

**Panel on Transport****Subcommittee on Matters Relating to Railways****List of follow-up actions**

(position as at 18 October 2006)

<b>Subject</b>	<b>Date of meeting</b>	<b>Follow-up action required</b>	<b>Latest position / Administration's response</b>
1. Non-stopping of an East Rail (ER) train at Tai Wo Station on 28 April 2005	13.6.05	The Kowloon-Canton Railway Corporation (KCRC) to provide a performance report on the Automatic Train Operation (ATO) system of ER.	The ATO system has been modified and resumed operation in early August following the ER underframe equipment mounting problem. KCRC will monitor the performance of the modified ATO system in the coming months and then provide a report.
2. ER incident on 21 December 2005 and safety of the railway system	18.1.06	The Administration and KCRC to provide the relevant investigation reports on the ER underframe equipment mounting problem.	The overview and executive summary of ER Underframe Equipment Mounting Cracks Root Cause Investigation Report was provided by KCRC and circulated for discussion at the meeting on 6 May 2006 (LC Paper Nos. CB(1) 1420/05-06 (02) and (03)) while Government's Assessment on the Investigation Report by KCRC on ER Underframe Equipment Mounting Cracks together with the Report of the Review Panel on the Reporting of ER

			Incidents were circulated for discussion at the meeting on 1 August 2006 (LC Paper Nos. CB(1)1979/05-06(01) and CB(1)1981/05-06(01)).
3. Guangzhou-Shenzhen-Hong Kong Express Rail Link (ERL) and Northern Link	21.4.06	The Administration to provide- (a) information on the alignment options which had been considered in respect of Dedicated Corridor Option together with a comparison on the different alignments; (b) information on passenger demands and construction costs for ERL; (c) a passenger profile for ERL, the types of transport modes used by passengers to access ERL and a comparison on the pros and cons of the provision of terminus at Chau Tau and West Kowloon; (d) the projected passenger demand for West Rail services following the provision of rail links with ER; and (e) the number of jobs which would be created by the Northern Link project.	Relevant information will be provided in due course.
4. ER underframe equipment mounting problem	6.5 06	The Administration to provide- (a) a comparison on the acceptance procedures and criterion adopted by MTR Corporation Limited (MTRCL) and KCRC for their rail tracks; and (b) an itemized list on the upgrading	Supplementary information papers on "Acceptance Procedures and Criteria for Rails for KCRC and MTRCL" and "Enhancement of East Rail Mid-Life Refurbished Trains Underframe Equipment" provided by the Administration and KCRC

		cost of ER train carriages and an explanation on whether such expenses would fall within the normal enhancement programme.	respectively and circulated for discussion at the meeting on 1 August 2006 (LC Paper Nos. CB(1)2069/05-0(01)and (02)).
5. East Rail underframe equipment mounting problem	1.8.06	The Administration to provide the implementation schedule for the improvement measures.	The action plan for implementing Government's recommendations for improvement had been provided by KCRC and circulated under LC Paper No. CB(1)2262/05-06(02).
6. Review of the notification and reporting regime for railway incidents and matters	1.8.06	The Administration to provide a written explanation on its criteria in imposing penalties on railway incidents.	The Administration's response on its consideration for not penalizing KCRC in the ER incident was circulated under LC Paper No. CB(1)2262/05-06(01).

Note: The Administration was reminded on 10 October 2006 to provide the information requested by members.