

政府總部
運輸及房屋局
運輸科
香港添馬添美道 2 號
政府總部東翼



**Transport and
Housing Bureau**
Government Secretariat
Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

Our Ref.: THB(T) CR 10/1016/99
Your Ref.:CB4/PS/1/16

Tel. no.: 3509 8188
Fax no.: 2868 5261

Council Business Division
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn.: Ms Jacqueline LAW)
(Fax no.: 2840 0716)

29 January 2019

Dear Ms LAW,

**Request for further information on the incident related to
the amendments of construction design under Shatin to Central Link Project**

We refer to the letter from the Council Business Division of the Legislative Council Secretariat to this Bureau dated 12 September 2018 conveying a request by Hon Jeremy TAM, Hon KWOK Ka-ki, Hon Tanya CHAN and Hon Alvin YEUNG for the data of settlement monitoring points at To Kwa Wan Station of the Shatin to Central Link (“SCL”) Project.

The Subcommittee on Matters Relating to Railways (“RSC”) held a special meeting on 31 August 2018 to discuss the settlement issues of the SCL

Project. A paper (No. CB(4)1504/17-18(04)) submitted by the MTR Corporation Limited (“MTRCL”) for the said meeting already provided relevant data of settlement monitoring points along the SCL (including To Kwa Wan Station). The Government promulgated on 28 September 2018 the mechanism to monitor and make announcements on the impact of the SCL Project on nearby structures and public utilities. After that, a discussion paper (No. CB(4)268/18-19(06)) submitted by us for the RSC meeting on 7 December 2018 also provided the most recent data of settlement monitoring points at To Kwa Wan Station when the pre-set trigger levels had been reached or exceeded, and when the pre-set trigger levels for temporary suspension of works had been updated. Currently, the cumulative settlement of the affected facilities near To Kwa Wan Station, including buildings, public facilities and roads, does not exceed the pre-set or updated trigger levels. The MTRCL will continue to monitor at these monitoring points.

Our reply to the questions raised in the letter is as follows:

- (1) During the period of excavation at To Kwa Wan Station, the MTRCL proposed to revise the design of the temporary lateral support at To Kwa Wan Station to ease the site constraints arising from the narrow space inside the station. The revised proposal included a reduction of the number of temporary lateral steel struts at certain locations of the station from 7 layers to 6 layers and the strengthening of the steel members at the corresponding locations to maintain similar lateral support. After conducting detailed design and structural analysis, the MTRCL confirmed that the revised design would not affect the safety of nearby buildings and construction safety, and the tilting of the buildings would not exceed the level specified in the “Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers” (“Practice Notes”) issued by the Buildings Department (“BD”). After reviewing the proposal and

considering the comments of the departments concerned, the Highways Department (“HyD”) agreed the revised design of temporary lateral support at certain locations in July 2016.

According to the MTRCL’s records, the settlement of some monitoring points exceeded the pre-set trigger levels during the construction period of To Kwa Wan Station. To ensure public safety, the MTRCL had taken relevant measures, including setting up more monitoring points, arranging the inspection of the affected buildings by Registered Structural Engineers, and carrying out grouting works near buildings for strengthening the underground stratum. Based on the information obtained during excavation, the MTRCL proposed to update the trigger levels and consulted the HyD on the proposal. Having reviewed the proposal and taken into account the advice of relevant departments, e.g. the expert geotechnical advice from the Geotechnical Engineering Office of the Civil Engineering and Development Department, the HyD agreed to update the trigger levels under a three-tier activation mechanism. For buildings near To Kwa Wan Station with settlement record reaching the third level, the measured tilting was less than the maximum level specified in the Practice Notes issued by the BD. The MTRCL would confirm the structural safety and stability of the buildings in the review after completion of the station structure.

- (2) Under the SCL project, a total of two applications for reducing the number of layers of lateral supporting I-beams were received. Apart from To Kwa Wan Station, the HyD had received MTRCL’s application for reducing the number of layers of temporary lateral steel struts to be installed at Western Approach Tunnel of Exhibition Centre Station from 9 layers to 8 layers. The application process was similar to that of To Kwa Wan Station. After reviewing the proposal and considering the comments of the departments

concerned, the HyD agreed to the revised design of temporary lateral support at that location in June 2018.

The safety and quality of railway projects are always the prime consideration of the Government. Under all circumstances, we shall take the safety of the public, construction personnel on sites as well as public facilities in the vicinity as our top priority. The HyD and the BD shall closely monitor the conditions of structures and underground utilities in the vicinity of the works to ensure that the works are being carried out in a safe manner.

Yours sincerely,

(KAM Ka-yuen)

for Secretary for Transport and Housing

c.c.:

Highways Department (Attn.: Mr Jonathan LEUNG) (Fax no.: 2187 2971)

MTR Corporation Limited (Attn.: Ms Prudence CHAN) (Fax no.: 2795 9991)