

**Commission of Inquiry into the Diaphragm Wall and Platform Slab Construction
Works at the Hung Hom Station Extension under the Shatin to Central Link Project**

FIRST WITNESS STATEMENT OF ANDY IP

I, ANDY IP, of [REDACTED]
say as follows:

1. I was a Sub Agent since May 2015, and was a Site Agent from 2017 with Leighton Contractors (Asia) Limited (“**Leighton**”), the main contractor for the Hung Hom Station Extension contract (Contract SCL 1112) (“**Project**”) under the Shatin-Central rail link project. The project manager for the Project is MTR Corporation Limited (“**MTRCL**”).
2. Unless otherwise stated, the facts stated herein are within my personal knowledge and are true. Where the facts and matters stated herein are not within my own knowledge, they are based on the stated sources and are true to the best of my knowledge, information and belief.

My qualification and experience

3. I have been employed by Leighton from 2009 to 2014, and employed again from 2015 onwards. I joined as a Sub Agent and in May 2015 was promoted to Site Agent in April 2017.
4. I was part of the engineering construction team. The engineering construction team is responsible for method statement programming, procurement, management of resources, supervision and inspection of the works, sequencing of the works and worker safety.
5. I worked on Area C of the East West Corridor platform slab (“**EWL Slab**”) and Areas B and C of the North South Corridor platform slab (“**NSL Slab**”). This statement is confined to Area C of the EWL Slab, as that is the only area where I know of reinforcement bars (“rebars”) with threaded ends cut off or shortened.

My role and responsibilities

Working hours

6. My usual working hours on the Project were from 8am to 6pm. I would work longer hours than these due to the demands of the project.

Duties and responsibilities

7. My main responsibilities were assisting the construction manager, namely Gary Chow, and the site agent on tasks such as studying the working drawings, planning, programming, and preparing weekly progress updates. I worked together with a team of engineers responsible for the EWL Slab and NSL Slab, namely Edward Mok, Man Sze Ho and Sasa Leung.
8. Together with the construction manager, site agent and the engineers, we coordinated with subcontractors and monitored their progress. On the EWL Slab and NSL Slab, the relevant subcontractors were Fang Sheung Construction Company (“**Fang Sheung**”) and China Technology Corporation Limited (“**China Technology**”). Fang Sheung was the subcontractor responsible for steel-fixing. China Technology was the subcontractor responsible for erecting the formwork and concreting works.

Daily routine / training of engineer team

9. I would spend most of my day in the site office. I would visit the site at least once and often twice per day. During my site visits, I would walk around the area I am responsible for, check the progress of the work, and note any safety issues or concerns. I would also foresee problems that may occur and resolve them. Sometimes, I would check the inspections were being done by my engineers appropriately and effectively. Usually, I would do the site visits by myself. Sometimes, I would be accompanied by one of the engineers in my team. I would observe the subcontractors and their work. I would also sometimes have meetings with staff from MTRCL.
10. I would also attend regular meetings with colleagues from Leighton and senior representatives of Fang Sheung and China Technology. Initially, these happened once a week. We would discuss the work schedule for the following week and other relevant issues, such as safety matters. As the Project progressed, this meeting was held around

three times per week, and later on held on a daily basis. If my team of engineers re available, they would also be attending the meetings.

11. My engineering construction team was diligent and hard working. I would speak with them every day to discuss what has happened, and to give them guidance as necessary.
12. I undertook regular on-the-job training of my engineering team. I showed them how to read the drawings and how to prepare well for onsite checking. In addition to giving verbal explanations and directions, I reminded them to prepare for upcoming tasks, such as ordering materials and making appointments with subcontractors in advance. I also told them how to perform the various checks on site, including checking the location of construction joints and the formworks arrangements, conducting the rebar fixing checks, and visual inspections of couplers, and installing the cast in items. Moreover, I would discuss the working schedule with our supervision team to carry out the preparation works before the construction of the slab such as excavation, shear key trimming, provision of proper access for workers, and mobilization of crane for lifting operation.
13. I believe that my engineering construction team did a good job with their inspection. During my site visits and my discussions with the engineers, I never identified any reason why I was should doubt their ability to do the job.
14. During the construction of the slabs, my engineers did not take many days off. If someone was ever away, we would always arrange for another person from the team to cover their duties.

Allegation that the threaded ends were cut off rebars

15. I understand the Commission of Inquiry is concerned about the connection between rebars and couplers, in particular relating to allegations that the threaded ends of rebars were cut off, instead of the bars being screwed into couplers.
16. I recall in late 2015 (I do not remember exactly when), Edward Mok informed me that that he and the MTRCL inspector had identified rebar with the threaded end cut off (I do not remember the exact number he identified). He explained that the rebar had been rectified immediately by the subcontractor and that the MTRCL approved the inspection.

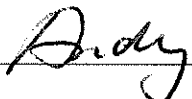
17. On 15 December 2015, during an inspection by Edward Mok and a MTRCL inspector, five rebars were identified with threaded ends cut off.
18. I was first informed of the matter in a call from MTRCL inspector Kobe Wong. I immediately called Joe Cheung, the foreman and senior site representative of Fang Sheung. I told him this was completely unacceptable. He replied to me that he would follow up with his workers. After that conversation, I also spoke with Edward Mok to ensure that the issue was rectified and the rectification been inspected by him and the MTRCL inspector.
19. That evening, around 7 pm, we received an email from Kobe Wong, which reported the incident and attached photographs of the defective bars (provided as **Exhibit "AI-1"**). The email noted that the defective bars had been rectified immediately in the presence of the MTRCL inspector.
20. I do not recall precisely, but I believe I would have discussed the incident with Edward Mok and would have probably agreed that we needed to issue a non-conformance report ("**NCR**"), which we did a couple of days later. A Request for Inspection/Survey "**RISC**" form was issued later, in August 2016, and approved by MTRCL, to record the rectification work and inspection in order to close out the NCR. This is provided in Exhibit "**Exhibit "AI-2"**".
21. I do not recall precisely, but I believe that I would have informed my engineering construction team of the problem and told them to spend a bit more time to pay attention to the workers so that they were performing their works properly.
22. Other than as noted above, I do not know of any rebars where the threaded ends had been cut off or shortened. I believe that I would have known if there had been any other rebars with the threaded ends cut off identified in my areas of the site. I spoke with my team daily and they always reported any issues. If they had identified any additional rebars with the threaded ends cut off, I believe that they would have told me at the time.
23. I did not instruct, or allow any person, to cut off or shorten the threaded ends of rebars. I do not know of any person (from Leighton or otherwise) who would have given that instruction or would have allowed the threaded ends of reinforcement bars to be cut off or shortened. I do not believe that someone from Leighton would have instructed or

allowed any person to cut off or shorten the threaded ends of rebars. I also do not know of any reason why someone from Leighton would give such an instruction.

Allegations by Joe Cheung of Fang Sheung

24. I have been told that in the course of the MTRCL investigation into these matters Joe Cheung made comments which suggested that Fang Sheung had cut part of the threaded ends off longer threaded rebars to fit them into couplers.
25. Both the long threaded and short threaded rebars are the same size (width and length). They can both be screwed into the couplers. The only difference is the threaded section extends further on the long threaded rebars.
26. If a long threaded bar were screwed into a coupler, the only issue is that it would leave a lot of threads exposed. This would make it look like it was not properly screwed in. In that situation, the subcontractor would notify Leighton when the bars were being connected to the couplers, so we knew that it was not a defective connection.
27. There is no reason to shorten the threads on a long threaded rebar.

Dated the *14* day of September 2018.

Signed: _____
Andy Ip 

**Commission of Inquiry into the Diaphragm Wall and
Platform Slab Construction Works at the Hung Hom Station
Extension under the Shatin to Central Link Project**

FIRST WITNESS STATEMENT OF ANDY IP

Dated this **14** day of September, 2018.

Filed this **14** day of September, 2018.

O'Melveny

O'Melveny & Myers

Solicitors for Leighton

31st Floor, AIA Central

1 Connaught Road Central

Hong Kong

T: +852 3512 2300 F: +852 2522 1760

File Number: DGHB:0495250-00006

C8163