

政府總部
發展局
工務科

香港添馬添美道 2 號
政府總部西翼



Works Branch
Development Bureau
Government Secretariat

West Wing, Central Government Offices,
2 Tim Mei Avenue, Tamar, Hong Kong

本局網址 Our Website: <http://www.devb.gov.hk/>

本局檔號 Our Ref.: DEVB(CR)(W) 5-30/9

來函檔號 Your Ref.:

電話 Tel No.: 3509 8385

傳真 Fax No.: 2801 5620

5 June 2017

Clerk to the Establishment Subcommittee
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Mr Keith WONG)

Dear Mr WONG,

Establishment Subcommittee
Follow-up to Meeting on 24 May 2017
EC(2016-17)29

Enclosed please find our response to the letter of The Honourable CHU Hoi-dick provided at the meeting of the Establishment Subcommittee of the Legislative Council held on 24 May 2017.

Yours sincerely,

(signed)
(C H LAI)
for Secretary for Development

c.c. Secretary for Financial Services and the Treasury
(Attn: Deputy Secretary for Financial Services and the Treasury (Treasury) 1)
Director of Civil Engineering and Development
(Attn: Project Manager (Hong Kong Island and Islands))

Regarding Sustainable Lantau Office – Enquiry 2

Regarding The Honourable CHU Hoi-dick's questions, after consulting the Transport and Housing Bureau (THB), the Security Bureau, the Highways Department (HyD), the Census and Statistics Department and the Civil Engineering and Development Department (CEDD), our replies are given as follows.

Question (I) Basis for Population Estimation

As the East Lantau Metropolis (ELM) project is a key task for the Sustainable Lantau Office (SLO), and creating “capacity” has been stressed repeatedly in the sections about the ELM in the public consultation documents for the Hong Kong 2030+, we hope that the Government can provide further information regarding population change:

- (1) Please inform us of the number of immigrants under the admission schemes of talents/professionals and similar schemes, as well as the distribution by their nationalities and occupations, in the past ten years.**
- (2) Please inform us of the respective numbers of immigrants and emigrants, excluding those for family reunion, in the past ten years.**
- (3) Please inform us of the number of young people from China who eventually secure employment or settle in Hong Kong due to their studies at universities or research institutes in Hong Kong, as well as the distribution by their occupations, in the past ten years. If no such information is available at the moment, please pledge to compile the relevant data, carry out surveys and provide this Subcommittee with supplementary information.**

Reply : The Development Bureau is collecting the related information from relevant bureau and department and will reply separately.

Question (II) Transport Project between the ELM and Hong Kong Island

As the study on the cross harbour transport infrastructure project between Kennedy Town and Kau Yi Chau will be completed soon, please inform us of the following:

- (1) The daily and total annual marine traffic volume of the related waters at present, as well as the water depth, wave and underwater**

situation.

- (2) **The tunnel construction methods selected tentatively, immersed tube tunnel or large tunnel boring machines (similar to the Tuen Mun-Chek Lap Kok Link (TM-CLKL)).**
- (3) **(If large tunnel boring machines will be used to construct the tunnel) The cost of the large tunnel boring machines of the TM-CLKL and whether they can be used in the cross harbour transport infrastructure project between Kennedy Town and Kau Yi Chau at the same time.**
- (4) **(If large tunnel boring machines will be used to construct the tunnel) Explain with specific documents the difficulties in constructing the TM-CLKL, the ways to overcome them and the review carried out.**
- (5) **The anticipated impact of this project on the western part of Hong Kong Island as a whole (with map provided).**
- (6) **The estimated traffic flow.**

Reply : The objective of the study is to evaluate the preliminary engineering feasibility of the transport infrastructure connecting western Hong Kong Island and the ELM as well as its interface with the "Land Use Review on the Western Part of Kennedy Town", in order to avoid affecting the developments at Kennedy Town. As regards the information requested by The Honourable CHU Hoi-dick, the reply is as follows:

- (1) We did not collect relevant data on maritime traffic in the study. The marine traffic impacts during the construction stage will be assessed in future studies. Within the study area, the depth of the Southern Fairway is about 15 meters the deepest and that of the Western Fairway is about 35 meters the deepest (see Figure 1 for locations of the fairways). The wave height in this area is less than 0.3 meters most of the time while the average highest wave height is about 3.3 meters. The seabed is mainly composed of mud and alluvium.
- (2) In the study, we have formulated a number of possible options for the transport infrastructure connecting western Hong Kong Island and ELM, including the use of Immersed Tube Tunnel or Tunnel Boring Machine for the construction of tunnels. These preliminary options are subject to future technical studies to ascertain their feasibility.
- (3) & (4) We have not decided the construction method for the transport infrastructure connecting western Hong Kong Island and ELM.

(5) Based on the results of the study so far, the connection points of the possible options for the transport infrastructure connecting western Hong Kong Island and ELM are all outside the boundary of the "Land Use Review on the Western Part of Kennedy Town". It is anticipated that the transport infrastructure will not cause any insurmountable impact on the overall development of the western Hong Kong Island.

(6) Traffic flow estimation is not the main objective of the study. It will be evaluated in future studies.

Question (III) Tung Chung East New Town

(1) Can the Government provide the proposal of the Mass Transit Railway Corporation Limited (MTRCL) with the commercial information hidden?

(2) Please inform us whether this Subcommittee will be specifically consulted on the subsidy regarding property development and public space during the negotiation between the Government and the MTRCL? Please inform us of the roles of the departments apart from the CEDD/Development Bureau (DEVB).

(3) Please provide a map showing the locations of all the potential public markets in Tung Chung, particularly in Tung Chung East.

Reply:

(1) & (2) According to the THB, they invited the MTRCL to submit a proposal for the implementation of the Tung Chung West Extension and Tung Chung East Station in January 2017 according to the indicative implementation window recommended in the Railway Development Strategy 2014. The Government will evaluate the proposal. In accordance with established procedures, the Government will consult the public, including the Legislative Council (LegCo), on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable before confirming any new railway schemes.

(3) There are market facilities and other fresh food retail shops in Tung Chung New Town, including the wet markets in Yat Tung Estate and Fu Tung Estate. Wet markets will also be provided in public housing developments in Tung Chung Areas 56 and 39 which are under construction with tentative completion date in 2017 and 2018 respectively. When implementing the public housing development projects in Tung Chung East and West Extensions (including Areas 99, 100, 103, 109, 114, 117, 119, 122 and 133 in Tung Chung East, and Areas 42 and 46 in Tung Chung West) in future, the Hong Kong Housing Authority will consider provision of markets or other retail facilities

subject to the need. According to the Tung Chung Extension Area Outline Zoning Plan (OZP) and Tung Chung Town Centre Area OZP, 'Market' use is always permitted within "Government, Institution or Community" and "Residential (Group A)" zones.

The Government has initially identified a suitable site in the east of Tung Chung East Extension Area to build a sizable public market. The site is close to the proposed Tung Chung East MTR Station, thus facilitating its link with the existing Tung Chung MTR Station and the proposed Tung Chung West MTR Station. As the site is also close to public transport interchanges, the new market is accessible to more members of the public. It will not only cater for the needs of the residents in the new development area, but also the needs of the population in the Tung Chung area. The relevant bureaux and departments will collaborate closely and take forward the work concerned in the detailed design and implementation stage of the Tung Chung New Town Extension. The location of the site is still subject to the detailed design of the Tung Chung New Town Extension and therefore cannot be shown at this stage.

For the location of the sites and projects mentioned above, please refer to the attached Tung Chung Extension Area OZP and Tung Chung Town Centre Area OZP.

Question (IV) Hong Kong-Zhuhai-Macao Bridge (HZMB)

- (1) Will the commissioning of the HZMB be delayed due to the incidents of seawall collapse and the corruption related to construction materials? What is the latest estimated completion date of the topside development project at the Hong Kong Boundary Crossing Facilities Island?**
- (2) Professor Anthony CHEUNG Bing-leung, Secretary for Transport and Housing, mentioned that "the estimated traffic flow is being updated" when this Subcommittee was deliberating on the application for additional funding for the HZMB in end 2015 and early 2016. Why has the information not been disclosed yet? Are there any China factors that cannot be told? When is it expected to be ready for disclosure?**
- (3) The CEDD is also involved in the corruption cases related to construction materials. Please provide the account given by the CEDD or the DEVB, and inform this Subcommittee of the entire course of events and the review carried out, as well as ways to prevent similar cases from happening in the topside development project of the HZMB and other projects. Please note that I do not wish your department or the DEVB to transfer the question to the THB for "a**

consolidated reply”.

Reply:

(1) & (2) The enquires related to HZMB have been referred to the THB and they will reply the LegCo separately. Besides, the premise for the topside development of the Hong Kong Boundary Crossing Facilities Island is not to affect the commissioning of the HZMB. The project on the topside development is now under planning, engineering and architectural study stage and the land use proposal is still being formulated. The stage 2 public engagement is planned to be held in end of this year or early next year. As such, the final completion date is not available.

(3) Regarding the incident of alleged falsified concrete tests for the HZMB related projects in Hong Kong involving some staff members of a laboratory outsourced by the CEDD, the Government already made the response in the press release on 23 May 2017. The Secretary for Development (SDEV), the Acting Secretary for Transport and Housing, the Director of Civil Engineering and Development (DCED) and the Director of Highways then jointly convened a press conference on 25 May 2017 to explain the incident, the current status and follow up actions. The speeches of SDEV and DCED (in Chinese only) are attached (Enclosure).

Besides, the Government submitted two papers to the LegCo Panel on Transport on 2 June 2017 to report the latest status on the follow-up actions undertaken by the THB and HyD as well as the latest developments of the investigation undertaken by the DEVB and CEDD on the incident of alleged falsified concrete test reports, including the improvement measures adopted. The papers and the related issues were discussed in a special meeting of the Panel on Transport on 5 June.

Question (V) Sufficient information should be provided so that this Subcommittee can have enough information to consider the relevant staff establishment.

I notice that none of the documents mentioned in my letter dated 26 April to the Chairman of this Subcommittee and the Government has been provided to this Subcommittee. Without sufficient documents for particular projects, this Subcommittee will not have enough information to determine whether such projects should be part of the work of the SLO, and cannot assess whether the relevant staff establishment is adequate or redundant.

Please provide an extract of all the studies which can be completed within this year, with the original study documents to be provided to the Finance Committee as supplementary information before deliberation.

Reply: We expect that the following four studies can be completed this year and the extract for each item is provided below:

(1) Technical study on Transport Infrastructure at Kennedy Town for Connecting to East Lantau Metropolis – Feasibility Study

- The study aims at evaluating the preliminary technical feasibility of the transport infrastructure between Kennedy Town and the East Lantau Metropolis (ELM) taking into account the existing, planned and potential developments at Kennedy Town and the potential interface with the ELM.
- The scope of study mainly comprises the evaluation on the interface between the proposed transport infrastructure and the “Land Use Review of Western Part of Kennedy Town”; the identification of the constraints that the “Land Use Review of Western Part of Kennedy Town” may pose to the transport infrastructure with recommendations on the corresponding measures to ensure the feasibility of future transport infrastructure development; the preliminary traffic and transport impact assessment and the preliminary feasibility study on transport infrastructure.
- As regards the transport infrastructures connecting the ELM and western Hong Kong Island, the study has not identified any insurmountable technical problem so far. Based on the study result up till now, the possible connection points at western Hong Kong Island under different transport infrastructure schemes are outside the boundary of the “Land Use Review on the Western Part of Kennedy Town”. It is anticipated that the transport infrastructure project will not cause any insurmountable impact on the overall development of western Hong Kong Island.

(2) Technical Study on Development at Siu Ho Wan and the Associated Transport Infrastructures - Feasibility Study

- The above study aims at assessing the preliminary engineering feasibility and formulating initial development extent of Siu Ho Wan reclamation and the nearby landside development, and to recommend initial land use themes and feasible schemes for road and railway connections.
- The scope of study mainly comprises the investigation of initial land use themes, the preliminary traffic impact assessments, the preliminary feasibility study on transport infrastructures, the preliminary reclamation and the nearby landside development study, the preliminary ecological review, the Chinese White Dolphin survey and site investigation, etc.
- As regards Siu Ho Wan reclamation, Siu Ho Wan landside development near North Lantau Highway and the associated transport infrastructures,

the study has not identified any insurmountable technical problem so far. In consideration of the development constraints such as the designated Brothers Marine Park, the reclamation extent of Siu Ho Wan will be reduced from 100-150 hectares to about 60-80 hectares. After completion of the study, we will formulate as necessary the study scope and implementation programme of future detailed studies in next stage.

(3) Preliminary Feasibility Study of Spa and Resort Development at Cheung Sha and Soko Islands

- The above study aims at exploring and formulating a spa and resort development proposal that is environmentally and commercially viable.
- The scope of study mainly comprises establishing the market positioning for the spa and resort development at Cheung Sha and Soko Islands, and proposing the development scale of the spa resort, hotel grade and value-enhancing clustering facilities. The study would conduct preliminary technical assessment on the proposed structures, environment and ecology, supporting transport facilities, land use planning, electrical and mechanical, and finance, etc. In addition, the study would assess the commercial viability of running the spa resort and other value-enhancing clustering facilities.
- Based on the study result up till now, the financial viability of the project is not satisfactory.

(4) Preliminary Feasibility Study of Cable Car from Ngong Ping to Tai O

- The above study aims at exploring and formulating a development proposal for a safe, efficient, reliable and environmentally and commercially viable cable car system.
- The scope of study mainly comprises the assessment of the cable car system (alignment option, aerial ropeway system, garage, maintenance workshop, control centre, etc), and the provision of necessary infrastructure in Ngong Ping and Tai O, etc. The study would conduct preliminary technical assessment on the proposed structures, environment and ecology, supporting transport facilities, land use planning, electrical and mechanical, and finance, etc. In addition, the study would assess the commercial viability of operating the cable car system.
- Based on the study result up till now, the financial viability of the project is not satisfactory.

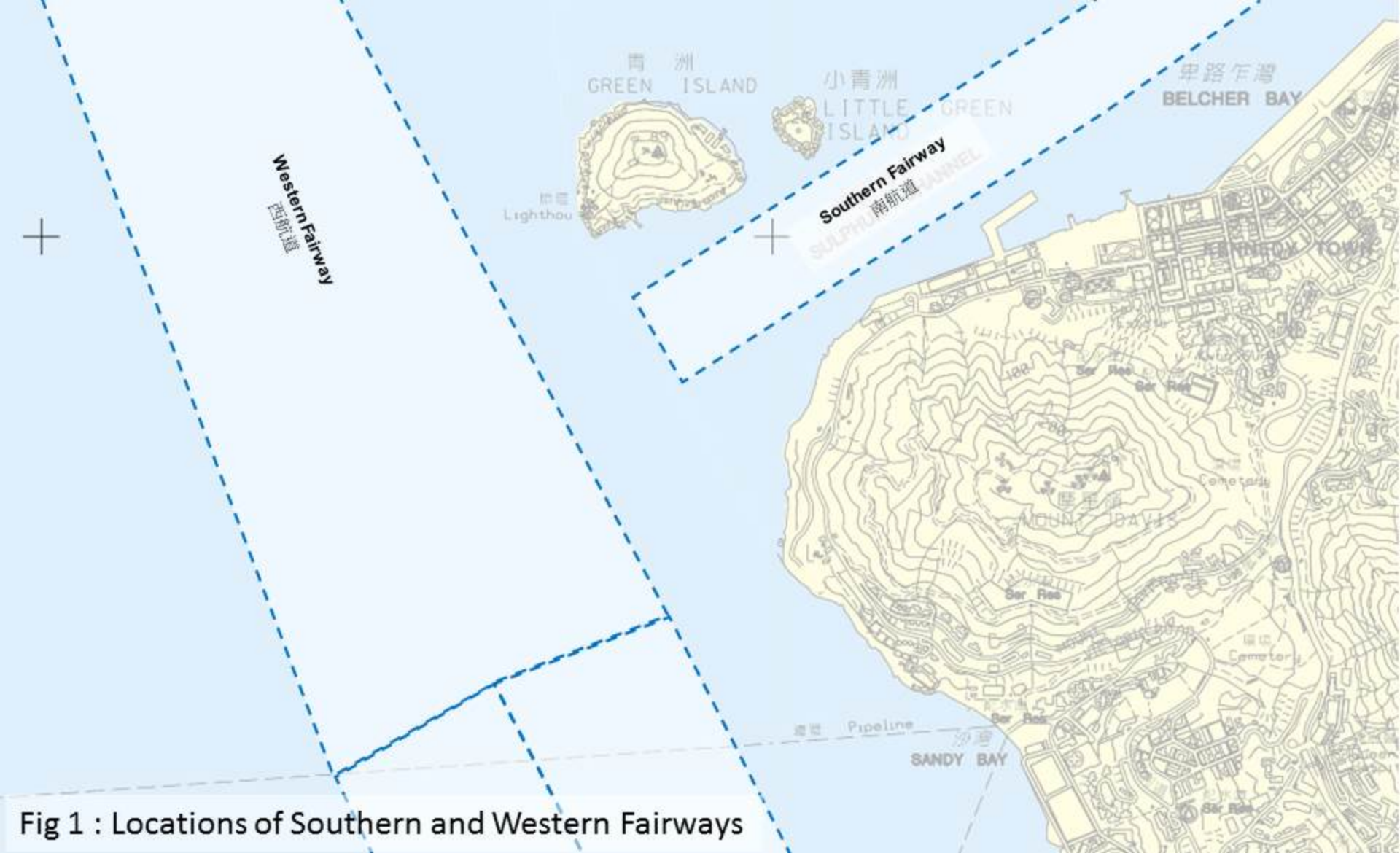


Fig 1 : Locations of Southern and Western Fairways



行政長官會同行政會議於2017年10月11日
 根據《城市規劃條例》第9(1)(a)條核准的圖則
 有關方案所預留的用途在圖則上只供參考之用
 THE ROAD AS DESCRIBED IN THE ROAD SCHEME FOR
 TUNG CHUNG - CROSS ISLAND LINK AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL
 UNDER THE ROADS WORKS, USE AND COMPENSATION ORDINANCE (CHAPTER 370)
 ON 18.10.2017 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

圖例
NOTATION

- ZONES**
- COMMERCIAL C 商業
 - RESIDENTIAL (GROUP A) RA(A) 住宅(甲類)
 - RESIDENTIAL (GROUP B) RA(B) 住宅(乙類)
 - GOVERNMENT, INSTITUTION OR COMMUNITY GIC 政府、機構或社區
 - OPEN SPACE O 休憩用地
 - OTHER SPECIFIED USES OU 其他指定用途
 - GREEN BELT GB 綠化地帶
- COMMUNICATIONS**
- RAILWAY AND STATION 鐵路及車站
 - RAILWAY AND STATION (UNDERGROUND) 鐵路及車站(地下)
 - MAJOR ROAD AND JUNCTION 主要道路及路口
 - ELEVATED ROAD 高架道路
- MISCELLANEOUS**
- BOUNDARY OF PLANNING SCHEME 規劃範圍界線
 - PLANNING AREA NUMBER 規劃區編號
 - BOUNDARY OF COUNTRY PARK 郊野公園界線
 - BUILDING HEIGHT CONTROL ZONE BOUNDARY 建築物高度管制區界線
 - MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) 最高建築物高度(在主水平基準上若干米)
 - MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) 最高建築物高度(樓層數目)
 - PETROL FILLING STATION 加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	7.38	3.41	商業
RESIDENTIAL (GROUP A)	42.03	19.40	住宅(甲類)
RESIDENTIAL (GROUP B)	17.00	7.85	住宅(乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	21.47	9.91	政府、機構或社區
OPEN SPACE	27.12	12.52	休憩用地
OTHER SPECIFIED USES	10.81	4.99	其他指定用途
GREEN BELT	20.32	9.38	綠化地帶
MAJOR ROAD ETC.	70.54	32.54	主要道路等
TOTAL PLANNING SCHEME AREA	216.67	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分
 THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2017年2月7日 根據城市
 規劃條例第9(1)(a)條核准的圖則
 APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER
 SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON
 7 FEBRUARY 2017

香港城市規劃委員會依據城市規劃條例擬備的東涌擴展區分區計劃大綱圖
 TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
 TUNG CHUNG EXTENSION AREA - OUTLINE ZONING PLAN

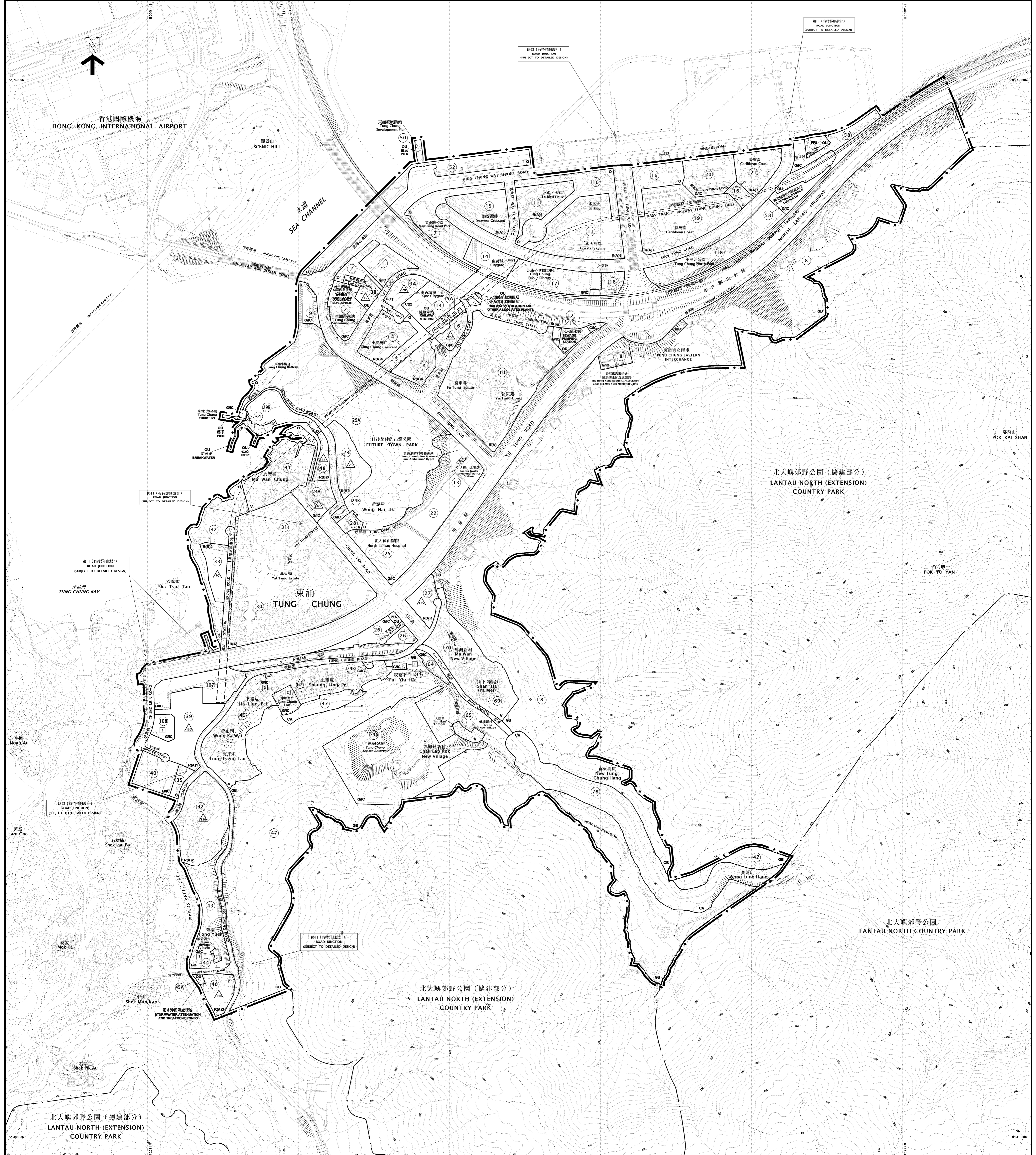
規劃署遵照城市規劃委員會指示擬備
 PREPARED BY THE PLANNING DEPARTMENT UNDER
 THE DIRECTION OF THE TOWN PLANNING BOARD

Signed Ms Kinnie WONG 黃潔怡女士 簽署
 CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

SCALE 1:5000 比例尺



圖則編號
 PLAN No. S/I-TCE/2



圖例 NOTATION

ZONES	地帶 COMMUNICATIONS	交通
COMMERCIAL (C)	商業 RAILWAY AND STATION	鐵路及車站
RESIDENTIAL (GROUP A) (R(A))	住宅 (甲類) RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
RESIDENTIAL (GROUP B) (R(B))	住宅 (乙類) MAJOR ROAD AND JUNCTION	主要道路及路口
VILLAGE TYPE DEVELOPMENT (V)	鄉村式發展 ELEVATED ROAD	高架道路
GOVERNMENT, INSTITUTION OR COMMUNITY (GIC)	政府、機構或社區	
OPEN SPACE (O)	休憩用地	
OTHER SPECIFIED USES (OU)	其他指定用途	其他
GREEN BELT (GB)	綠化地帶	規劃範圍界線
CONSERVATION AREA (CA)	自然保育區	規劃區編號
		郊野公園界線
		最高建築物高度 (以主水平基準上若干米)
		最高建築物高度 (樓層數目)
		加油站

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	4.99	1.46	商業
RESIDENTIAL (GROUP A)	54.47	15.94	住宅 (甲類)
RESIDENTIAL (GROUP B)	3.57	1.04	住宅 (乙類)
VILLAGE TYPE DEVELOPMENT	16.90	4.95	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	36.64	10.72	政府、機構或社區
OPEN SPACE	40.97	11.99	休憩用地
OTHER SPECIFIED USES	3.62	1.06	其他指定用途
GREEN BELT	103.60	30.32	綠化地帶
CONSERVATION AREA	9.49	2.78	自然保育區
NULLAH	2.07	0.61	明渠
RIVER CHANNEL	0.36	0.11	河道
MAJOR ROAD ETC.	64.98	19.02	主要道路等
TOTAL PLANNING SCHEME AREA	341.66	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2017年2月7日根據城市規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 7 FEBRUARY 2017

Signed Ms Kinnie WONG 黃潔怡女士 簽署
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的東涌市中心地區分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TUNG CHUNG TOWN CENTRE AREA - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺
METRES 100 0 200 400 600 800 METRES 米

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/I-TCTC/22

發展局局長出席混凝土測試涉嫌造假事件記者會開場發言全文（只有中文）

以下是發展局局長馬紹祥今日（五月二十五日）出席混凝土測試涉嫌造假事件記者會的開場發言全文：

各位傳媒朋友，大家好。

首先，我想指出，特區政府將基建工程的安全及品質放在首位，我們不會容許有虛假行騙行為危及工程的安全和質量。因此，當土木工程拓展署在去年年中發現一所外判區域試驗所的試驗報告內的試驗時間可能被人篡改後，已積極採取相關跟進行動，包括向廉政公署作出舉報，並且全面協助和配合廉政公署的調查工作。

當局高度重視工程的質量保證工作，並要求政府工務工程，包括涉事的區域試驗所承辦的合約，須嚴謹實施國際認可的品質管理程序，保證工程質量。事實上，有關的品質監察程序亦在此個案中發揮作用，讓土木工程拓展署的同事能發現試驗報告有不尋常跡象。正因如此，我們已全面審視和提升了涉事試驗所內的系統，以防止同類事件再發生。

我亦想強調，正如昨日廉政公署新聞稿指出，廉政公署的調查沒有任何資料或證據顯示有任何公職人員、工程承建商、物料供應商或其人員牽涉上述違規行為。

現在，我請土木工程拓展署林署長簡單解釋有關情況。

完

土木工程拓展署署長出席混凝土測試涉嫌造假事件記者會開場發言全文(只有中文)

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以下是土木工程拓展署署長林世雄今日(五月二十五日)出席混凝土測試涉嫌造假事件記者會的開場發言全文：

涉事的試驗所由土木工程拓展署的外判服務供應商提供服務，由二〇一二年
底開始為港珠澳大橋香港段相關工程進行混凝土和泥土密度測試。

在二〇一六年七月，負責監督該試驗所的土木工程拓展署人員在檢查混凝土
磚測試報告中，發現有些試驗報告所顯示的時間有不尋常跡象。土木工程拓展署
就此展開調查，並同時責成服務供應商提供報告解釋有關事件。

服務供應商在提交的報告中承認他們部分員工曾調整測試器材所顯示的時
間，以符合測試標準的時限要求。土木工程拓展署亦同時覆檢該試驗所所有有關
的測試紀錄並作出評估。

一般來說，混凝土磚的設計強度是以量度它在 28 日達到的強度作為決定合
格與否的標準。而測試 28 日磚是需要在 28 日正負八小時內進行。我們懷疑有人
遲了做測試，所以調整器材內的時間，令到測試看似在既定時間完成。

我在這裏跟大家講解一般混凝土強度方面的資料。這個投影片（見附件）主
要是表達混凝土磚的強度與時間的關係。混凝土的強度會隨時間增長，但到達接
近 28 日的後期，強度的增長率會大為減慢。30 日的強度和 28 日的強度其實相
差頗為輕微。

雖然部分測試時間遭調整，我們認為對測試結果影響不大，這可從剛才的投
影片中看到，因此對港珠澳大橋工程的混凝土質量沒有實質的影響，我們亦將評
估知會了路政署。

當土木工程拓展署發現有人調整測試器材所顯示的時間之後，已即時採取措
施，規定除試驗所由政府主管外，其他員工不能調整測試器材內的時間顯示，以
防止同類事情再度發生。

服務供應商認為事件與管理問題有關，所以即時撤換了試驗所的負責人，同
時亦增加管理人手，以及提醒員工關於操守的要求。

土木工程拓展署亦因此事件，給予服務供應商一個不合格的季度評核報告。

此外，由於事件涉及不當行為。為慎重起見，隨後，土木工程拓展署將事件轉交廉政公署作進一步跟進。

有關試驗所於本年三月底因合約期滿，已停止運作。

土木工程拓展署亦覆檢其他試驗所的測試報告，未有發現不尋常的事項。

上周四，即五月十八日，廉政公署通知土木工程拓展署，指出部分混凝土樣本的質量可能出現問題。就此，我們亦即時加強監管措施，包括增加政府監督人手，以及安排工程項目的混凝土測試輪流在不同試驗所進行。

我們會繼續配合廉政公署的調查。

附件：

http://gia.info.gov.hk/general/201705/25/P2017052500859_259593_1_1495710315815.pdf

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