石禮謙及測量師劉炳章等港鐵獨立非執行董事都有參與會議。陳帆在會後透露，會議的目的是討論近期發生的一連串鐵路事故。

馬時亨昨日下午與幾名港鐵管理層一同見記者，指董事局開會後決定要求轄下的工程委員會檢討沙中線工程，並會聘用獨立顧問參與有關工作，但他以聘請獨立顧問需時為由，未有明確指出工作會在什麼時候開始，只承諾會盡快開展工作，期望檢討工作可於3個月內完成。

如何問責 無正面回應

陳帆日前曾在立法會上表示，政府亦是透過傳媒得知沙中線工程所出現的問題。馬時亨承認，港鐵現時向政府通報工程問題的機制有需要改善，「應該上報給政府，沒有做到，這個我們要檢討，亦在管理層有些地方做得不好，因為甚至很高級的管理層，也是在事發後才知道這些問題。」

梁國權則表示，自己作為行政總裁，願意就工程違規的問題承擔責任，接受問責，但他和馬時亨多次被問及如何問責時都未有正面回應。馬時亨只表示自己重視問責文化，惟現時首要工作是改善工地管理和通報機制，董事局日後會找出今次事件的成因和審視事件所涉及的責任問題。

工程多重驗證 非一人話OK

對於馬時亨曾經以「我哋話你聽OK就得喇！」回應鐵路工程問題，港鐵工程總監黃唯銘強調所有工程都會經多重驗證，確保質量合乎要求，「屋宇署等相關政府部門有規定合資格工程師要做指定職責上的工作，安全與否非一個人決定，是由承建商及項目管理人等工程團隊負責管理。」

立法會鐵路事宜小組委員會主席田北辰表示，小組委員會將於下月6日上午召開兩小時特別會議，主要討論港鐵沙中線土瓜灣站及會展站的施工問題。他指委員會已經邀請包括馬時亨在內的5名港

鐵高層，並已獲港鐵回覆指會派員出席會議。

路政署亦表示，會在短期內與港鐵開會，討論港鐵監督工程制度。

#### 沙中線事件簿

日期 事件

2018-05-30 港鐵被揭發紅磡站月台鋼筋被剪短

2018-05-31 路政署派員到工地實地視察，要求港鐵公司一星期內提交報告；港鐵表示會委任獨立顧問為工程進行負重荷載測試

2018-06-01 港鐵工程總監黃唯銘承認早在2015年8月已發現鋼筋被剪痕跡

2018-06-06 港鐵首度公開被剪短鋼筋的照片，承認2015年發現鋼筋被剪短的5次巡查中，4次均無書面記錄

2018-06-09 政府承認去年已知紅磡站問題

2018-06-11 港鐵被揭發土瓜灣站出現「削筋」事故

2018-06-12 政府宣佈成立獨立調查委員會調查事件

2018-06-13 路政署要求港鐵於一周內提交報告，詳細說明導致事故的原因及修復方案

2018-06-15 港鐵向政府提交沙中線紅磡站擴建工程鋼筋被剪短事件之報告，路政署認為事情或涉刑事成分，轉介警方跟進

2018-06-18 會展站被揭橫向工字鐵支撐不足，路政署限港鐵48小時內書面交代；政府決定徹查禮頓所涉其他政府工程質量

2018-06-19 港鐵被揭會展站工程有工人誤將兩幅牆的鐵籠正反兩面調轉

2018-06-21 馬時亨表示港鐵將聘獨立顧問檢討沙中線管理程序

整理：香港文匯報實習記者 嚴杏意

文章編號：[201806223115123]

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9. 明報 | 發行情/接觸人次: 140,000 | 2018-06-22

報章 | A02 | 港聞

字數: 1301 words

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委顧問助檢討 日後主動公布「公眾安全」事故 沙中線不合格報告 港鐵拒講總數

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【明報專訊】港鐵沙中線接連被揭發工程問題，掀起社會關注港鐵工程質素及監管機制。港鐵主席馬時亨昨承認，港鐵通報機制「肯定是不理想」，「應該上報給政府，無做到」，董事局已要求檢討沙中線管理程序。但港鐵在傳媒追問下，仍無交代沙中線工程向承建商發出「不合格報告」總數，只稱日後會主動公布涉及「公眾安全」的工程事故。馬時亨更稱，地盤的不合格報告，涉及安全程度不一，公眾或覺得沒有需要全部公開。

陳淑莊：應公開每宗不合格報告挽公眾信心

公民黨陳淑莊批評港鐵「裝模作樣」，稱2014年高鐵工程延誤問題上，董事局已成立工程委員會監察重大工程，但沙中線仍出現多項工程問題，證明港鐵「死性不改」，對港鐵的調查報告不抱期望。她並說，即使工程被揭發有過錯，但港鐵糾正後就可當作符合「公眾安全」不必公布事故，批評港鐵態度取巧，應公開交代沙中線動工以來，每宗涉及公眾安全並曾向承辦商發出「不合格報告」的事件，以挽回公眾信心。

田北辰批轉移視線 「每次出事就找顧問檢討」

實政圓桌田北辰就表示，港鐵今次是「轉移視線」，同稱之前高鐵超支，已委聘顧問檢討工程監管，每次出事就說找顧問檢討一次，「如果沙中線再爆出其他問題，又再找顧問去檢討？」田稱港鐵目前是被動式回應，而非去檢視整個工程施工及監管制度，包括投標制度。

沙中線工程問題愈揭愈多，包括紅磡站擴建月台有承建商擅自剪短鋼筋、土瓜灣站月台連續牆被削走鋼筋、會展站挖掘工程沒按圖則施工，連續牆的鋼筋鐵籠被正反調轉等；港鐵前線人員被指沒按機制向管理層匯報事故。港鐵董事局昨早舉行特別會議。馬時亨昨午會見傳媒表示，董事局非常關注近期的沙中線問題，已要求董事局轄下工程委員會檢討沙中線管理過程和程序，並會委聘顧問協助檢討，期望3個月內完成；並責成管理層加強監察所有沙中線的合約。

馬時亨認「應上報政府，無做到」 通報須改善

馬時亨承認，現時港鐵工程通報機制「肯定是不理想」，港鐵責無旁貸，「今次有些情況，應該上報給政府，無做到，這個我們要檢討，管理層亦有一些地方做得不好，甚至有很高級管理層，都是



在事發後先知道這個問題，所以通報機制一定有改善空間」。

不過，涉及紅磡站及會展站工程的承建商禮頓，至今仍未交代。有傳媒問及港鐵是否「無佢咁符，逼不到禮頓出來交代」，馬時亨回覆稱，「這方面我是同意你的講法」。他稱港鐵沒法定權力要求禮頓交代事件，但由夏正民法官主持的獨立調查委員會有法定的傳召權力，相信會調查事件至「水落石出」。

港鐵工程總監黃唯銘表示，正檢視沙中線全部工程所涉及的不合格報告，暫時並未發現有安全問題。黃唯銘又說，若港鐵駐地盤人員察覺工程有不依照圖則進行之處，就會向承建商發出不合格報告，要求承建商糾正；未來若發現涉及公眾安全問題，港鐵會主動向公眾交代。

稱安全程度不一 公眾會感毋須全公開

對於如何為「公眾安全」訂立客觀標準，黃稱每項工程均經過屋宇署、港鐵和承建商的工程師審視，確定安全後才會簽名核實，若有人草率簽名，將要負上刑責；但他並未交代整項沙中線工程發出不合格報告的數目，只表示會展站工程發出的不合格報告多於3份。馬時亨就稱，工地上有很多不合格報告，涉及安全程度不一，若全部公開，公眾會覺得「冇咁嘅需要」。

文章編號：[201806223200022]

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文章總數: 3 篇

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1. 英文虎報 | 發行情/接觸人次: 200,000 | 2018-06-21

報章 | P04 | Top News | By Charlotte Luo

字數: 389 words

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## Management failure at link stations assailed

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Transport chief Frank Chan Fan says the MTR Corp's handling of the problem at Exhibition Centre Station is an unacceptable "management failure."

The MTRC submitted to the government two reports on Tuesday - one on the Exhibition Centre Station and the other on the To Kwa Wan Station, which are both parts of the Sha Tin to Central Link.

The rail operator acknowledged that part of the construction of the Exhibition Centre Station was unsatisfactory and it issued a non-compliance report. But the work did not stop until the MTRC issued a second warning to the contractor.

Chan, speaking at a Legislative Council meeting yesterday, said the manner in which the MTRC handled the matter was totally unacceptable.

He described it as a management failure that lasted quite a long time.

He said he was disappointed by delays in the MTRC's reporting of the incidents to the government. On many occasions, the government only got to learn about the incidents from media reports.

He said the MTRC has to ensure that the quality of works complied with requirements and standards during construction.

"The MTRC, as the project manager, must ensure that all the design requirements are reflected in the works contracts signed with the contractors and subcontractors."

Lawmaker Claudia Mo Man-ching said the MTRC's explanation did not ease doubts.

"The so-called official incident report all described the incidents as if they were natural disasters, not human errors."

Mo and lawmaker Roy Kwong Chun-yu asked Chan if he should step down, but Chan said resolving the problems is the top priority.

Meanwhile, MTRC projects director Philco Wong Nai-keung admitted there were problems with the construction of two walls at the Exhibition Centre Station.

The walls were built in 2016 contrary to the design plan for the station. They have since been rectified.

Civic Party lawmaker Tanya Chan Suk-chong accused the government and the MTRC of covering up the problems.

She said the government must have known about the problems before they were exposed, as the Highways Department had to approve any remedial measure before the contractor took action.

"Obviously the government must have learned about this very important defect. However the government didn't tell the public about this very important issue," she said.

She said the independent commission of inquiry should probe the entire Sha Tin to Central Link.

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文章編號: [201806213285175]

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1. 東方日報 | 發行情/接觸人次: 500,000 | 2018-06-30

報章 | A23 | 港聞

字數: 895 words

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## 土瓜灣站疑建築廢料建牆

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港鐵沙中線土瓜灣站早前爆出削薄鋼筋牆醜聞，再爆該站疑建造「豆腐渣牆壁」。有立法會議員說收到自稱為土瓜灣站前地盤員工三張相片爆料，指土瓜灣站二樓月台往宋皇臺方向，一幅樓梯牆身疑以建築廢料代替石屎建造，涉嫌違規。有工程師指若事件屬實，牆身會難以受力，直言「係唔正規嘅做法，典型嘅豆腐渣工程嚟。」

土瓜灣站二樓月台往宋皇臺方向，一幅樓梯牆身疑以建築廢料代替石屎建造。（陳嘉順攝）

議會陣線議員毛孟靜昨日在立法會向傳媒展示三張疑是土瓜灣站月台牆壁建造中的照片，顯示建造該幅牆壁的材料不是石屎水泥，而是一大堆建築廢料，她即向專業人士查詢，對方說百分百違規及不合格，其中一名專業人士曾於沙中線地盤工作，直言對此並不意外，因為以垃圾代替石屎填充建築物的中間位置，可以節省建造及處理建築廢物的費用，對垃圾擺放得整齊感到奇怪，至於會否影響安全，則視乎使用建築廢料的分量，強調該種行徑是違規。

### 削結構承载力 牆身恐腐爛

港府將成立獨立調查委員會只調查紅磡站問題，但毛認為土瓜灣站的問題比紅磡站有過之而無不及，港鐵應調查及公開交代，她於下周三於立法會動議用特權法調查土瓜灣站問題。

公共專業聯盟召集人及資深工程師黎廣德看過相片後，認為牆身明顯以廢料取代石屎，此舉會令牆身結構變弱，承载力亦會大大下降，當中亦有有機廢料混在牆身，會隨時間腐爛。

### 港鐵：正向承建商了解情況

若爆料屬實，建築廢料造牆身屬欺詐行為，可以省回大部分材料費用，「一般嚟講材料費佔成個工程百分之五十，咁樣做就可以慳番百分之五十嘅大部分」，直言做法一定不能夠接受。港鐵回應表示，港鐵正向土瓜灣站的主要承建商了解情況，有進一步消息後會盡快公布。

沙中線土瓜灣站早前爆出削薄鋼筋牆醜聞。

另外，沙中線紅磡站月台工程混凝土構築物引起安全的疑慮，路政署和屋宇署現正審視港鐵公司應路政署要求於六月二十二日向兩署提交由獨立第三方專家編寫的荷載測試初步建議書，屋宇署亦會聽取其委聘的海外建築結構安全專家的意見。路政署在綜合屋宇署的意見後，會盡快回覆港鐵公司，以期港鐵公司盡快提交詳細的建議書供港府審視，務求盡快展開有關全面的測試工作，以驗證相關月台結構的承載能力，以釋除公眾疑慮。

文章編號: [201806303242954]

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2. 信報財經新聞 | 發行情/接觸人次: 83,000 | 2018-06-30

報章 | A16 | 獨眼人間 | 城市天眼

字數: 792 words

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## 土瓜灣站疑用廢料建牆

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原訂明年通車的港鐵(00066)沙中線問題多多，土瓜灣站繼6月中旬被揭發兩幅牆壁鋼筋被移除及偷薄後，立法會議員毛孟靜周五(6月29日)再收到一封自稱由土瓜灣站地盤前員工寄出的匿名信及3張相片，指該站二樓月台往宋王臺站方向一樓梯附近一幅牆，疑用建築廢料興建，涉違規及擔心變豆腐渣工程；不過，相片未見如信中所說已鋪石屎，有工程師指把建築廢料一包包堆放整齊待收集運走是常見做法，估計爆料者「別有用心」想製造謠言，把原本真正問題變成是因謠言而起，便可不用受調查。

毛孟靜指已諮詢專業人士意見，並引述對方說若是一般垃圾，不會整齊排列，懷疑有人在工程造假，促請港鐵盡快交代。她計劃下周在立法會大會動議引用《權力及特權條例》成立調查委員會，徹查土瓜灣站工程問題。港鐵回應會盡快與土瓜灣站主要承建商了解，有進一步資料會盡快公布。

但業界人士對此有不同看法，土木及結構工程師蘇耀坤認為，該些建築廢料並非用來堆砌起牆，相片顯示有關做法是正常，工人會把廢料儲到一兩架車數量時才叫車運走；把廢料放入沙包堆放整齊是按法例和合約，做到整齊、安全和環保要求，否則會被扣錢。

業界：製造謠言免受查

為何地盤員工會質疑這常見現象？蘇估計是有人想借機製造謠言，以達其目的，「紅磡站問題都變成謠言的話，亦可以不用被調查」。

另外，多次爆料及指目睹紅磡站禮頓工人剪鋼筋的中科董事總經理潘焯鴻，周五於電台透露，負責調查案件的西九龍重案組警司周四(6月28日)致電給他要求提供資料，潘指會徵詢法律意見後再決定。

路政署周五晚發稿指就紅磡站月台安全疑慮，港鐵已應要求於6月22日向路政署和屋宇署提交由獨立第三方專家編寫的荷載測試初步建議書，屋宇署亦會聽取其委聘的海外建築結構安全專家的意見，路政署在綜合屋宇署意見後，會盡快回覆港鐵，以期港鐵盡快提交詳細建議書供政府審視，務求盡快展開有關全面測試工作，釋除公眾疑慮。

#獨眼人間 #城市天眼 - 土瓜灣站疑用廢料建牆

文章編號: [201806303176185]

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1. 明報 | 發行情/接觸人次: 140,000 | 2018-07-05

報章 | A05 | 港聞 | 特稿

字數: 1143 words

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## 會展站違圖則施工照曝光 未裝支撐向下挖深至少4 米

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港鐵沙中線多個站先後被揭發工程問題，其中會展站的承建商未有按圖則施工，港鐵涉知情不報，上月底應路政署要求提交資料後，拒絕進一步公開細節。本報取得會展站地盤的照片及圖則，顯示承建商至少向下挖深了4 米，仍未有按圖則安裝最後一層工字鐵支撐。政府已就沙中線向港鐵支付逾66 億元項目管理費，運房局表示，現階段不便評論港鐵未有上報政府的做法，是否違反委託協議，強調若有需要，政府可展開追討。明報記者畢嘉敏

約深22.7 米19.5 米深須裝支撐

港鐵上月證實，會展站承建商在挖掘工程期間，未有按圖則安裝最後一層工字鐵，並向下挖深了數米，但未有交代挖深了多少；港鐵雖然知悉事件，但未有向路政署通報。本報近日取得會展站挖掘工程的圖則，顯示會展站挖掘總深度約為22.7 米，承建商應在挖掘到水平面下19.5 米深（-19.5 米），就要在-18.5 米深的位置安裝最後一層工字鐵（即地下第5層工字鐵），用作支撐兩邊牆壁。

專家：與圖則偏差大連續牆或受損

但本報另取得一張由前線工程人員於上月底拍攝的會展站地盤照片，顯示承建商實際挖掘的深度遠超-18.5米，據照片中工人及挖掘機高度估計，承建商最少挖掘至-22米深度。

資深土木工程師倪學仁認為，在22.7 米深的挖掘工程中，承建商挖掘深度超出4 至5 米仍未安裝工字鐵，與圖則偏差較大，令第4 層工字鐵以下的連續牆缺乏橫向支撐，受壓增大，一旦超出設計的承受能力，或致連續牆鋼筋折斷，令連續牆受破壞。

運房局拒評有否違委託協議

屋宇署上月回覆本報稱，會展站屬政府土地內進行的工程，不受《建築物條例》規管，但據港鐵與政府簽訂的委託協議，港鐵須採納《建築物條例》標準。法政匯思成員、大律師何昶匡表示，若港鐵未有將偏離圖則的情況上報政府，是違反《建築物條例》的要求，即違反政府的委託協議。



運房局則表示，為免影響獨立調查委員會調查，現階段不宜評論港鐵有否違反委託協議。發言人又說，政府需就沙中線向港鐵支付78.9 億元，截至今年5 月，項目管理費支出已達66.1 億元。港鐵則表示，上月已發新聞稿及開記者會解釋事件，現時沒有補充。

林鄭：已覓第二位調查成員

特首林鄭月娥早前提出成立獨立調查委員會，調查沙中線紅磡站工程削短鋼筋事件。她指除了邀請到夏正民法官擔任的主席，近日亦已覓得第二位調查委員會的成員。對於委員會職權會否擴展至調查其他車站工程的問題，林太說運房局長陳帆願意於稍後進行的鐵路事宜小組作一個報告。她指調查委員會職權範圍，會包括檢視港鐵在項目管理、監督、品質保證和控制等事項，亦會檢視政府的監察和規管機制，即運房局和路政署監管鐵路項目的工作。對於有議員質詢陳帆應否引咎辭職下台，林鄭月娥未有直接回應。【相關評論刊A18】

挖掘工程圖則

本報取得沙中線會展站挖掘工程的圖則，顯示地底第5 層工字鐵，應安裝在地下-18.5 米的位置。根據圖則，工程人員挖掘到-19.5 米的位置，就需要安裝第5 層工字鐵

文章編號：[201807053173124]

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2. 南華早報 | 發行情/接觸人次: 105,347 | 2018-07-05  
報章 | CITY1 | CITY | transport | By Sum Lok-kei and Cannix Yau  
字數: 465 words

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## MTR avoids censure over use of waste

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Recycling construction materials deemed 'acceptable', but minister criticises rail giant for not reporting to government fast enough

Construction waste was used for building work in a station on the scandal-plagued Sha Tin-Central rail link project, the transport minister confirmed yesterday.

However, while Secretary for Transport and Housing Frank Chan Fan told lawmakers the "environmentally friendly" arrangement was acceptable and made good use of the material, he slammed the MTR Corporation for not reporting to the government in a timely manner.

Leaked photos last week were said to show a "staircase wall" on the platform of To Kwa Wan station being built from bags of construction waste, including crushed stones and steel bars.

This came following a recent wave of revelations about shoddy work at two other stations along the HK\$97.1 billion link, at Hung Hom and Exhibition Centre.

Chan said inert recycled materials were used, but not for building a wall. The materials were being used to provide weight to combat upthrust from underground water, he said.

"Overall, the relevant design and arrangements are acceptable. But we are dissatisfied that the MTR Corp did not report to the Highways Department in a timely manner," Chan said, without elaborating.

Lawmaker Claudia Mo Man-ching, who was given the photos by an informant, said the MTR Corp told her the bags contained "concrete debris", and that cement would be poured over them.

Mo, quoting the firm's verbal reply, said "it wasn't to form a wall, and its relationship with the building's structure was small, or non-existent".

Civil and structural engineer Simon So Yiu-kwan said Chan's explanation was "baffling", as the normal practice was to use other methods to contain the upthrust from underground water.

"I am completely baffled by Chan's account. I've never heard of using construction waste to build a structure for counteracting the upthrust force of underground water," he said.

So said building a concrete plinth with pipes on top was one way to counteract the force, but that the leaked photos showed the twin pipelines were part of the internal structure.

"The Environmental Protection Department has strict requirements on using construction waste for works and it must be separated into different types. For example, the stones must be crushed at a quarry," he said.

Separately, Mo's motion to invoke the legislature's "special powers" to investigate shoddy works at To Kwa Wan station was shot down at a Legco meeting yesterday.

In a report submitted to the Highways Department, the MTR Corp earlier confirmed three cases of "unauthorised deviations" from design drawings for a To Kwa Wan station platform wall.

A total of 645 sq ft was shaved off, but the rail operator insisted the work posed no safety risk.

An MTR spokeswoman said the rail giant would give an account of the affair at Legco's subcommittee meeting tomorrow.

文章編號: [201807053209138]

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