

立法會 *Legislative Council*

LC Paper No. CB(4)529/18-19(06)

Ref. : CB4/PL/TP

Panel on Transport Meeting on 15 February 2019

Information note on Delayed submission of the Request for Inspection and Survey Checking forms by the contractor of the Hong Kong Link Road of the Hong Kong-Zhuhai-Macao Bridge

Background

The Hong Kong-Zhuhai-Macao Bridge ("HZMB") is the first cross-boundary land link connecting Hong Kong, Zhuhai and Macao. The entire HZMB project includes the Main Bridge (29.6 km long) in Mainland waters and the respective link roads and ports in Hong Kong, Zhuhai and Macao. The Main Bridge and the ports of the three places open 24 hours daily. HZMB was commissioned on 24 October 2018.

2. The 12-km long Hong Kong Link Road ("HKLR") starts from the boundary between Hong Kong and Guangdong and runs eastward to the Hong Kong Port located to the east of the Hong Kong International Airport, linking the Main Bridge with the Hong Kong Port. The HKLR and the Main Bridge are directly connected expressways. Layout plan of HKLR is in **Appendix I**.

3. According to the information provided on the website of the Highways Department ("HyD"), construction works for HKLR were undertaken under contract numbers HY/2011/03 and HY/2011/09 at the estimated project cost of HK\$8.88 billion and \$14.1 billion respective.¹

Delayed submission of "Request for Inspection and Survey Checking Forms" of Hong Kong Link Road

4. From 10 February 2019 onwards, there was wide media coverage

¹ Details of the construction works of HKLR can be found at the website of the Highways Department:
https://www.hyd.gov.hk/en/road_and_railway/hzmb_projects/6787th/index.html.

regarding the delayed submission of over 10 000 "Request for Inspection and Survey Checking Forms" ("RISC Forms") for the works under contract number HY/2011/03 of HKLR, which accounted for about 28% of this type of forms required to be submitted according to contract requirements.² Media reports related to the matter are attached as **Appendix II**.

5. In response to the incident, HyD issued a press release on 10 February 2019. According to the Administration, the Resident Site Staff ("RSS") of the engineering consultant reported the case to HyD in end July 2018, and HyD had requested RSS to submit the site construction records, which were received in August 2018. HyD said that the matter did not involve quality issues, but that the contractor had not submitted the documents on time according to the procedures was unsatisfactory. The press release issued by HyD is in **Appendix III**.

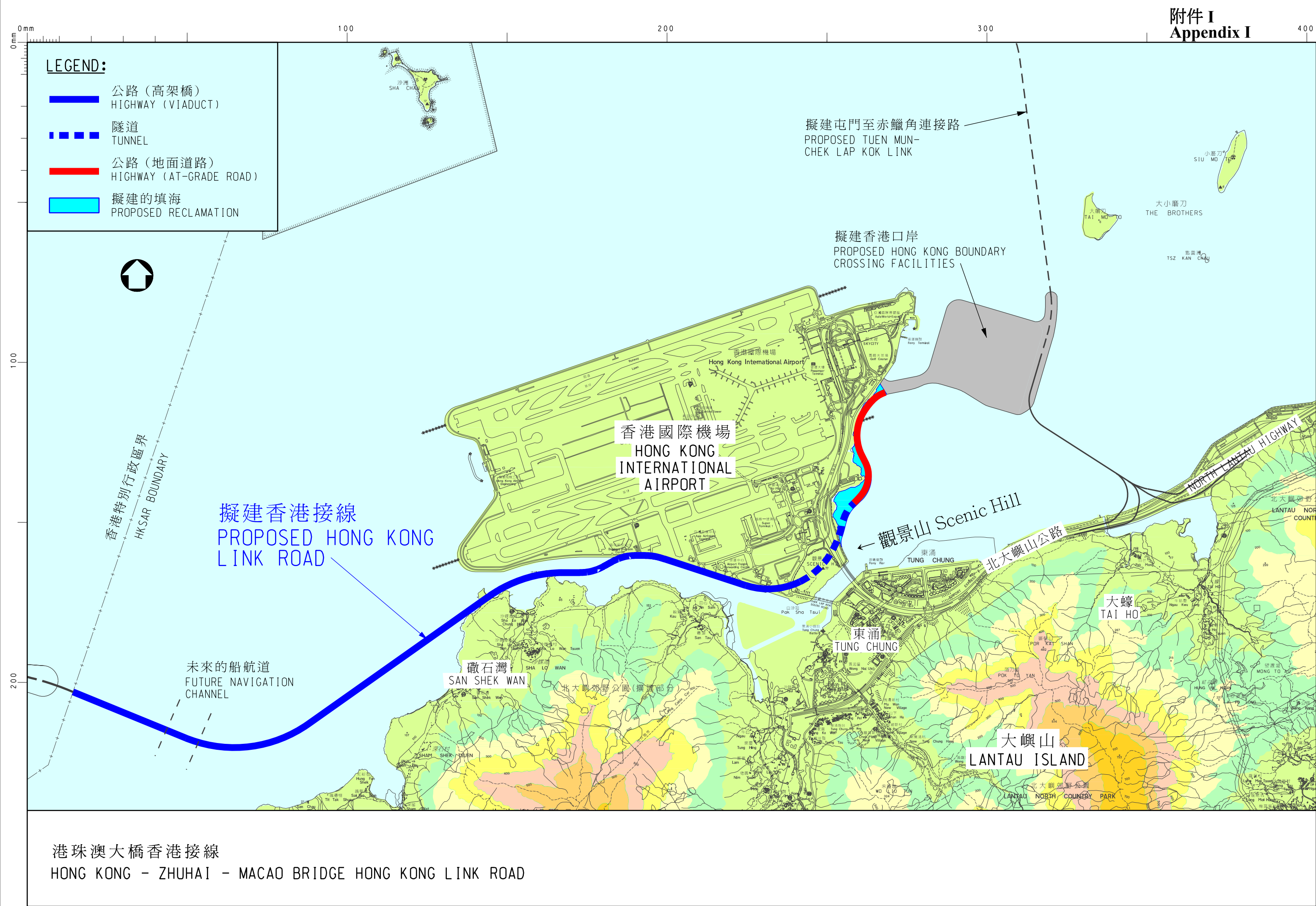
6. According to the press release, HyD had immediately requested the RSS of the engineering consultant to submit the site construction records and received the relevant records in August 2018, and had separately appointed an independent consultant to examine such records. The independent consultant has examined all the records in detail, conducted random checks on the files of the relevant records kept in the computers and met the engineering staff to verify the authenticity of the documents. During the examination by the independent consultant, no forgery of documents had been found. The independent consultant also confirmed that the RSS of the engineering consultant had discharged their site supervisory duties after examining the records, and submitted a report to HyD in October 2018.

7. In this connection, the Chief Executive has also said at a media session on 12 February 2019 that HyD has issued a press release to confirm the safety and the integrity of the construction works of HZMB, and has asked the Secretary for Transport and Housing together with the Director of Highways to thoroughly review the process and to explain in public once they have findings.

8. The Administration will brief the Panel on the matter at the meeting to be held on 15 February 2019.

Council Business Division 4
Legislative Council Secretariat
13 February 2019

² The project involved is the design and construction of the section of HKRL between Scenic Hill and Hong Kong Boundary Crossing Facilities ("HKBCF"), and roadlinks between HKBCF and Hong Kong International Airport. The main contractor is China State Construction Engineering (Hong Kong) Limited and the engineering consultant is Ove. Arup and Partners Hong Kong Limited.



港珠澳大橋香港接線
HONG KONG - ZHUHAI - MACAO BRIDGE HONG KONG LINK ROAD

傳港珠澳大橋失萬五張施工紀錄

【本報訊】繼沙中線紅磡站後，港珠澳大橋也傳出「消失」大量檢查及測量申請表格（RISC Form），數量多達一萬五千張，令人嘩然，更傳顧問公司事後爲了「補鑊」，而提交後補的表格。本報正向路政署查詢事件。

港珠澳大橋亦傳出消失大量的檢查及測量申請表格。

佔整體表格逾20%

消息人士說：「消失的表格佔港珠澳大橋工程逾兩成，有人爲了趕及大橋去年通車，在無檢驗結構的品質安全清況下，填回那些不存在的表格，務求補充回失去的表格，假裝所有工程檢驗完成。」

其中一個例子是承建商於二〇一六年六月廿四日在某位置把鋼筋扎好，準備落石屎，並打電話通知顧問公司駐地盤人員驗收，而非簽發表格，但因時間緊迫，在無顧問公司駐地盤人員驗收鋼筋清況下，承建商翌日便落石屎了。

事隔兩年後，到去年七月十六日，上述情況被發現，有人希望趕及大橋九月通車，便要求承建商和顧問公司一定要後補那些消失的表格，但在二〇一六年負責該位置的工程師已離職。

工程兩年後才簽表格

有人爲了後補表格，疑要求根本不是負責該位置的工程人員簽發表格，確認品質合乎要求。

本報得到的文件顯示，港珠澳大橋顧問公司去年七月去信承建商追收表格表示不滿，並形容事件是嚴重缺失，信件副本呈交路政署。

另一份表格則顯示，工程早在二〇一六年進行，但工程人員去年才簽名。

立法會議員尹兆堅批評路政署嚴重失職，港府好大喜功，爲了趕及大橋通車，吹噓大灣區，而罔顧公眾安全，「港珠澳大橋已經有好多工程問題，而今消失萬五張表格，大橋是否還安全呢？」他又擔心，連串基建醜聞，大大打擊市民對工程界信心。

中建地盤負責人：工序全經顧問公司驗收

港珠澳大橋香港接線觀景山至香港口岸段工程缺失大量RISC 施工紀錄，本報聯絡到總承建商中國建築工程的地盤負責人，他承認「地盤有些少（補簽）不出奇」，但已向有關方面交回所有表格，「（表格）已交回，我看不到有什麼遺漏」。

根據本報獲得工程顧問公司奧雅納去年7 月向總承建商中建發出的信件，工程中缺失大批（considerable number）RISC 表格，本報聯絡到該信件的收件人，亦即總承建商中建的地盤負責人謝先生，他向本報承認有補簽部分RISC 表格，但強調工程的每個工序均有經工程顧問公司奧雅納驗收，「顧問公司有幾百人在地盤……全部都有驗收，睇過晒，有相片，全部有紀錄」。

稱後補表格「其他地盤也有」

被問到既然有驗收，為何當時不簽RISC 表格而要事後補簽，他表示「（既然）都驗收了，RISC Form 只是一個形式的情況下上報」，又指非單一情況，其他地盤也有類似情況，又形容大橋工程較「敏感」。

他又稱，補簽是「完成合約責任」，「補簽全部有證據，我們是找回紀錄，奧雅納有詳細紀錄，我們也有，路政署也有」。被問到事件是否涉及刑事成分，他表示，「我看就完全沒有，我理解不應有任何刑事成分」，至於工程是否安全，他認為「不需要擔心」，又多次着本報向路政署求證。

特首：嚴肅處理大橋表格事件

香港文匯報訊（記者 文森）港珠澳大橋香港接線工程承建商未有按時提交1萬多份檢查及測量申請表格。行政長官林鄭月娥表明，會以嚴肅態度處理事件，並要求運輸及房屋局局長陳帆以公開透明態度，向社會交代。陳帆表示，會在立法會交通事務委員會上詳細交代事件。

已要求運房局向社會交代

林鄭月娥昨日上午出席行政會議前被問及大橋工程記錄未有按時提交時指出，她曾多番強調，必須確保本港的工程安全，亦要確保及維護香港建築界的誠信和名譽，故當港鐵沙中線紅磡站工程出現一連串問題，政府已即時成立一個由前法官領導的獨立調查委員會，最近又擴大了委員會的職權範圍，研究新問題。

因此她指出，當另一個已開通的工程，在監督的過程中出現問題，同樣要以嚴肅的態度來處理。路政署早前已發出新聞公報，清楚表明港珠澳大橋工程的安全沒有問題，至於政府何時發現事件、有沒有人主動跟進等，就要留待運房局局長及路政署署長交代。她已要求陳帆以公開透明的態度，向社會交代事件。

陳帆昨日出席新春酒會後被記者追問有關大橋施工記錄未按時提交的問題時，並未透露政府何時得悉事件，以及回應審核其他大型基建工程時有否出現同樣漏洞。他僅表示，會在立法會交通事務委員會一併詳細交代事件。

大橋表格遲交 政府指示陳帆交代

【本報訊】港珠澳大橋香港接線及港鐵沙中線工程先後爆出大批「檢查及測量申請表格」（RISC表格）未有依時呈交及離奇「消失」醜聞，令人關注大型基建工程監管瀕臨失控的問題。政府昨日強調，大橋安全沒有問題，惟何時發現事件及如何跟進，要留待運輸及房屋局和路政署交代，政府亦已要求運房局局長陳帆以公開、透明態度向社會交代。不過，陳帆昨午出席一個新春酒會後卻未有回應事件，僅指會在立法會交通事務委員會會議上交代。

港珠澳大橋香港接線工程爆出未有按時提交工程表格醜聞。

政府指，過去多次強調本港工程安全，並要維護本港建築業界的誠信及名譽，因此港鐵沙中線紅磡站出現問題後，已即時成立由前法官領導的獨立調查委員會，而發現工程文件遺失問題後，委員會亦擴大職權範圍研究調查，政府強調會嚴肅處理連串事件。

未收齊文件照撥款 議員炮轟

立法會交通事務委員會副主席譚文豪昨在電台節目中批評，連番爆出工程表格不知所終的情況「離譜」，又指政府一向分階段向承建商撥款，質疑把關人員為何在未收齊文件下，繼續分階段付款，關注工程會否有工序根本未完成，或者品質不達標。

工程界立法會議員盧偉國則指，目前只要求承建商在工程完成時交齊所有文件，日後或要考慮收緊分階段批准撥款的條件，但稱絕不接受漏交表格。

另一名議員林卓廷則去信立法會交通事務委員會主席陳恒鑠，要求盡快將港珠澳大橋遲交及後補RISC表格事件，納入會議議程。

Lam reassures public on safety of mega bridge

Monitoring review ordered amid concern at missing inspection papers

Chief Executive Carrie Lam Cheng Yuet-ngor yesterday ordered a review of the monitoring system for the bridge linking Hong Kong to Macau and Zhuhai and gave reassurances of its safety after controversy surfaced over missing inspection papers.

She had instructed relevant officials, including transport minister Frank Chan Fan and Highways Department chief Jimmy Chan Pai-ming, to assess construction checks and determine if there was room for improvement.

Three days ago, China State Construction Engineering (Hong Kong), which was tasked with building a HK\$8.88 billion connecting road to the Hong Kong-Zhuhai-Macau Bridge, was found to have failed to submit more than 10,000 safety documents on time.

It raised questions yesterday over whether the problem was endemic in the industry.

The late papers accounted for 28 per cent of Request for Inspection and Survey Checks (RISC) forms to be handed to Ove Arup & Partners Hong Kong, the engineering consultant on the project.

Some paperwork was provided to the firm only two years after work had been completed.

Similar problems emerged on the city's most expensive rail project, the Sha Tin-Central link. The MTR Corporation revealed that a trove of documents first reported as missing had never been submitted by its main contractor.

Lam said officials were looking into the bridge matter thoroughly, adding: "Once they have some findings, I have asked them to explain in public."

Frank Chan said he would explain the saga further at a Legislative Council transport panel meeting to be held at a later date.

The Highways Department said on Sunday it had employed an independent consultant to look at bridge construction work, but there were no quality issues.

"The department had clearly stated there was no problem with the safety of the project," Lam said, doubling down on reassurances to the public.

"I hope there is no question about the safety of this piece of infrastructure, which is now being patronised by thousands of passengers on a daily basis."

But lawmakers questioned why the contractor was still allowed to continue with the work when it had not submitted the documents on time.

The Civic Party's Jeremy Tam Man-ho said: "Construction work usually involves money paid in phases. Was the payment made even when those RISC forms were not collected?"

"It would be a big loophole if the government said the contract allowed the absence of RISC forms when granting money [for the project]."

Engineering sector lawmaker Lo Wai-kwok said RISC forms were usually submitted by a contractor after inspection for a finished work process.

The MTR scandal deepened recently after it emerged that the main contractor had failed to submit more than 60 per cent of inspection documents for work on Hung Hom station, one of the stops along the HK\$97.1 billion Sha Tin-Central link.

"This missing form episode seems to be an industry issue," MTR Corp non-executive chairman Frederick Ma Si-hang said yesterday.

"But don't get me wrong, I am not excusing the MTR Corp - it too has been in the wrong. But the fact is this has also happened to another construction company, a reputable one."

Additional reporting by Denise Tsang

> Harry's view A10

> lam sets mtr goal C1

Press Releases

HyD responds to media enquiries on Hong Kong-Zhuhai-Macao Bridge
Hong Kong Link Road project

Regarding a media report and media enquiries about the Request for Inspection and Survey Checking (RISC) forms for the works of Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR), the Highways Department (HyD) today (February 10) responded as follows:

The project involved is "HZMB HKLR - Section between Scenic Hill and Hong Kong Boundary Crossing Facilities (HKBCF)" (Contract No. HY/2011/03). The contract included design and construction of the section of HKLR between Scenic Hill on the airport island and the HKBCF, and road links between the HKBCF and the Hong Kong International Airport. The main contractor is China State Construction Engineering (Hong Kong) Limited and the engineering consultant is Ove Arup and Partners Hong Kong Limited.

The Resident Site Staff (RSS) of the engineering consultant reported to the HyD in end July 2018 that the contractor had not submitted over 10 000 RISC forms in time according to the contract requirements, which accounted for about 28 per cent of this type of forms that had to be submitted under the contract.

The HyD had immediately requested the RSS of the engineering consultant to submit the site construction records and received the relevant records in August 2018, including a large number of photo records taken by the RSS during the construction. The HyD has separately appointed an independent consultant to examine such records to ascertain whether the RSS of the engineering consultant have fulfilled their duties of supervising the works of the contractor.

The independent consultant has examined all the records in detail, conducted random checks on the files of the relevant records kept in the computers and met the engineering staff to verify the authenticity of the documents. The independent consultant concluded that as the RSS were able to provide ample evidence in a short period of time, it showed that the engineering consultant had all along stored a large number of photo records in a systematic manner.

During the investigation, the independent consultant had met the RSS of the engineering consultant at different ranks to learn more about the details of the construction works and records kept. All RSS they met were familiarised with the details of the supervision works, indicating that they had truly been involved in the supervisory duties.

During the examination by the independent consultant, no forgery of documents had been found. The independent consultant also confirmed that the RSS of the engineering consultant had discharged their site supervisory duties after examining the records, and submitted a report to the HyD in October 2018.

According to the contract requirements, the contractor has submitted the RISC forms with the dates of the signatures indicating when the forms had been duly signed instead of the

construction dates of the relevant works to show that it was a late submission.

The HyD emphasised that the matter does not involve quality issues, but that the contractor had not submitted the documents in time according to the procedures. The HyD had already reflected the unsatisfactory performances of the engineering consultant and the contractor in this matter in the quarterly performance reports, and urged them for improvement. The Government has all along attached great importance to work quality and safety. Before the commissioning of the HZMB, it was confirmed that the construction works were carried out according to the contract requirements and the technical and safety requirements of the works were also met.

Ends/Sunday, February 10, 2019
Issued at HKT 22:47

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