

立法會
Legislative Council

LC Paper No. CB(4)1504/17-18(02)

Ref. : CB4/PS/1/16

Panel on Transport

Subcommittee on Matters Relating to Railways
Special meeting on 31 August 2018

Information note on issues relating to the settlement of existing railway facilities of MTR Corporation Limited and buildings and other facilities in the vicinity of sites of Shatin to Central Link Project

The Subcommittee on Matters Relating to Railways ("the Subcommittee") has not discussed issues relating to the settlement of existing railway facilities of MTR Corporation Limited ("MTRCL") and buildings and other facilities in the vicinity of sites of construction projects before. Following media reports in June 2018 regarding the settlement of viaduct piers of Yuen Long Station of the West Rail Line, members of the public were deeply concerned about the impact of private construction works within railway protection area on railway safety and operations. Subsequently, settlement of railway facilities were found at other MTR stations, such as Light Rail Tin Wing Stop and Tai Wai Station of the East Rail Line.

2. During the discussion on issues relating to the incident of the subsidence of viaduct piers of the Yuen Long section of the West Rail Line at the House Committee meeting on 29 June 2018 and the Council meeting of 4 July 2018, Members were in general dissatisfied that while the incident was discovered in 2013, MTRCL or the Administration had not proactively disclosed it to the public or to the relevant District Councils until it was reported by the media. Members also urged the Administration to review the notification mechanism, if any, for similar incidents. Hon KWONG Chun-yu raised an oral question on the incident at the Council meeting of 11 July 2018. The question and the Administration's reply is attached in **Appendix I**.

3. According to the Administration, foundation works causing settlement in nearby structure is not uncommon. To address public concern over the notification arrangement following recent occurrences where foundation works nearby caused settlement of railway structures, the

Administration announced on 6 August 2018 that relevant government departments together with MTRCL had reviewed the existing arrangement and stipulated measures to enhance communication and improve information dissemination arrangement.¹ Meanwhile, MTRCL publicized information on the list of 64 projects where settlement situation was being monitored within the railway protection areas to enhance transparency.²

4. Since 8 August 2018, there have been media reports about settlement of buildings and underground utilities in the vicinity of To Kwa Wan Station and Exhibition Centre Station under the Shatin to Central Link project due to piling/excavation works near the stations. The Buildings Department confirmed that no obvious structural safety problem had been found in the 23 buildings adjacent to To Kwa Wan Station as reported by the media. However, the excavation works at Exhibition Centre Station had been suspended at the request of the Highways Department in the light of the fact that the settlement reading of a number of monitoring points installed around the construction site concerned had exceeded the highest level.

5. To facilitate members' deliberation, the relevant 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 31 August 2018.

Council Business Division 4
Legislative Council Secretariat
29 August 2018

¹ For details of the new notification arrangement, please refer to the press release issued by the Development Bureau on 6 August 2018.

² Source: Press release on "MTR to work closely and align with the Government on announcement mechanism in relation to Railway Protection Area" issued by MTRCL on 6 August 2018.

Press Releases

LCQ1: Settlement of viaduct piers of Yuen Long Station

Following is a question by the Hon Kwong Chun-yu and a reply by the Acting Secretary for Transport and Housing, Dr Raymond So Wai-man, in the Legislative Council today (July 11):

Question:

Last month, the media uncovered that the MTR Corporation Limited (MTRCL) had discovered in 2013 that two viaduct piers of the Yuen Long section of West Rail Line showed subsidence of up to 20 millimetres, allegedly due to the construction works nearby. MTRCL had forthwith informed the Buildings Department (BD) but had not made public the incident. In this connection, will the Government inform this Council:

(1) of the relevant government departments and policy bureaux which BD had informed after learning of the incident of the subsidence of the viaduct piers; the follow-up actions taken by such departments and bureaux, and the reasons for not making public the incident;

(2) given that BD and MTRCL had learnt of the incident of the subsidence of the viaduct piers as early as in 2013, why the remedial works did not commence until last year; and

(3) of the mechanism in place for dealing with similar railway works problems in future?

Reply:

President,

Regarding the various parts of the question by the Hon Kwong Chun-yu, the following is my consolidated reply in consultation with the Development Bureau.

The Government has always accorded top priority to railway safety and has put in place a stringent regulatory system. The Electrical and Mechanical Services Department (EMSD) regulates and monitors the safe operation of the railway system according to the Mass Transit Railway Ordinance and its subsidiary regulations. The Buildings Department (BD) regulates the planning, design and construction of buildings and associated works on private land to prescribe building safety standards according to the Buildings Ordinance (BO).

To safeguard the safety of railway structures, construction works located within the railway protection area as stipulated under Schedule 5 of the BO should comply with a more stringent set of standards. BD would require the registered building professionals to monitor the effect arising from the building works to the adjacent railway structures according to the requirements set out in the BO and its subsidiary regulations, and the issued "Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers" (PNAP). Agreement and comments of the MTR Corporation Limited (MTRCL) have to be sought for the plans of the proposed works and the monitoring proposal. The registered building professionals are also required to inform MTRCL direct before the commencement of any building works to enable the formulation of appropriate monitoring plan.

As for MTRCL, its dedicated railway protection team will monitor the status of various railway facilities in accordance

with a set of stringent railway protection measures and procedures, including regular machinery inspection of railway structures to ensure that the track is always maintained in a safe and good condition. The contractor responsible for the building works will also be required to set up additional monitoring checkpoints at appropriate locations to assist MTRCL to monitor the situation. If there are any defects, MTRCL will immediately notify the relevant persons. Moreover, MTRCL maintenance team has been conducting annual inspections of the viaducts in accordance with the rigorous railway infrastructure and asset maintenance and repair systems, inspecting the bridges and piers in details to ensure their structural safety.

As to the present case involving settlement of the viaduct piers of Yuen Long Station, after MTRCL and BD were informed about the slight settlement of the two viaduct piers in mid-2012, jointly with the Geotechnical Engineer Office (GEO) under the Civil Engineering and Development Department, they met with the registered building professionals responsible for the piling works for the project, representatives of the developer and the registered contractors (RC), requiring them to increase the frequency of measuring the settlement monitoring checkpoints and to regularly report to BD, GEO and MTRCL on the readings of the settlement monitoring checkpoints and changes of settlement levels of the monitoring checkpoints, so as to be informed promptly of the settlement situation and take necessary follow-up action. In addition, the Registered Structural Engineer responsible for the development project also submitted a revised plan including remedial measures to BD so as to minimise the effect of piling works on the two viaduct piers. After consulting GEO and MTRCL, such revised plan was approved.

Although the settlement has not exceeded the maximum tolerable settlement limit of 20 millimetres which is stipulated in the PNAP, upon the request of MTRCL, the developer of the development project voluntarily suspended the piling works in September 2013, and the situation has remained so until present. After the suspension of the piling works at the site concerned, BD has continued to closely monitor the changes of the settlement levels, and has requested the RC to continue to monitor settlement readings of the monitoring checkpoints, and submit settlement records. During the period, MTRCL has also been closely monitoring the structure of the viaduct piers and the tracks, and confirmed that railway safety has not been affected by the settlement of the two viaduct piers.

At the same time, to further strengthen the relevant railway facilities, MTRCL submitted a proposal for the preventive underpinning works for the two concrete columns to BD in October 2014. It was accepted by BD in June 2015. As the underpinning works concern the structure of the railway facilities, and involve complicated procedures, MTRCL commissioned an independent consultant to assist in examining the implementation details of the underpinning works to ensure that the works will not affect railway safety and services, and minimise the impact to nearby residents. The underpinning works commenced in September 2017 and are expected to be completed within this year.

I would like to stress that this case has not affected railway safety. BD, EMSD and MTRCL have worked in accordance with the abovementioned mechanism to effectively monitor the safe operation of the railway system, and the building works within the railway protection area. That said, in response to this incident, various government departments, including BD and EMSD, and MTRCL will review the communication and information dissemination arrangements of similar incidents in order to enhance transparency.

We have reviewed information on projects within the railway protection area. According to the MTRCL, there are 64 projects

under settlement monitoring within the railway protection area, of which 56 involves construction works in the vicinity of the heavy rail, 8 involves construction works in the vicinity of light rail. There have been 2 cases of suspension of works due to settlement, one concerns the viaduct pier of Yuen Long Station and the other concerns the platform of Tin Wing Stop of the light rail. The future communication and information dissemination arrangements aims to enhance transparency. Thank you, President.

Ends/Wednesday, July 11, 2018
Issued at HKT 16:46

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Press Releases

Government's response to media enquiries on settlement of platform of Light Rail Tin Wing Stop

In response to media enquiries on the settlement of the platform of the Light Rail Tin Wing Stop, a Government spokesman today (July 11) responded as follows:

The Government has always accorded top priority to railway safety and has put in place a stringent regulatory system. The Electrical and Mechanical Services Department (EMSD) regulates and monitors the safe operation of the railway system according to the Mass Transit Railway Ordinance and its subsidiary regulations. The Buildings Department (BD) regulates the planning, design and construction of buildings and associated works on private land to prescribe building safety standards according to the Buildings Ordinance (BO).

To this end, the relevant government departments and the MTR Corporation Limited (MTRCL) have stringent mechanisms to require those who intend to carry out works in the railway protection area to regularly monitor the effect of the construction works to railway structures nearby, to submit reports in a timely manner to facilitate monitoring by the relevant departments and MTRCL, and to require registered building professionals responsible for the development projects to follow up when necessary. This includes more frequent monitoring or even suspension of works. At present, there are two cases of suspension of works, one concerns the viaduct piers of Yuen Long Station on the West Rail Line and the other concerns the platform of the Light Rail Tin Wing Stop. In these two cases, MTRCL and the relevant government departments have taken corresponding actions once being informed of the monitoring results. This proves that the relevant monitoring mechanisms have been effective.

Regarding the case of the Light Rail Tin Wing Stop, to follow up on comments made by members of the Yuen Long District Council Traffic and Transport Committee in the meeting on June 25, 2018, MTRCL will issue a letter to Yuen Long District Council and a press statement later on to explain the situation. In fact, MTRCL has notified BD of the case under the mechanism. BD has also confirmed that the structural safety of the platform has not been affected. EMSD has also reviewed MTRCL's rail monitoring data and confirmed that the railway condition has not been affected by the related works. The concerned tracks comply with safety standards and operate normally. BD and EMSD will continue to closely monitor the situation to ensure the structural safety of the railway facilities and the safe operation of the railway.

The Government emphasises that the structure of the railway facilities and railway operation of the Light Rail Tin Wing Stop are safe. In response to public concern, various departments of the Government (including BD and EMSD) are reviewing the communication and information dissemination arrangements of similar incidents with MTRCL to enhance transparency.

Ends/Wednesday, July 11, 2018
Issued at HKT 21:43

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Press Releases

The settlement of railway facilities of Tai Wai Station

On the announcement made by the MTR Corporation Limited (MTRCL) on the settlement of railway facilities of Tai Wai Station of the East Rail Line, a Government spokesman today (July 13) supplemented as follows:

The Government took note that MTRCL issued a letter to the Sha Tin District Council and a press release today to inform the public that due to the foundation works of the topside development at the station (the development project), the monitoring points set up at the far-end of the southbound platform of Tai Wai Station and an overhead line mast nearby had for the first time on July 12, 2018 recorded settlement readings reaching MTRCL-pre-set limit of 20 mm for works suspension (the limit is the same as that adopted by the Buildings Department (BD) under general circumstances). On MTRCL's request, the foundation works have been suspended in the morning of July 12. The relevant monitoring points were additionally set up by the developer of the development project on MTRCL's request per the established procedures for Railway Protection Area to facilitate MTRCL to monitor the settlement data and ensure railway safety and operation would not be affected by related works.

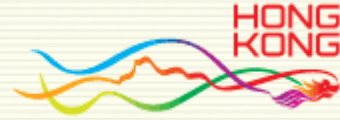
Upon receipt of MTRCL's notification, the BD sent officers to inspect the relevant section of the platform and the overhead line mast, and confirmed that they are structurally safe. On the other hand, the Electrical and Mechanical Services Department (EMSD) has also reviewed the rail monitoring data submitted by MTRCL immediately and confirmed that the railway safety has not been affected by the related works. The concerned tracks comply with safety standards and are operating normally.

Generally speaking, foundation works causing settlement in nearby structures is not uncommon. To protect railway safety, the Government and MTRCL have stringent monitoring mechanisms. In the Tai Wai Station incident, MTRCL and the relevant government departments have taken corresponding actions once being informed of the monitoring results. This proves that the relevant mechanisms have been effective.

As the works at the development project has been suspended, the BD and MTRCL will require the registered building professionals of the development project to stipulate mitigation measures. Per the established practice, upon receipt of any amended plan of the development project and application to resume works, the BD will stringently consider such plan and application under the overarching consideration of ensuring structural safety of railway facilities and upon receipt of MTRCL's confirmation regarding railway safety and impact on railway operation not being affected. The EMSD will continue to closely monitor the situation to ensure safe operation of the railway.

Ends/Friday, July 13, 2018
 Issued at HKT 20:06

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Press Releases

Monitoring and announcement mechanism for impact of private construction works on railway operation

The Government elaborated today (August 6) the mechanism to monitor and make announcement, as well as specific measures regarding the impact of private construction works within railway protection area on the structural safety of railway facilities and safe operation of railway.

A Government spokesman said that generally foundation works causing settlement in nearby structure is not uncommon. To protect railway safety, the Government and the MTR Corporation Limited (MTRCL) have put in place stringent monitoring mechanisms in handling settlement of railway facilities caused by private construction works within railway protection areas. In view of public concerns to the notification arrangement as revealed in a few recent incidents, the Buildings Department (BD), the Electrical and Mechanical Services Department (EMSD) and MTRCL have reviewed the existing arrangement and stipulated measures to enhance communication and improve information dissemination arrangement.

In accordance with the Buildings Ordinance (BO), private development projects have all along been required to obtain consent from BD and notify the department before commencing construction works. Under the new mechanism, BD will notify both EMSD and MTRCL when granting consent to commence works for a private development project within railway protection area to allow MTRCL to timely formulate plan to monitor a safe railway operation. In individual cases if it comes to MTRCL's knowledge from other sources that private works have commenced within railway protection areas, MTRCL will notify BD and EMSD to enhance communication.

BD will continue to formulate settlement monitoring checkpoint(s) and applicable pre-set limit(s) for works suspension for relevant private development projects. In addition, MTRCL may require the developer of a private development project to set up additional monitoring checkpoint(s) and prescribe pre-set limit(s) for works suspension according to the established procedures for railway protection. During construction of the private development project, if any monitoring checkpoint within the railway protection area records a settlement reading reaching the pre-set limit for works suspension set by MTRCL or the Government, or in any other circumstances where MTRCL or relevant government departments consider the settlement may affect the safety of railway facilities or railway operation thereby warranting works suspension, MTRCL, BD and EMSD will notify each other immediately. In the next 48 hours, BD will complete inspection of the affected railway facilities to confirm their structural safety, and EMSD will complete reviewing MTRCL's rail monitoring data to ensure a safe railway operation. BD and EMSD will then issue a joint press release to report the situation to the public.

The spokesman reiterated that foundation works causing settlement in nearby structure is not uncommon. If the relevant settlement situation stays within the pre-set limit of the relevant monitoring checkpoint, it is not necessary to suspend the relevant construction works. If the settlement reading reaches the limit for works suspension, the works have to be suspended and the relevant registered building professionals have to consider additional mitigation measures and remedial measures to rectify the situation. However, it does not mean that the relevant railway facilities have been rendered structurally unsafe or the railway operation has become unsafe.

The spokesman supplemented that during works suspension, BD, EMSD and MTRCL will continue to closely monitor the situation to ensure the structural safety of the railway facilities and the safe operation of the railway. BD and MTRCL will request the registered building professionals responsible for the private development project to stipulate mitigation measures to reduce impact brought to the structure of railway facilities. EMSD will also ensure that MTRCL implements stringent monitoring measures ensuring a safe railway operation.

Upon receipt of application to resume construction works, BD will continue to vigorously scrutinise such application under the principle of ensuring structural safety of the railway facilities. BD will consult EMSD, other relevant government departments and MTRCL per the established mechanism. BD and EMSD will jointly announce to the public the decision to accept application to resume construction works.

According to the information provided by MTRCL, there are now 64 projects where settlement situation is being monitored within the railway protection areas. MTRCL will make separate announcement on the list of such projects.

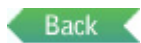
BD regulates the planning, design and construction of buildings and associated works on private land to prescribed building safety standards according to the BO. To safeguard the safety of railway structures, construction works located within the railway protection area as stipulated under Schedule 5 of the BO should comply with a more stringent set of standards, the registered building professionals must monitor the effect arising from the building works to adjacent railway structures per the requirements set out in the BO and its subsidiary regulations, as well as relevant "Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers" issued etc. Comments and agreement of MTRCL have to be sought for the plans of the proposed works and the monitoring proposal. The registered building professionals are also required to inform MTRCL direct before the commencement of any building works to enable formulation of appropriate monitoring plan. EMSD regulates and monitors the safety of railway operation according to the Mass Transit Railway Ordinance and its subsidiary regulations.

As for MTRCL, its dedicated railway protection team will monitor the status of various railway facilities in accordance with a set of stringent railway protection measures and procedures, including regular machinery inspection of railway structures to ensure that the track is always maintained in a safe and good condition, and requiring the contractor responsible for building works to set up additional monitoring checkpoints at appropriate locations to assist MTRCL to monitor the situation.

Ends/Monday, August 6, 2018

Issued at HKT 21:11

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 Back

Press Releases

Government's response to media enquiries on To Kwa Wan Station of Shatin to Central Link works project

In response to media enquiries on To Kwa Wan Station of the Shatin to Central Link (SCL) works project, a government spokesman yesterday (August 9) responded as follows:

The MTR Corporation Limited (MTRCL) was entrusted by the Government for the design, construction and commissioning of the SCL project. As To Kwa Wan Station of the SCL works project is on government land, it is exempted from the Buildings Ordinance (BO). However, according to the Entrustment Agreement signed between the MTRCL and the Government, the MTRCL must assure that the quality of works is up to the standards required, including adopting the standards stated in the BO.

The SCL To Kwa Wan Station is located underneath Ma Tau Wai Road. The works commenced in 2012 and the main station structure was substantially completed in December 2016. For safety and to ensure that the construction meets the design and statutory requirements, before the commencement of the works, the contractor will conduct surveys on the buildings in the vicinity of the site to record their condition and install monitoring points in the vicinity of some buildings, facilities and works sites to monitor the impact of the excavation works on the surrounding buildings and facilities.

The Highways Department (HyD) will monitor the works in accordance with the three triggering levels system (i.e. alert, alarm and action) which was submitted by the MTRCL before the commencement of the works and subsequently examined. During the construction, the contractor will periodically read the data at each monitoring point in order to monitor the movement of the monitoring points. The MTRCL will compile the relevant data and report the monitoring results to the HyD on a regular basis. According to the record, the settlement of some monitoring points exceeded the alarm level during the construction. After the monitoring data exceeds the alarm level, the contractor needs to submit detailed action plan to the MTRCL and relevant departments for review, such as the addition of recharge wells, the provision of temporary support at the station site, the survey of the existing condition of the building by professional engineers, enhancing monitoring of settlement or tilting conditions and conducting building assessments, to ensure the safety of the public and buildings. If monitoring data reaches or exceeds the action level, the HyD will request the MTRCL to take appropriate remedial measures.

Some members of the Kowloon City District Council Working Group on the SCL raised their concerns in the meeting held in June 2016 and July 2017 regarding the vibration caused by the tunnel excavation. In this connection, the MTRCL and the HyD replied to the Working Group on the SCL that the monitoring data recorded had been at normal levels since the commencement of the tunnel excavation in April 2015 from the To Kwa Wan Station. As more time is needed to check the records, supplementary response will be given after obtaining the relevant information.

At present, the construction of the station structure is nearing completion and the settlement of the building has been stabilised.

On the other hand, the Buildings Department (BD) will, in response to reports concerning the safety of private buildings

affected by the excavation works, deploy staff to inspect the buildings in question and make referral to the HyD and the MTRCL for follow-up in parallel. The BD will, according to the structural safety condition of the buildings, take appropriate follow-up action on building safety issues in accordance with the BO.

In response to media reports yesterday about the settlement of 23 adjacent buildings due to the MTRCL's excavation works for the platform of To Kwa Wan Station in 2016, BD officers were deployed to inspect the 23 buildings concerned yesterday. No obvious structural safety problem was found.

Ends/Friday, August 10, 2018

Issued at HKT 1:39

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Press Releases

Settlement monitoring points at Exhibition Centre Station of Shatin to Central Link works project

Exhibition Centre Station of the Shatin to Central Link works project is an underground railway station, the construction of which involves a large amount of excavation works. During the works, monitoring points will be installed around the construction site for assessing the impact due to the excavation works on the adjacent road surfaces, footpaths, underground utilities and structures in order to ensure the safety and assure that the construction works could meet design requirements and statutory requirements.

According to the monitoring data, it was found that the settlement reading of a number of monitoring points had exceeded the highest level. The Highways Department has required the MTR Corporation Limited to immediately stop the relevant excavation works at Exhibition Centre Station temporarily in the vicinity of areas where the settlement monitoring data had exceeded the highest level.

Ends/Friday, August 10, 2018
Issued at HKT 20:12

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Press Releases

Government's response to media enquiries on Exhibition Centre Station and To Kwa Wan Station of Shatin to Central Link works project

In response to media enquiries on Exhibition Centre Station and To Kwa Wan Station of Shatin to Central Link works project, a government spokesman today (August 11) responded as follows:

The Highways Department (HyD) required the MTR Corporation Limited (MTRCL) to suspend the relevant excavation works of Exhibition Centre Station yesterday (August 10). The HyD together with the Monitoring and Verification (M&V) consultants inspected the areas today in the vicinity of the monitoring points under their purview and where the highest level was exceeded. No obvious structural safety problem was found. Also, no abnormal conditions were observed near the underground utilities concerned. The Buildings Department (BD) also inspected the buildings in the relevant areas and no obvious structural problem was found. Furthermore, the HyD required the MTRCL to re-visit all the monitoring data for review by the HyD. The excavation works for Exhibition Centre Station can be resumed only when public safety is assured.

In addition, as regards media reports about the settlement of the buildings and some underground facilities in the vicinity of To Kwa Wan Station due to its construction works, the HyD together with the M&V consultants and the BD had arranged staff to inspect the 23 buildings yesterday. No obvious structural safety problem was found. Furthermore, no obvious abnormal condition near the underground facilities was observed.

Ends/Saturday, August 11, 2018
Issued at HKT 22:36

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新聞稿

Press Release

PR068/18
6 August 2018**MTR to work closely and align with the Government
on announcement mechanism in relation to Railway Protection Area**

The MTR Corporation notes that a new announcement mechanism has been set out by the Government by which information will be provided to the public if settlement measurement of any monitoring point at railway facilities within Railway Protection Areas reaches the works suspension limit pre-set by the Corporation and relevant Government departments, or in the event that the settlement may affect railway facilities or operations which requires the suspension of works.

Safety is the top priority of MTR operations and it will never be compromised. The Corporation has in place an established regime for the maintenance of railway infrastructure and assets which is comprehensive and stringent and is recognised internationally. This regime ensures that railway facilities are maintained in a safe and sound condition, and that the safety of passengers, staff members and the public is well-protected. The Corporation also has a set of stringent and comprehensive railway protection measures which are being enforced by the MTR Railway Protection Unit. The purpose of this Unit is to ensure that any works being carried out around railway premises do not affect the railway facilities and the safe operation of the railway.

Currently a number of private and public sector projects are being carried out within the Railway Protection Area. The Corporation is informed by the relevant Government Departments responsible for these projects before the commencement of works. We will closely monitor any impact of such works on the railway premises according to the stringent mechanism outlined above. To enhance transparency, information on projects being carried out in Railway Protection Areas is set out in the appendix. The Corporation will work closely with the Government in accordance with the new announcement mechanism.

- 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.

Appendix**Railway-related Facilities under Settlement Monitoring
within Railway Protection Areas**

	Project	Project Type	Project Nature	Responsible Party	Nearby MTR Station/Railway Facilities	Settlement Limit for Suspension (mm)	Latest Settlement Level (mm)#
Kwun Tong Line							
1	Universal access facilities at footbridge, elevated walkway and subway	Civil works	Public works	Highways Department	Between Kowloon Bay and Ngau Tau Kok stations	20	+2
2	East Kowloon Cultural Centre	Building project	Public works	Architectural Services Department	Kowloon Bay Station	20	+4
3	Barrier-free access facilities at highway structure	Civil works	Public works	Highways Department	Kowloon Bay Station	20	-1
4	Tseung Kwan O – Lam Tin Tunnel	Civil works	Public works	Civil Engineering and Development Department	Near Lam Tin Station	20	+4
5	Barrier-free access facilities at highway structure	Civil works	Public works	Highways Department	Kowloon Bay Station	20	-1
6	Property development project at Ho Man Tin Station	Building project	Private project works	(Note 1)	Ho Man Tin Station	20	-2
7	Property development project at No.35 Clear Water Bay Road	Building project	Private project works	(Note 1)	Near Choi Hung Station	20	-1

	Project	Project Type	Project Nature	Responsible Party	Nearby MTR Station/Railway Facilities	Settlement Limit for Suspension (mm)	Latest Settlement Level (mm)#
Tsuen Wan Line							
8	Tsim Sha Tsui Carnarvon Road Subway	Building project	Private project works	(Note 1)	Tsim Sha Tsui Station	20	+2
9	Property development project on Kin Chuen Street, Kwai Chung	Building project	Private project works	(Note 1)	Between Kwai Hing and Tai Wo Hau stations	20	+6
10	Redevelopment project at No. 742 – 744 Nathan Road, Mong Kok	Building project	Private project works	(Note 1)	Between Mong Kok and Prince Edward stations	20	+2
11	Lift and connecting footbridge on Sai Lau Kok Road, Tsuen Wan	Civil works	Public works	Highways Department	Tsuen Wan Depot	20	-3
Island Line							
12	Property development project on Oil Street	Building project	Private project works	(Note 1)	Fortress Hill Station	20	-2
13	Property development project on Java Road	Building project	Private project works	(Note 1)	Near North Point Station	20	-8
14	Redevelopment project at No. 450 – 456G Queen’s Road West	Building project	Private project works	(Note 1)	Near HKU Station	20	-4
15	Redevelopment project at No. 1 – 19 Chung Ching Street	Building project	Private project works	(Note 1)	Sai Ying Pun Station	20	+3
16	Redevelopment project at No.48 – 51 Connaught Road West	Building project	Private project works	(Note 1)	Between Sai Ying Pun and Sheung Wan stations	20	-3

	Project	Project Type	Project Nature	Responsible Party	Nearby MTR Station/Railway Facilities	Settlement Limit for Suspension (mm)	Latest Settlement Level (mm)#
17	Redevelopment project at No. 87 – 89 Des Voeux Road West	Building project	Private project works	(Note 1)	Between Sheung Wan and Sai Ying Pun stations	20	-2
18	Redevelopment project at No.2 Murray Road	Building project	Private project works	(Note 1)	Between Central and Admiralty stations	20	-2
19	Redevelopment project at No.2 Murray Road	Building project	Private project works	(Note 1)	Between Central and Admiralty stations	20	-2
20	Redevelopment project at No.1A – 1P Marble Road	Building project	Private project works	(Note 1)	North Point Station	20	-4
South Island Line							
21	Property development project on Lee Nam Road, Ap Lei Chau	Building project	Private project works	(Note 1)	Ventilation building near Lee Wing Street	20	-1
Tseung Kwan O Line							
22	LOHAS Park Package 7, Tseung Kwan O	Building project	Private project works	(Note 1)	Near Tseung Kwan O Depot	20	+2
23	LOHAS Park Package 9, Tseung Kwan O	Building project	Private project works	(Note 1)	Near Tseung Kwan O Depot	20	+2
24	LOHAS Park Package 10, Tseung Kwan O	Building project	Private project works	(Note 1)	Near Tseung Kwan O Depot	20	+3

	Project	Project Type	Project Nature	Responsible Party	Nearby MTR Station/Railway Facilities	Settlement Limit for Suspension (mm)	Latest Settlement Level (mm)#
Tung Chung Line and Airport Express							
25	Environmental protection works in Kwai Chung Park	Civil works	Public works	Environmental Protection Department	Section in Kwai Chung Park	20	-10
26	West Kowloon Cultural District – M+ Project	Building project	Private project works	(Note 1)	Near Kowloon Station Relevant works has been completed thus settlement monitoring ceased	20	-17
27	West Kowloon Cultural District – M+ Project	Building project	Private project works	(Note 1)	Between Kowloon and Hong Kong stations Relevant works has been completed thus settlement monitoring ceased	20	-6
28	West Kowloon Cultural District – Lyric Theatre Complex	Building project	Private project works	(Note 1)	Near Kowloon Station	20	-5
29	Hong Kong International Airport Three Runway System	Building project	Private project works	(Note 1)	Between Airport and AsiaWorld-Expo stations	20	-3
30	Tung Chung New Town Extension	Civil works	Public works	Civil Engineering and Development Department	Between Siu Ho Wan and Tung Chung Station	20	-1

	Project	Project Type	Project Nature	Responsible Party	Nearby MTR Station/Railway Facilities	Settlement Limit for Suspension (mm)	Latest Settlement Level (mm)#
East Rail Line and Ma On Shan Line							
31	Universal access facilities at footbridge, elevated walkway and subway	Civil works	Public works	Highways Department	Near Mong Kok East Station	15	+3
32	Widening of footbridge of Fanling Station	Civil works	Public works	Civil Engineering and Development Department	Fanling Station	15	-2
33	Barrier-free access facilities at footbridge	Civil works	Public works	Highways Department	Near Fanling Station	20	-3
34	Cable laying at Liantang/Heung Yuen Wai Boundary Control Point	Civil works	Public works	Highways Department	Between Tai Wo and Fanling stations Relevant works has been completed thus settlement monitoring ceased	20	-3
35	Widening of Fanling Highway – reinstatement of Tai Wo Footbridge	Civil works	Public works	Highways Department	Between Tai Wo and Fanling stations	20	-2
36	Barrier-free access facilities at footbridge	Civil works	Public works	Highways Department	Between Tai Wo and Fanling stations	20	-2
37	Lo Wu Station improvement works	Building project	Private project works®	(Note 1)	Lo Wu Station	20	0
38*	Property development project atop Tai Wai Station	Building project	Private project works	(Note 1)	Tai Wai Station	20	-23
39	Public housing development project at Choi Yuen Road Sites 3 and 4, Sheung Shui	Building project	Public works	Hong Kong Housing Authority	Sheung Shui Station	15	-3

	Project	Project Type	Project Nature	Responsible Party	Nearby MTR Station/Railway Facilities	Settlement Limit for Suspension (mm)	Latest Settlement Level (mm) [#]
40	Property development project on On Yiu Street in Shek Mun, Sha Tin	Building project	Private project works	(Note 1)	Between Shek Mun and Tai Shui Hang stations	20	-1
41	Subsidised housing development project on Hang Kin Street, Ma On Shan	Building project	Public works	Hong Kong Housing Authority	Between Tai Shui Hang and Hang On stations	15	-2
West Rail Line							
42	Redevelopment project at No. 18 – 24 Salisbury Road, Tsim Sha Tsui	Building project	Private project works	(Note 1)	East Tsim Sha Tsui Station	20	+3
43	Redevelopment project at No. 12 Salisbury Road, Tsim Sha Tsui	Building project	Private project works	(Note 1)	Between East Tsim Sha Tsui and Austin stations	20	+2
44	Redevelopment project of New World Centre, Tsim Sha Tsui	Building project	Private project works	(Note 1)	Between East Tsim Sha Tsui and Austin stations	20	+4
45	Yuen Long Station viaduct column improvement works	Building project	Private project works	(Note 1)	Between Kam Sheung Road and Yuen Long stations	20	-16
46	West Kowloon public housing project 3	Building project	Public works	Hong Kong Housing Authority	Between Nam Cheong and Mei Foo stations	15	-3
47	West Kowloon public housing project 3	Building project	Public works	Hong Kong Housing Authority	Between Nam Cheong and Mei Foo stations	15	-3
48	West Kowloon public housing project 3	Building project	Public works	Hong Kong Housing Authority	Between Nam Cheong and Mei Foo stations	15	-3
49	Lift at footbridge on Kwai Fuk Road, Kwai Fong	Civil works	Public works	Highways Department	Between Tsuen Wan West and Mei Foo stations	15	-1

	Project	Project Type	Project Nature	Responsible Party	Nearby MTR Station/Railway Facilities	Settlement Limit for Suspension (mm)	Latest Settlement Level (mm) [#]
50	Property development project at No.22 Wing Kin Road, Kwai Chung	Building project	Private project works	(Note 1)	Between Mei Foo and Tsuen Wan West stations	20	-2
51	Cycling track on Long Yat Road, Yuen Long	Civil works	Public works	Civil Engineering and Development Department	Between Kam Sheung Road and Yuen Long stations	15	+2
52	Hung Hom Station alteration and addition works	Alteration and addition works to existing building	Private project works [®]	MTR Corporation	Hung Hom Station	20	-2
53*	Property development project – Grand YOHO	Building project	Private project works	(Note 1)	Near Yuen Long Station	20	-16
54	Long Ping Station (South) property development project	Building project	Private project works	(Note 1)	Long Ping Station	20	-3
55	Property development project in Au Tau, Yuen Long	Building project	Private project works	(Note 1)	Between Kam Sheung Road and Yuen Long stations	20	-2
56	Yuen Long Station property development project	Building project	Private project works	(Note 1)	Yuen Long Station	20	+3
Light Rail							
57	Lift on Tuen Mun Heung Sze Wui Road	Civil works	Public works	Highways Department	Near Light Rail Town Centre Stop	20	-5
58	Lift on Tuen Mun Heung Sze Wui Road	Civil works	Public works	Highways Department	Near Light Rail Town Centre Stop	20	-2

	Project	Project Type	Project Nature	Responsible Party	Nearby MTR Station/Railway Facilities	Settlement Limit for Suspension (mm)	Latest Settlement Level (mm) [#]
59	Footbridge improvement works on Siu Hong Road, Tuen Mun	Civil works	Public works	Highways Department	Near Light Rail Siu Hong Stop	20	-2
60	Redevelopment project near No.5 San Yick Lane, Tuen Mun	Building project	Private project works	(Note 1)	Near Light Rail Kin On Stop	20	-7
61	Yuen Long Station property development project	Building project	Private project works	(Note 1)	Near Light Rail Yuen Long Stop	20	-5
62*	Property development project at Tin Shui Wai Town Lot No.23	Building project	Private project works	(Note 1)	Light Rail Tin Wing Stop	80	-90
63	Subsidised housing development project on Ming Kum Road, Tuen Mun	Building project	Public works	(Note 1)	Near Light Rail Shek Pai Stop	20	+3
64	Property development project at Tuen Mun Swimming Pool Stop	Building project	Private project works	(Note 1)	Near Light Rail Tuen Mun Swimming Pool Stop	20	-17

[#] The figure in each item represents the maximum movement among monitoring points as at 3 August 2018. "+" and "-" represent raised and settled levels respectively. The figures are based on the MTR Corporation's records.

*Relevant works temporarily suspended due to settlement levels exceeding pre-set limit

@ Station improvement works

Note 1: The private project works concerned are subject to the regulation of the Buildings Department in accordance with the Buildings Ordinance.

新聞稿

Press Release

PRESS STATEMENT

9 August 2018

**Works at To Kwa Wan Station
under the Shatin to Central Link Project**

Regarding media enquiries about the works at To Kwa Wan Station under the Shatin to Central Link (SCL) project, MTR Corporation would like to provide the following information.

To Kwa Wan Station is located beneath Ma Tau Wai Road. The works include the construction of the station structure and the associated tunnels. To ensure the structural integrity of the surrounding buildings and facilities are not affected during the works period, the project team has been monitoring the area closely since the works commenced in 2012. This includes the installation of monitoring instrumentation on the facades of buildings or ground surfaces and utilities in the vicinity of the works to monitor any settlement or tilting of buildings, ground surfaces and underground utilities as far as possible. The Corporation submits weekly monitoring data to relevant Government departments, while the Corporation and its Registered Geotechnical Engineer also submit monthly reports including detailed monitoring data for review.

According to the Practice Notes issued by relevant Government department, the settlement levels and tilting ratios for the above works were formulated having regard to depending on the structure, function and location of the buildings, as well as their geological condition and the construction methods adopted. These settlement thresholds were covered in the specific action plan ("action plan") submitted to relevant Government departments before large-scale excavation works were carried out at To Kwa Wan Station. These set thresholds are used for monitoring during the course of works. When assessing the safety and structural integrity of a building, both settlement and tilting data should be taken into account.

During the works period, when the settlement readings reach the thresholds set for respective works, the project team needs to implement appropriate follow up measures in accordance with the action plan, including safety checks conducted by a registered structural engineer, review by consultants appointed by the Contractor to review the impact of settlement on the buildings, etc. When the structure of buildings are assessed to be safe, the project team can submit suitable adjustment of settlement thresholds to relevant government departments.

The construction works for To Kwa Wan Station have been carried out by the project team and the Contractor in a careful manner and the condition of adjacent buildings and underground utilities has been closely monitored. According to the records, while the settlement levels of some of the adjacent buildings and underground utilities have reached the set thresholds, the tilting ratios of the buildings have all along met the set requirements, so the works can continue in a safe manner.

-more-

Regarding the underground gas pipelines, since 2014, the project team has provided to Towngas monitoring data of underground gas pipes in the vicinity of the works area and conducted regular meetings with them. In 2016, the Corporation observed settlement data of four gas pipes reached the set thresholds. Throughout the period, Project team discussed with Towngas on follow-up actions, including Towngas assigning staff to conduct checks on a daily basis. According to our records, settlement data of another three gas pipes reached the set thresholds, which were unfortunately not passed to Towngas. The three locations were within the daily inspection area of Towngas and their latest monitoring data have returned to levels lower than the set thresholds in mid-2017.

Since the commencement of works for the To Kwa Wan Station and Tunnels in 2012, the Corporation has received enquiries from some property owners or owners' corporations about the conditions of their buildings. The Corporation and the Contractor conducted on-site inspections and then referred the cases to an independent loss adjuster for further investigation and follow-up. We have provided relevant data or information to owners of individual residential flats in the past.

The excavation works and main structures for To Kwa Wan Station were completed by the end of 2016 and the main civil works were completed in 2017. The settlement level of the buildings and underground utilities along the alignment has stabilised since the completion of excavation and the tilting ratios are within requirements. Safety remains unaffected.

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

- End -

文章總數：1 篇

1. 蘋果日報 | 發行情/接觸人次：130,230 | 2018-06-23
報章 | A02 | 要聞
字數：1369 words

沙中未平 西鐵又起 元朗站架空橋沉降 港鐵拖4年才補救 專家：嚴重或致倒塌
塌 旁邊Grand YOHO停工

【本報訊】港鐵沙中綫醜聞未完，西鐵綫又爆出醜聞。西鐵元朗站架空路軌其中兩座橋躉出現嚴重沉降，幅度最少達20毫米。港鐵早於2013年已知悉沉降，惟隱瞞5年未公佈，至去年才悄悄進行補救工程加固橋躉。有工程師指，架空路軌落成多年後出現沉降，情況甚罕見，沉降達20毫米非常嚴重，即使暫停附近工程，亦可能在這4年間繼續沉降，最嚴重可影響建築結構，令架空路軌倒塌。立法會議員炮轟港鐵隱瞞事件，並狠批加固工程要拖拉4年才進行是「遲得離譜」。

記者：伍雅謙

沉降的架空路軌位於錦上路往元朗站方向路段，於2003年啟用，距離西鐵元朗站東面僅100米，對面就是新鴻基地產發展的大型住宅項目Grand YOHO，相距不足20米。現場所見，其中兩座位於朗和路、支撐架空路軌的橋躉，正進行高架橋地基鞏固工程。

新地支付加固工程費

《蘋果》取得一幅加固工程的施工示意圖，顯示承建商須將橋躉附近地面挖深，露出橋躉樁帽後，以工字鐵及千斤頂穩定橋躉，最後再灌漿加固，防止繼續下沉。記者現場觀察，可見橋底的地面確有如施工圖般挖深，負責工程的承建商是「泰昇地基」，但目前兩座橋躉連地基已被隔音罩完全密封，難以觀察內裏情況。地盤貼出告示則顯示，有關地基加固工程由去年10月展開，預計今年9月完工，為顧及架空路軌及列車行車安全，工程只能於凌晨12時至早上7時進行。

港鐵在回應中承認，最早於2012年至2013年已留意到個別橋躉有沉降現象，而上述兩座橋躉於2013年下旬的沉降幅度更達原先定下的20毫米停工指標，需暫停附近地盤工程，但稱鐵路運作一直安全。港鐵指曾就此與發展商及屋宇署積極探討方法，審核相關建議及資料後，於去年10月同意為高架橋躉進行「預防性加固工作」，工程預計於今年年底完成。

新鴻基地產表示，由於Grand YOHO第3期（即第6及7座）早前打樁工程期間，港鐵發現西鐵綫個別橋躉出現沉降現象，要求新地停止項目工程。新地為能盡快恢復項目工程，願意支付相關橋躉加固工

程費用；又指現時第3期工程經已暫停，會待港鐵完成橋躉加固工程以後才恢復施工。

屋宇署就指沉降未有超出「可接受程度的上限」，沉降幅度至今未有明顯變化，認為紀錄顯示沉降不影響結構安全。署方又披露，加固方案原來早於2015年6月已獲接納，但港鐵再拖延至去年才動工，

土木及結構工程師蘇耀坤指出，一般沉降約10毫米已屬警號，要進行補救工程，現時沉降至20毫米已非常嚴重，就算暫停附近工程，惟橋躉亦有可能在4年間繼續沉降，提醒若沉降至25毫米便會影響建築結構，令橋面及路軌傾斜，列車行駛時會因路軌傾斜而撞到路軌，「日日每次經過都會撞擊到」，進一步影響橋躉承托力，不但影響列車行車安全，「更可以令橋面脫離支撐站（橋躉）跌落嚟」。

議員轟港鐵隱瞞事件

立法會鐵路事宜小組主席田北辰指，屋宇署與港鐵之間有協議，若沉降接近20毫米，附近地盤需停工，如情況進一步惡化，沉降達45毫米便非常嚴重，列車需要停駛。他認為，屋宇署一直已知悉情況，可能政府認為安全而未有向外通報。

但立法會議員兼元朗區議員鄺俊宇指，涉事鐵路每日載客量達40多萬人，惟元朗區議會從未討論上述情況，直斥港鐵隱瞞事件，又批評港鐵拖拉4年後才進行加固工程，拖延程度令人震驚，「遲得離譜，乘客人命安全係最重要嘅」。他稱，沉降至45毫米已須停駛列車，擔憂是次兩座橋躉沉降或是警號，「如果係一種蔓延性，我點知你會唔會有第三條橋躉、第四條橋躉出事？」他稱將就事件向立法會提出緊急質詢。

文章編號：[201806233234996]

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文章總數: 1 篇

1. 明報 | 發行情/接觸人次: 140,000 | 2018-07-12

報章 | A12 | 港聞

字數: 842 words

輕鐵天榮站沉降逾8 厘米 議員轟政府擠牙膏式公布

【明報專訊】港鐵西鐵線元朗站上月被揭發橋墩出現沉降，署理運輸及房屋局長蘇偉文昨在立法會上透露，輕鐵線天榮站月台亦出現沉降，上蓋地盤工程須停工。港鐵透露，該站自去年10月出現沉降，今年6月進行加固工程期間，沉降幅度加大，超過80毫米的停工指標，但強調月台結構及路軌狀況符合營運安全。多名區議員批評，政府及港鐵公布事件嚴重滯後，促請政府檢視通報機制。

蘇偉文昨回應民主黨鄭俊宇就元朗站橋墩沉降提出的質詢時表示，現時在鐵路保護區內，受沉降監測的工程有64宗，包括56宗重鐵線附近工程，及8宗輕鐵線附近工程。他又透露，因沉降而須停工的個案有兩宗，除了早前被揭發的西鐵線元朗站高架橋墩沉降，輕鐵線天榮站月台亦出現沉降。蘇稱，正與港鐵檢視同類事件的溝通及資料發放安排。

月台結構鐵路狀況無影響

政府發言人昨晚補充指出，就天榮站個案，港鐵已按機制通報屋宇署，屋宇署已確定月台結構安全無影響；機電工程署已覆核港鐵的路軌監測數據，確定鐵路狀況沒有受相關工程影響，該段路軌符合安全標準並正常運作。

港鐵表示，天榮站上蓋項目於去年9月展開地基工程，至去年10月發現該站7號月台輕微沉降，港鐵隨即要求發展商暫停在該月台附近使用震動方法進行開板樁工程。工程其後復工，但到上月8日，發展商完成控制沉降的灌漿工程後，月台沉降達到80毫米的停工指標；發展商之後進行進一步加固工程，但月台繼續沉降，到上月28日，沉降幅度已超過80毫米，港鐵再次要求暫停工程，至今未復工。

負責天榮站上蓋項目的新鴻基地產承認該站出現沉降，但強調工程一直進展順利，符合有關政府部門的規定，會繼續監察有關情況。

港鐵去年10月起兩度促上蓋停工

多名元朗區議員及立法會議員均表示，昨日才得悉沉降事件。鄭俊宇表示，每日有大批市民乘坐輕鐵及西鐵線，政府在回應立法會質詢時，才披露該站出現沉降，批評政府是「擠牙膏」式公布。元朗區議員李月民表示，昨晚收到港鐵信件交代事件，他批評港鐵上月25日已發現沉降超標，但港鐵26日出席元朗區議會時，卻未有一併公布。他已要求區議會召開緊急會議討論。

文章編號: [201807123101971]

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文章總數: 1 篇

1. 文匯報 | 發行情/接觸人次: 132,000 | 2018-07-14

報章 | A02 | 文匯要聞

字數: 1156 words

大圍站沉降21毫米微超標 上蓋物業打樁出事 港鐵已要求停工

香港文匯報訊（記者 文森）港鐵大圍站月台因上蓋物業發展項目進行地基工程而出現沉降，降幅達至20毫米的停工指標，港鐵已要求發展商新世界暫停工程。據了解，沉降幅度為21毫米，屬輕微超標，項目主要範圍的打樁工程已完成。港鐵表示，事件已通報相關政府部門，屋宇署視察後確認結構安全，機電工程署覆核港鐵的路軌監測數據後，確定路軌符合安全標準。新世界表示會密切監察項目情況，並配合港鐵的鐵路安全措施。

港鐵大圍站物業發展項目的地基工程於2016年5月展開。港鐵昨日主動發出新聞稿披露，該公司鐵路保護組人員在前日凌晨的恒常監察中，檢測到大圍站南行線月台末端及附近一支架空電纜杆的監測點沉降幅度，首次達到預設的20毫米停工指標，港鐵於早上隨即要求發展商暫停在東鐵線相關鐵路保護區內的地基工程。

後續施工方法需保鐵路安全

港鐵表示，發展商委任的註冊建築專業人士已就事件通報相關政府部門。屋宇署已派員視察有關月台及架空電纜杆，確認其結構安全。機電署亦已覆核港鐵的路軌監測數據，確定鐵路狀況沒有受相關工程影響，該段路軌符合安全標準。

港鐵表明，會繼續密切監察大圍站沉降情況，並繼續與相關政府部門保持緊密聯繫。屋宇署及港鐵已要求發展商委任的註冊建築專業人士提供有效緩減沉降的施工方法及緩解措施。港鐵會在確保鐵路設施和營運安全不受後續工程影響後，方會同意發展商恢復相關工程。

政府發言人表示，政府得悉港鐵昨日已去信沙田區議會及公佈事件。因應港鐵要求，有關地基工程已於前日早上停工。有關監測點是港鐵按照鐵路保護區的既定程序，要求發展商額外設置，以便港鐵監察沉降數據，確保鐵路安全及營運不受有關工程影響。

新世界：即日通報 配合港鐵

發言人又指，屋宇署將聯同港鐵要求負責項目的註冊建築專業人士制訂緩解措施。如接獲項目的修訂圖則及復工要求，屋宇署會在確保鐵路設施結構安全及港鐵確認不會對鐵路安全及營運構成影

響為大前提下，嚴格審批有關申請。機電署亦會繼續密切監察有關情況，確保鐵路運作安全。

新世界發言人表示，該公司一直有委託結構工程師定期監察項目毗鄰大圍站的沉降情況，當發現輕微沉降情況後，結構工程師已即日向屋宇署通報，並因應港鐵要求，即時暫停在相關鐵路保護區內的地基工程。

該公司會繼續密切監察項目情況，並與港鐵及相關政府部門保持緊密聯繫，以配合港鐵的鐵路安全措施。

民建聯立法會鐵路事宜小組委員會副主席陳恒鏞表示，今次港鐵主動向公眾交代的做法值得肯定。

民建聯倡監察擴至30米以外

他認為現時港鐵只監察距離月台30米內的打樁工程，未來可能要考慮是否需要擴大監察範圍。

民建聯沙田區議會交通及運輸委員會主席李世榮表示，雖然相關政府部門已了解大圍站月台及路軌暫不受影響，但市民對沉降事件仍非常擔心。他要求港鐵盡快全面調查事件原因及提供補救方案，並要求政府密切監察事件會否對大圍鐵路站造成影響。

文章編號：[201807143140455]

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文章總數: 1 篇

1. 成報 | 發行情/接觸人次: 50,000 | 2018-07-30

報章 | A05 | 港聞

字數: 777 words

發現64宗同類事件 疑因打樁活動所致 天榮站沉降 區會促勘查地基

輕鐵天榮站七號月台沉降事件持續升溫，元朗區議會將展開第一次特別會議緊急討論事件，區議會促請當局為附近多個屋苑勘查地基情況，以確保符合安全標準，並且要求停止附近一切打樁活動，直至當局證實附近建築物地基及樓宇結構安全。本報港聞部報道

元朗區議會交通及運輸委員會將在今天（30日）下午召開第一次特別會議，緊急討論輕鐵天榮站沉降事件。本月11日，運輸及房屋局副局長蘇偉文透露鐵路保護區受沉降影響的工程共64宗，有56宗在重鐵綫附近，8宗在輕鐵綫附近，亦有兩宗因類似沉降而需要停工的個案，除輕鐵站天榮站月台還有元朗站。

事件或致出軌風險

事件引起全城譁然，除了元朗站高架路軌沉降達20毫米外，港鐵事後證實天榮站七號月台原來在6月25日已錄得沉降，幅度更超逾停工指標的80毫米。據悉，沉降是因為附近新鴻基地產的住宅項目打樁所致，發展商早前稱已配合港鐵要求暫時停工。

元朗區議會極為關注事件，憂慮事件有機會令輕鐵出軌，直指情況嚴重，如同將數萬個不知情的輕鐵乘客置於危險中，元朗區議會將在今天召開第一次特別會議，促請運房局、港鐵公司、新鴻基地產交待事情始末，以及全面檢視沿線路軌下沉情況及對行駛中輕鐵安全的影響。

要求公開審批報告

特別會議將要求局方交代現時月台的最新沉降情況；質詢當局對兩大沉降工程進行了何種補救措施，是否有部門在公布前便得知月台發生沉降；並會問及屋宇署為何在2018年5月將停工標準由沉降20毫米提升到80毫米，區議會要求公開審批報告並質詢當時是由哪位官員審批。

特別會議又會促請運房局、港鐵公司、新鴻基地產、屋宇署、機電署馬上檢討並擬備新的通報機制以提高透明度；並立即為附近的建築物（栢慧豪園、栢慧豪庭、天頌苑、麗湖居、十八鄉事委員會公益社小學及中學和伊利沙伯舊生會中學）進行結構及沉降檢測，採取補償措施；另外要求承建商停止一切打樁活動，直至當局證實附近的建築物地基及樓宇結構安全為止。

文章編號: [201807303196978]

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文章總數: 1 篇

1. 英文虎報 | 發行情/接觸人次: 200,000 | 2018-08-02

報章 | P07 |Local |By Phoenix Un

字數: 385 words

Sinking problem at another rail station

The Tuen Mun Swimming Pool light rail station has been hit by land settlement, but the MTRCL assured yesterday that it is still within safety limits.

The rail operator admitted settlement of the station platform after residents found cracks at the station near the Sun Hung Kai Properties construction site.

MTR staff members have been frequently spotted at the swimming pool station measuring different spots. There is a temporary tunnel between the station and the construction site for pedestrians, and residents found cracks between the ground and the concrete posts supporting the roof, measuring up to six centimeters.

Vice chairman of Tuen Mun District Council Traffic and Transport Committee Terry Yip Man-pan said he had seen signs that the settlement could be serious. More than 100,000 people used or passed the station every day.

Under Secretary for Transport and Housing Raymond So Wai-man in the Legislative Council earlier this month, revealed that 64 railway protection areas had settlement issues, eight with the light railway.

Among these eight, the Tin Wing Station subsidence was so serious that the developer had to stop the piling of its construction site nearby. Again the developer was Sun Hung Kai Properties.

Yip was not satisfied with the government's response to the incident. "The government drip-feeds information and now two of the light railway stations have been identified, but what about the other six? We don't know if they are also affected by piling."

He planned to file questions in the District Council meeting asking the government to reveal the location of all 64 spots with settlement issues.

MTR spokesman said they had been notified by the Buildings Department in October 2015 that there would be construction work within the railway protection area of the swimming pool stop.

Construction began in January last year and by the end of last year, slight settlement had been found at platform number two of the swimming pool station.

MTR stressed that the platform, the rail line and other railway facilities at the swimming pool station have always met safety standards.

Most of the piling works at the construction site had been completed, the MTR spokesman said, and the superstructure was under way.

A Sun Hung Kai Properties spokeswoman said the construction work had complied with the directions of the Buildings Department and other rules.

文章編號: [201808023215968]

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文章總數: 1 篇

1. 文匯報 | 發行情/接觸人次: 132,000 | 2018-08-03

報章 | A10 | 香港新聞

字數: 1142 words

大圍站沉降擴大 地盤復工無期

香港文匯報訊（記者 文森）繼輕鐵天榮站月台沉降幅度擴大後，港鐵東鐵線大圍站的沉降幅度亦出現擴大跡象。屋宇署證實，截至昨日的最新數據顯示，大圍站月台的沉降幅度為23毫米，比之前多了2毫米，繼續超出20毫米停工警戒線，地盤至今復工無期。

港鐵早前公佈，於上月12日凌晨進行的恒常監察中，發現大圍站南行線月台末端及附近一支架空電纜杆的監測點錄得沉降，並達到預設為20毫米的停工指標。港鐵即時要求在鄰近進行工程的發展商新世界暫時停工。據悉當時月台的沉降幅度為21毫米。

屋宇署表示，自大圍站附近地盤停止打樁工程後，該署一直密切監察有關鐵路設施的沉降幅度，並於近日派員再進行視察，確認相關鐵路設施結構安全，現時有關打樁工程仍然停工。

屋宇署指出，截至昨日，港鐵要求安裝於大圍站南行線月台末端位置及附近一支架空電纜杆的監測點之沉降數值，分別為23毫米及22毫米。

屋宇署續說，該項目註冊結構工程師已向該署提交緩解措施的建議，該署正就有關建議諮詢土力工程處及港鐵意見，並會一如以往，在確保鐵路設施結構安全及港鐵確認不會對鐵路安全及營運構成影響為大前提下，嚴格審批有關申請。

港鐵發言人表示，港鐵一直緊密監察大圍站月台各項監測數據，至今沉降情況見有輕微上落，因沉降水平會受天氣、水位、濕度等因素影響，最重要是必須確保月台結構安全、路軌平順，以及路軌、月台上落水平及架空電纜等的相互高度及距離均符合安全標準，有關方面已獲屋宇署和機電工程署確認。

發言人指出，港鐵及屋宇署正審視發展項目的註冊建築專業人士所提交的建議緩減沉降施工方法及緩解措施。在確保鐵路設施和營運安全不會受後續工程影響，並獲相關政府部門同意後，才會同意發展商恢復相關工程。

專家：有可能令路軌變形

資深土木工程師倪學仁接受傳媒訪問時表示，地盤工程如打樁即使停工，若泥土黏性程度較高，也可能會帶來延後影響，令沉降程度擴大，但這只是其中一個可能引致的因素，始終要視乎本身土質如何。

他重申，如果月台或路軌某一個監測點沉降幅度與其他監察點有太大差異，有機會令路軌變形，影響行車安全。

至於輕鐵屯門泳池站的沉降情況，屋宇署表示，自鄰近發展項目工程開始至今，該項目的註冊結構工程師須定期向該署提交相關監測點的沉降記錄，而沉降幅度一直沒有超出批准圖則所訂定的20毫米停工指標。

屋宇署指出，雖然有關沉降幅度一直沒有超出停工指標，但為釋除公眾疑慮，該署已派員視察地盤毗鄰的屯門泳池站鐵路設施及南浪海灣的圍牆，確認其結構安全。

另外，工聯會元朗區議員姚國威、鄧焯謙及劉桂容亦去信港鐵公司，關注輕鐵車站出現沉降問題，並查詢濕地公園站及天秀站的情況。信中指出，相關車站附近有建築地盤，更有消息指站內有監察記號，故擔心涉及安全問題。他們要求港鐵交代有否監察其沉降情況及有何措施保證車站的行車安全。

文章編號: [201808033072126]

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文章總數: 1 篇

1. 蘋果日報 | 發行情/接觸人次: 130,230 | 2018-08-04

報章 | A03 | 要聞

字數: 533 words

元朗輕鐵站沉降 港鐵不提幅度

【本報訊】港鐵接連有車站被揭沉降，最新災區為元朗輕鐵站。港鐵承認今日1日發現該站的一段路軌及架空電纜桿出現「非常輕微」沉降，無公佈沉降幅度。有立法會議員認為港鐵應全數公佈64個沉降監察點，若10月立法會復會仍未公佈，會考慮引用《立法會（權力及特權）條例》要求當局公佈。

鄭俊宇考慮引特權法

港鐵承認，今日1日元朗輕鐵站的一段路軌及架空電纜桿出現「非常輕微」的沉降，其幅度平穩保持在屋宇署要求的20毫米指標內，惟並無公佈沉降幅度。港鐵又指元朗輕鐵站附近的新鴻基地盤繼續打樁，鐵路安全不受影響，若沉降幅度達停工指標，會即時要求暫停工程。新鴻基回應指，元朗站項目施工一直如常進行，所有工程均按屋宇署及相關規定。本報向屋宇署查詢，截稿前未獲回覆。

民主黨立法會議員鄭俊宇認為，即使元朗輕鐵站的沉降幅度未達停工指標，港鐵亦須公佈數字，「佢個標準飄移得好犀利，好似天榮站咁，陣間改咗又話安全，唔可以再係你話OK就OK」。鄭稱港鐵及政府有必要公佈64個正受沉降監察的地點，若立法會復會時仍未答覆，他會考慮引用特權法要求公佈。

運房局早前自爆有64個位於鐵路保護區範圍的工程正受沉降監察，惟未有詳情。連同元朗輕鐵站，已知有沉降的港鐵車站共有5個，分別為元朗西鐵站、屯門泳池站、天榮站及大圍站。

■記者趙雅婷

文章編號: [201808043191671]

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文章總數: 1 篇

1. 東方日報 | 發行情/接觸人次: 500,000 | 2018-08-05

報章 | A19 | 港聞

字數: 1008 words

輕鐵鳴琴至石排兩站沉降月台裂

再爆出有輕鐵相連站沉降威脅路軌安全！運輸及房屋局與港鐵堅拒向公眾交代全港鐵路保護區內六十四宗受沉降監測的工程地點，公眾被蒙在鼓裏，港鐵昨承認鳴琴站至石排站相連站輕鐵範圍，一處屬鐵路保護範圍的地點出現沉降，港鐵未有明確交代兩站沉降幅度，只表示會有監察及機制應對，但相連站中間一段路軌會受沉降幅度不一而影響行車安全。另最新傳出屯門田景及建生站又有沉降，港鐵表示，港府正研究優化沉降事件通報機制，港鐵會全力配合。

輕鐵石排站毗鄰的房協翠鳴臺地盤昨仍繼續開工。（何天成攝）

昨日到現場視察，發現鳴琴站與石排站之間的路軌已畫上數條「神秘藍線」，藍線位處房協翠鳴臺地盤對出不足二十米，地盤昨仍繼續開工。另外，兩站月台表面亦出現多道裂縫，石排站情況較為嚴重，月台上可見裂縫處處，其中一條更長達約六十五厘米！至於鳴琴站離地盤較遠，月台裂縫較少及不顯眼。

港鐵指，於一五年九月接獲屋宇署通知，石排頭路及鳴琴路附近的輕鐵範圍，一處屬鐵路保護範圍的地點，將有發展項目建築工程，並徵詢港鐵意見。港鐵公司鐵路保護組按照相關條例及程序，要求由發展商聘用的註冊建築專業人士評估工程對現有鐵路設施所產生的影響，以便港鐵公司監察沉降及其他數據，確保鐵路安全運作不受影響。

港鐵稱幅度輕微 持續監察

石排頭路及鳴琴路附近的項目自一六年九月開展至今，港鐵一直監察有關數據，留意到石排頭路及鳴琴路附近的輕鐵範圍出現非常輕微的沉降，至今沉降幅度一直平均及平穩，沒有顯著改變，並維持在屋宇署沿用的二十毫米的沉降指標以內。該段範圍的鐵路設施一直符合安全標準，不影響鐵路安全運作。雖然沉降幅度並未達二十毫米的沉降指標，但公司一直與相關政府部門保持緊密聯繫，亦定時將有關數據通報相關政府部門。

附近地盤仍施工 正建上蓋

據港鐵了解，該工地大部分地基打樁工程已經完成，現正進行上蓋建造工程。港鐵強調會一直監察，若沉降幅度達預設停工指標，會按既定機制即時要求承建商暫停相關鐵路保護區內的工程，及通報相關政府部門有關安排，確保鐵路安全。

不過，由於今次出現沉降的是兩個相連站及有輕鐵路軌連接，兩個站的沉降若出現較大差距，就會損壞兩站之間的輕鐵路軌，列車經過隨時會發生意外。

另外，元朗區議員李月民日前斥港鐵於上周二（7月31日）區議會上「講大話」，隱瞞輕鐵元朗站沉降一事，港鐵昨指，港鐵代表當時所指的是Grand YOHO發展項目，並不落入輕鐵元朗站月台的保護範圍，指言論或引起誤會，日後會更清楚解說。

記者梁銘姿

文章編號: [201808053158658]

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文章總數: 1 篇

1. 文匯報 | 發行情/接觸人次: 132,000 | 2018-08-07

報章 | A09 | 香港新聞

字數: 1090 words

港鐵沉降名單 條條路線出事 64監測點 最嚴重90毫米 西鐵線重災

香港文匯報訊（記者 高俊威）特區政府昨晚公佈監測沉降新機制後，港鐵隨即公佈64個現時在鐵路保護區內受沉降監測地點之名單，其中因超過沉降指標而曾停工的包括之前被揭發的輕鐵天榮站、港鐵大圍站及港鐵元朗站附近，最新沉降幅度分別仍達90毫米、23毫米及16毫米，而其他較嚴重而仍在監測中的包括輕鐵屯門泳池站及東涌線葵涌公園內路段，最新沉降幅度分別為17毫米及10毫米。

經各界多番要求後，港鐵終於在昨晚公開64宗受沉降監測的工程項目。這些監測項目遍佈各條港鐵路線，其中最多為西鐵線，共有15個項目，其次東鐵及馬鞍山線有11個，此外觀塘線有7個，荃灣線4個，港島線9個，南港島線1個，將軍澳線3個，東涌線及機場快線6個，以及輕鐵線8個。

在64個項目中，其中有46個項目錄得沉降，佔總數達70%。而其中3個已停止監察，因為相關工程已經完成，分別為西九文化區的兩個M+項目，其中一個項目的沉降幅度達17毫米，以及蓮塘/香園圍口岸的電纜鋪設工程。

大部分未達停工指標

大部分錄得沉降的工程均未達停工指標，其中最嚴重為輕鐵天榮站，最新沉降幅度達90毫米，超出停工指標80毫米的標準；另一個須停工工程為大圍站上蓋發展項目，最新沉降幅度為23毫米，超出20毫米的停工指標3毫米。

至於元朗站附近的Grand YOHO，最新錄得沉降幅度為16毫米，因之前曾超出20毫米停工指標，故仍暫時停工。

港鐵：有嚴謹維修保養

其他較嚴重而仍在監測中還包括之前曾被揭發沉降的輕鐵屯門泳池站附近，最新沉降幅度為17毫米，以及東涌線葵涌公園內路段，最新沉降幅度為10毫米，皆未超逾20毫米停工指標。

此外，早前曾出現鋼筋造假事件的紅磡站改建工程，亦屬其中一項監測工程，最新沉降幅度為2毫米，未達20毫米停工指標。

港鐵表明，安全是港鐵營運的首要原則，絕不妥協，並有一套國際認可、全面而嚴謹的鐵路基建和資產維修保養制度，確保鐵路設施時刻維持在安全及良好狀態，保障乘客、職員以至大眾安全。

港鐵又指，目前鐵路保護區內正進行多項私人項目及公共工程，負責有關工程的相關政府部門在施工前已知會港鐵。港鐵會按新公佈的機制，與政府緊密合作。

陸頌雄批港鐵後知後覺

本身是元朗區議員的工聯會立法會勞工界議員陸頌雄接受香港文匯報訪問時表示，港鐵過去一直以「擠牙膏」方式處理事件，顯示港鐵沒有在元朗站高架橋沉降事件中吸取教訓，也反映港鐵對輕鐵站的關注程度不足。

他指出，沉降幅度最多、沉降幅度達90毫米的輕鐵天榮站，市民肉眼也可察覺出問題，「可見到月台側向一面，有少少波浪形。」

他批評港鐵對事件後知後覺，亦沒有開誠佈公，港鐵高層實難辭其咎，建議港鐵改善通報機制，加強透明度，一旦鐵路設施發現有任何問題，應立刻派員維修，以釋除公眾疑慮。

文章編號: [201808073119013]

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文章總數: 1 篇

1. 蘋果日報 | 發行情/接觸人次: 130,230 | 2018-08-09

報章 | A01 | 要聞 | 頭條

字數: 1269 words

港鐵再隱瞞沙中綫工程醜聞 土瓜灣23幢樓大沉降

【本報訊】港鐵高層集體下台，沙中綫醜聞卻陸續有來。《蘋果》取得土瓜灣站內部顧問報告，顯示地盤2016年挖掘月台時，多達23幢周邊樓宇的沉降幅度超出容許上限，其中一個位於油站旁的監測點，更錄得最高的62.9毫米沉降，超出上限逾三成。不過，港鐵的合資格人士（Competent Persons）卻指示承建商繼續工程，沒有按規定停工、沒作加固及緩解措施，亦沒有通報受影響居民。港鐵、屋宇署及路政署至截稿前未有回覆。記者：梁御和

林偉聰

屋宇署的作業備考（APP-137）列明，如工程可能導致相鄰建築物沉降，施工前要擬定可容許的沉降上限。一般情況下，署方建議上限為25毫米；承建商亦可因應地盤情況自行計算上限，再交屋宇署審批。工程開展後，如有監測點錄得沉降數值超出上限，便要即時停工，直至找出沉降原因，完成修補加固方案，有必要時或要更改工程設計，再向屋宇署提交報告，獲批後方可復工。

市政大廈超上限五成

本報取得一份2017年中撰寫的顧問覆核報告，當時土瓜灣站的連續牆安裝及月台挖掘工序已完成。報告顯示，工程開展前有擬定周邊地面、建築物及地下喉管的容許沉降上限，視乎不同建築物狀況，其上限亦有所不同；並按屋宇署作業備考建議，將沉降幅度劃分成三個級別，即預警（須加強監測）、行動（須檢討施工方法減低沉降）、以及等同上限的警報（停工）級別。

報告列出2015年至2017年各監測點數據，顯示該站周邊有23幢住宅及商廈沉降超出容許上限（即警報級別）。情況最嚴重的寶馬大廈錄得最高62.9毫米沉降，超出上限34%，該大廈的基座便是蜆殼油站；旁邊的土瓜灣市政大廈亦錄得51毫米沉降，超出上限五成。

無加固及通知居民

寶馬大廈對面的七喜大廈亦錄得52.4毫米沉降；馬頭圍道324至350號多幢樓齡約60年的舊樓亦錄得35至36毫米沉降，全數超出容許上限。

另外，地面及地下喉管的監測點，亦有17個錄得超標。寶馬大廈旁邊的地下煤氣管就錄得最高的54.2毫米沉降，超出上限29.2毫米，足足逾1.2倍；七喜大廈外另一條煤氣管亦沉降39毫米。

報告指，工程人員曾到超標位置進行目測檢查（Visual inspection）及結構檢查（Structural inspection），未發現明顯裂紋；又稱樓宇的傾斜度沒超出預期，港鐵合資格人士審核後認為樓宇堅固穩定。報告又解釋，指用作初擬定沉降上限數值的計算方法「可能不適用（may not be applicable）」於土瓜灣站地理環境，故令沉降情況超出預期。

消息人士透露，即使監測點出現大規模沉降超標，港鐵及承建商卻沒有按照機制停工，也沒有作加固及緩解措施阻止沉降惡化。該消息人士又指出，報告指的「檢查」，只是委託工程師到超標的大廈走廊、樓梯等公眾範圍視察，最多一至兩日，避免驚動居民；港鐵至今亦沒有通報該區居民。

或抽水工序控制不理想

資深土木工程師倪學仁看過涉事報告，認為事件中的大規模沉降屬罕見。他指，土瓜灣站位於馬頭圍道地底，部份位置穿過樓宇底部，月台及隧道要深至地底逾30米，低於樓宇樁腳，因此要進行大規模抽地下水及開挖等工程。他估計是抽水工序控制不理想，令泥土過份收縮出現較多沉陷。

倪學仁又指，「如果成幢樓同時沉落去，對結構影響未必好大；如果幢樓得一邊沉多啲，一邊無沉，就會對結構造成破壞」。就現時土瓜灣站的沉降規模，他估計周邊大廈會有不少地方出現裂紋。

文章編號：[201808093208684]

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文章總數: 1 篇

1. 南華早報 | 發行情/接觸人次: 105,347 | 2018-08-10
報章 | EDT1 | EDT | TRANSPORT | By Sum Lok-keilokkei.sum@scmp.com
字數: 586 words

MTR insists sinking work areas are safe

Rail giant on the defensive after reports of subsidence around To Kwa Wan

Hong Kong's embattled rail operator yesterday dismissed public safety concerns after it emerged that more than 20 areas around its To Kwa Wan station building site had been sinking since construction began six years ago.

MTR Corporation managing director Jacob Kam Chak-pui said the land subsidence related to its scandal-plagued Sha Tin-Central Link, the city's most expensive rail project, was "a common phenomenon" resulting from piling, excavation and groundwater extraction work.

"Things have stabilised, with minor fluctuations in recent periods," Kam said at a press briefing on the firm's interim results.

He was responding to media reports citing internal MTR documents from 2016 indicating that 23 residential buildings around To Kwa Wan station were sinking beyond acceptable limits.

Buildings Department guidelines say action must be taken if there is land subsidence of more than 2.5cm. BMW House near the new station had sunk by 6.3cm by 2016, according to the internal MTR documents.

To Kwa Wan is one of five new stations along the HK\$97.1 billion Sha Tin-Central Link, which has been hit by substandard construction work and unauthorised design changes.

In a statement late last night, the MTR Corp said: "According to the records, while the settlement levels of some of the adjacent buildings and underground utilities have reached the set thresholds, the tilting ratios of the buildings have all along met the set requirements, so the works can continue in a safe manner."

On Tuesday, the government said it had told the rail giant to remove those in charge of the project, while police would investigate "huge discrepancies" and "conflicting reports" in its reports on construction work.

Four senior managers left immediately while the firm's CEO is due to take early retirement.

Veteran engineer Ngai Nok-yan said he had seen parts of the internal report from 2016 showing the level of subsidence was above the statutory limit.

He said it was hard to judge from the documents if the structural safety of buildings had been affected, as measurements were taken at only one or two points around each location.

"If the subsidence is even across the whole building, there is no issue," Ngai said.

However, if different sections of a building were sinking at different levels, this could cause "structural damage" and residents would start seeing cracked walls.

At least two residents in the area said cracks in the walls of their flats had started appearing when station construction work began six years ago.

The MTR Corp said it had since received enquiries from some property owners about the impact on their buildings.

"The corporation and the contractor conducted on-site inspections and then referred the cases to an independent loss adjuster for further investigation and follow-up," the rail operator said. "We have provided relevant data or information to owners of individual residential flats in the past."

Towngas, the city's sole household gas provider, said four cases of subsidence exceeding statutory limits had been identified near the To Kwa Wan station work site in the last four years, but it had carried out necessary repairs and replacement of pipes.

"The situation of gas pipes is stable, the public does not need to worry," it said.

Shell Hong Kong Limited, which operates a service station at Ma Tau Wai Road next to BMW House, said its premises were not affected.

Ngai agreed it was possible the subsidence had stabilised as major work had been completed.

> MTR PROFITS FALL A3> HARRY'S VIEW A10

文章編號: [201808103230263]

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文章總數: 1 篇

1. 星島日報 | 發行情/接觸人次: 100,000 | 2018-08-11

報章 | A01 | 要聞 | 頭條

字數: 1102 words

會展站也沉降 港鐵煞停挖掘 釋公眾疑慮 擬設公布機制

沙中綫風暴

港鐵沙中綫問題一波未平一波又起，繼日前發現土瓜灣站附近多幢大廈及煤氣管錄得沉降，昨日再傳出會展站十四個地面和公用設施監測點亦發現沉降超標；位於舊灣仔碼頭一個監測點，更超標二點三倍，錄得八十三毫米的沉降。港鐵昨日傍晚宣布暫時停止會展站相關的所有挖掘工程，並研究設立一套監測數據超標的對外公布機制。車務及中國內地業務常務總監金澤培(見圖)強調，並非因工程危險而停工，而是希望釋除公眾疑慮，以全面審視相關的監測記錄，現沒有復工的時間表。

有傳媒昨日引述一份港鐵去年一月的工程監督報告，指會展站的地盤設有七百零七個沉降監測儀，大部分警報水平均訂於二十五毫米，但發現十四個地面和公用設施監測點超出警報水平，並引述消息指港鐵未有按指引停工。

14監測點超標 最高錄83毫米

超越警報水平的監測點集中於會議道近舊灣仔碼頭一帶，達預警和行動水平的監測點分別有十六個及四個。其中，位於舊灣仔碼頭的一個地面監測點，更超標二點三倍，錄得八十三毫米的沉降；菲林明道的一個食水管監測點亦錄得沉降超標約五成，達三十七毫米沉降。

車務及中國內地業務常務總監金澤培昨日傍晚臨時召開記者會，宣布會展站相關所有挖掘工程即時停工，解釋灣仔北是填海地區，附近亦有其他基建工程進行，因此沉降問題會較顯著，「我們停工不是因為覺得危險，是希望釋除公眾疑慮，亦都讓我們有時間審視數據，確認周邊設施是真正安全。」

金澤培：不清楚何時復工

金澤培同時宣布，港鐵公司將增加透明度以釋除公眾疑慮，會參考鐵路保護區，由屋宇署與路政署設立的向外通報機制，與政府部門商討研究一套對外公布機制，當監測數據超出指定指標時，向外公布有關資料。金澤培坦言不清楚會展站會何時復工，需要審視相關工作，才會知道對整個項目有否影響，包括會否增加建築成本、延遲通車日期等。

港鐵交代最新決定後，路政署隨即發出新聞稿，指根據會展站監測點讀取的數據，發現多個監測點的沉降幅度超出最高水平。值得注意的是，路政署路政署在新聞稿內稱，要求港鐵於會展站立刻暫時停止「超出最高水平監測點」附近範圍的相關挖掘工作，但據了解，港鐵會展站所有挖掘工程都會停工，包括仍未超最標的監測點位置。

消息指，路政署並非認為會展站工程存有危險，而建議暫停挖掘工作，而是考慮到部分監測點出現沉降超標情況，希望港鐵能夠提高透明度，釐清當中數據後才繼續施工。

立會月底特別會議跟進

隨着沙中綫問題擴大，多個政黨均表示強烈不滿，有政黨昨日發起簽名行動，於路政署總部抗議，並要求區議會召開特別會議。立法會鐵路事宜小組委員會主席田北辰昨日稱，委員會將於本月底召開特別會議跟進事件，亦不排除引用權力及特權法調查港鐵工程問題。相關新聞刊A4版

本報記者

文章編號：[201808113150429]

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文章總數: 1 篇

1. 東方日報 | 交通 | 發行情/接觸人次: 500,000 | 2018-08-13

報章 | A19 | 港聞

字數: 977 words

沙中線料站站沉降 議員促港鐵公布數據

沙中線工程醜聞連環爆，土瓜灣站及會展站工地附近多個監測點先後被揭沉降超標，港鐵與港府至今仍未回應民意，公布數據讓居民安心。立法會鐵路事宜小組委員會主席田北辰昨在電視節目表示，已要求港鐵本星期交代沙中線其餘八個站的沉降數據，同時需交代該新線其他站有否發生如紅磡站般剪短鋼筋造假事件，港鐵已承諾會盡量交代。有工程師認為其他站出現沉降機會很高，建議港鐵於網上設立實時沉降數據更新，以釋公眾疑慮。

沙中線土瓜灣站日前被揭工地附近監測點沉降超標，多達廿三幢樓宇受影響。

田北辰指出，除土瓜灣站及會展站外，其餘八站肯定會有沉降現象，受影響樓宇甚或較土瓜灣站涉及的廿三幢樓宇更多。他認同於工程中，若每次有一幢樓超過二十毫米便要停工，無疑會拉長建造鐵路的時間，但現時事件已令大眾失去信心，故應對外公布沉降數據，當務之急亦要改善機制，提高透明度。

要求交代其他站有否剪鋼筋

另外，按現時做法，若附近工程令港鐵工程出現沉降超標，必須先停工審視相關數據，但港鐵工程令附近建築物沉降超標就可以繼續動工。田批評此舉是「雙重標準」，認同港鐵給予社會「唯我獨尊」的態度，故港鐵更應該向公眾交代清楚。他亦關注沙中線其他站負責工程的承建商，會否有剪鋼筋造假，「有幾多人係偷雞博大霧，可能人人都係咁做。」，促請港鐵一併盡快交代。

田北辰表示港鐵承諾會盡快交代沙中線沿線各站的沉降數據。

工程師：煤氣管水渠易受影響

沙中線公共專業聯盟召集人、資深工程師黎廣德認為，沙中線沿線各站有沉降的機會相當高，但對樓宇造成的影響要視乎樓齡等因素而定，反而煤氣管及水渠未有打樁，較易受沉降影響。至於有說法指工程中難免會出現沉降現象，黎表示「唔可以咁講話預咗（沉降）」，認為有關人士於建造工程時，應盡量減少移動泥土避免沉降。

黎又指，市民現時對港鐵已失去信心，認為港鐵應於網上實時公布所有監測點的沉降數據，「等市民知道自己有冇受到影響」，市民是有能力理解沉降資訊，「唔好當係（市民）細路仔」。

港鐵：會商討研對外通報機制

本報昨日再向港鐵查詢沙中線沿線各站的沉降數據，港鐵回覆只說，以保障公眾及工地工人的安全為首要任務，絕不妥協，又指鐵路工程監測儀器安裝在工地附近的私人建築物或公共設施上，並非安裝在屬於港鐵的鐵路處所，有關數據都已交給港府相關部門，因此會與相關部門商討，研究一個對外的通報機制，以及監測數據超出設定指標的處理。

文章編號: [201808133238099]

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文章總數: 1 篇

1. 蘋果日報 | 發行情/接觸人次: 130,230 | 2018-08-14

報章 | A05 | 要聞

字數: 539 words

屯門區議員斥港鐵「誠信沉降」

【本報訊】港鐵早前終公佈64個鐵路線沉降監測點，其中輕鐵屯門泳池站沉降達17毫米，距離停工指標只差3毫米。屯門區議會昨開會討論事件（圖），民建聯葉文斌批評港鐵僅擠牙膏式交代事件，形容港鐵誠信及市民對港鐵的信心均「沉降」。民主黨黃麗嫦反指建制派區議員雖在會上批評港鐵，其立法會黨友卻未有支持引用權力及特權法徹查港鐵。

港鐵總經理（基建維修）黃永健回應指，港鐵也是受影響一方，而屯門泳池站附近地盤已於6月完成大部分地基工程，現時該站沉降情況平穩，各鐵路設施均符合安全標準，已與相關建築人士探討控制沉降幅度措施，包括灌漿、改變施工方法等。

專家：25毫米是生死線

屋宇署高級結構工程師（新界）劉志明則指，因打樁工程導致沉降並不罕見，現時工程對沉降設有警報機制，如屯門泳池站以10毫米為「預警」、15毫米為「警告」，20毫米則會「停工」。他與港鐵均強調即使達沉降指標，亦不代表建築物的結構和安全已受影響。

《蘋果》早前揭發沙中綫土瓜灣站和會展站的挖掘工程導致周邊建築物沉降超標，前土力工程處長陳健碩日前指社會誤解警報水平是生死線，資深土木工程師倪學仁昨反駁，雖然沉降幅度達100毫米未必對周邊造成損傷，但25毫米已是設計上的「生死線」，超出已代表有出錯，他預計可能與沒跟批准圖則施工、或監管問題有關。

■ 記者羅繼盛

文章編號: [201808143232845]

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文章總數: 1 篇

1. 明報 | 發行情/接觸人次: 140,000 | 2018-08-16

報章 | A02 | 要聞

字數: 1082 words

會展站50沉降點超「預設門檻」 議員批隱瞞

沙中線會展站及土瓜灣站接連被揭沉降監測點超標，相關區議會和立法會委員會本月內陸續舉行特別會議討論。灣仔區議會昨日召開特別會議，多名區議員質疑港鐵和政府涉隱瞞，過往對沉降「隻字不提」。港鐵則在會上證實，會展站有50個公共設施沉降監測點超出「預設門檻」，但未回應監測點的分佈及沉降幅度等問題。

4名港鐵代表，路政署、運輸署、屋宇署和水務署等政府部門代表昨午出席灣仔區議會特別會議，但13名議員只有6人出席，未夠法定人數，故只視為非正式開會，沒有會議紀錄。港鐵會上證實，會展站有50個沉降監測點超出預設門檻，包括道路、煤氣管、水管和冷卻水管，但不包括樓宇的監測點，其他900至1000個監測點則未超出門檻。據悉，大多數超標的監測點位處道路。

未交代位置幅度 只稱預設嚴謹

港鐵會上未有交代「預設門檻」的水平，港鐵沙中線土木工程（南北線）項目經理吳偉亨只稱，超出三級制中的最高指標並非超出生死線，「（沉降）絕對不可去到生死線，就是有此機制才可安全施工」。港鐵項目及物業傳訊副總經理陳霖生補充，該些指標預設嚴謹，是提醒工程團隊須留意及採取跟進措施，並非安全水平的上限。

被問及報道指沉降幅度最嚴重、達83毫米的監測點位置，港鐵土木工程建造經理林偉德表示，該監測點近舊灣仔碼頭，惟已被移除，由於該處日後屬新建的會議道路面，故會重造部分路面和重鋪部分雨水渠，公眾毋須過分擔心。他續說，地盤最高峰時一度設約1400個監測點，監測路面和大廈沉降、大廈傾斜度，絕大部分每日「讀數」。

路署：無安全問題 故未報區會

路政署鐵路拓展處總工程師曹榮平稱，與水務署及煤氣公司溝通後，覺得沉降未有引致安全問題，因此未曾向區議會匯報，會展站暫停相關挖掘工程純粹為釋除公眾疑慮。

煤氣公司回覆本報查詢時稱，以沉降25毫米為警戒線，會展站施工至今，5個監測點中，只有1個菲林明道及會議道交界的監測點沉降26.5毫米，輕微超標，但沒有滲漏。

立會31日討論 陳帆港鐵允出席

然而，多名區議員批評港鐵和政府做法，楊雪盈批評事件蓄意隱瞞區議會，靠傳媒披露才得悉事件；民建聯李均頤說，不少城市參照港鐵的鐵路興建和管理，事件令名聲蕩然無存，要求重新動工前先向區議會交代；另一民建聯區議員鍾嘉敏表示，港鐵和政府過往在區議會對沉降「隻字不提」，「不是（港鐵）高層走了，此事就可以完結」。

另外，九龍城區議會今午召開特別會議，討論土瓜灣站附近大廈沉降事件；立法會鐵路事宜小組則於本月31日上午召開特別會議，討論港鐵連串沉降事件，據悉運輸及房屋局長陳帆、相關部門首長和港鐵代表均答應出席，立法會交通事務委員會亦於同日下午召開另一場特別會議，討論紅磡站月台鋼筋造假。【相關評論刊A12】

文章編號：[201808163167949]

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文章總數: 1 篇

1. 成報 | 發行情/接觸人次: 50,000 | 2018-08-17

報章 | A03 | 港聞

字數: 729 words

顧問團9個月後交報告 民主派促引特權法徹查

【本報港聞部報道】沙中綫工程醜聞揭港鐵管理不善，特首林鄭月娥上周表示會委任顧問團進入港鐵「整頓」，運輸及房屋局昨日公布，由三名前高官組成的顧問團已於周三成立，將全面檢討港鐵管理系統，並建議額外管理和監察措施，預計明年5月提交報告。另外，有民主派成員則收集到5,000名市民簽名，促運用《立法會（權力及特權）條例》徹查事件，要求建制派表態是否支持。

促交代23廈沉降數據

沙中綫項目專家顧問團成員分別為前土木工程署署長劉正光、前屋宇署署長許少偉和前土力工程處處長汪學寧，運房局表示顧問團將全面檢討港鐵管理系統，向港鐵和相關部門建議在推展沙中綫項目時應採取的額外管理和監察措施，顧問團任期1年，約要9個月完成調查報告，有需要亦會提交中期報告。

多個民主派政黨及團體昨午則到九龍城政府合署外抗議，要求政府及港鐵交代受沙中綫土瓜灣站工程影響的23幢大廈沉降數據，其中勞福界立法會議員邵家臻、工黨李卓人和劉小麗在土瓜灣設街站，劉小麗表示過去兩周已收集約5,000個市民簽名，促立法會徹查沉降真相，並要求建制派表態會否贊成引用特權法調查。

九龍城區議會昨日則召開特別會議討論沙中綫沉降問題，地政總署高級產業測量師鄧家柱透露，截至前日，政府錄得20宗涉及沙中綫土瓜灣站工程的《鐵路條例》索償申請，當中8宗與樓宇損毀有關，全部未完成處理，會按相關法例及個案決定是否賠償和釐定金額。

有區議員關注港鐵早前在落山道部分樓宇外架設工字鐵，沙中綫土木工程建造經理鄭啟聖回應工字鐵是「裝飾」，惹不少區議員譁然。西九新動力主席、立法會議員梁美芬亦聯同一批區議員及居民在場外請願，要求政府的獨立調查委員會擴大調查範圍，確保鐵路及樓宇安全，梁表示已去信特首林鄭月娥要求交代，明言若政府不擴大調查範圍，會考慮引用特權法調查。

文章編號: [201808173212076]

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