

**MTR submits findings on works at To Kwa Wan Station
of Shatin to Central Link**

The MTR Corporation today (19 June 2018) submitted the findings of its investigation to the Government regarding the construction of an internal wall and a parapet wall at To Kwa Wan Station under the Shatin to Central Link Project (SCL).

The works concerned were carried out by Samsung - Hsin Chong Joint Venture, the main contractor of SCL Contract 1109 "Sung Wong Toi and To Kwa Wan Stations and Tunnels".

Upon receipt of the media enquiry on 5 June on whether the structural design of the wall has been changed, the Corporation immediately made enquiries with the Contractor. On 8 June, the Contractor confirmed in writing that part of the completed works were not in accordance with the approved drawings, and in subsequent discussions with the Contractor, the Corporation was informed that there are three locations, of limited areas, which are of concern in the internal wall located adjacent to two staircases near the upper platform level in the To Kwa Wan Station.

The internal wall has been constructed in accordance with the approved drawings, as confirmed by relevant inspection records. According to the Contractor, during the trimming of over-cast concrete to achieve a smooth surface for tiling over the internal wall, some of the reinforcement bars at three localised areas adjacent to two staircases were removed.

The Corporation is very disappointed with the Contractor for not following the approved drawings when undertaking the minor remedial works for the over-cast concrete, and we take such contravention very seriously. The Contractor has submitted a proposal on rectification works which will be implemented once necessary approval has been obtained from the Corporation and Government.

The Contractor has confirmed, and the Corporation's initial checking concurs that based on the known and suspected areas, the deviation of the completed works of the internal wall from the approved design does not create any safety impact to the internal wall and to the adjacent staircases and escalators. Rectification works will be implemented as soon as possible and will be closely monitored.

The Corporation is very concerned about this case of non-compliance and will handle the matter strictly in accordance with the contract. The performance of contractors will be taken into account in future tendering exercises.

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We have conducted investigation into whether any of our staff had knowledge of the non-complying works. We found that an MTR inspector had noticed an area with some horizontal reinforcement bars removed adjacent to one staircase but had not reported such issue. We are concerned about this omission to report and will commence disciplinary processes.

An executive summary of the report submitted to the Government is attached. The full Report (English version only) can be found at the Shatin to Central Link project website (www.mtr-shatincentrallink.hk).

Safety has always been the first priority of the Corporation and there are established processes in our project management regime to ensure safety and quality of construction works. This case does not affect the overall structural integrity of To Kwa Wan Station and has no impact on the overall programme of the project.

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About MTR Corporation

MTR Corporation is regarded as one of the world's leading railway operators for safety, reliability, customer service and cost efficiency. In its home base of Hong Kong, the Corporation operates ten commuter railway lines, a Light Rail network and a high-speed Airport Express link on which about 5.8 million passenger trips are made on a normal week day. Another 6.5 million passenger trips are made on the rail services it operates outside Hong Kong in the Mainland of China, the United Kingdom, Sweden and Australia. In addition, the Corporation is involved in a range of railway construction projects as well as railway consultancy and contracting services around the world. Leveraging on its railway expertise, the Corporation is involved in the development of transit-related residential and commercial property projects, property management, shopping malls leasing and management, advertising media and telecommunication services.

For more information about MTR Corporation, please visit www.mtr.com.hk.

Executive summary

Upon receipt of a media enquiry on 5 June 2018 regarding the construction defects at an internal wall and the adjacent parapet wall at To Kwa Wan Station (“**TKW**”) under construction as part of Shatin to Central Link (“**SCL**”) Contract 1109, MTRCL took immediate action.

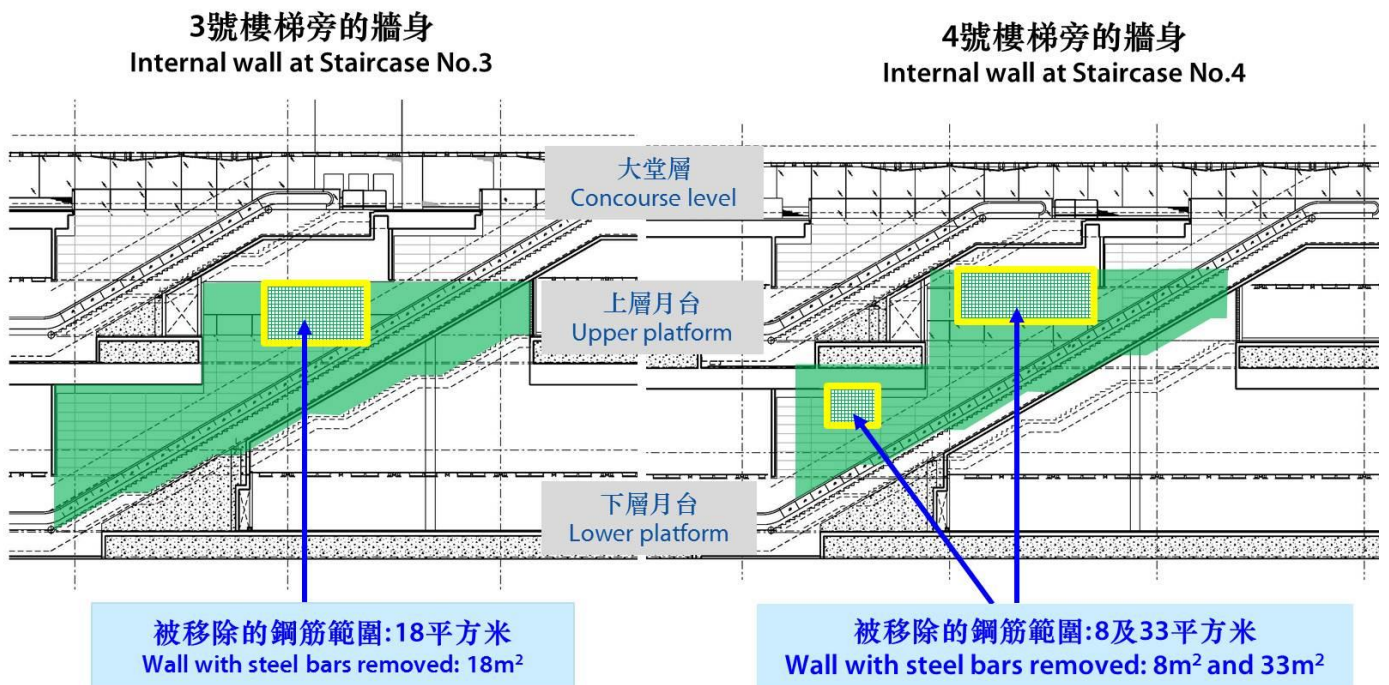
The responsibility for the construction rests with the Contract 1109 contractor Samsung Hsin Chong Joint Venture (“**Contractor**”) and on 7 June 2018, MTRCL met with the Contractor to investigate the issue. On 8 June 2018, the Contractor confirmed in writing that part of the completed works were not in accordance with the approved drawings. On the same day, MTRCL immediately requested from the Contractor (i) a remedial plan; and (ii) further information including as to whether there were similar issues elsewhere in Contract 1109. On 15 June 2018, the Contractor submitted a report to MTRCL which included the remedial plan as well as confirming 2 other “suspected areas” with similar deviation from approved drawings.

Concurrent with our requests for information from the Contractor, we have conducted our own investigation into this matter which included interviewing 9 members of our staff. In this investigation the Contractor has declined the requests from MTRCL to interview its staff.

The construction subject to this investigation is a completed 200mm thick internal wall located adjacent to Staircase ST-03 and ST-04 near the upper platform level (the “**Internal Wall**”) in TKW. Our investigation and the report by the Contractor indicate that the Internal Wall and the Parapet Wall were constructed in accordance with the approved drawings and followed the same quality control procedures as in all MTRCL projects using our Project Implementation Management System (“**PIMS**”), where “Hold Points” are specified and relevant forms (Request for Inspection/Survey Checks (“**RISC**”) Forms) were in place, inspected and signed off by both the Contractor and MTRCL engineers / inspectors as appropriate.

Following construction, part of the front face of the Internal Wall was found to have slightly shifted toward the public area of the station due to bulging of formwork during the concreting process, resulting in over-casting of concrete in uneven thickness at different areas of the wall surface. To remedy this bulging the process is a straight forward concrete trimming and repair for which there is a clear approved

method statement. However, during the subsequent remedial trimming of the over-cast concrete to achieve a smooth surface for tiling, some of the reinforcement bars at a localized area (which the Contractor estimates at approximately 18m²) were removed from one face of the Internal Wall. This is an unauthorised deviation from the approved method statement. The Contractor reported on 15 June 2018 that similar situations are suspected to have occurred at two other localized areas (which the Contractor estimates at approximately 8m² and 33m²) of the same Internal Wall adjacent to Staircase ST-04. It should also be noted that the average thickness of the internal wall after trimming ranges from 175mm to 180mm respectively at staircases ST-03 and ST-04.

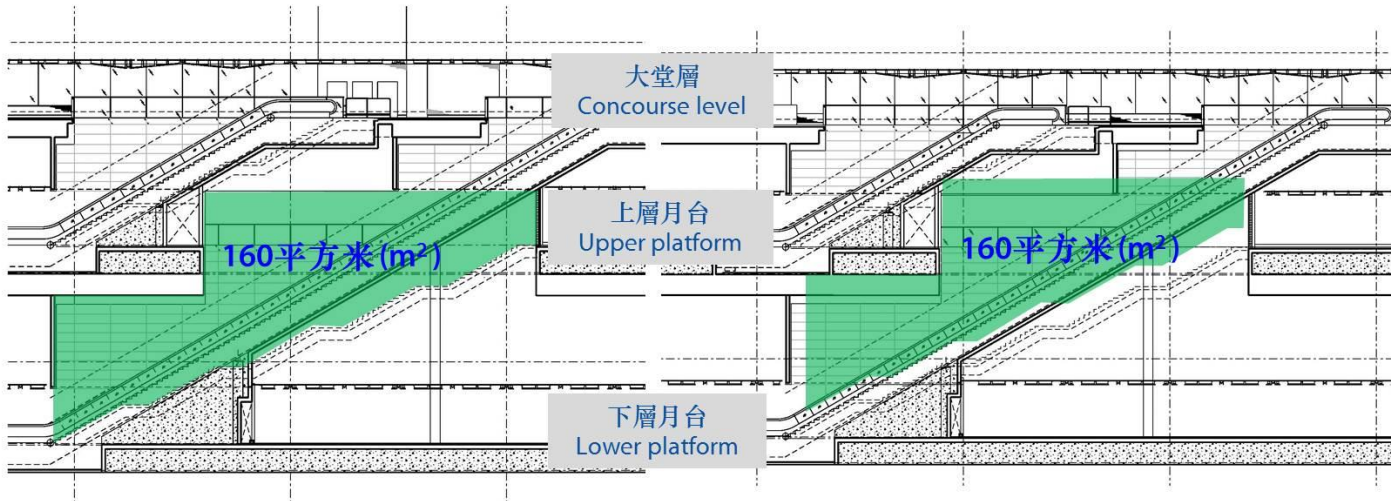


The total area of the Internal Wall adjacent to each Staircase (i.e. ST-03 and ST-04) is approximately 350m² (i.e. 700 m² in total for both staircases) and the area of concrete trimming for each Staircase estimated by the Contractor was approximately 160 m² (i.e. 320 m² in total for both staircases). The Contractor has advised that it has carried out extensive review of the “suspected areas” requiring further investigation and has employed a specialist to conduct non-destructive testing over these areas. The Contractor’s estimate is that of the approximately 320 m² concrete trimmed area a total area of approximately 60 m² may not have been in accordance with approved drawings. Contrary to media reports, there is no evidence

suggesting reinforcement bars were removed from the 250mm thick parapet wall (the “Parapet Wall”).

3號樓梯旁的牆身
Internal wall at Staircase No.3

4號樓梯旁的牆身
Internal wall at Staircase No.4



The Contractor has confirmed that removal of the reinforcement bars means the works were not in accordance with the approved drawings. Such work would also not be in accordance with the approved method statement for such remedial work and the Contractor did not seek MTRCL’s approval to deviate from the approved method statement for remedial works. In our interview of MTRCL’s staff we were made aware of one instance when an MTRCL inspector had noticed, en route to checking other matters, an area with some horizontal reinforcement bars removed adjacent to staircase ST-03 but had not reported such issue. We are seriously concerned about this omission to report.

The Contractor has further confirmed, and MTRCL’s initial checking concurs that based on the known and suspected areas, the deviation of the completed works of the Internal Wall from the approved design does **NOT** create any safety impact to the Internal Wall and to the adjacent staircases and escalators.

MTRCL is very concerned with this matter and requested the Contractor to provide all relevant information relating to the matter to assist with the investigation and to submit a remedial plan for rectification of the works. MTRCL has now received the Contractor’s investigation report and remedial proposal. Although the Contractor

has stated that it suspects that the affected area is limited to the areas described above, as a matter of prudence and to address public concerns we have instructed the Contractor to open up the whole area that was previously trimmed (i.e. 320 m² in total for staircases ST-03 and ST-04) to ensure that either the works are in accordance with the approved drawings or to undertake remedial works in accordance with the approved method statement.

We will submit the remedial proposal to the Government and MTRCL will supervise all remedial works undertaken by the Contractor. We will take action against the Contractor in accordance with the Contract and also commence disciplinary processes relating to staff not complying with our processes and procedures.

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