Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways

Measures taken against settlement issue during the design and construction stages of the Shatin to Central Link Project

This paper provides information to Subcommittee members on the measures taken to manage settlement issues in relation to the Shatin to Central Link ("SCL") project.

Background

2. Since the SCL traverses developed urban areas across the territory, most of the tunnels and stations are constructed underground. The construction works include excavation of rail tunnels, pedestrian subways and underground stations (Kai Tak, Sung Wong Toi, To Kwa Wan and Exhibition Centre stations) as well as the extension of the existing Hung Hom and Diamond Hill stations and stabling sidings, viaducts and an aboveground station (Hin Keng Station), and a number of underground structures, ventilation facilities and emergency access shafts.

3. It is not uncommon for large-scale underground works to cause ground movement and settlement, which have potential impacts on the buildings above and utilities around the sites. The Corporation attaches top priority to safety of our railway works, as well as the safety of passengers, workers and the communities around the railway network. We have stringent monitoring and control systems and measures to ensure safety of railway works at the design stage of the projects and during the actual construction stage. The Corporation abides by all

relevant statutory provisions and we work closely with Government regulators.

Measures taken during design stage

4. At the design stage, qualified professionals are appointed to conduct geological assessments, develop monitoring plans and prepare the works plans for submission to relevant government departments for vetting. These monitoring plans include, among other things, locations of movement monitoring points and initial trigger values of movement for buildings, structures and facilities near the works sites, as well as the planned actions to be taken, including further analyses and/or mitigation works to be conducted when movement readings reach the trigger values. This is commonly known as the three-tier activation mechanism. Relevant government departments including Highways Department, Buildings Department and Geotechnical Engineering Office of Civil Engineering and Development Department will scrutinise these plans relating to building, structural and geotechnical works according to the requirements under the Buildings Ordinance and other relevant legislation.

5. Regarding the monitoring plans, the trigger values are set to initiate further attention and actions. The purpose is to facilitate continuous monitoring and trigger any timely and necessary mitigation measures throughout the construction process. Exceeding the trigger values does not necessarily mean that nearby buildings, structures and facilities would become unsafe. The trigger values will be set after detailed analysis of the integrity, stability and functionality of the structures as well as the

geological conditions in the surrounding areas and the nature and scope of construction activities in the vicinity.

6. Where such detailed analysis has not been undertaken, reference can be made to the indicative values listed in the relevant Buildings Department's Practice Notes for Authorised Persons ("Practice Notes"). When detailed analyses are available, initial trigger values will normally not be set at the maximum level, but set at a lower, conservative level in order to allow for progressive and continuous monitoring and planned mitigations. When a trigger value is reached, attention will be enhanced and a series of follow-up actions will be considered. The safety of the nearby buildings, structures and facilities must be assured before a revised trigger level is set as the works progress. The dynamic process of conducting analyses and formulating trigger values is also overseen by an independent checking engineer and a Qualified Person, during which government departments are also consulted, to provide an on-going safety assurance throughout the construction process which can have multiple phases and last for several years.

7. Prior to the commencement of works, the Corporation would conduct pre-construction condition survey for the buildings near the works sites to record the existing conditions of the buildings and install monitoring points around the site boundary to monitor the impact of the works on the overall structural integrity of the buildings concerned. The objective is to provide an understanding of the condition of a building or structure before the works commence, allow the existing condition to be compared to any assumptions made during the design, undertake advanced mitigation or protection measures where necessary and thus ensure safety and compliance with the design and statutory requirements.

Measures taken during construction stage

8. To monitor movement, consistent data collection is essential, to ensure that the buildings, structures and facilities nearby are under close monitoring during construction stage. Under the SCL project, throughout the works there have been many thousands of settlement monitoring points used in works sites and along the alignment. The availability of comprehensive data enables the Corporation to have a full picture of the impact of works for the purpose of ensuring the on-going safety of construction works as well as the buildings, structures and facilities around the works sites.

9. During the construction period, frequent and regular monitoring of movement of nearby buildings, structures and facilities are carried out depending on the works being undertaken, and regular reports of movement readings are submitted to the relevant Government departments. When settlement readings reach or exceed trigger values, they will be included in the reports to relevant government departments and a range of actions will be taken as appropriate. They can range from further inspection or analysis, change of excavation sequence, installation of additional support, ground treatment (such as grouting), recharging underground water, more frequent checking and monitoring, examination by registered professional engineers, additional monitoring points, diversion of utilities, pavement repair/re-paving road surface, to suspension of excavation. Other measures may be adopted depending on the specific circumstances. The trigger values will only be revised after further inspections and analyses, assessment of the situation, completion of the agreed follow-up actions and agreement with relevant government departments and utility operators. Close monitoring of the nearby

buildings, structures and facilities will continue to ensure safety even after the trigger values have been revised.

10. One of the key analyses for the revision of trigger values for buildings and structures is magnitude of tilt. Tilt would be included in formulating the settlement trigger values with a view to monitoring whether there is a trend of differential settlement. Differential settlement refers to uneven settling of a building that may result in damage to the structure. The relevant Practice Notes have stipulated the allowable tilting level of buildings and angular distortion of underground pipelines. According to the Practice Notes, the maximum allowable tilting level of buildings and angular distortion of underground pipelines are set to be 1 in 500 and 1 in 300 respectively.

11. If any owner/ resident in nearby buildings have concerns on impact of SCL works on their premises, the Corporation would arrange joint site inspection by the construction team, the contractors and the owners/ occupiers. During the inspection, the conditions of the buildings will be recorded and professional assessment conducted. To safeguard the interests of both parties, the case may be referred to a loss adjuster if necessary. The loss adjuster will conduct a detailed assessment, the results of which will be provided to the owners/ occupiers in writing.

Settlement issues relating to construction works near To Kwa Wan Station ("TKW") and Exhibition Centre Station ("EXC")

Measures taken at EXC works site

12. EXC Station is located in Wan Chai North on reclaimed land where general settlement is expected. Construction of the permanent works and internal structures are in progress and approximately 15% of the station remains to be excavated before reaching the final formation level.

13. As of August 2018, approximately 50 monitoring points near EXC Station works site have reached the trigger values. Most of these are ground settlement monitoring points for roads and footpaths, while the rest are monitoring points for underground utilities. No settlement monitoring points on buildings nearby have reached the trigger value, and all structures and buildings remain in a safe condition.

14. To ensure safety and normal operation of the relevant ground surface and underground utilities, appropriate follow-up actions have been taken in accordance with the procedures. For example, road repair and repaving works, additional ground treatment works, installation of real-time gas leakage monitoring points, as well as leakage test for water pipes have been done.

15. To allay public concern on possible impacts caused by the construction activities, the excavation works for EXC Station have been temporarily suspended since 10 August 2018. The project team has holistically reviewed all monitoring records to reaffirm safety of the

works. Trigger levels for further excavation works at EXC Station have been formulated and submitted to relevant government departments for review. To date, none of the trigger values were exceeded for buildings near the EXC Station site. Excavation works there will only be resumed after receiving acceptance of revised trigger values from relevant government departments.

Measures taken at Fleet Arcade

16. Fleet Arcade is located at the corner adjacent to the road junction of Fenwick Pier Street and Lung King Street. The SCL tunnel is running below the southeast corner of Fleet Arcade land lot. Again, general settlement is expected in this reclaimed area. Before SCL works commenced in Wan Chai North area in 2014, there were other major infrastructure projects being carried out at that time.

17. A pre-construction survey for Fleet Arcade was conducted in the second quarter of 2014. It indicated that there was settlement at Fleet Arcade and the neighbouring area prior to SCL works. Cracks were also recorded at Fleet Arcade before the SCL works commenced. To minimise the potential movement and with agreement of the building's management, some precautionary works including grouting works for ground stabilisation to the southeast corner of the plot and erection of temporary steel frames adjacent to two non-load bearing walls were undertaken prior to the tunnelling works. Instrumentation points have been installed to the building and adjacent pavements to monitor their conditions.

18. The tunnel boring works between EXC Station and Admiralty Station successfully passed beneath Fleet Arcade in April 2017 for the up-track and October 2017 for the down-track. Excavation works for the two tunnels were carried out safely throughout while maintaining safe condition for the building. The project team and the Contractor have maintained close communication with the building's management since the commencement of works.

19. Prior to each of the tunnel drives and following the completion of all tunnelling works, three Building Impact Assessment (BIA) reports were prepared. The BIA reports have confirmed the structural integrity of Fleet Arcade after the SCL tunnelling works.

20. Relevant government department conducted an on-site inspection on 11 August 2018 at the relevant areas in Wan Chai North and no structural concerns were raised.

Measures taken at TKW works site

21. TKW Station is located beneath Ma Tau Wai Road and its construction works commenced in 2012. During the course of construction, the settlement readings of some of the buildings and underground utilities adjacent to the construction works have reached the trigger values. According to the submitted action plan, the construction team and the Contractor took pre-planned follow-up measures, e.g. employing registered structural engineers to conduct safety checks of building conditions and appointing consultants to review the impact of settlement on the affected buildings, installing additional monitoring points, enhancing monitoring frequency, grouting and recharging, etc.

Given that the structural integrity of the buildings was assured and the magnitudes of tilt of the buildings have all along met the criteria, the works continued in a prudent manner.

22. Regarding the underground gas pipelines, since 2014, the construction team has held regular meetings with The Hong Kong and China Gas Company Limited ("Towngas") and have provided them with monitoring data of underground gas pipes in the vicinity of the works area. In 2016, the Corporation observed settlement data of four gas pipes reached the trigger values, their angular distortion were however within the trigger value. The project team discussed follow-up actions with Towngas, who has since then assigned staff to conduct checks on a daily basis. In late 2016, settlement data of another three gas pipes also reached the trigger values, which were unfortunately not passed to Towngas, but their angular distortion remained within the trigger values. These three locations were within the daily inspection area of Towngas and the latest settlement monitoring data of these three pipes have returned to levels lower than the trigger values in mid-2017.

23. The works for TKW Station have all along been carried out in a safe and prudent manner. The excavation works and main structures for TKW Station have been completed by the end of 2016. The settlements of the buildings and underground utilities along the alignment have stabilised since the completion of excavation. The tilting of all the buildings are within the maximum allowable level stipulated in the Practice Notes. Relevant Government departments have inspected the buildings near the TKW Station site on 9 and 10 August 2018 and confirmed that no structural safety issues have been detected.

Information on settlement

24. To enhance transparency, the most recent information on the settlement at monitoring points along the whole alignment of the SCL is set out in Annex.

25. Historically, there have been thousands of settlement monitoring points over several years. The number of active monitoring points changed as the construction progressed. Monitoring of some settlement points may have stopped due to a variety of reasons such as after the structure has already been demolished or when the tunnel excavation works-front has already moved far away. Instead of publishing a huge volume of historical data, only the most recent and comprehensive settlement readings available are set out in Annex to provide assurance to the public that the settlement situation is under control and is being closely managed.

26. The information in Annex is organised by geographical sections along the SCL project, listing information of the relevant monitoring points in the section. In each section of the alignment, the most recent settlement readings that still exceeded the latest trigger values are highlighted. The structural safety of these nearby buildings, structures and facilities have been confirmed by registered professional engineers, and where required, further analysis or mitigations have been implemented. Annex also shows revised trigger values determined after engineering analysis and necessary mitigations, and agreed with relevant government departments.

27. Major excavation works for most parts of the SCL project, including TKW Station, have been completed some time ago. The settlements near these sections where works have substantially been completed have remained stable for some time. These long-term stable readings help to re-assure the on-going safety of nearby buildings, structures and facilities.

28. The Corporation will also separately provide information to relevant stakeholders, including utilities operators, the Owners Incorporated/ Management Companies of the affected buildings where settlement readings have exceeded the latest trigger values. Individual property owners, Owners Incorporated/ Management Companies can contact the Corporation at MTR Projects Hotline 2993 3333 to obtain the settlement readings of their buildings.

Way forward

29. In the past, because on-going monitoring, inspections and checking, and, where necessary, remedial works have ensured the safety of the nearby buildings, structures and facilities, the construction works of stations and tunnels would usually continue when the trigger values have not yet been revised up. However in the future, railway construction works will be temporarily suspended near the settlement monitoring point where the readings have reached or exceeded the latest trigger values. Works will only be resumed after new trigger values, or after sufficient protection measures have been implemented and agreement with relevant government departments and utility operators, have been received. In any circumstance where the Corporation or relevant government departments

consider the monitoring data may indicate imminent danger to the safety of nearby buildings, structures or facilities, immediate suspension of works and other agreed emergency actions as well as protection measures will be taken.

30. After the completion of the major excavation works, monitoring will continue for some time until the settlement readings have become stable and do not change much. These long-term stable settlement readings show that the conditions are stable and help to re-assure the on-going safety of nearby buildings, structures and facilities.

31. The Corporation fully understands the public's expectations on enhancing transparency. In this regard, the Corporation is in discussion with relevant government departments to put in place a notification mechanism to enhance transparency on settlement at monitoring points which have reached the trigger values. Details will be announced in due course.

32. Safety and quality of railway projects is the Corporation's top priority, which will never be compromised. The Corporation has successfully delivered many underground railway projects built in near vicinity of built-up areas, managing related settlement issues in a safe manner. We will continue to ensure that safety is upheld in taking forward the SCL project.

MTR Corporation Limited
August 2018

Annex

The Most Recent Settlement Readings and the Corresponding Trigger Values of Monitoring Points along the Shatin to Central Link

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
1. Tai Wai Station to Hin Keng Station Overrun Track (Readings as of September 2017)					
1	GSP095A	Ground	-25	-9.0	–
2	GSP096	Ground	-25	-10.0	–
3	GSM315A	Ground	-25	-7.0	–
4	UMP045	Water Main	-25	-14.0	–
5	BSP022A	Structure	-25	+3.0	–
6	BSP158B	Structure	-25	+4.0	–
2. Hin Keng Station and the adjacent Cut & Cover Tunnels (Readings as of April 2018)					
1	UMP166	Gas Main	-15	-18.7	Located near the rail tunnel of Hin Keng. Additional underground water recharging. Settlement rebound.
2	UMP167	Gas Main	-15	-18.6	Located near the rail tunnel of Hin Keng. Additional underground water recharging. Settlement rebound.
3	UMP174A	Gas Main	-15	-20.7	Located near the rail tunnel of Hin Keng. Additional underground water recharging. Settlement rebound.
4	UMP165	Gas Main	-15	-2.5	–
5	UMP172	Gas Main	-15	-11.0	–
6	UMP173	Gas Main	-15	-14.1	–
7	UMP195	Gas Main	-15	-7.2	–
8	UMP197	Gas Main	-15	-11.5	–
9	GSM307	Ground	-25	-18.1	–
10	GSM309	Ground	-25	-0.4	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
11	GSM310A	Ground	-25	+20.1	Located within construction site. The area will be re-paved.
3. Tunnels between Hin Keng Station and Diamond Hill Station (Readings as of June 2018)					
1	MCH-GSM212	Pavement	-25	-42.3	Located on Ma Chai Hang Road. No uneven surface or sign of distress.
2	FTA-UMP134	Gas Main	-15	-15.7	Located on an access road to Wong Tai Sin Temple. More frequent monitoring agreed with Towngas.
3	MCH-GSM214	Pavement	-25	+14.2	–
4	MCH-UMP149	Water Main	-15	+1.4	–
5	MCH-UMP150	Water Main	-15	+14.0	–
6	MCH-UMP151	Water Main	-15	+10.1	–
7	MCH-UMP152	Water Main	-15	-6.2	–
8	MCH-UMP153	Water Main	-15	-3.3	–
9	MCH-UMP280	Water Main	-15	-1.0	–
10	MCH-UMP281	Water Main	-15	-0.8	–
4. Diamond Hill Station (Readings as of June 2018)					
1	1106-BSM001	Structure	-20	+2.0	–
2	1106-BSM002	Structure	-20	+1.0	–
3	1106-BSM003	Structure	-20	0.0	–
4	1106-BSM004	Structure	-20	+2.1	–
5	BSM016	MTR structure	-20	-10.0	–
6	BSM019	MTR structure	-20	-10.6	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
7	BSM020	MTR structure	-20	-11.9	–
8	BSM021A	MTR structure	-20	-1.6	–
9	BSM023A	MTR structure	-20	-0.4	–
10	BSM009	MTR structure	-25	-4.2	–
11	BSM010	MTR structure	-25	+0.9	–
12	BSM011	MTR structure	-25	+1.6	–
13	BSM017	MTR structure	-25	-6.7	–
14	BSM005	MTR structure	-25	-7.6	–
15	BSM015C	MTR structure	-25	+0.1	–
16	BSM030	MTR structure	-25	+0.7	–
17	BSM031	MTR structure	-25	+8.5	–
18	BSM024	MTR structure	-20	+1.2	–
19	1103-BSM002	MTR structure	-20	-6.5	–
20	1103-BSM003	MTR structure	-20	-1.6	–
21	1103-BSM004	MTR structure	-20	-5.1	–
22	BSM028	MTR structure	-20	-6.0	–
23	BSM302	MTR structure	-45	-21.5	–
24	BSM304	MTR structure	-45	-6.1	–
25	BSM306	MTR structure	-45	-5.9	–
26	BSM309A	MTR structure	-45	-15.7	–
27	GSM032	Ground	-50	+15.5	–
28	GSM011	Ground	-50	+3.1	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
29	GSM028	Ground	-50	-11.7	–
30	GSM042	Ground	-50	+3.5	–
31	GSM015	Ground	-50	+18.3	–
32	GSM020	Ground	-50	+2.6	–
33	GSM004	Ground	-50	+9.8	–
34	GSM021	Ground	-50	+0.8	–
35	GSM022	Ground	-50	+0.4	–
36	GSM044	Ground	-50	+3.3	–
37	GSM045	Ground	-50	-17.9	–
38	GSM046	Ground	-50	-30.1	–
39	UP10	Drainage	-25	-1.1	–
40	UP19	Drainage	-25	-7.3	–
41	UP20	Drainage	-25	+0.6	–
42	UP33	Drainage	-25	+2.7	–
43	UP34	Drainage	-25	-6.3	–
44	UP44	Drainage	-25	+1.9	–
45	UP45	Drainage	-25	+1.4	–
46	UP70	Water Main	-15	+4.7	–
47	UP71	Water Main	-15	+4.8	–
48	UP73	Water Main	-15	-4.4	–
49	UP74	Water Main	-15	+11.2	–
50	UP75	Water Main	-15	+7.5	–
51	UP76	Water Main	-15	+6.7	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
52	UP77	Water Main	-15	-6.0	–
53	UP78	Water Main	-15	+5.5	–
54	UP79	Water Main	-15	+12.8	–
55	UP54	Water Main	-15	+12.7	–
56	UP109	Water Main	-15	+8.2	–
57	UP111	Water Main	-15	+9.1	–
58	UP112A	Water Main	-15	-0.1	–
59	UP113	Water Main	-15	+10.9	–
60	UP82	Water Main	-15	-3.7	–
61	UP83	Water Main	-15	+3.7	–
62	UP84	Water Main	-15	+4.7	–
63	UP106	Gas Main	-25	+15.0	–
64	UP107	Gas Main	-25	-2.0	–
65	UP108	Gas Main	-25	+3.7	–
66	UP203	Gas Main	-25	-5.4	–
67	UP205	Gas Main	-25	-12.1	–
68	UP206	Gas Main	-25	-14.5	–
69	UP207	Gas Main	-25	-6.1	–
70	UP208	Gas Main	-25	-2.0	–
71	UP209A	Gas Main	-25	-9.6	–
72	UP58	Water Main	-15	+1.0	–
5. Pedestrian Links at Tsz Wan Shan (Readings as of February 2018)					

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
1	3A-UP8	Water Main	-15	-22.0	Located on Wan Wah Street. Settlement has stabilised. No sign of distress. All construction works completed.
2	3A-UP24	Water Main	-15	-19.0	Located on Wan Wah Street. Settlement has stabilised. No sign of distress. All construction works completed.
3	3A-UP25	Water Main	-15	-19.0	Located on Wan Wah Street. Settlement has stabilised. No sign of distress was observed. All construction works completed.
4	3A-UP53	Water Main	-15	-24.0	Located on Wan Wah Street. Settlement has stabilised. No sign of distress was observed. All construction works completed.
5	3B-UP36	Water Main	-15	-21.0	Located on Yuk Wah Street. Settlement has stabilised. No sign of distress was observed. All construction works completed.
6	3A-UP19	Electric Cable	-25	-21.0	–
7	3A-DMP-21	Slope	-50	-25.0	–
8	3B-DMP-31C	Building	-20	-14.0	–
9	3B-DMP-31D	Building	-20	-15.0	–
10	3B-DMP-31E	Building	-20	-12.0	–
11	3A-DMP-36	Structure	-25	-4.0	–
12	3A-DMP-37	Structure	-25	-2.0	–
13	3C-DMP-42	Structure	-25	-16.0	–
14	3C-DMP-43	Structure	-25	-16.0	–
15	3A-DMP-44	Slope	-50	-9.0	–
16	3A-DMP-61	Building	-50	+3.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
17	3A-DMP-62	Building	-50	+3.0	–
18	3B-DMP-66	Building	-20	-2.0	–
19	3B-DMP-67	Building	-20	-2.0	–
20	3C-DMP-68	Building	-20	-4.0	–
21	3C-DMP-69	Building	-20	-4.0	–
22	3A-DMP-76	Building	-20	-4.0	–
23	3A-DMP-77	Building	-20	-3.0	–
24	3B-DMP-78	Building	-20	-7.0	–
25	3B-DMP-79	Building	-20	-3.0	–
26	3B-DMP-80	Building	-20	-1.0	–
27	3B-DMP-81	Building	-20	-6.0	–
28	3C-DMP-82	Building	-20	-12.0	–
29	3C-DMP-83	Building	-20	-7.0	–
30	3C-DMP-84	Building	-20	0.0	–
31	3C-DMP-85	Building	-20	-3.0	–
32	3C-DMP-86	Building	-20	-14.0	–
33	3A-DMP-88	Building	-20	-4.0	–
34	3A-DMP-89	Building	-20	-5.0	–
35	3A-DMP-1	Ground	-50	+2.0	–
36	3A-DMP-2	Ground	-50	0.0	–
37	3A-DMP-3	Ground	-50	-6.0	–
38	3A-DMP-4A	Retaining Wall	-50	0.0	–
39	3A-DMP-5	Ground	-50	-4.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
40	3A-DMP-6	Ground	-50	-6.0	–
41	3A-DMP-8	Ground	-50	-5.0	–
42	3A-DMP-9	Ground	-50	-12.0	–
43	3A-DMP-12A	Ground	-50	0.0	–
44	3A-DMP-16	Ground	-50	-11.0	–
45	3A-DMP-18	Ground	-50	-11.0	–
46	3A-DMP-20	Ground	-50	-18.0	–
47	3B-DMP-28	Ground	-50	-10.0	–
48	3A-DMP-32	Structure	-25	+2.0	–
49	3A-DMP-33	Structure	-25	+3.0	–
50	3C-DMP-34	Structure	-25	-3.0	–
51	3C-DMP-35	Structure	-25	-17.0	–
52	3A-DMP-45A	Ground	-50	-12.0	–
53	3B-DMP-55	Ground	-50	-21.0	–
54	3B-DMP-56	Ground	-50	-24.0	–
55	3B-DMP-57	Ground	-50	-14.0	–
56	3B-DMP-103	Ground	-50	-3.0	–
57	3A-UP-1	Drainage	-15	-1.0	–
58	3A-UP-2	Drainage	-15	+2.0	–
59	3A-UP-7	Gas Main	-25	-10.0	–
60	3A-UP-9	Water Main	-15	-14.0	–
61	3A-UP-10	Water Main	-15	-11.0	–
62	3A-UP-11	Water Main	-15	-9.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
63	3A-UP-13	Water Main	-15	-10.0	–
64	3A-UP-14	Water Main	-15	-11.0	–
65	3A-UP-15	Water Main	-15	-11.0	–
66	3A-UP-19	Electric Cable	-25	-21.0	–
67	3A-UP-22	Electric Cable	-25	-11.0	–
68	3A-UP-26	Water Main	-15	-9.0	–
69	3A-UP-27	Water Main	-15	-3.0	–
70	3A-UP-28	Water Main	-15	-3.0	–
71	3A-UP-29	Water Main	-15	-9.0	–
72	3A-UP-30	Water Main	-15	-9.0	–
73	3A-UP-31	Water Main	-15	-11.0	–
74	3A-UP-32	Water Main	-15	-8.0	–
75	3A-UP-33	Water Main	-15	-11	–
76	3A-UP-34	Water Main	-15	-4.0	–
77	3A-UP-35	Water Main	-15	-3.0	–
78	3B-UP-38	Water Main	-15	-14.0	–
79	3B-UP-39	Gas Main	-15	-15.0	–
80	3B-UP-41	Gas Main	-15	-6.0	–
81	3C-UP-50	Water Main	-15	-5.0	–
6. Tunnels between Diamond Hill Station and Kai Tak Station (Readings as of October 2016)					
1	GSM003	Ground	-25	0.0	–
2	GSM024	Ground	-25	+2.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
3	GSM034	Ground	-25	0.0	–
4	GSM037	Ground	-25	-1.0	–
5	GSM038	Ground	-25	-1.0	–
6	TGSM001	Ground	-25	-2.0	–
7	TGSM004	Ground	-25	-2.0	–
7. Kai Tak Station (Readings as of April 2016)					
1	GM25	Ground	-138	-21.7	–
2	GS101	Ground	-25	-2.0	–
3	US101	Drainage	-25	-4.0	–
8. Tunnels between Kai Tak Station and Sung Wong Toi Station (Readings as of August 2016)					
1	GM39	Ground	-25	-40.0	Located within Kai Tak Tunnel construction site. Settlement has stabilised. No uneven surface or sign of distress. The settled area will be backfilled.
2	GM33C	Ground	-25	0.0	–
3	FKCP01	Ground	-12	+3.0	Trigger is defined as the difference of readings between 2 points.
4	FKCP02	Ground	-12	+1.0	Trigger is defined as the difference of readings between 2 points.
5	FKCP03	Ground	-12	-3.0	Trigger is defined as the difference of readings between 2 points.
6	FKCP04	Ground	-12	-1.0	Trigger is defined as the difference of readings between 2 points.
7	GS17	Ground	-25	-24.0	–
8	GSM32B	Ground	-25	-22.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
9	GM36A	Ground	-230	-71.0	–
10	GSN04	Ground	-154	-3.0	–
9. Sung Wong Toi Station (Readings as of December 2017)					
1	G1	Ground	-25	-26.0	Located on Olympic Avenue. The settled area will be re-paved.
2	G298	Ground	-25	-43.0	Located on Olympic Avenue. The settled area will be re-paved.
3	G396	Ground	-25	-32.0	Located within Sung Wong Toi Station site. No building structures and public utilities nearby. Settlement has stabilised. No uneven surface or sign of distress. The settled area will be backfilled.
4	G387B	Ground	-25	-53.0	Located on Olympic Avenue. The settled area will be re-paved.
5	G819	Ground	-25	-50.0	Located within Sung Wong Toi Station site. No building structures and public utilities nearby. Settlement has stabilised. No uneven surface or sign of distress. The settled area will be backfilled.
6	US21	Foul Drain	-25	-27.0	Located within Sung Wong Toi Station site to monitor the twin rising mains. The settlement has stabilised. Adjoining section of the twin rising mains have been re-constructed.
7	G299	Ground	-25	-10.5	–
8	G300	Ground	-25	-7.6	–
9	G361	Ground	-25	-14.6	–
10	G363	Ground	-25	-5.8	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
11	G368	Ground	-25	-14.8	–
12	G398	Ground	-25	-14.6	–
13	G7	Ground	-25	-2.1	–
14	G397	Ground	-25	-11.5	–
15	G301	Ground	-25	-4.6	–
16	G364	Ground	-25	+0.8	–
17	G417	Ground	-25	-0.5	–
18	G334	Ground	-30	+1.1	–
19	G335	Ground	-30	+3.5	–
20	G336	Ground	-30	+4.9	–
21	G52	Ground	-30	-1.1	–
22	G63	Ground	-30	+0.1	–
23	G337	Ground	-30	-1.5	–
24	G36	Ground	-25	+3.1	–
25	G42	Ground	-25	-8.1	–
26	G318	Ground	-25	-3.4	–
27	G328	Ground	-25	-4.8	–
28	G313	Ground	-25	-0.8	–
29	G37A	Ground	-25	+2.5	–
30	G718	Ground	-30	-9.7	–
31	G798	Ground	-30	-3.8	–
32	G49	Ground	-25	+1.7	–
33	G60A	Ground	-30	-12.9	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
34	G45A	Ground	-23	-0.1	–
35	G51A	Ground	-23	-1.6	–
36	G709A	Ground	-30	-8.2	–
37	G1208	Ground	-30	-2.6	–
38	G1210	Ground	-30	-20.1	–
39	G53A	Ground	-30	-10.3	–
40	GSP1015A	Ground	-80	-69.1	–
41	GSP1016A	Ground	-80	-58.4	–
42	G777	Ground	-25	-14.3	–
43	G811	Ground	-25	-0.4	–
44	G812	Ground	-25	-6.6	–
45	G813	Ground	-25	-4.2	–
46	G814	Ground	-25	-1.9	–
47	G1081	Ground	-30	-6.8	–
48	G1082	Ground	-30	-7.0	–
49	G1083	Ground	-30	-8.8	–
50	G1022	Ground	-50	-4.7	–
51	A6b-GS7	Ground	-50	-7.4	–
52	G1074	Ground	-50	-5.7	–
53	G1024	Ground	-50	-3.9	–
54	G1025	Ground	-50	-7.6	–
55	A6b-GS6A	Ground	-50	-12.5	–
56	G1230	Ground	-50	+0.2	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
57	G1029	Ground	-25	-1.9	–
58	G1034	Ground	-25	-15.4	–
59	U17	Water Main	-25	-4.3	–
60	U58	Gas Main	-25	-12.9	–
61	U59	Electric Cable	-25	0.0	–
62	U60	Electric Cable	-25	0.0	–
63	U64	Electric Cable	-25	0.0	–
64	U66	Electric Cable	-25	0.0	–
65	U67	Electric Cable	-25	-6.3	–
66	U81	Gas Main	-25	-12.5	–
67	U13	Electric Cable	-25	-11.9	–
68	U14	Electric Cable	-25	-12.3	–
69	U20	Electric Cable	-25	-13.3	–
70	U60A	Electric Cable	-25	-12.9	–
71	U64A	Foul Drain	-25	-9.6	–
72	U66A	Electric Cable	-25	-10.0	–
73	B442	Building	-25	-1.7	–
74	B444	Building	-25	-2.0	–
75	B445	Building	-25	-2.9	–
76	B446	Building	-25	-3.2	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
77	B321	Highway Structure	-25	+2.3	–
78	B8		-25	+0.6	–
79	B9		-25	+1.4	–
80	B10		-25	-1.4	–
81	B16	Highway Structure	-25	+1.4	–
82	B17		-25	-3.2	–
83	B18		-25	+0.3	–
84	B325		-25	+4.4	–
85	B11	Highway Structure	-25	+2.5	–
86	B12		-25	+1.8	–
87	B13		-25	+2.5	–
88	B14		-25	-0.7	–
89	B15		-25	+0.5	–
90	B323		-25	+0.5	–
91	B324		-25	+0.8	–
92	B20	Highway Structure	-25	+4.5	–
93	B21	Highway Structure	-25	+4.5	–
94	B22	Highway Structure	-25	+6.0	–
95	B24	Highway Structure	-25	+1.3	–
96	B25	Highway Structure	-25	+1.5	–
97	B32	Highway Structure	-25	-4.0	–
98	B33	Highway Structure	-25	-3.5	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
99	B34	Highway Structure	-25	-3.6	–
100	B35	Highway Structure	-25	-2.7	–
101	B417	Building	-25	-4.7	–
102	B418	Building	-25	-4.8	–
103	B402	Building	-25	-3.7	–
104	B403	Building	-25	-2.3	–
105	B404	Building	-25	-3.7	–
106	B405	Building	-25	-3.9	–
107	B411	Building	-25	-9.9	–
108	B412	Building	-25	-9.8	–
109	B413	Building	-25	-8.3	–
110	B414	Building	-25	-8.8	–
111	B415	Building	-25	-6.3	–
112	B416	Building	-25	-3.3	–
113	B419	Building	-25	-7.9	–
114	B420	Building	-25	-6.1	–
115	B422	Building	-25	-3.2	–
116	B423	Building	-25	-2.4	–
117	B432	Building	-25	-15.7	–
118	B433	Building	-25	-13.7	–
119	B401	Building	-25	-3.4	–
120	B406	Building	-25	-5.0	–
121	B407	Building	-25	-8.1	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
122	B408	Building	-25	-9.6	–
123	B439	Building	-25	-3.1	–
124	B436A	Building	-25	-5.9	–
125	B751	Building	-25	-1.6	–
126	B752	Building	-25	-2.6	–
127	B753	Building	-25	-3.6	–
128	B754	Building	-25	-1.7	–
129	B755	Building	-25	-2.4	–
130	B756	Building	-25	-3.7	–
131	B757	Building	-25	-3.8	–
132	B758	Building	-25	-1.2	–
133	B759	Building	-25	-14.6	–
134	B760	Building	-25	-12.1	–
135	B763	Building	-25	-2.7	–
136	B764	Building	-25	-2.6	–
137	B765	MTR Temporary Site Office	-80	-27.9	–
138	B766		-80	-13.1	–
139	B767		-80	-15.6	–
140	B768		-80	-34.3	–
141	B785	Building	-25	+0.2	–
142	B786	Building	-25	+0.2	–
143	B787	Building	-25	-3.8	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
10. Tunnels between Sung Wong Toi Station and To Kwa Wan Station (Readings as of May 2018)					
1	G1214	Ground	-40	-16.6	–
2	G1223	Ground	-40	-7.0	–
3	G1224	Ground	-40	-10.0	–
4	G209	Ground	-25	+7.7	–
5	G210	Ground	-25	+7.3	–
6	G211	Ground	-25	+2.6	–
7	G212	Ground	-25	+2.0	–
8	G213	Ground	-25	+4.5	–
9	G217	Ground	-25	+4.1	–
10	G218	Ground	-25	+4.8	–
11	G219	Ground	-25	+6.8	–
12	G221	Ground	-25	+1.6	–
13	G382	Ground	-25	+9.8	–
14	G375	Ground	-25	-0.5	–
15	G376	Ground	-25	-1.6	–
16	U136	Gas Main	-20	+6.5	–
17	U138	Water Main	-20	+4.0	–
18	U155	Gas Main	-25	+6.8	–
19	U139A	Gas Main	-25	+1.7	–
20	B749	Building	-40	-28.4	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
21	B164	Building	-50	-32.7	–
22	B761	Building	-41	-10.5	–
23	B762	Building	-36	-17.1	–
24	B126A	Building	-40	-22.6	–
25	B156A	Building	-28	-23.5	–
11. To Kwa Wan Station (Readings as of December 2017)					
1	B110	Building	-20	-24.4	Located on Kowloon City Road. Settlement was caused by a combined effect of station excavation and nearby third party construction works. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement levels were -23.6 mm and -23.7 mm respectively.
2	B111		-20	-24.4	
3	B112	Building	-20	-23.4	Located on Kowloon City Road. Settlement was caused by a combined effect of station excavation and nearby third party construction works. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -25.0 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
4	B129A	Building	-18	-19.5	Located on Lok Shan Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -19.4 mm.
5	B167A	Building	-31	-39.4	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -40.4 mm.
6	B171A	Building	-49	-50.1	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -50.6 mm.
7	B184A	Building	-34	-34.3	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -34.4 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
8	B186	Building	-34	-34.7	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level were -34.3 mm and -34.0 mm respectively.
9	B185		-34	-33.7	
10	B187	Building	-34	-34.5	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -34.3 mm.
11	B190	Building	-31	-31.8	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -31.3 mm.
12	B191	Building	-33	-33.4	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level were -34.4 mm and -36.1 mm respectively.
13	B192		-33	-35.5	

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
14	B803	Building	-15	-19.4	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement levels were -19.6 mm and -20.4 mm respectively.
15	B201A		-15	-21.0	
16	B608	Building	-33	-33.1	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement levels were -33.5 mm and -34.6 mm respectively.
17	B609		-33	-33.3	
18	B87A	Building	-30	-30.6	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -30.1 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
19	U112	Electric Cable	-25	-26.7	This monitoring point is located on Kowloon City Road. Settlement was caused by a combined effect of station excavation and nearby third party construction works. While angular distortion is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level were -27.3 mm and -25.9 respectively.
20	U128		-25	-26.2	
21	U120	Gas Pipe	-25	-34.8	This monitoring point is located on Ma Tau Wai Road. Settlement has stabilized upon the completion of excavation. A section of the pipe was replaced by Towngas, while the remaining section will be replaced by Towngas during the permanent road reinstatement works. As of Jul 2018, the settlement level was -35.3 mm.
22	U125	Gas Pipe	-25	-45.1	This monitoring point is located between Ma Tau Wai Road and Kowloon City Road. While angular distortion is within the allowable level at all times, settlement has stabilized upon the completion of excavation. Towngas confirms it is a polyethylene pipe that can tolerate higher settlement. As of Jul 2018, the settlement level was -45.0 mm.
23	U202	Gas Pipe	-25	-34.5	This monitoring point is located on Ma Tau Wai Road. Settlement has stabilized upon the completion of excavation. A section of the pipe was replaced by Towngas. The remaining section of the pipe will be replaced by Towngas during the permanent road reinstatement works. As of Jul 2018, the settlement level was -34.7 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
24	U104	Gas Pipe	-25	-30.9	This monitoring point is located on Ma Tau Wai Road. Settlement has stabilized upon the completion of excavation. A section of the pipe was replaced by Towngas, while the remaining section will be replaced by Towngas during the permanent road reinstatement works. As of Jul 2018, the settlement level was -30.8 mm.
25	U101	Water Main	-25	-30.4	This monitoring point is located on Kowloon City Road. Settlement was caused by a combined effect of station excavation and nearby third party construction works. While angular distortion is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -30.3 mm.
26	U106A	Water Main	-25	-32.1	This monitoring point is located on Lok Shan Road. While angular distortion is within the allowable level at all times, settlement has stabilized upon the completion of excavation. Scheduled water main replacement work is in progress. As of Jul 2018, the settlement level was -32.2 mm.
27	U124	Gas Pipe	-25	-35.0	This monitoring point is located on Kowloon City Road. Settlement has stabilized upon the completion of excavation. The pipe was isolated by Towngas as there was no user. The last reading was taken in Oct 2017.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
28	U215	Water Main	-25	-28.1	This monitoring point is located on Chi Kiang Street. While angular distortion is within the allowable level at all times, settlement has stabilized upon the completion of excavation. There is on-going monitoring by nearby DMP G501. The last reading was taken in Jun 2017.
29	G142	Ground	-10	-16.3	This monitoring point is located on Ma Tau Wai Road. The highest trigger value of 10mm was for diaphragm wall construction. 25mm should have been adopted for Excavation and Lateral Support works. Settlement has stabilized upon the completion of excavation. There was no uneven surface or distress. The relevant section of footpath will be re-paved. As of Jul 2018, the settlement level was -17.3 mm.
30	G143	Ground	-10	-11.6	This monitoring point is located on Chi Kiang Street. The highest trigger value of 10mm was for diaphragm wall construction. 25mm should have been adopted for Excavation and Lateral Support works. Settlement has stabilized upon the completion of excavation. There was no uneven surface or distress. As of Jul 2018, the settlement level was -10.8 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
31	G160B	Ground	-40	-51.8	This monitoring point is located on a lane between Ma Tau Wai Road and Kowloon City Road. Settlement has stabilized upon the completion of excavation. Inspection was carried out and confirmed no uneven surface or distress. The relevant section of footpath will be re-paved. As of Jul 2018, the settlement level was -52.0 mm.
32	G369A	Ground	-10	-27.2	This monitoring point is located on Ma Tau Wai Road. The highest trigger value of 10mm was for diaphragm wall construction. 25mm should have been adopted for Excavation and Lateral Support works. Settlement has stabilized upon the completion of excavation. There was no uneven surface or distress. The relevant section of footpath will be re-paved. As of Jul 2018, the settlement level was -27.4 mm.
33	G501	Ground	-10	-30.0	This monitoring point is located on Junction of Ma Tau Wai Road and Chi Kiang Street. The highest trigger value of 10mm was for diaphragm wall construction. 25mm should have been adopted for Excavation and Lateral Support works. Settlement has stabilized upon the completion of excavation. There was no uneven surface or distress. The relevant section of footpath will be re-paved. As of Jul 2018, the settlement level was -29.3 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
34	G522A	Ground	-10	-20.6	This monitoring point is located on Ma Tau Wai Road. The highest trigger value of 10mm was for diaphragm wall construction. 25mm should have been adopted for Excavation and Lateral Support works. Settlement has stabilized upon the completion of excavation. There was no uneven surface or distress. The relevant section of footpath will be re-paved. As of Jul 2018, the settlement level was -21.4 mm.
35	G818A	Ground	-40	-41.6	This monitoring point is located on Pau Chung Street. Settlement has stabilized upon the completion of excavation. There was no uneven surface or distress. The relevant section of footpath will be re-paved. As of Jul 2018, the settlement level was -41.7 mm.
36	B166A	Building	-61	-59.6	Located on Ma Tau Wai Road. Recharging well was set up for recharging additional underground water. Excavation and lateral supports system was enhanced. While tilting is within the allowable level at all times, settlement has stabilized upon the completion of excavation. As of Jul 2018, the settlement level was -61.0 mm.
37	G133	Ground	-40	-31.3	As of Jul 2018, the settlement level was -31.2 mm.
38	G136	Ground	-40	-27.2	As of Jul 2018, the settlement level was -28.2 mm.
39	G137	Ground	-40	-26.2	As of Jul 2018, the settlement level was -26.7 mm.
40	G138	Ground	-40	-28.4	As of Jul 2018, the settlement level was -29.0 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
41	G148	Ground	-40	-19.1	As of Jul 2018, the settlement level was -18.6 mm.
42	G149	Ground	-40	-19.8	As of Jul 2018, the settlement level was -20.4 mm.
43	G150	Ground	-40	-4.7	As of Jul 2018, the settlement level was -3.1 mm.
44	G151	Ground	-40	-5.4	As of Jul 2018, the settlement level was -5.1 mm.
45	G154	Ground	-40	-18.4	As of Jul 2018, the settlement level was -17.3 mm.
46	G156	Ground	-40	-5.7	As of Jul 2018, the settlement level was -4.7 mm.
47	G166	Ground	-40	-11.0	As of Jul 2018, the settlement level was -10.0 mm.
48	G167	Ground	-40	-32.0	As of Jul 2018, the settlement level was -32.5 mm.
49	G173	Ground	-40	-23.9	As of Jul 2018, the settlement level was -23.3 mm.
50	G174	Ground	-40	-25.5	As of Jul 2018, the settlement level was -25.6 mm.
51	G175	Ground	-40	-8.3	As of Jul 2018, the settlement level was -8.8 mm.
52	G176	Ground	-40	-6.3	As of Jul 2018, the settlement level was -6.9 mm.
53	G178	Ground	-40	-11.0	As of Jul 2018, the settlement level was -11.5 mm.
54	G179	Ground	-40	-9.9	As of Jul 2018, the settlement level was -9.1 mm.
55	G182	Ground	-40	-15.2	As of Jul 2018, the settlement level was -14.9 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
56	G183	Ground	-40	-17.7	As of Jul 2018, the settlement level was -17.4 mm.
57	G184	Ground	-40	-15.2	As of Jul 2018, the settlement level was -15.6 mm.
58	G185	Ground	-40	-0.6	As of Jul 2018, the settlement level was -0.9 mm.
59	G269	Ground	-40	-4.2	As of Jul 2018, the settlement level was -4.8 mm.
60	G270	Ground	-40	-20.6	As of Jul 2018, the settlement level was -21.0 mm.
61	G271	Ground	-40	-22.9	As of Jul 2018, the settlement level was -22.2 mm.
62	G272	Ground	-40	-7.7	As of Jul 2018, the settlement level was -8.1 mm.
63	G338	Ground	-40	-21.5	As of Jul 2018, the settlement level was -21.0 mm.
64	G339	Ground	-40	-16.0	As of Jul 2018, the settlement level was -15.1 mm.
65	G340	Ground	-40	-7.5	As of Jul 2018, the settlement level was -7.0 mm.
66	G341	Ground	-40	-13.0	As of Jul 2018, the settlement level was -13.8 mm.
67	G344	Ground	-40	-20.8	As of Jul 2018, the settlement level was -21.6 mm.
68	G345	Ground	-40	-12.8	As of Jul 2018, the settlement level was -13.3 mm.
69	G347	Ground	-40	-32.0	As of Jul 2018, the settlement level was -31.3 mm.
70	G348	Ground	-40	-7.1	As of Jul 2018, the settlement level was -6.4 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
71	G350	Ground	-40	-23.6	As of Jul 2018, the settlement level was -23.6 mm.
72	G351	Ground	-40	-3.2	As of Jul 2018, the settlement level was -2.0 mm.
73	G352	Ground	-40	+0.1	As of Jul 2018, the settlement level was +0.2 mm.
74	G353	Ground	-40	-13.1	As of Jul 2018, the settlement level was -13.3 mm.
75	G356	Ground	-40	+1.3	As of Jul 2018, the settlement level was +1.4 mm.
76	G357	Ground	-40	+0.3	As of Jul 2018, the settlement level was -0.2 mm.
77	G370	Ground	-25	-12.1	As of Jul 2018, the settlement level was -10.4 mm.
78	G85	Ground	-40	-33.9	As of Jul 2018, the settlement level was -32.5 mm.
79	G123	Ground	-40	-18.9	As of Jul 2018, the settlement level was -18.9 mm.
80	G128	Ground	-40	-34.7	As of Jul 2018, the settlement level was -34.2 mm.
81	G129	Ground	-40	-22.9	As of Jul 2018, the settlement level was -22.7 mm.
82	G388	Ground	-40	-19.3	As of Jul 2018, the settlement level was -19.4 mm.
83	G503	Ground	-40	-21.0	As of Jul 2018, the settlement level was -21.3 mm.
84	G505	Ground	-40	-30.2	As of Jul 2018, the settlement level was -31.2 mm.
85	G506	Ground	-40	-39.5	As of Jul 2018, the settlement level was -38.9 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
86	G508	Ground	-40	-30.9	As of Jul 2018, the settlement level was -31.1 mm.
87	G511	Ground	-40	-31.3	As of Jul 2018, the settlement level was -29.7 mm.
88	G516	Ground	-40	-21.8	As of Jul 2018, the settlement level was -20.9 mm.
89	G517	Ground	-40	-2.5	As of Jul 2018, the settlement level was -3.0 mm.
90	G518	Ground	-40	-1.5	As of Jul 2018, the settlement level was -2.6 mm.
91	G132A	Ground	-40	-23.5	As of Jul 2018, the settlement level was -24.3 mm.
92	G524	Ground	-40	-27.1	As of Jul 2018, the settlement level was -26.6 mm.
93	G164	Ground	-40	-37.8	As of Jul 2018, the settlement level was -38.4 mm.
94	G165	Ground	-40	-21.3	As of Jul 2018, the settlement level was -21.9 mm.
95	G389A	Ground	-40	-8.0	As of Jul 2018, the settlement level was -7.5 mm.
96	G273A	Ground	-40	-27.2	As of Jul 2018, the settlement level was -26.5 mm.
97	G124A	Ground	-40	-31.6	Last reading was -31.1 mm taken in Mar 2018.
98	G343A	Ground	-40	-31.9	As of Jul 2018, the settlement level was -31.8 mm.
99	G507A	Ground	-40	-27.9	As of Jul 2018, the settlement level was -26.5 mm.
100	G509A	Ground	-40	-32.6	As of Jul 2018, the settlement level was -32.3 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
101	G510A	Ground	-40	-30.9	As of Jul 2018, the settlement level was -31.4 mm.
102	G512A	Ground	-40	-30.2	As of Jul 2018, the settlement level was -29.7 mm.
103	G514A	Ground	-40	-29.6	As of Jul 2018, the settlement level was -29.3 mm.
104	G515A	Ground	-40	-32.7	As of Jul 2018, the settlement level was -32.5 mm.
105	G83A	Ground	-40	-31.5	As of Jul 2018, the settlement level was -31.9 mm.
106	G152A	Ground	-40	-18.9	As of Jul 2018, the settlement level was -18.5 mm.
107	G158B	Ground	-40	-28.7	As of Jul 2018, the settlement level was -28.3 mm.
108	G513B	Ground	-40	-32.8	As of Jul 2018, the settlement level was -31.2 mm.
109	G526A	Ground	-40	-30.2	As of Jul 2018, the settlement level was -29.4 mm.
110	G180A	Ground	-40	-11.3	As of Jul 2018, the settlement level was -11.3 mm.
111	G531A	Ground	-40	+17.3	As of Jul 2018, the settlement level was +17.0 mm.
112	G793	Ground	-40	-15.7	As of Jul 2018, the settlement level was -15.9 mm.
113	G794	Ground	-40	-13.7	As of Jul 2018, the settlement level was -14.0 mm.
114	G817	Ground	-40	-31.4	As of Jul 2018, the settlement level was -31.5 mm.
115	G829	Ground	-40	-5.7	As of Jul 2018, the settlement level was -6.1 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
116	G834	Ground	-40	-11.9	As of Jul 2018, the settlement level was -11.1 mm.
117	G983	Ground	-40	-34.4	As of Jul 2018, the settlement level was -34.0 mm.
118	G134A	Ground	-40	-21.4	As of Jul 2018, the settlement level was -20.9 mm.
119	G419	Ground	-40	-13.1	As of Jul 2018, the settlement level was -11.7 mm.
120	G423	Ground	-40	-10.4	As of Jul 2018, the settlement level was -10.3 mm.
121	G1079	Ground	-40	-11.1	As of Jul 2018, the settlement level was -11.3 mm.
122	G1080	Ground	-40	-12.1	As of Jul 2018, the settlement level was -11.7 mm.
123	G84B	Ground	-40	-18.0	As of Jul 2018, the settlement level was -17.2 mm.
124	G169A	Ground	-40	-16.0	As of Jul 2018, the settlement level was -15.4 mm.
125	G171A	Ground	-40	-34.9	As of Jul 2018, the settlement level was -33.7 mm.
126	G187B	Ground	-40	-1.4	As of Jul 2018, the settlement level was -1.9 mm.
127	G1084	Ground	-40	-0.3	As of Jul 2018, the settlement level was +1.8 mm.
128	G1087	Ground	-40	-2.4	As of Jul 2018, the settlement level was -3.9 mm.
129	G1090	Ground	-40	-4.6	As of Jul 2018, the settlement level was -3.9 mm.
130	G1092	Ground	-40	-5.4	As of Jul 2018, the settlement level was -6.0 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
131	G824A	Ground	-40	-0.3	As of Jul 2018, the settlement level was 0.0 mm.
132	G825A	Ground	-40	-2.4	As of Jul 2018, the settlement level was -1.8 mm.
133	G1089A	Ground	-40	-3.3	As of Jul 2018, the settlement level was -3.9 mm.
134	U113	Electric Cable	-25	-19.7	As of Jul 2018, the settlement level was -18.8 mm.
135	U118	Gas Pipe	-25	-20.0	As of Jul 2018, the settlement level was -19.5 mm.
136	U119	Gas Pipe	-25	-22.9	As of Jul 2018, the settlement level was -24.1 mm.
137	U164	Gas Pipe	-25	-11.3	As of Jul 2018, the settlement level was -10.2 mm.
138	U98	Water Main	-25	-22.0	As of Jul 2018, the settlement level was -20.9 mm.
139	U115A	Gas Pipe	-25	-17.0	As of Jul 2018, the settlement level was -16.6 mm.
140	U127A	Water Main	-25	-22.4	As of Jul 2018, the settlement level was -21.6 mm.
141	U99	Electric Cable	-25	-9.7	As of Jul 2018, the settlement level was -10.6 mm.
142	B72	Building	-39	-17.4	Last reading was -17.1 mm taken in Mar 2018.
143	B73	Building	-39	-14.2	As of Jul 2018, the settlement level was -13.2 mm.
144	B83	Building	-46	-26.4	As of Jul 2018, the settlement level was -25.5 mm.
145	B84	Building	-50	-25.6	As of Jul 2018, the settlement level was -26.4 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
146	B89	Building	-39	-32.1	As of Jul 2018, the settlement level was -30.5 mm.
147	B98	Building	-49	-30.3	As of Jul 2018, the settlement level was -30.9 mm.
148	B117	Building	-39	-22.4	As of Jul 2018, the settlement level was -22.3 mm.
149	B118	Building	-39	-24.1	As of Jul 2018, the settlement level was -23.4 mm.
150	B121	Building	-35	-26.5	As of Jul 2018, the settlement level was -26.2 mm.
151	B122	Building	-34	-26.6	As of Jul 2018, the settlement level was -26.6 mm.
152	B124	Building	-34	-24.2	As of Jul 2018, the settlement level was -23.0 mm.
153	B125	Building	-40	-26.6	As of Jul 2018, the settlement level was -28.1 mm.
154	B127	Building	-33	-23.3	As of Jul 2018, the settlement level was -22.3 mm.
155	B128	Building	-34	-25.0	As of Jul 2018, the settlement level was -26.8 mm.
156	B133	Building	-20	-17.2	As of Jul 2018, the settlement level was -17.4 mm.
157	B135	Building	-28	-11.9	As of Jul 2018, the settlement level was -12.1 mm.
158	B157	Building	-33	-24.0	As of Jul 2018, the settlement level was -24.0 mm.
159	B158	Building	-33	-20.3	Last reading was -20.6 mm taken in Mar 2018.
160	B173	Building	-39	-37.8	As of Jul 2018, the settlement level was -36.5 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
161	B175	Building	-39	-35.1	As of Jul 2018, the settlement level was -35.1 mm.
162	B188	Building	-34	-32.6	Last reading was -32.9 mm taken in Mar 2018.
163	B333	Building	-25	-8.2	As of Jul 2018, the settlement level was -4.7 mm.
164	B339	Building	-25	-2.6	Last reading was -3.3 mm taken in Mar 2018.
165	B343	Building	-39	-4.9	As of Jul 2018, the settlement level was -3.8 mm.
166	B195A	Building	-38	-17.1	As of Jul 2018, the settlement level was -16.6 mm.
167	B196A	Building	-38	-8.2	As of Jul 2018, the settlement level was -7.5 mm.
168	B197A	Building	-38	-13.8	As of Jul 2018, the settlement level was -12.9 mm.
169	B199A	Building	-38	-5.0	As of Jul 2018, the settlement level was -6.6 mm.
170	B200A	Building	-15	-14.4	As of Jul 2018, the settlement level was -14.4 mm.
171	B202A	Building	-24	-21.2	As of Jul 2018, the settlement level was -20.1 mm.
172	B203A	Building	-18	-6.9	As of Jul 2018, the settlement level was -7.1 mm.
173	B205A	Building	-18	-3.1	As of Jul 2018, the settlement level was -3.0 mm.
174	B206A	Building	-19	-5.3	As of Jul 2018, the settlement level was -5.1 mm.
175	B207A	Building	-24	-12.0	As of Jul 2018, the settlement level was -11.2 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
176	B208A	Building	-50	-24.8	As of Jul 2018, the settlement level was -24.0 mm.
177	B209A	Building	-18	-5.6	As of Jul 2018, the settlement level was -5.6 mm.
178	B326A	Building	-24	-1.7	As of Jul 2018, the settlement level was -1.4 mm.
179	B80	Building	-43	-33.9	As of Jul 2018, the settlement level was -34.0 mm.
180	B85A	Building	-50	-30.0	As of Jul 2018, the settlement level was -28.9 mm.
181	B88A	Building	-39	-33.0	As of Jul 2018, the settlement level was -32.4 mm.
182	B90A	Building	-41	-30.6	As of Jul 2018, the settlement level was -29.7 mm.
183	B91A	Building	-41	-25.1	As of Jul 2018, the settlement level was -25.8 mm.
184	B92	Building	-41	-15.0	As of Jul 2018, the settlement level was -14.5 mm.
185	B93	Building	-39	-15.7	As of Jul 2018, the settlement level was -15.9 mm.
186	B94A	Building	-25	-17.8	As of Jul 2018, the settlement level was -17.9 mm.
187	B95A	Building	-25	-15.1	As of Jul 2018, the settlement level was -15.2 mm.
188	B96	Building	-25	-6.1	As of Jul 2018, the settlement level was -6.1 mm.
189	B120A	Building	-34	-29.0	As of Jul 2018, the settlement level was -29.6 mm.
190	B136A	Building	-20	-14.5	As of Jul 2018, the settlement level was -13.4 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
191	B137A	Building	-27	-13.7	As of Jul 2018, the settlement level was -13.4 mm.
192	B148A	Building	-26	-5.9	As of Jul 2018, the settlement level was -5.7 mm.
193	B168A	Building	-61	-39.2	Last reading was -38.9 mm taken in Mar 2018.
194	B169A	Building	-61	-45.3	As of Jul 2018, the settlement level was -43.9 mm.
195	B172	Building	-39	-37.2	As of Jul 2018, the settlement level was -37.1 mm.
196	B179A	Building	-34	-30.5	As of Jul 2018, the settlement level was -31.5 mm.
197	B600	Building	-20	-12.1	As of Jul 2018, the settlement level was -12.9 mm.
198	B603	Building	-41	-16.7	As of Jul 2018, the settlement level was -15.6 mm.
199	B605	Building	-61	-31.6	Last reading was -31.4 mm taken in Mar 2018.
200	B75	Building	-43	-21.9	As of Jul 2018, the settlement level was -22.6 mm.
201	B76	Building	-46	-18.3	As of Jul 2018, the settlement level was -17.2 mm.
202	B77	Building	-50	-15.3	As of Jul 2018, the settlement level was -14.6 mm.
203	B119A	Building	-36	-24.8	As of Jul 2018, the settlement level was -25.3 mm.
204	B178	Building	-36	-33.3	As of Jul 2018, the settlement level was -33.5 mm.
205	B160	Building	-50	-37.0	As of Jul 2018, the settlement level was -37.0 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
206	B163	Building	-50	-26.1	Last reading was -26.1 mm taken in Aug 2017.
207	B165A	Building	-50	-46.3	As of Jul 2018, the settlement level was -45.5 mm.
208	B632	Building	-50	-22.6	As of Jul 2018, the settlement level was -21.7 mm.
209	B736	Highway Structure	See Remarks	-3.6	Highest trigger value is differential movement of 20mm between structure supports. (Calculated maximum differential movement was below highest trigger value) As of Jul 2018, the settlement levels of B736 and B738 were -3.2 mm and -2.8 mm respectively. While for B737, the last reading was -6.2 mm taken in Mar 2018.
210	B737			-4.8	
211	B738			-3.6	
212	B739	Highway Structure	See Remarks	-15.9	Highest trigger value is differential movement of 20mm between structure supports. (Calculated maximum differential movement was below highest trigger value) As of Jul 2018, the settlement levels were -16.6 mm, -15.7 mm and -16.3 mm respectively.
213	B740			-15.7	
214	B741			-16.9	
215	B714	Highway Structure	See Remarks	-24.0	Highest trigger value is differential movement of 20mm between structure supports. (Calculated maximum differential movement was below highest trigger value) As of Jul 2018, the settlement levels were -22.9 mm, -25.1 mm and -22.3 mm respectively.
216	B715			-25.1	
217	B716			-25.9	

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
218	B717	Highway Structure	See Remarks	-32.1	Highest trigger value is differential movement of 20mm between structure supports (Calculated maximum differential movement was below highest trigger value) Last readings were -33.3 mm and -32.2 mm taken in Jan 2018.
219	B719			-32.6	
220	B720	Highway Structure	See Remarks	-23.1	Highest trigger value is differential movement of 20mm between structure supports (Calculated maximum differential movement was below highest trigger value) As of Jul 2018, the settlement levels were -22.6 mm, -23.4 mm and -25.3 mm respectively.
221	B721			-24.4	
222	B722			-24.9	
223	B723	Highway Structure	See Remarks	-13.3	Highest trigger value is differential movement of 20mm between structure supports (Calculated maximum differential movement was below highest trigger value) As of Jul 2018, the settlement levels were -13.8 mm, -12.9 mm, -14.7 mm and -12.7 mm respectively.
224	B724			-13.3	
225	B725			-15.1	
226	B726			-12.8	
227	B727	Highway Structure	See Remarks	-14.2	Highest trigger value is differential movement of 20mm between structure supports (Calculated maximum differential movement was below highest trigger value) As of Jul 2018, the settlement levels were -15.0 mm, -13.0 mm and -14.7 mm respectively.
228	B728			-13.3	
229	B729			-14.4	

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
230	B730	Highway Structure	See Remarks	-10.5	Highest trigger value is differential movement of 20mm between structure supports (Calculated maximum differential movement was below highest trigger value) As of Jul 2018, the settlement levels were -11.1 mm, -10.4 mm and -8.8 mm respectively.
231	B731			-10.3	
232	B732			-9.4	
233	B131A	Building	-18	-10.8	As of Jul 2018, the settlement level was -11.2 mm.
234	B747	Building	-34	-24.7	As of Jul 2018, the settlement level was -24.7 mm.
235	B170A	Building	-36	-30.6	Last reading was -31.2 mm taken in Mar 2018.
236	B750	Building	-49	-37.5	As of Jul 2018, the settlement level was -37.1 mm.
237	B182A	Building	-35	-33.4	As of Jul 2018, the settlement level was -33.1 mm.
238	B145	Building	-25	-3.9	As of Jul 2018, the settlement level was -4.1 mm.
239	B189A	Building	-44	-35.8	Last reading was -35.8 mm taken in Oct 2017.
240	B70	Building	-39	-29.9	Last reading was -29.9 mm taken in Nov 2017.
241	B79	Building	-47	-34.7	As of Jul 2018, the settlement level was -34.3 mm.
242	G504	Ground	-40	-32.1	Last reading was -32.1 mm taken in Aug 2017.
243	B155A	Building	-20	-16.1	As of Jul 2018, the settlement level was -15.8 mm.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
244	B97	Building	-20	-16.6	Last reading was -16.6 mm taken in Oct 2017.
245	U212	Gas Pipe	-25	-18.8	Last reading was -18.8 mm taken in Jul 2017.
246	B801	Building	-27	-21.1	As of Jul 2018, the settlement level was -21.3 mm.
247	B802	Building	-27	-8.5	As of Jul 2018, the settlement level was -8.7 mm.
248	B746	Building	-39	-13.4	As of Jul 2018, the settlement level was -12.4 mm.
12. Tunnels between To Kwa Wan Station and Ho Man Tin Station (Readings as of May 2018)					
1	G1212	Ground	-25	-12.5	–
2	B71	Building	-39	-29.0	–
3	B81A	Building	-43	-25.2	–
4	B82A	Building	-46	-16.4	–
13. Ho Man Tin Station (Readings as of July 2016)					
1	BSM3-201B	Building	-15	-2.0	–
2	BSM3-208	Building	-25	+4.0	–
3	BSM3-209	Building	-25	-3.0	–
4	BSM3-210	Building	-25	+2.0	–
5	BSM3-211	Building	-25	+1.0	–
6	BSM3-213A	Building	-25	-2.0	–
7	BSM3-221	Building	-15	-5.0	–
8	FKP-BSM3-201	Building	-10	+2.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
9	FKP-BSM3-221	Building	-10	0.0	–
10	UMP-28	Ground/ Water Main	-80	-78.0	Angular distortion within allowable limit.
11	UMP-29A	Water Main	-80	-66.0	Angular distortion within allowable limit.
12	UMP-30	Water Main	-20	-8.0	Angular distortion within allowable limit.
13	UMP-31	Water Main	-20	-8.0	Angular distortion within allowable limit.
14	UMP-52	Water Main	-80	-33.0	Angular distortion within allowable limit.
14. Hung Hom Station North Approach Tunnels (Readings as of May 2018)					
1	BSM-A060	Highway Structure	-25	-39.6	Located at a subway beneath Chatham Road North. Additional grouting carried out. Excavation method revised. Settlement has stabilised.
2	BSM-A062		-25	-35.6	
3	BSM-A063		-25	-36.1	
4	BSM1802A	Building	-25	-17.3	–
5	BSM1803A		-25	-2.6	–
6	BSM1804A		-25	-4.1	–
7	BSM1901	Building	-25	+2.9	–
8	BSM1902		-25	+2.6	–
9	BSM1903		-25	+2.9	–
10	BSM1904		-25	+2.0	–
11	BSM1906		-25	+2.1	–
12	BSM2001	Building	-25	-1.7	–
13	BSM2002		-25	-2.8	–
14	BSM2003		-25	-1.2	–
15	BSM-2003A		-25	-1.8	–
16	BSM2004		-25	-4.1	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
17	BSM2005	Building	-25	-0.6	–
18	BSM2006		-25	-2.2	–
19	BSM2101	Building	-25	-5.1	–
20	BSM2102		-25	-6.2	–
21	BSM2201		-25	-4.1	–
22	BSM2202		-25	-3.3	–
23	BSM2401	Building	-25	-0.9	–
24	BSM2402		-25	-1.5	–
25	BSM2403		-25	-4.0	–
26	BSM2404		-25	-4.8	–
27	BSM-3001	CLP Structure	-25	-1.0	–
28	BSM3003		-25	-3.6	–
29	BSM3006		-25	-3.6	–
30	BSM3301	Building	-25	-0.4	–
31	BSM3302		-25	-1.0	–
32	BSM-A055A	Highway Structure	-25	-16.6	–
33	BSM-A056		-25	-16.5	–
34	BSM-A057A		-25	-12.8	–
35	BSM-A058A		-25	-24.5	–
36	BSM-A058-1		-25	-18.6	–
37	BSM-A064A		-25	-24.3	–
38	BSM-A69C	Underpass	-10	-6.7	–
39	BSM-A070		-10	-8.2	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
40	BSM-A071	Underpass	-10	-8.2	–
41	BSM-A072		-10	-8.4	–
42	BSM-A073		-10	-8.1	–
43	BSM-A074		-10	-5.7	–
44	BSM-A075		-10	-5.2	–
45	BSM-A083		-10	-1.4	–
46	BSM-CR01	Fence Wall	-20	-16.7	–
47	BSM-CR02		-20	-9.7	–
48	GSM4	Ground	-25	-6.1	–
49	GSM9	Ground	-25	-19.6	–
50	GSM16A	Ground	-25	-12.6	–
51	GSM18	Ground	-25	-6.5	–
52	GSM19	Ground	-25	-4.5	–
53	GSM30	Ground	-25	+0.3	–
54	GSM32	Ground	-25	+2.1	–
55	GSM33	Ground	-25	-0.5	–
56	GSM103	Ground	-25	-1.1	–
57	GSM103-1	Ground	-25	+0.5	–
58	GSM103-2	Ground	-25	+2.7	–
59	GSM103-3	Ground	-25	+2.5	–
60	GSM103-4	Ground	-25	+0.4	–
61	GSM103-5A	Ground	-25	+2.3	–
62	GSM104	Ground	-25	+0.5	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
63	GSM104-1	Ground	-25	+1.3	–
64	GSM104-4	Ground	-25	-4.8	–
65	GSM105	Ground	-25	-4.2	–
66	GSM105-1	Ground	-25	-0.5	–
67	GSM125	Ground	-25	-11.3	–
68	GSM126	Ground	-25	-7.4	–
69	GSM127-1	Ground	-25	-24.7	–
70	GSM135-1C	Ground	-25	-12.1	–
71	GSM145A	Ground	-25	-11.9	–
72	GSM164	Ground	-25	-0.7	–
73	GSM165	Ground	-25	-1.6	–
74	UEC002	Electric Cable	-25	-6.4	–
75	UEC003	Electric Cable	-25	-12.6	–
76	UEC004	Electric Cable	-25	-4.2	–
77	UEC005	Electric Cable	-25	-10.2	–
78	UEC010	Electric Cable	-25	-8.6	–
79	UGM001B	Gas Main	-25	-19.3	–
80	UGM004	Gas Main	-25	-11.1	–
81	UGM005	Gas Main	-25	-11.9	–
82	UTC07A	Telecom Cable	-25	-19.4	–
83	UTC010	Telecom Cable	-25	-8.0	–
84	UWM26	Water Main	-25	-1.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
15. Hung Hom Station and Stabling Sidings (Readings as of June 2018)					
1	ADMS 6274	MTR Structure	-6	-6.6	Located at Hung Hom Station. Reading is stable with minor fluctuation.
2	ADMS 6268	MTR Structure	-6	-8.7	Located at Hung Hom Station. Reading is stable with minor fluctuation.
3	ADMS 6122	MTR Structure	-7	-5.1	–
4	ADMS 6323	MTR Structure	-6	+0.6	–
5	ADMS 6324	MTR Structure	-5	-1.1	–
6	ADMS 6325	MTR Structure	-5	-1.6	–
7	ADMS 6326	MTR Structure	-5	-1.9	–
8	ADMS 6327	MTR Structure	-5	-1.6	–
9	ADMS 6224	MTR Structure	-12	-0.2	–
10	ADMS 6231	MTR Structure	-12	+0.1	–
11	ADMS 6241	MTR Structure	-12	-6.2	–
12	ADMS 6243	MTR Structure	-12	-6.4	–
13	ADMS 6248	MTR Structure	-12	-7.7	–
14	ADMS 6208	MTR Structure	-12	-0.3	–
15	ADMS 6127	MTR Structure	-7	-3.6	–
16	ADMS 6129	MTR Structure	-7	-4.0	–
17	ADMS 6202	MTR Structure	-7	-2.2	–
18	ADMS 6204	MTR Structure	-7	-0.9	–
19	ADMS 6216	MTR Structure	-7	+2.2	–
20	ADMS 6218	MTR Structure	-7	+1.4	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
21	ADMS 6223	MTR Structure	-7	-2.0	–
16. Cross Harbour Tunnel (Readings as of June 2018)					
1	1121-FHOB-DMP2-001	Ground	-42	-2.9	–
2	1121-FHOB-DMP2-002	Ground	-42	-5.6	–
3	1121-FHOB-DMP2-003	Ground	-42	-10.0	–
4	1121-FHOB-DMP2-004	Ground	-42	-10.5	–
5	1121-FHOB-GSM-001	Ground	-42	-9.1	–
6	1121-FHOB-GSM-002	Ground	-42	-5.9	–
7	1121-FHOB-GSM-003B	Ground	-42	-2.9	–
8	1121-PH-GSM-001	Ground	-42	-0.4	–
9	1121-PH-GSM-002	Ground	-42	+0.2	–
10	1121-PH-GSM-003	Ground	-42	+0.2	–
11	1121-PH-GSM-004	Ground	-42	-0.3	–
12	1121-PH-GSM-005	Ground	-42	+0.1	–
13	1121-PH-GSM-006	Ground	-42	-1.0	–
14	1121-HHB1-ADMS-SP001V	Highway Structure	-11	+0.5	–
15	1121-HHB1-ADMS-SP002V		-11	-1.8	–
16	1121-HHB1-ADMS-SP003V		-11	-0.4	–
17	1121-HHB1-ADMS-SP004V		-11	+0.2	–
18	1121-HHB1-ADMS-SP005V		-11	+0.3	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
19	1121-HHB1-ADMS-SP006V	Highway Structure	-11	-0.3	–
20	1121-HHB1-ADMS-SP007V		-11	-0.6	–
21	1121-HHB1-ADMS-SP008V		-11	-1.1	–
22	1121-HHB1-ADMS-SP009V		-11	+0.3	–
23	1121-HHB1-ADMS-SP010V		-11	-0.3	–
24	1121-HHB2-ADMS-SP001V	Highway Structure	-11	+1.8	–
25	1121-HHB2-ADMS-SP002V		-11	+1.3	–
26	1121-HHB2-ADMS-SP003V		-11	+0.8	–
27	1121-HHB2-ADMS-SP004V		-11	+0.1	–
28	1121-HHB2-ADMS-SP005V		-11	+1.4	–
29	1121-HHB2-ADMS-SP006V		-11	+0.6	–
30	1121-HHB2-ADMS-SP007V		-11	+0.6	–
31	1121-HHB2-ADMS-SP008V		-11	+1.4	–
32	1121-HHB2-ADMS-SP009V		-11	+1.8	–
33	1121-HHB2-ADMS-SP010V		-11	+0.8	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
34	1121-HHB2-ADMS-SP011V	Highway Structure	-11	+0.3	–
35	1121-HHB2-ADMS-SP012V		-11	+1.8	–
36	1121-HHB2-ADMS-SP013V		-11	+0.9	–
37	1121-HHB2-ADMS-SP014V		-11	+0.8	–
38	1121-HHB2-ADMS-SP015V		-11	+0.2	–
39	1121-HHB2-ADMS-SP016V		-11	+0.6	–
40	1121-HHB2-ADMS-SP017V		-11	+0.8	–
41	1121-HHB3-ADMS-SP001V	Highway Structure	-11	+0.2	–
42	1121-HHB3-ADMS-SP002V		-11	-1.0	–
43	1121-HHB3-ADMS-SP003V		-11	-0.9	–
44	1121-HHB3-ADMS-SP004V		-11	+0.1	–
45	1121-HHB3-ADMS-SP005V		-11	-0.4	–
46	1121-HHB3-ADMS-SP006V		-11	-1.6	–
47	1121-HHB3-ADMS-SP007V		-11	+0.4	–
48	1121-HHB3-ADMS-SP008V		-11	-0.9	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
49	1121-HHB3-ADMS-SP009V	Highway Structure	-11	-0.9	–
50	1121-HHB3-ADMS-SP010V		-11	-1.0	–
51	1121-HHB4-ADMS-SP001V	Highway Structure	-11	+1.7	–
52	1121-HHB4-ADMS-SP002V		-11	+1.3	–
53	1121-HHB4-ADMS-SP003V		-11	+1.1	–
54	1121-HHB4-ADMS-SP004V		-11	+1.3	–
55	1121-HHB4-ADMS-SP005V		-11	+1.2	–
56	1121-HHB4-ADMS-SP006V		-11	+1.6	–
57	1121-HHB4-ADMS-SP007V		-11	+0.8	–
58	1121-HHB4-ADMS-SP008V		-11	+1.4	–
59	1121-HHB4-ADMS-SP009V		-11	+1.3	–
60	1121-HHB4-ADMS-SP010V		-11	+0.4	–
61	1121-HHB4-ADMS-SP011V		-11	-0.4	–
62	1121-HHB4-ADMS-SP012V		-11	+1.4	–
63	1121-HHB4-ADMS-SP013V		-11	+0.3	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
64	1121-HHB4-ADMS-SP014V	Highway Structure	-11	+1.1	–
65	1121-HHB4-ADMS-SP015V		-11	+0.6	–
66	1121-HHB4-ADMS-SP016V		-11	+0.4	–
67	1121-HHB4-ADMS-SP017V		-11	+1.0	–
68	1121-HHB4-ADMS-SP018V		-11	+1.2	–
69	1121-AC-DMP-001	Ground	-50	-3.8	–
70	1121-AC-DMP-002	Ground	-50	-24.6	–
71	1121-AC-DMP-003	Ground	-42	-2.2	–
72	1121-AC-DMP-004	Ground	-42	-13.7	–
73	1121-AD-DMP-001	Ground	-35	-2.6	–
74	1121-AD-DMP-004B	Ground	-35	+10.6	–
75	1121-AD-DMP-007	Ground	-35	-6.4	–
76	1121-AD-DMP-018D	Ground	-35	-6.0	–
77	1121-AD-UP-001	Cooling Main	-25	-10.5	–
78	1121-AD-UP-002		-25	-7.0	–
79	1121-AD-UP-004A		-25	-5.2	–
80	1121-AD-UP-006		-25	-17.0	–
81	1121-AD-UP-007		-25	-18.2	–
82	1121-AD-UP-008	Cooling Main	-25	-9.1	–
83	1121-AD-UP-009		-25	-9.1	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
84	1121-AD-UP-010	Cooling Main	-25	-8.3	–
85	1121-AD-UP-011		-25	-8.8	–
86	1121-AD-UP-012A	Cooling Main	-25	-12.4	–
87	1121-AD-UP-013B		-25	-9.6	–
88	1121-AD-UP-036		-25	-4.9	–
89	1121-AD-UP-037		-25	-7.8	–
90	1121-AD-UP-038		-25	-5.1	–
91	1121-AD-UP-039		-25	-5.6	–
92	1121-AD-UP-040		-25	-5.5	–
93	1121-AD-UP-041		-25	-7.0	–
94	1121-FPH-GSM-SP048	Ground	-25	-4.1	–
95	1121-FPH-GSM-SP049	Ground	-25	-3.6	–
96	1121-FPH-GSM-SP055	Ground	-25	-4.1	–
97	1121-FPH-DMP-001	Ground	-25	-2.1	–
98	1121-FPH-DMP-002	Ground	-25	-2.0	–
99	1121-CHT-GSM-SP045	Ground	-25	+0.6	–
100	1121-CHT-GSM-SP046	Ground	-25	+2.1	–
101	1121-CHT-GSM-SP047	Ground	-25	+2.1	–
102	1121-CHT-GSM-056	Ground	-50	+0.3	–
103	1121-CHT-GSM-057	Ground	-50	+6.5	–
104	1121-CHT-GSM-060A	Ground	-50	+3.1	–
105	1121-CBT-DMP-CBSP03	Ground	-50	-5.5	–
106	1121-CBT-DMP-CBSP04	Ground	-50	-4.2	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
107	1121-CBT-DMP-CBSP05	Ground	-50	-4.1	–
108	1121-CBT-DMP-CBSP06	Ground	-50	-0.5	–
109	1121-CWB-GSM-A1	Ground	-25	-0.5	–
110	1121-CWB-GSM-A2	Ground	-25	-0.3	–
111	1121-CWB-GSM-A5	Ground	-25	+0.1	–
112	1121-CWB-GSM-A7	Ground	-25	+0.2	–
113	1121-CWB-GSM-A9	Ground	-25	0.0	–
114	1121-CWB-GSM-A10	Ground	-25	-0.3	–
115	1121-CWB-GSM-A11	Ground	-25	-0.1	–
116	1121-CWB-GSM-A12	Ground	-25	+0.3	–
117	1121-CWB-GSM-A13	Ground	-25	-0.2	–
118	1121-CWB-GSM-A14	Ground	-25	-0.1	–
119	1121-CWB-GSM-A15	Ground	-25	-0.3	–
120	1121-CWB-GSM-A16	Ground	-25	+0.3	–
121	1121-CWB-GSM-A17	Ground	-25	+0.6	–
122	1121-CWB-GSM-A18	Ground	-25	-0.1	–
123	1121-CWB-GSM-A19	Ground	-25	+0.3	–
124	1121-ME4-GSM-MEA3	Ground	-25	-2.8	–
125	1121-ME4-GSM-MEA4	Ground	-25	-2.2	–
126	1121-ME4-GSM-MEA6	Ground	-25	-2.5	–
127	1121-ME4-GSM-MEA8	Ground	-25	-2.3	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
128	1121-CHT-DMP-SB00A	Cross Harbour Tunnel	-25	-1.3	–
129	1121-CHT-DMP-SB01B		-25	-2.1	–
130	1121-CHT-DMP-SB02A		-25	-1.9	–
131	1121-CHT-DMP-SB03		-25	-2.0	–
132	1121-CHT-DMP-SB04		-25	-1.8	–
133	1121-CHT-DMP-SB05A		-25	-1.5	–
134	1121-CHT-DMP-SB06		-25	-0.5	–
135	1121-CHT-DMP-SB07A		-25	-1.1	–
136	1121-CHT-DMP-SB08		-25	-0.4	–
137	1121-CHT-DMP-SB09A		-25	0.0	–
138	1121-CHT-DMP-SB10		-25	-0.2	–
139	1121-CHT-DMP-SB11		-25	0.0	–
140	1121-CHT-DMP-SB12		-25	-0.3	–
141	1121-CHT-DMP-SB13		-25	-0.7	–
142	1121-CHT-DMP-SB14		-25	-0.1	–
143	1121-CHT-DMP-SB15		-25	-0.3	–
144	1121-CHT-DMP-SB16		-25	-0.5	–
145	1121-CHT-DMP-SB17		-25	+1.5	–
146	1121-CHT-DMP-SB18		-25	+1.5	–
147	1121-CHT-DMP-SB19		-25	+2.2	–
148	1121-CHT-DMP-SG00		-25	-0.9	–
149	1121-CHT-DMP-SG01		-25	-0.8	–
150	1121-CHT-DMP-SG02		-25	-1.4	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
151	1121-CHT-DMP-SG03	Cross Harbour Tunnel	-25	-1.3	–
152	1121-CHT-DMP-SG04		-25	-1.0	–
153	1121-CHT-DMP-SG05		-25	-1.0	–
154	1121-CHT-DMP-SG06		-25	0.0	–
155	1121-CHT-DMP-SG07		-25	-1.1	–
156	1121-CHT-DMP-SG08		-25	-0.7	–
157	1121-CHT-DMP-SG09		-25	+0.7	–
158	1121-CHT-DMP-SG10		-25	+1.0	–
159	1121-CHT-DMP-SG11		-25	+0.8	–
160	1121-CHT-DMP-SG12		-25	+0.9	–
161	1121-CHT-DMP-SG13		-25	+1.2	–
162	1121-CHT-DMP-SG14		-25	+0.3	–
163	1121-CHT-DMP-SG15		-25	+1.0	–
164	1121-CHT-DMP-SG16		-25	+1.1	–
165	1121-CHT-DMP-SG17		-25	+0.5	–
166	1121-CHT-DMP-SG18		-25	+1.2	–
167	1121-CHT-DMP-SG19		-25	+1.7	–
17. Exhibition Centre Station East Approach Tunnels (Readings as of June 2018)					
1	W1-BSM-002	Building	-25	-5.2	–
2	W1-GSM-003	Ground	-63	-10.6	–
3	W1-UMP-003	Water Main	-43	-29.9	–
4	W1-UMP-005	Gas Main	-25	-20.6	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
5	W1-UMP-006	Water Main	-25	-6.7	–
6	W1-UMP-007	Gas Main	-25	-13.8	–
7	W1-UMP-009A	Gas Main	-25	-7.2	–
8	W1-UMP-010	Gas Main	-41	-32.9	–
9	W1-UMP-013	Water Main	-25	-6.2	–
10	W1-UMP-014	Gas Main	-25	-8.1	–
11	W1-UMP-017	Gas Main	-41	-27.6	–
12	W2-BSM-006	Building	-10	-0.0	–
13	W2-BSM-007	Building	-25	-14.6	–
14	W2-BSM-008	Building	-25	-11.9	–
15	W2-BSM-009	Building	-25	-9.1	–
16	W2-BSM-010	Highway Structure	-10	+3.7	–
17	W2-BSM-011	Highway Structure	-10	-4.2	–
18	W2-BSM-012	Highway Structure	-10	-5.9	–
19	W2-BSM-034	Highway Structure	-10	-6.2	–
20	W2-BSM-035	Highway Structure	-10	-7.3	–
21	W2-BSM-036	Highway Structure	-13	-5.1	–
22	W2-BSM-037	Highway Structure	-13	-5.7	–
23	W2-GSM-005	Ground	-63	-55.0	–
24	W2-GSM-006	Ground	-63	-20.2	–
25	W2-GSM-007	Ground	-63	-58.7	–
26	W2-GSM-011	Ground	-63	-33.0	–
27	W2-GSM-014	Ground	-63	-15.1	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
28	W2-GSM-015	Ground	-63	-11.7	–
29	W2-GSM-017	Ground	-63	-4.4	–
30	W2-GSM-023	Ground	-63	-1.6	–
31	W2-GSM-024	Ground	-63	-61.2	–
32	W2-GSM-027	Ground	-63	-39.5	–
33	W2-GSM-029	Ground	-63	-41.1	–
34	W2-BSM-016-L	Highway Structure	-10	-0.2	–
35	W2-BSM-018-L	Highway Structure	-10	-3.7	–
36	W2-GSM-018	Ground	-63	-6.1	–
37	W2-GSM-023	Ground	-63	-1.6	–
38	W4-GSM-039-1	Ground	-25	-8.0	–
39	W4-GSM-042	Ground	-30	-26.7	–
40	W4-GSM-044	Ground	-30	-14.1	–
41	W4-GSM-045	Ground	-30	-29.3	–
42	W4-GSM-049	Ground	-30	-11.8	–
43	W4-GSM-060-1	Ground	-30	-7.1	–
44	W4-GSM-064-1	Ground	-25	-11.4	–
45	W4-GSM-065	Ground	-30	-21.8	–
46	W2-ADMS-CHT-01	Highway Structure	-10	+0.2	–
47	W2-ADMS-CHT-02	Highway Structure	-10	+1.5	–
48	W2-ADMS-CHT-03	Highway Structure	-10	+1.5	–
49	W2-ADMS-CHT-04	Highway Structure	-10	-0.5	–
50	W2-ADMS-CHT-05	Highway Structure	-10	-0.7	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
51	W2-ADMS-CHT-06	Highway Structure	-10	+1.0	–
52	W2-ADMS-CHT-07	Highway Structure	-10	-2.6	–
53	W2-ADMS-CHT-08	Highway Structure	-10	+0.4	–
54	W2-ADMS-CHT-09	Highway Structure	-10	-3.1	–
55	W2-ADMS-CHT-10	Highway Structure	-10	-2.2	–
56	W2-ADMS-CHT-11	Highway Structure	-10	-0.5	–
57	W2-ADMS-CHT-12	Highway Structure	-10	+1.4	–
58	W2-ADMS-CHT-13	Highway Structure	-10	+0.5	–
59	W2-ADMS-CHT-14	Highway Structure	-10	+0.1	–
60	W2-ADMS-CHT-15	Highway Structure	-10	+0.2	–
61	W2-ADMS-CHT-16	Highway Structure	-10	+0.3	–
62	W2-ADMS-CHT-17	Highway Structure	-10	-0.7	–
63	W2-ADMS-CHT-18	Highway Structure	-10	-0.4	–
64	W2-ADMS-CHT-19	Highway Structure	-10	-0.6	–
65	W2-ADMS-CHT-20	Highway Structure	-10	+0.1	–
66	W2-ADMS-CHT-21	Highway Structure	-10	+0.8	–
67	W2-ADMS-CHT-22	Highway Structure	-10	-1.7	–
68	W2-ADMS-CHT-23	Highway Structure	-10	+2.0	–
69	W2-ADMS-CHT-24	Highway Structure	-10	+1.3	–
70	W2-ADMS-CHT-25	Highway Structure	-10	+0.4	–
71	W2-ADMS-CHT-26	Highway Structure	-10	+0.7	–
72	W2-ADMS-CHT-27	Highway Structure	-10	+0.9	–
73	W2-ADMS-CHT-28	Highway Structure	-10	+0.6	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
74	W2-ADMS-CHT-29	Highway Structure	-10	-1.5	–
75	W2-ADMS-CHT-30	Highway Structure	-10	-1.1	–
18. Exhibition Centre Station and Western Approach Tunnel (Readings as at August 2018)					
1	1123-AA-GSM-15-B	Pavement	-25	-27.4	Within site area (former Convention Avenue) after latest traffic arrangement. Inspection carried out confirmed no uneven surface or distress.
2	1123-AB-GSM-01	Pavement	-25	-68.0	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
3	1123-AB-GSM-05	Pavement	-25	-34.0	Located on Expo Drive. Road works carried out by others.
4	1123-AB-GSM-07	Pavement	-25	-37.2	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
5	1123-AB-GSM-11	Pavement	-25	-25.0	Located on Expo Drive. Road works carried out by others.
6	1123-AC-GSM-03	Pavement	-25	-31.3	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
7	1123-AC-GSM-08	Pavement	-25	-30.2	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
8	1123-AC-GSM-11	Pavement	-25	-63.2	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
9	1123-AE-GSM-02-B	Pavement	-25	-48.5	Located on Fleming Road. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
10	1123-Z1-GSM-09-A	Pavement	-25	-27.9	Within site area (former Wan Chai Ferry Pier Public Transport Interchange). The relevant sections of footpath have been repaved. Grouting completed. Inspection carried out confirmed no uneven surface or distress.
11	1123-Z1-GSM-31-C	Pavement	-25	-61.0	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
12	1123-Z1-GSM-61	Pavement	-25	-32.4	Within site area (former Convention Avenue) after latest traffic arrangement. Inspection carried out confirmed no uneven surface or distress. Reinstatement will be carried out in coming traffic scheme.
13	1123-Z1-GSM-62	Pavement	-25	-31.6	Within site area (former Convention Avenue) after latest traffic arrangement. Inspection carried out confirmed no uneven surface or distress. Reinstatement will be carried out in coming traffic scheme.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
14	1123-Z1-GSM-66-B	Pavement	-25	-52.8	Within site area (former Convention Avenue) after latest traffic arrangement. Inspection carried out confirmed no uneven surface or distress. Reinstatement will be carried out in coming traffic scheme.
15	1123-Z2-GSM-04-B	Pavement	-25	-46.3	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
16	1123-Z2-GSM-07	Pavement	-25	-57.7	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
17	1123-Z2-GSM-08	Pavement	-25	-60.5	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
18	1123-Z2-GSM-11-A	Pavement	-25	-53.7	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
19	1123-Z2-GSM-14	Pavement	-25	-27.3	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
20	1123-Z2-GSM-15	Pavement	-25	-33.6	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
21	1123-Z2-GSM-16	Pavement	-25	-31.1	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
22	1123-Z3-GSM-02	Pavement	-25	-62.8	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
23	1123-Z3-GSM-03-A	Pavement	-25	-49.3	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
24	1123-AB-GSM(USM)-40	Pavement	-25	-33.5	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
25	1123-AB-GSM(USM)-43	Pavement	-25	-40.9	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
26	1123-AC-GSM(USM)-02	Pavement	-25	-27.9	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
27	1123-AC-GSM(USM)-03	Pavement	-25	-31.9	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
28	1123-AC-GSM(USM)-04	Pavement	-25	-74.4	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
29	1123-AC-GSM(USM)-18-A	Pavement	-25	-39.4	Located on Convention Avenue. The relevant sections of footpath have been repaved. Inspection carried out confirmed no uneven surface or distress.
30	1123-AE-GSM(FW)-34-C	Pavement	-25	-40.7	Located on Fleming Road. Inspection carried out confirmed no uneven surface or distress. Remedial grouting carried out
31	1123-Z3-GSM(FW)-02	Pavement	-25	-75.0	Within site area (former Convention Avenue). Remedial grouting completed. The relevant sections of road have been repaved. Inspection carried out confirmed no uneven surface or distress.
32	1123-AB-USM(FW)-03	Water Main	-25	-58.4	Located on Convention Avenue. Water leakage test conducted and angular distortion within allowable level

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
33	1123-AB-USM(FW)-04	Water Main	-25	-34.2	Located on Convention Avenue. Water leakage test conducted and angular distortion within allowable level
34	1123-AB-USM(FW)-08-A	Water Main	-25	-44.7	Located on Convention Avenue. Water leakage test conducted and angular distortion within allowable level
35	1123-AB-USM(FW)-09	Water Main	-25	-35.7	Located on Convention Avenue. Water leakage test conducted and angular distortion within allowable level
36	1123-AB-USM(FW)-40	Water Main	-25	-31.8	Located on Convention Avenue. Water leakage test conducted and angular distortion within allowable level
37	1123-AE-USM(FW)-02-A	Water Main	-25	-71.9	Located on Convention Avenue. Water leakage test conducted and angular distortion within allowable level
38	1123-Z1-USM(FW)-17-D	Water Main	-25	-32.0	Within site area (former Wan Chai Ferry Pier Public Transport Interchange). Remedial grouting carried out and angular distortion within allowable level
39	1123-Z2-USFV(FW)-02	Water Main	-25	-25.5	Within site area (former Convention Avenue). Remedial grouting completed. Angular distortion within allowable level
40	1123-AC-USM(GP)-18	Gas Main	-25	-26.8	Located on Convention Avenue. Exceedance reported to Towngas. Gas detector installed and angular distortion within allowable level
41	1123-AB-USM(CM)-21	Cooling Main	-25	-34.6	Located on Convention Avenue. Water leakage test to be conducted. Angular distortion within allowable level

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
42	1123-AC-USM(CM)-03	Cooling Main	-25	-43.2	Located on Convention Avenue. Water leakage test conducted. Angular distortion within allowable level
43	1123-AE-USM(CM)-01-A	Cooling Main	-25	-47.8	Located on Convention Avenue. Water leakage test conducted. Angular distortion within allowable level
44	1123-AE-USM(CM)-41	Cooling Main	-25	-43.8	Within site area (former Convention Avenue). Water leakage test conducted. Angular distortion within allowable level
45	1123-AC-USM(SW)-16-A	Storm Drain	-25	-27.5	Within site area (former Convention Avenue). Angular distortion within allowable level
46	1123-Z1-USM(SW)-18-E	Water Main	-25	-32.4	Within site area (former Wan Chai Ferry Pier Public Transport Interchange). Remedial grouting carried out and angular distortion within allowable level
47	1123-Z3-USM(SW)-01	Water Main	-25	-46.8	Within Site area (former Convention Avenue). Remedial grouting completed. Angular distortion within allowable level
48	1123-Z3-USM(SW)-02	Water Main	-25	-38.8	Within Site area (former Convention Avenue). Remedial grouting completed. Angular distortion within allowable level
49	1123-Z1-USFV(SAW)-03	Water Main	-25	-28.9	Within Site area (former Convention Avenue). Remedial grouting completed. Angular distortion within allowable level
50	1123-AA-GSM-21	Pavement	-25	-22.6	–
51	1123-Z2-GSM-17	Pavement	-25	-24.3	–
52	1123-AA-GSM-06	Pavement	-25	-13.4	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
53	1123-AC-GSM(USM)-01	Pavement	-25	-23.5	–
54	1123-AC-GSM-01	Pavement	-25	-15.4	–
55	1123-AE-GSM(CM)-35	Pavement	-25	-23.2	–
56	1123-AE-GSM(CM)-48-A	Pavement	-25	-11.8	–
57	1123-AE-GSM(FW)-102-B	Pavement	-25	-19.7	–
58	1123-AE-GSM-19-C	Pavement	-25	-18.0	–
59	1123-AB-GSM-32	Pavement	-25	-20.5	–
60	1123-AB-GSM(USM)-13	Pavement	-25	-14.9	–
61	1123-AB-GSM(USM)-41	Pavement	-25	-20.9	–
62	1123-AB-GSM(USM)-42	Pavement	-25	-20.9	–
63	1123-AB-GSM(USM)-44	Pavement	-25	-18.0	–
64	1123-AB-GSM(USM)-46	Pavement	-25	-20.1	–
65	1123-AB-GSM(USM)-48	Pavement	-25	-12.1	–
66	1123-Z1-GSM-02-A	Pavement	-25	-19.2	–
67	1123-Z1-GSM-05-B	Pavement	-25	-21.5	–
68	1123-Z1-GSM-39-B	Pavement	-25	-22.1	–
69	1123-Z2-GSM-13	Pavement	-25	-22.6	–
70	1123-Z2-GSM-18	Pavement	-25	-15.3	–
71	1123-Z3-GSM-05-A	Pavement	-25	-18.8	–
72	1123-Z4-GSM(CM)-26	Pavement	-25	-18.2	–
73	1123-Z4-GSM(USM)-05-C	Pavement	-25	-19.9	–
74	1123-AB-USM(CM)-20	Cooling Main	-25	-13.0	–
75	1123-AE-USM(CM)-17	Cooling Main	-25	-15.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
76	1123-AE-USM(CM)-42-A	Cooling Main	-25	-9.3	–
77	1123-AE-USM(CM)-43-B	Cooling Main	-25	-11.1	–
78	1123-AE-USM(CM)-47-A	Cooling Main	-25	-16.2	–
79	1123-AE-USM(CM)-56	Cooling Main	-25	-4.9	–
80	1123-AB-USM(FW)-39	Water Main	-25	-17.7	–
81	1123-AA-USM(FW)-01	Water Main	-25	-10.9	–
82	1123-AA-USM(FW)-02	Water Main	-25	+0.2	–
83	1123-AA-USM(FW)-03	Water Main	-25	+0.6	–
84	1123-AC-USM(FW)-02	Water Main	-25	-13.8	–
85	1123-AC-USM(FW)-11	Water Main	-25	+1.2	–
86	1123-AE-USFV(FW)-46	Water Main	-25	-15.8	–
87	1123-Z1-USM(FW)-11-B	Water Main	-25	-6.6	–
88	1123-Z1-USM(FW)-13-B	Water Main	-25	-12.6	–
89	1123-Z1-USM(FW)-15-C	Water Main	-25	-12.5	–
90	1123-Z1-USM(FW)-19-D	Water Main	-25	-7.7	–
91	1123-Z1-USM(SW)-12-B	Water Main	-25	-6.9	–
92	1123-Z1-USM(SW)-14-B	Water Main	-25	-7.8	–
93	1123-Z1-USM(SW)-16-C	Water Main	-25	-18.4	–
94	1123-Z1-USM(SW)-20-D	Water Main	-25	-8.2	–
95	1123-Z3-USFV(SAW)-04	Water Main	-25	-11.5	–
96	1123-AA-BSM-01	Building	-10	+1.5	–
97	1123-AA-BSM-02-A	Building	-10	-0.5	–
98	1123-AA-BSM-03-A	Building	-10	-1.1	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
99	1123-AA-BSM-05-A	Building	-10	-1.6	–
100	1123-AA-BSM-09	Building	-10	+0.2	–
101	1123-AA-BSM-14-A(Prism)	Building	-10	-1.0	–
102	1123-AA-BSM-15	Building	-10	+1.4	–
103	1123-AA-BSM-16	Building	-10	+1.1	–
104	1123-AA-BSM-21	Building	-25	-10.9	–
105	1123-AA-BSM-22	Building	-25	-11.2	–
106	1123-AA-BSM-23	Building	-25	-6.4	–
107	1123-AA-BSM-24	Building	-25	-7.2	–
108	1123-AA-BSM-25	Building	-25	+2.1	–
109	1123-AA-BSM-26	Building	-25	+0.9	–
110	1123-AA-BSM(INCD)-01	Building	-10	+0.2	–
111	1123-AA-BSM(INCD)-02	Building	-10	-2.4	–
112	1123-AB-BSM-01	Building	-10	-5.2	–
113	1123-AB-BSM-02	Building	-10	-1.1	–
114	1123-AB-BSM-03	Building	-10	-0.5	–
115	1123-AB-BSM-04	Building	-10	-0.1	–
116	1123-HKCEC-BSM-01A-Z	Building	-10	-2.0	–
117	1123-HKCEC-BSM-01B-Z	Building	-10	0.0	–
118	1123-AC-BSM-01	Building	-10	-0.2	–
119	1123-AC-BSM-02-A	Building	-10	-2.3	–
120	1123-AC-BSM-04(Prism)	Building	-10	-2.0	–
121	1123-AC-BSM-05(Prism)	Building	-10	-3.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
122	1123-AC-BSM-06(Prism)	Building	-10	-2.0	–
123	1123-AC-BSM-14-A	Building	-10	-1.0	–
124	1123-AC-BSM-15	Building	-10	-0.7	–
125	1123-AC-BSM-09	Building	-10	+1.0	–
126	1123-AC-BSM-10	Building	-10	-0.1	–
127	1123-AC-BSM(TM)-01	Building	-10	+0.5	–
128	1123-AC-BSM(TM)-02	Building	-10	+0.3	–
129	1123-AE-BSM-01	Building	-10	-0.2	–
130	1123-AE-BSM-02	Building	-10	-0.3	–
131	1123-AE-BSM-10	Building	-10	-1.2	–
132	1123-AE-BSM(TM)-01	Building	-10	+0.3	–
133	1123-AE-BSM(TM)-02	Building	-10	-0.1	–
134	1123-Z1-BSM-01	Building	-10	+0.8	–
135	1123-Z1-BSM-02	Building	-10	-0.2	–
136	1123-Z1-BSM-03	Building	-10	-1.4	–
137	1123-Z1-BSM-04	Building	-10	-1.5	–
138	1123-Z1-BSM-05	Building	-10	-0.9	–
139	1123-Z1-BSM-09	Building	-10	-2.6	–
140	1123-Z1-BSM-12	Building	-10	-1.5	–
141	1123-Z1-BSM-16	Building	-10	+1.0	–
142	1123-Z1-BSM-17	Building	-10	-2.4	–
143	1123-Z1-BSM-21	Building	-10	-1.1	–
144	1123-Z1-BSM-22	Building	-10	-0.8	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
145	1123-Z1-BSM-23	Building	-10	-1.3	–
146	1123-Z1-BSM-24	Building	-10	-2.3	–
147	1123-Z1-BSM-25	Building	-10	-2.8	–
148	1123-Z1-BSM-26	Building	-10	-2.2	–
149	1123-Z1-BSM-27	Building	-10	-1.6	–
150	1123-Z1-BSM-28	Building	-10	-0.3	–
151	1123-Z1-BSM-29	Building	-10	-1.0	–
152	1123-Z1-BSM-30	Building	-10	-1.7	–
153	1123-Z1-BSM-31	Building	-10	-2.1	–
154	1123-Z1-BSM-32	Building	-10	-2.0	–
155	1123-Z1-BSM-33	Building	-10	-1.5	–
156	1123-Z1-BSM-34	Building	-10	-1.0	–
157	1123-Z1-BSM-35	Building	-10	-1.6	–
158	1123-Z1-BSM-36	Building	-10	-2.3	–
159	1123-Z1-BSM-37	Building	-10	-2.3	–
160	1123-Z1-BSM-38	Building	-10	+0.4	–
161	1123-Z1-BSM-39	Building	-10	-3.0	–
162	1123-Z1-BSM-41	Building	-10	-1.1	–
163	1123-Z1-BSM-45	Building	-10	-1.7	–
164	1123-Z1-BSM-46	Building	-10	-0.7	–
165	1123-Z1-BSM-47	Building	-10	-1.1	–
166	1123-Z1-BSM-09(Ft)	Building	-10	+2.4	–
167	1123-Z1-BSM-10(Ft)	Building	-10	+1.3	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
168	1123-Z2-BSM-08	Building	-10	-2.4	–
169	1123-Z2-BSM-09	Building	-10	-2.1	–
170	1123-Z2-BSM-12	Building	-10	-1.6	–
171	1123-Z2-BSM-13	Building	-10	-1.7	–
172	1123-Z2-BSM-18	Building	-10	-0.6	–
173	1123-Z2-BSM-33	Building	-10	-1.5	–
174	1123-Z2-BSM-35	Building	-10	-1.6	–
175	1123-Z3-BSM-05	Building	-10	-0.3	–
176	1123-Z3-BSM-08	Building	-10	-1.7	–
177	1123-Z4-BSM-08	Building	-10	-0.6	–
178	1123-Z4-BSM-09	Building	-10	+0.5	–
179	1123-Z4-BSM-10	Building	-10	-0.2	–
180	1123-Z4-BSM-11	Building	-10	-0.9	–
181	1123-Z4-BSM-12	Building	-10	-1.0	–
182	1123-Z4-BSM-13	Building	-10	-1.6	–
183	1123-Z4-BSM-14	Building	-10	-1.2	–
184	1123-Z4-BSM-15	Building	-10	-2.0	–
185	1123-Z4-BSM-16	Building	-10	-2.3	–
186	1123-Z4-BSM-17	Building	-10	-2.1	–
187	1123-Z4-BSM-18	Building	-10	0.0	–
188	1123-Z4-BSM-19	Building	-10	-4.2	–
189	1123-Z4-BSM-20	Building	-10	-4.3	–
190	1123-Z4-BSM-21	Building	-10	-4.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
191	1123-Z4-BSM-22	Building	-10	-2.6	–
192	1123-Z4-BSM-23	Building	-10	+0.6	–
193	1123-Z4-BSM-24	Building	-10	-2.0	–
194	1123-Z4-BSM-27	Building	-10	-2.6	–
195	1123-Z4-BSM-28	Building	-10	-2.2	–
196	1123-Z4-BSM-29	Building	-10	-2.3	–
197	1123-Z4-BSM-30	Building	-10	-2.3	–
198	1123-Z4-BSM-31	Building	-10	-1.9	–
199	1123-Z4-BSM-32	Building	-10	-1.7	–
200	1123-Z4-BSM-33	Building	-10	+0.3	–
201	1123-Z4-BSM-34	Building	-10	0.0	–
202	1123-Z4-BSM-35	Building	-10	-0.3	–
203	1123-Z4-BSM-36	Building	-10	-0.5	–
204	1123-Z4-BSM-37	Building	-10	-1.1	–
205	1123-Z4-BSM-38	Building	-10	-0.5	–
206	1123-AA-GSM-03	Pavement	-25	-20.3	–
207	1123-AA-GSM-05	Pavement	-25	-17.2	–
208	1123-AA-GSM-07	Pavement	-25	-6.3	–
209	1123-AA-GSM-11	Pavement	-25	-12.7	–
210	1123-AA-GSM-12	Pavement	-25	+3.7	–
211	1123-AA-GSM-14	Pavement	-25	-4.2	–
212	1123-AA-GSM(USM)-22	Pavement	-25	-1.8	–
213	1123-AA-GSM(USM)-23	Pavement	-25	-7.4	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
214	1123-AA-GSM(USM)-24	Pavement	-25	-1.9	–
215	1123-AB-GSM-02-A	Pavement	-25	-8.5	–
216	1123-AB-GSM-04-A	Pavement	-25	-0.4	–
217	1123-AB-GSM-08	Pavement	-25	+3.4	–
218	1123-AB-GSM-09-B	Pavement	-25	-5.5	–
219	1123-AB-GSM-10-A	Pavement	-25	-1.0	–
220	1123-AB-GSM-17	Pavement	-25	+0.5	–
221	1123-AB-GSM-19	Pavement	-25	+3.2	–
222	1123-AB-GSM-20	Pavement	-25	+1.5	–
223	1123-AB-GSM-21	Pavement	-25	+1.6	–
224	1123-AB-GSM-24	Pavement	-25	+4.3	–
225	1123-AB-GSM-26	Pavement	-25	+3.3	–
226	1123-AB-GSM-29	Pavement	-25	+3.1	–
227	1123-AB-GSM-33	Pavement	-25	+2.7	–
228	1123-AB-GSM-34	Pavement	-25	-3.1	–
229	1123-AB-GSM-47	Pavement	-25	-1.6	–
230	1123-AB-GSM(USM)-45	Pavement	-25	-2.4	–
231	1123-AC-GSM-13-A	Pavement	-25	-1.7	–
232	1123-AC-GSM-16	Pavement	-25	-3.9	–
233	1123-AC-GSM-17	Pavement	-25	-1.2	–
234	1123-AC-GSM-19-A	Pavement	-25	-3.3	–
235	1123-AE-GSM-03	Pavement	-25	-11.6	–
236	1123-AE-GSM-13	Pavement	-25	-3.9	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
237	1123-AE-GSM-16	Pavement	-25	-0.8	–
238	1123-AE-GSM-18-A	Pavement	-25	-4.7	–
239	1123-AE-GSM-56	Pavement	-25	-6.2	–
240	1123-AE-GSM(USM)-04	Pavement	-25	-4.2	–
241	1123-AE-GSM(USM)-05	Pavement	-25	-2.9	–
242	1123-AE-GSM(USM)-07	Pavement	-25	-3.5	–
243	1123-AE-GSM(USM)-44-A	Pavement	-25	-6.2	–
244	1123-AE-GSM(USM)-59	Pavement	-25	-3.2	–
245	1123-AE-GSM(GP)-18	Pavement	-25	-9.9	–
246	1123-AE-GSM(GP)-100	Pavement	-25	-1.6	–
247	1123-Z1-GSM-03	Pavement	-25	-19.9	–
248	1123-Z1-GSM-04	Pavement	-25	-3.5	–
249	1123-Z1-GSM-07	Pavement	-25	-11.2	–
250	1123-Z1-GSM-08-A	Pavement	-25	+1.5	–
251	1123-Z1-GSM-14	Pavement	-25	-2.9	–
252	1123-Z1-GSM-17-A	Pavement	-25	0.0	–
253	1123-Z1-GSM-19-A	Pavement	-25	-17.2	–
254	1123-Z1-GSM-30-A	Pavement	-25	-3.8	–
255	1123-Z1-GSM-34	Pavement	-25	-6.4	–
256	1123-Z1-GSM-35	Pavement	-25	-8.3	–
257	1123-Z1-GSM-36-A	Pavement	-25	-8.5	–
258	1123-Z1-GSM-42-B	Pavement	-25	0.0	–
259	1123-Z1-GSM-44-A	Pavement	-25	-3.2	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
260	1123-Z1-GSM-47	Pavement	-25	-0.1	–
261	1123-Z1-GSM-48	Pavement	-25	-0.7	–
262	1123-Z1-GSM-49	Pavement	-25	-3.1	–
263	1123-Z1-GSM-50	Pavement	-25	-3.5	–
264	1123-Z1-GSM-51-A	Pavement	-25	-5.3	–
265	1123-Z1-GSM-52-A	Pavement	-25	-7.0	–
266	1123-Z1-GSM-53	Pavement	-25	-0.4	–
267	1123-Z1-GSM-54	Pavement	-25	-4.0	–
268	1123-Z1-GSM-63-B	Pavement	-25	-6.2	–
269	1123-Z1-GSM-68	Pavement	-25	-2.5	–
270	1123-Z1-GSM-69	Pavement	-25	+0.9	–
271	1123-Z1-GSM-70-A	Pavement	-25	-9.0	–
272	1123-Z1-GSM-73	Pavement	-25	-12.9	–
273	1123-Z1-GSM-74	Pavement	-25	-15.7	–
274	1123-Z1-GSM-75	Pavement	-25	-0.2	–
275	1123-Z1-GSM-76	Pavement	-25	-1.4	–
276	1123-Z1-GSM-77	Pavement	-25	-1.3	–
277	1123-Z1-GSM-78-A	Pavement	-25	-4.8	–
278	1123-Z1-GSM-79	Pavement	-25	0.0	–
279	1123-Z1-GSM-80	Pavement	-25	-0.7	–
280	1123-Z1-GSM-81	Pavement	-25	-1.5	–
281	1123-Z1-GSM-82	Pavement	-25	-1.2	–
282	1123-Z1-GSM-83	Pavement	-25	-1.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
283	1123-Z1-GSM(CM)-02	Pavement	-25	-3.6	–
284	1123-Z1-GSM(CM)-06	Pavement	-25	-3.3	–
285	1123-Z2-GSM-03	Pavement	-25	-4.6	–
286	1123-Z2-GSM-09	Pavement	-25	-4.1	–
287	1123-Z2-GSM-10	Pavement	-25	-4.1	–
288	1123-Z3-GSM-04	Pavement	-25	+1.9	–
289	1123-Z3-GSM-07	Pavement	-25	-2.0	–
290	1123-Z3-GSM-08	Pavement	-25	-2.0	–
291	1123-Z3-GSM-09	Pavement	-25	-2.0	–
292	1123-Z3-GSM-12-A	Pavement	-25	-14.5	–
293	1123-Z3-GSM-13	Pavement	-25	-8.4	–
294	1123-Z3-GSM-14	Pavement	-25	-5.7	–
295	1123-Z3-GSM-15	Pavement	-25	-5.9	–
296	1123-Z3-GSM-16	Pavement	-25	-1.0	–
297	1123-Z4-GSM-12	Pavement	-25	-8.0	–
298	1123-Z4-GSM-13	Pavement	-25	-6.3	–
299	1123-Z4-GSM-14-A	Pavement	-25	-3.2	–
300	1123-Z4-GSM-15	Pavement	-25	-0.3	–
301	1123-Z4-GSM-16	Pavement	-25	+0.1	–
302	1123-Z4-GSM-17	Pavement	-25	-7.3	–
303	1123-Z4-GSM-18	Pavement	-25	+0.1	–
304	1123-Z4-GSM-19	Pavement	-25	-0.1	–
305	1123-Z4-GSM-20	Pavement	-25	-2.5	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
306	1123-Z4-GSM-21	Pavement	-25	-2.6	–
307	1123-Z4-GSM-22	Pavement	-25	-3.3	–
308	1123-Z4-GSM-23	Pavement	-25	-1.3	–
309	1123-Z4-GSM-24	Pavement	-25	-3.0	–
310	1123-Z4-GSM-25	Pavement	-25	-1.3	–
311	1123-Z4-GSM-26	Pavement	-25	-3.3	–
312	1123-Z4-GSM(USM)-08-A	Pavement	-25	-14.3	–
313	1123-Z4-GSM(USM)-09-A	Pavement	-25	-12.0	–
314	1123-Z4-GSM(USM)-11-A	Pavement	-25	-14.0	–
315	1123-Z4-GSM(USM)-12	Pavement	-25	+0.1	–
316	1123-Z4-GSM(USM)-29	Pavement	-25	-8.9	–
317	1123-Z4-GSM(CM)-25	Pavement	-25	-13.4	–
318	1123-Z4-GSM(CM)-27	Pavement	-25	-17.1	–
319	1123-AB-USFV(FW)-12	Water Main	-25	+0.8	–
320	1123-AB-USFV(FW)-13	Water Main	-25	-0.3	–
321	1123-AC-USM(GP)-17-B	Gas Main	-25	-21.6	–
322	1123-AE-USM(CM)-07-A	Cooling Main	-25	-14.8	–
323	1123-AE-USM(CM)-28-A	Cooling Main	-25	-19.6	–
324	1123-AE-USM(CM)-36	Cooling Main	-25	-14.0	–
325	1123-AE-USFV(FW)-01-A	Water Main	-25	-14.1	–
326	1123-AE-USFV(FW)-03-A	Water Main	-25	-4.0	–
327	1123-AE-USM(SAW)-21	Water Main	-25	-4.9	–
328	1123-Z1-USM(FW)-07	Water Main	-25	-16.7	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
329	1123-Z1-USM(FW)-21-B	Water Main	-25	-2.9	–
330	1123-Z1-USM(SW)-08-A	Water Main	-25	-10.9	–
331	1123-Z4-USM(GP)-31	Gas Main	-25	-3.9	–
332	1123-Z4-USM(GP)-37	Gas Main	-25	-13.0	–
333	1123-Z4-USM(CM)-43	Cooling Main	-25	-9.3	–
334	1123-Z4-USM(CM)-44	Cooling Main	-25	-12.3	–
335	1123-Z4-USM(CM)-45	Cooling Main	-25	-3.9	–
19. Tunnels between Exhibition Centre Station West and Admiralty Station (Readings as of June 2018) * Buildings belonging to the same complex					
1	FPP-GSM-304	Pavement	-74	-84.1	Located on Convention Avenue. No sign of distress. The settled area will be repaved.
2	FPP-BSM-012A	Highway Structure	-5	-5.3	Located on Convention Avenue. Belongs to the same highway structure. No signs of distress and condition survey completed, structure is in good condition.
3	FPP-BSM-015		-5	-5.4	
4	FPP-BSM-017		-5	-5.8	
5	FPP-UMP-020	Water Main	-64	-70.2	Located on Convention Avenue. Water leakage test conducted and angular distortion within allowable level.
6	WCSP-BSM-007	Building*	-30	-35.1	Located on Fenwick Pier Street. Settlement caused by a combined effect of Tunnelling works and nearby 3rd party construction works. Tunnelling works beneath Building Complex was completed in October 2017. Tilting within allowable levels. Building Impact Assessment completed.
7	WCSP-BSM-009		-35	-42.8	
8	WCSP-BSM-010		-40	-52.5	
9	WCSP-BSM-030		-35	-35.2	
10	WCSP-BSM-005	Building*	-10	-10.2	
11	WCSP-BSM-011		-35	-39.4	

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
12	WCSP-BSM-023	Building*	-10	-11.0	Located on Fenwick Pier Street. Settlement caused by a combined effect of Tunnelling works and nearby 3rd party construction works. Tunnelling works beneath Building Complex was completed in October 2017. Tilting within allowable levels. Building Impact Assessment completed.
13	WCSP-BSM-024		-10	-11.1	
14	WCSP-BSM-027		-10	-12.3	
15	WCSP-BSM-033		-10	-12.8	
16	WCSP-BSM-035		-5	-6.1	
17	WCSP-BSM-013	Building*	-40	-45.9	
18	WCSP-BSM-017		-40	-51.9	
19	WCSP-BSM-016		-40	-52.0	
20	WCSP-GSM-004-2	Pavement	-40	-48.3	Located on Fenwick Pier Street. No sign of distress. The settled area has been repaved.
21	WCSP-GSM-019-2	Ground	-40	-44.2	Located on Fenwick Pier Street. No sign of distress. The settled area has been repaved.
22	WCSP-GSM-024-2	Pavement	-40	-55.0	Located on Fenwick Pier Street. No sign of distress. The settled area has been repaved.
23	WCSP-GSM-029-2	Pavement	-40	-45.8	Located on Fenwick Pier Street. No sign of distress. The settled area has been repaved.
24	WCSP-GSM-050	Pavement	-40	-51.0	Located on Fenwick Pier Street. No sign of distress. The settled area has been repaved.
25	FPP-BSM-022	Building	-10	-5.1	–
26	FPP-BSM-023	Building	-10	-3.9	–
27	FPP-BSM-024	Building	-10	-2.1	–
28	FPP-BSM-025	Building	-10	-0.5	–
29	FPP-GSM-015	Ground	-74	-29.8	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
30	FPP-GSM-017A	Ground	-74	+2.5	–
31	FPP-GSM-025A	Ground	-74	+1.9	–
32	FPP-GSM-028B	Ground	-74	-16.4	–
33	FPP-GSM-031A	Ground	-74	-37.6	–
34	FPP-GSM-032	Pavement	-74	-68.9	–
35	FPP-GSM-038A	Ground	-74	-33.4	–
36	FPP-GSM-039	Pavement	-74	-45.4	–
37	FPP-GSM-041	Ground	-74	+3.2	–
38	FPP-GSM-051A	Ground	-74	-9.2	–
39	FPP-GSM-054A	Ground	-74	-2.0	–
40	FPP-GSM-301	Ground	-74	-18.2	–
41	FPP-GSM-302	Pavement	-74	-44.5	–
42	FPP-GSM-303	Pavement	-74	-73.9	–
43	FPP-GSM-306	Ground	-74	-45.4	–
44	FPP-GSM-307	Ground	-74	-64.4	–
45	FPP-GSM-308B	Ground	-74	-73.2	–
46	FPP-GSM-309A	Ground	-74	-41.9	–
47	FPP-GSM-310A	Ground	-74	-29.9	–
48	FPP-BSM-014	Highway Structure	-5	-4.0	–
49	FPP-BSM-016	Highway Structure	-5	-4.5	–
50	FPP-UMP-012	Water Main	-64	-53.8	–
51	FPP-UMP-014	Water Main	-64	-63.6	–
52	FPP-UMP-018	Water Main	-64	-53.1	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
53	WCSP-BSM-006	Building*	-25	-17.0	–
54	WCSP-BSM-008		-25	-22.6	–
55	WCSP-BSM-025		-25	-24.6	–
56	WCSP-BSM-026		-10	-9.0	–
57	WCSP-BSM-004	Building*	-10	-7.5	–
58	WCSP-BSM-028		-15	-13.0	–
59	WCSP-BSM-029		-15	-11.9	–
60	WCSP-BSM-034		-5	-4.2	–
61	WCSP-GSM-001-2	Pavement	-40	-22.2	–
62	WCSP-GSM-002-2	Ground	-40	-32.4	–
63	WCSP-GSM-003-2	Pavement	-40	-37.9	–
64	WCSP-GSM-017-2	Ground	-40	-17.3	–
65	WCSP-GSM-018-2	Ground	-40	-36.9	–
66	WCSP-GSM-020-2	Ground	-40	-14.0	–
67	WCSP-GSM-021-2	Pavement	-40	-10.3	–
68	WCSP-GSM-022-2	Pavement	-40	-8.5	–
69	WCSP-GSM-023-2	Ground	-40	-9.0	–
70	WCSP-GSM-025-2	Ground	-40	-7.9	–
71	WCSP-GSM-026-2	Pavement	-40	-9.3	–
72	WCSP-GSM-027-2	Ground	-40	-10.3	–
73	WCSP-GSM-028-2	Ground	-40	-17.5	–
74	WCSP-GSM-030-2	Ground	-40	-39.5	–
75	WCSP-GSM-031-2	Pavement	-40	-18.6	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
76	WCSP-GSM-032-2	Ground	-40	-10.0	–
20. Foundation Works at Fenwick Pier Street (Readings as of June 2018)					
1	FPP-GSM-002	Ground	-25	+1.3	–
2	FPP-GSM-004	Ground	-25	+1.2	–
3	FPP-GSM-042	Pavement	-25	-0.5	–
4	FPP-GSM-044	Pavement	-25	+1.4	–
5	FPP-GSM-046	Pavement	-25	+2.8	–
6	FPP-GSM-055	Ground	-25	-0.1	–
7	W14-GSM-037	Ground	-25	-0.9	–
8	W14-GSM-038	Ground	-25	-0.9	–
9	W14-GSM-039	Ground	-25	-1.6	–
10	W14-GSM-040	Ground	-25	-2.4	–
11	W14-GSM-041	Pavement	-25	-1.4	–
12	W14-GSM-042	Pavement	-25	-2.6	–
13	W14-GSM-043	Pavement	-25	-2.6	–
14	W14-GSM-044	Pavement	-25	+0.7	–
15	W14-GSM-045	Pavement	-25	-2.9	–
16	WCSP-GSM-016	Ground	-25	-0.1	–
17	WCSP-GSM-029	Pavement	-25	-1.3	–
18	WCSP-GSM-030	Pavement	-25	-1.1	–
19	FPP-BSM-001	MTR Structure	-10	+1.3	–
20	FPP-BSM-002	MTR Structure	-10	+1.8	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
21	FPP-BSM-003	MTR Structure	-10	+2.5	–
22	FPP-BSM-004	MTR Structure	-10	+1.8	–
23	WCSP-BSM-009	Building	-25	-0.7	–
24	WCSP-BSM-010	Building	-25	-0.3	–
25	WCSP-BSM-030	Building	-25	-2.6	–
26	WCSP-BSM-005	Building	-25	-1.5	–
27	WCSP-BSM-011	Building	-25	-1.0	–
28	WCSP-BSM-023	Building	-25	-0.9	–
29	WCSP-BSM-024	Building	-25	-1.3	–
30	WCSP-BSM-027	Building	-25	-1.8	–
31	WCSP-BSM-033	Building	-25	-1.7	–
32	WCSP-BSM-035	Building	-25	-1.8	–
33	WCSP-BSM-013	Building	-25	-0.4	–
34	WCSP-BSM-016	Building	-25	-1.1	–
35	WCSP-BSM-017	Building	-25	-1.4	–
36	WCSP-BSM-028	Building	-25	-1.8	–
37	WCSP-BSM-029	Building	-25	-1.5	–
38	WCSP-BSM-031	Building	-25	-0.8	–
39	WCSP-BSM-032	Building	-25	-1.0	–
40	WCSP-BSM-034	Building	-25	-2.4	–
41	W14-UMP-028	Water Main	-25	-2.2	–
42	W14-UMP-029	Water Main	-25	-0.6	–
43	W14-UMP-050	Water Main	-25	-0.8	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
44	W14-UMP-051	Water Main	-25	-1.0	–
45	W14-UMP-052	Water Main	-25	-0.8	–
46	W14-UMP-053	Water Main	-25	-1.3	–
47	W14-UMP-055	Water Main	-25	-1.9	–
48	W14-UMP-057	Water Main	-25	-2.3	–
49	W14-UMP-058	Water Main	-25	-3.1	–
50	W14-UMP-059	Water Main	-25	-3.0	–
51	W14-UMP-060	Water Main	-25	-1.8	–
52	WCSP-UMP-008	Box Culvert	-25	-1.5	–
53	WCSP-UMP-010	Box Culvert	-25	-1.2	–
54	WCSP-UMP-012	Box Culvert	-25	-1.4	–
55	WCSP-UMP-013	Box Culvert	-25	-1.2	–
56	WCSP-UMP-014	Box Culvert	-25	0.0	–
57	WCSP-UMP-015	Box Culvert	-25	+0.1	–
58	WCSP-UMP-049	Gas Main	-25	-1.0	–
59	WCSP-UMP-050	Water Main	-25	-0.7	–
60	WCSP-UMP-051	Box Culvert	-25	-1.4	–
61	WCSP-UMP-052	Box Culvert	-25	-0.7	–
62	WCSP-UMP-053	Box Culvert	-25	-1.6	–
63	WCSP-UMP-054	Box Culvert	-25	-0.4	–
64	W14-GSM-TP01	Ground	-25	-0.4	–
65	W14-GSM-TP02	Ground	-25	-3.2	–
66	W14-GSM-TP03	Ground	-25	-1.1	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
67	W14-GSM-TP04	Ground	-25	-2.0	–
68	W14-BSM-009	MTR Structure	-10	-0.4	–
69	W14-BSM-010	MTR Structure	-10	-0.3	–
70	W14-BSM-011	MTR Structure	-10	-0.1	–
71	W14-BSM-012	MTR Structure	-10	+0.2	–
72	W14-BSM-013	MTR Structure	-10	+0.3	–
73	W14-BSM-014	MTR Structure	-10	+0.1	–
74	W14-BSM-015	MTR Structure	-10	+0.1	–
75	W14-BSM-016	MTR Structure	-10	+0.2	–
76	W14-BSM-017	MTR Structure	-10	+1.5	–
77	W14-BSM-018	MTR Structure	-10	+1.4	–
78	W14-BSM-019	MTR Structure	-10	+1.1	–
79	W14-BSM-020	MTR Structure	-10	+0.5	–
80	W14-BSM-021	MTR Structure	-10	+0.4	–
81	W14-BSM-022	MTR Structure	-10	+0.3	–
82	W14-BSM-023	MTR Structure	-10	+0.5	–
21. Admiralty Station and Overrun Tunnels (Readings as of December 2017)					
1	SCL-GS01	Ground	-25	0.0	–
2	SCL-GS02	Ground	-25	0.0	–
3	SCL-GS04	Ground	-25	0.0	–
4	SCL-GS05	Ground	-25	-1.0	–
5	SCL-GS07	Ground	-25	-1.0	–

	Settlement Monitoring Point	Structure Type	Trigger Value (mm)	Latest Settlement Readings (mm)	Remarks
6	SCL-GS08	Ground	-25	+1.0	–
7	SCL-GS09	Ground	-25	0.0	–
8	SCL-GS10	Ground	-25	+1.0	–