

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

WITNESS STATEMENT OF CHOW KAI FAT

I, **CHOW KAI FAT** of [REDACTED], will say as follows:

1. I am employed as a Site Supervisor by Leighton Contractors (Asia) Limited (“**Leighton**”), the main contractor for the Hung Hom Station Extension contract (Contract SCL 1112) (the “**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

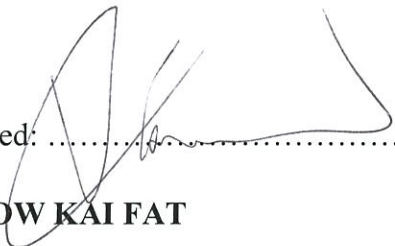
3. I am a Site Supervisor. I completed Technically Competent Person (TCP) T1 Training Course. I joined Leighton as Senior Foreman in September 2015.
4. I assumed the role of Site Supervisor for the whole site from 5th June 2018.
5. My role is to manage the day to day running of all works on site.

Coupler assemblies supplied by BOSA for testing

6. On Monday 30th December 2019, I was asked by Brent Stowers (in-house legal counsel for Leighton) and Jonathan Kitching (Project Director) to identify whether there was any threaded rebar available on site for the purposes of showing to Mr Nick Southward, Leighton’s structural engineering expert to the Commission of Inquiry.

7. I located ten (10) coupler assemblies in a laydown yard on site. The coupler assemblies consisted of 2 pieces of threaded rebar, each about 50 cm long, which had been installed into a coupler.
8. BOSA manufactured and supplied the couplers, and threaded the rebar, used in the coupler assemblies. The coupler assemblies were excess to requirements for the Project and had not been tested by the HOKLAS lab.
9. I met with Brent Stowers who asked me to disassemble the coupler assemblies. He then asked me to arrange for two (2) of the couplers to be cut in such a way that the threaded rebar inside the couplers would be visible, which I did.
10. Brent Stowers and I then arranged for the rebar and the couplers to be transported off site to be shown to Mr Southward.

Dated the 30th day of December 2019.

Signed:

CHOW KAI FAT