

## STATEMENT BY THE INDEPENDENT PANEL OF 11<sup>th</sup> January 2006.

The aim of the Independent Panel is to ensure that KCRC has taken all the necessary precautions to reduce the risks of equipment mounting detachment to an acceptable level.

It is understood that cracks have been found in i) Main Equipment Case, ii) Main Compressor; iii) MA Set; iv) MA Converter Case; v) Auxiliary Equipment Case; vi) Cab Air-Conditioning Unit and vii) Compressor Choke. In order to ensure none of these units would be detached from the train body, we have been told that all the equipment found with cracks are strapped with nylon belts which are designed to hold weights up to 3 times of that of the equipment themselves. In addition, all the Main Equipment Cases, MA Converter Cases and Auxiliary Equipment Cases have also been strapped with nylon belts regardless whether cracks are found in the equipment. Moreover, all the Main Compressors have been fitted with secondary supports which would hold the Compressor firmly in place even in the event that the original car mountings have failed totally and, on close scrutiny of the proposed secondary supports, we are satisfied with the proposed safety measures.

Also, KCRC will undertake to inspect the nylon belts at two-day intervals to ensure the mountings are secure and the straps remain taut and undamaged.

In summary, as extensively discussed with KCRC regarding short-term measures to mitigate the danger of equipment detachment, we have identified the potential risks of the following equipment and their consequence if detached from the body frame:

- i) Main Equipment Case;
- ii) Main Compressor;
- iii) MA Set;
- iv) MA Converter Case;
- v) Auxiliary Equipment Case;
- vi) Main Transformer;
- vii) Battery Charger;
- viii) Smoothing Inductor;
- ix) Cab Air-Conditioning Unit;
- x) Compressor Choke;
- xi) MA Choke;
- xii) Battery Box and
- xiii) DC Equipment Case.

We further understand that KCRC would be able to fully strap up all the afore-mentioned thirteen items of equipment before the commencement of full train services on 12<sup>th</sup> January 2006. We also note that the welds of the car mountings of the MA sets are similar to those of the Main Compressor, which had failed. Hence we have suggested to KCRC to strap up the MA Sets before the commencement of full train services on 11<sup>th</sup> January 2006.

As all our recommendations have been accepted by KCRC, we are now satisfied and feel comfortable that KCRC has taken all necessary interim precautions to provide a safe train service to the general public of Hong Kong.



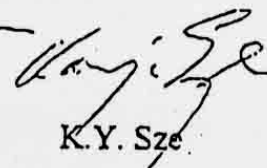
Edmund K.H. Leung  
(Chairman)



S.L. Ho



T.M. Yue



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