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路政署

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劉素儀女士

劉女士：

**調查廣深港高速鐵路香港段建造工程延誤的
背景及原委專責委員會(「專責委員會」)
要求提供資料**

感謝 貴處於2015年5月4日的信函。我現回覆如下。

- (a) 根據路政署署長劉家強先生在2015年3月24日公開研訊中所作證供，就廣深港高速鐵路(下稱"高鐵")香港段項目而言，如監察和核證顧問(下稱"監核顧問")對於施工進度或追回進度措施的成效提出質疑，路政署會向香港鐵路有限公司(下稱"港鐵公司")反映監核顧問的質疑，並要求港鐵公司作出回應。如港鐵公司的回應未能令監核顧問滿意，路政署會把監核顧問提出質疑的相關事項記錄在"關注表"內。請提供該等相關事項的細節及該份"關注表"副本。

我們相信 貴處在信函中所提及的「關注表」是指我們的「議題表」。監核顧問每月從進行檢視各類相關文件、巡視工地及審計的相關監察和核證工作過程中所察覺的關注事項，會記錄在「議題表」上，而路政署在檢閱監核顧問提交的「議題表」後，會轉交給港鐵公司作回應。路政署及監核顧問透過多重監察機制及與港鐵公司的定期會議檢閱港鐵公司的回覆及跟進有關事項，直至港鐵公司提供完滿答覆為止。通過上述安排，政府在一些主要及重大的議題上包括工程進度、技術、安全及質量等事宜能適時與港鐵公司溝通並採取所需的跟進工作。

由於「議題表」的部分內容包含商業敏感資料，透露有關資料或會影響政府與承建商談判/解決申索時處於不利位置，在保障公眾利益、包括配合專責委員會的工作和保留政府在日後申索中的權利之間取得平衡，我們現提供從「議題表」上抽出部分監核顧問提出的意見及港鐵公司的回覆供委員參考(於附件一)(只供英文版)。



ISO 9001:2008
Certificate No.: CC 1661



ISO 14001:2004
Certificate No.: CC 2834

- (b) 就項目監管委員會在2010年1月至2014年4月期間舉行的44次會議，列出運輸及房屋局未有代表出席的會議的日期。

由2010年1月至2014年4月期間舉行的44次項目監管委員會的會議中，運輸及房屋局的代表未有出席分別在2010年11月26日及2014年4月2日舉行的第9次及第44次的會議。

- (c) 在高鐵香港段項目所有地盤展開土木工程之前，路政署曾否審慎檢視承建商進行的地盤勘測的質素。如有，提供有關檢視的詳情；如否，解釋原因為何。

路政署委任監核顧問為高鐵工程在設計及地盤勘測階段時進行監察和核證工作。根據顧問的工作範圍摘要，監核顧問需要評估完成的地盤勘測及岩土報告。該顧問工作由2009年6月展開，監核顧問已檢視由港鐵公司提交的相關岩土工程報告及岩土基線報告。

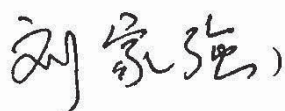
由於監核顧問提出的意見及港鐵公司的回覆可能包含商業敏感資料，透露有關資料或會影響政府與承建商談判/解決申索時處於不利位置，在保障公眾利益、包括配合專責委員會的工作和保留政府在日後申索中的權利之間取得平衡，我們現提供監核顧問就檢視岩土報告所提出的意見的覆蓋信函供委員參考(於附件二)(只供英文版)。

按港鐵公司2014年7月發表的獨立董事委員會就高鐵香港段調查之第一份報告第4.11段，獨立董事委員會知悉西九龍總站北一帶根據地盤勘測工程需挖掘的基岩數量。預期挖掘工程在技術上不會特別困難，但挖掘該數量的基岩仍然需時。

最後，我們想藉此機會更正一項排字上的錯誤，涉及本人於2015年4月10日給 貴處的信函中，關於路政署人員開支的資料如下：

該信函第3段第1句應改為“按2014/15年度水平的薪級中點計算，該專責小組涉及的年度開支約為1千100萬元至1千130萬元。”

路政署署長

(劉家強 )

2015年6月9日

副本傳真

運輸及房屋局首席助理秘書長(運輸)3 王明慧 女士
(傳真號碼: 2136 8016)

Annex 1

Sample of issues extracted from the Issue List

Contract	Observations by JCL	Response by MTRCL
824	Injection pressures of over 65 bars are proposed for pre excavation grouting, with Stop criteria set at 65 bars for 5 minutes and / or 3500 litres of grout per 20m long hole. The Specification Clause 3.23.7 limits the maximum grouting pressure for probeholes, to 20 bars. Benefits are claimed from the use of high pressure grouting, which may well be true over the majority of these tunnels, however this may not be the case in the specific vicinities of the Ngau Tam Mei shaft and the WSD Aqueduct Tunnel. This has not been addressed in this Method Statement.	The strategy report provides an overview of the grouting design and methods. More detailed method statements with regards to different sections of the works are/will be prepared. In particular there will be a separate method statement for the work in the vicinity of the WSD Aqueduct tunnel which will specify the stop criteria. The pressures in the area of the WSD aqueduct will be limited to the minimum. The grouting will commence at a lower pressure and only increased if required.
810A	Sections 3 and 4 - Serviceability: In addition to the structural capacity of the supporting elements to the traffic deck (that the report has covered), the serviceability of the deck should also be reviewed. The concern is the apparent localized movement and therefore its implications on the longitudinal alignment of the deck.	The recent daily monitoring records show that there is no significant longitudinal movement of the king posts supporting the deck.
810B	Does the proposed methodology for the construction of the seawater intake and outfall structures and modifications to the sea wall take account of the difference between the seawater level variations and the drawn down water table behind the sea wall? Are groundwater conditions being monitored at this location? What arrangements are proposed to protect the integrity of the sea wall either side of the intake and outfall during the temporary condition?	The envisaged excavation and lateral support system (ELS) has taken into account the difference between the seawater level variations and the drawn down water table behind the seawall. Standpipes and piezometers are in place in the SWIC Main Area to monitor groundwater conditions. More groundwater monitoring points will be installed around the intake / outfall culvert areas and behind the existing seawalls when the relevant site works commence. The details on the protection measures is not available at present as the construction method for the modification of existing seawall is being developed.
810A	Impact assessment: The review seemed to have focused only on the structural capacity (bending moment) of the diaphragm wall. In addition, the contractor should also review the impact of the diaphragm wall works on existing structures and facilities.	The impact of the diaphragm works on existing structures and facilities have been reviewed by the Contractor and will be updated.

List of Abbreviations:

JCL	Jacobs China Limited
MTRCL	MTR Corporation Limited
WSD	Water Supplies Department
SWIC	Sea Water Intake Culvert

Annex 2

JACOBS™

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12 January 2010

By E-mail and By Post

Highways Department
Railway Development Office
1/F, Homantin Government Offices
88 Chung Hau Street
Homantin
Kowloon

Our Ref: G3152/213/0268

For the attention of Mr. C T Chan

Dear Sirs,

**Agreement No. CE 6/2009 (HY)
XRL - Monitoring and Verification for Design and Site Investigation Phase
Review on Consultancy Agreement No. C801 Civil and Structural Scheme Design
Further review on Geotechnical Engineering Report (Deliverable No. 2.4A)**

We refer to our letter dated 1 December 2009 with our reference no. G3152/213/0199, we are pleased to submit our further review report no. G/3152/213/069 review on Consultancy Agreement No. C801 Civil and Structural Scheme Design Report Geotechnical Engineering Report (Deliverable No. 2.4A) for WKT for your reference. Please note that the MTRCL transmittal number for the report reviewed is quoted in our review report for your ease of reference.

According to our review, we have a number of additional observations made on the review and 3 of them are considered critical which need MTRCL earlier attention. The observations are marked as "Critical" in the remarks column. Therefore, we would recommend to send these observations to MTRCL for their consideration.

Please also note that this letter will supersede our letter dated 11 January 2009 with reference no. G3152/213/0261.

Should you have any queries regarding the submission, please do not hesitate to contact the undersigned.

Yours faithfully
For and on behalf of Jacobs China Limited


William Ng
Project Manager

WN/LSL/LCC/VS/vs

enc

Jacobs China Limited
嘉科工程顧問有限公司

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12/01/2010