

交通事務委員會

鐵路事宜小組委員會

在 2019 年 2 月 1 日會議上
就議程項目 IV "沙田至中環線工程的最新進展"
通過的議案

鑒於沙中綫紅磡站擴建工程月台層板及連續牆懷疑造假事件，近日再揭發南、北連接隧道及列車停放處三處有擅改設計問題，北面隧道更有四成施工紀錄缺失，政府隨後決定把獨立調查委員會的調查範圍，擴大至該三處。由於事件同樣涉及承建商禮頓，為全面查明真相，本委員會要求政府，應考慮採用警方直接扭出鋼筋檢查實際長度的方法，並考慮進一步擴大調查範圍，至整條沙中綫內，所有涉及禮頓的工程，調查是否出現施工質量問題，以確保沙中綫全綫工程符合安全標準，保障乘客安全。

動議人： 范國威議員

(Translation)

Panel on Transport

Subcommittee on Matters Relating to Railways

Motion passed under agenda item IV on "Progress update of the construction of the Shatin to Central Link" at the meeting on 1 February 2019

In view of the alleged falsification concerning the construction of the platform slabs and diaphragm walls of the Hung Hom Station Extension under the Shatin to Central Link ("SCL") project, together with the recent revelations that unauthorized changes were made to the design of three locations, namely the South Approach Tunnel, the North Approach Tunnel ("NAT") and the Hung Hom Stabling Sidings, and that 40% of construction records for NAT was even found missing, the Government has decided to expand the scope of investigation of the independent Commission of Inquiry to cover the three locations concerned. Since the same contractor, Leighton Contractors (Asia) Limited ("Leighton"), is involved in the

incident, in order to fully pursue the truth of the matter, this Subcommittee requests the Government to consider adopting the method of directly screwing out the embedded steel bars by the Police for verification of their actual length, and to consider further expanding the scope of investigation to cover all the construction works of the entire SCL where Leighton is involved, so as to investigate if there are any other workmanship issues, with a view to ensuring compliance with the safety standards of the construction works of the entire SCL and safeguarding passenger safety.

Moved by: Hon Gary FAN Kwok-wai