

立法會

Legislative Council

LC Paper No. CB(1) 1146 /08-09
(These minutes have been seen
by the Administration)

Ref: CB1/PS/1/08/1

Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on Friday, 16 January 2009, at 8:30 am in the Chamber of the Legislative Council Building

- Members present** : Hon Miriam LAU Kin-ye, GBS, JP (Chairman)
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon LAU Kong-wah, JP
Hon Andrew CHENG Kar-foo
Hon Abraham SHEK Lai-him, SBS, JP
Hon LI Fung-ying, BBS, JP
Hon Albert CHAN Wai-yip
Hon WONG Kwok-hing, MH
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon Ronny TONG Ka-wah, SC
Hon KAM Nai-wai, MH
Hon WONG Sing-chi
Hon IP Wai-ming, MH
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
- Members attending** : Hon James TO Kun-sun
Hon Audrey EU Yuet-mee, SC, JP
Hon Starry LEE Wai-king
- Members absent** : Hon LEUNG Kwok-hung
Hon CHEUNG Hok-ming, SBS, JP

**Public Officers
attending**

: Agenda item IV

Ms Eva CHENG
Secretary for Transport and Housing

Mr Philip YUNG
Deputy Secretary for Transport & Housing
(Transport) 1

Mr WAN Man-lung
Principal Government Engineer/Railway Development
Highways Department

Agenda item V

Ms Eva CHENG
Secretary for Transport and Housing

Mr Philip YUNG
Deputy Secretary for Transport & Housing
(Transport) 1

Miss Shirley YUEN
Deputy Secretary for Transport and Housing
(Transport) 2

Mrs Hedy CHU
Principal Assistant Secretary for Transport and
Housing (Transport) 4

Ms Carolina YIP
Commissioner for Transport (Atg.)

Mr David TO Kam-biu
Assistant Commissioner for Transport / Planning

Miss Alice AU YEUNG Yuet-wah
Principal Transport Officer / Bus and Railway

Mr K M WOO
Assistant Director / Railways
Electrical and Mechanical Services Department

Agenda item VI

Mr YAU Shing-mu
Under Secretary for Transport and Housing

Miss Shirley YUEN
Deputy Secretary for Transport and Housing
(Transport) 2

Mrs Hedy CHU
Principal Assistant Secretary for Transport and
Housing (Transport) 4

Mr Albert YUEN Lap-pun
Assistant Commissioner/Bus and Railway
Transport Department

Miss Alice AU YEUNG Yuet-wah
Principal Transport Officer / Bus and Railway
Transport Department

Mr K M WOO
Assistant Director / Railways
Electrical and Mechanical Services Department

Agenda item VII

Mr YAU Shing-mu
Under Secretary for Transport and Housing

Miss Shirley YUEN
Deputy Secretary for Transport and Housing
(Transport) 2

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Principal Assistant Secretary for Transport and
Housing (Transport) 4

Mr Albert YUEN Lap-pun
Assistant Commissioner/Bus and Railway
Transport Department

Miss Alice AU YEUNG Yuet-wah
Principal Transport Officer / Bus and Railway
Transport Department

**Attendance by
invitation**

: Agenda item IV

MTR Corporation Limited

Mr Malcolm GIBSON
Head of Project Engineering

Miss Maggie SO
Senior Manager - Projects and Property Communications

Agenda item V

MTR Corporation Limited

Mr Y T LI
Deputy Operations Director

Mr Henry LAM
General Manager - KSL

Ms Ida LEUNG
Senior Manager - External Affairs

Miss Maggie SO
Senior Manager - Projects and Property Communications

Agenda item VI

MTR Corporation Limited

Mr Y T LI
Deputy Operations Director

Dr Jacob KAM
Head of Operations Engineering

Ms Ida LEUNG
Senior Manager - External Affairs

Agenda item VII

MTR Corporation Limited

Mr David FLEMING
Deputy Legal Director

Mr Wilfred LAU
Head of Operations

Ms Ida LEUNG
Senior Manager - External Affairs

Clerk in attendance : Ms Joanne MAK
Chief Council Secretary (1)2

Staff in attendance : Ms Sarah YUEN
Senior Council Secretary (1)6

Miss Ivy WONG
Council Secretary (1)2

Miss Winnie CHENG
Legislative Assistant (1)5

Action

I Confirmation of minutes of meeting
(LC Paper No. CB(1)588/08-09 — Minutes of the meeting held
on 21 November 2008)

The minutes of the meeting held on 21 November 2008 were confirmed.

II Information papers issued since last meeting

2. No information papers had been issued since the last meeting.

III Items for discussion at the next meeting scheduled for 31 March 2009

(LC Paper No. CB(1)557/08-09(01) — List of outstanding items for
discussion

LC Paper No. CB(1)557/08-09(02) — List of follow-up actions)

3. Members agreed to discuss the following items at the next regular meeting scheduled for Tuesday, 31 March 2009, at 4:30 pm –

(a) West Island Line; and

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(b) Shatin to Central Link.

Clerk

4. Members agreed to invite deputations to give views on "Shatin to Central Link" by posting a notice on the website of the Legislative Council.

IV South Island Line (SIL)

(LC Paper No. CB(1)557/08-09(03) — Administration's paper on South Island Line

LC Paper No. CB(1)558/08-09 — Background brief prepared by the Legislative Council Secretariat)

5. The Subcommittee deliberated (index of proceedings attached at **Annex**).

6. Head of Project Engineering of MTR Corporation Limited (MTRCL) briefed members on the current position in the planning of the proposed SIL (East).

(Post-meeting note: a set of presentation materials was issued vide LC Paper No. CB(1)620/08-09 on 16 January 2009.)

Need to address residents' concerns prior to gazettal of the railway scheme

7. Members pointed out that many concerns raised by the local residents about the SIL (East) project had remained unresolved. They requested that, prior to the gazettal of the railway scheme under the Railway Ordinance, the Administration should fully address residents' concerns which included -

- (a) concerns about the locations of entrances for stations at South Horizons, Lei Tung and Wong Chuk Hang and residents' suggestions should be taken into consideration in the detailed design of the stations;
- (b) concerns about the noise and visual impacts of the proposed viaduct section between the toll plaza of the Aberdeen Tunnel and Lei Tung Estate and residents' suggestion that this section be provided in the form of a tunnel should be considered; and
- (c) concerns about impacts of the project on the ecology of the nullah at Heung Yip Road where many egrets inhabited.

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Admin 8. The Secretary for Transport and Housing (STH) said that the Administration and MTRCL had been taking residents' suggestions duly into account and would address their concerns throughout the planning of the SIL. They would continue to do so, and would also remain in close touch with the District Council (DC), local concern groups and the public in developing the railway scheme. STH added that it was the Administration's target to commence construction of the railway in 2011 for completion and commissioning in 2015.

Review report on Happy Valley Station Options and feasibility study on construction of a pedestrian subway

Admin 9. Members in general expressed disappointment at the outcome of the review which concluded that provision of a station in Happy Valley was considered not advisable. Some members requested the Administration to re-consider the matter taking into account the following -

- (a) the overall long-term benefits brought to the community and to the commercial development at Happy Valley by the provision of a station in Happy Valley;
- (b) the provision of such a station was justified in view of the heavy pedestrian traffic between Causeway Bay and Happy Valley on race days and public holidays, as well as the long-term population growth in Happy Valley that might be brought about by redevelopment in some places;
- (c) the catchment population of the station would be more than 19 000 taking into account the transport service demands generated by local residents as well as residents in neighbouring areas (e.g. the Mid-Levels East); and
- (d) it would be very difficult to provide a station in Happy Valley later if the opportunity was not seized in the planning of the SIL to provide such a station.

10. Mr WONG Kwok-hing asked to put on record his regret at the Administration's view on this matter and the Administration's failure to take into account the strong views expressed by DC concerned. Mrs Regina IP said that many residents in south Happy Valley actually objected to the provision of a Happy Valley Station lest it would disturb the quietness of the area.

11. Ms Audrey EU and Mr Albert CHAN requested the Administration to consider providing a subsidiary railway line linking up Happy Valley and that

Action

Admin the frequency of trains on this line would need to be increased only on race days, so that the alignment for the main line running between Admiralty and South Horizons would not be affected. The Chairman requested the Administration to consider the option and revert to the Subcommittee. The Chairman also requested the Administration to provide a plan for illustration of the changes required to be made to the alignment of SIL if a Happy Valley Station were included, and information on the feasibility study on the construction of a pedestrian subway linking the heart of Causeway Bay with the busy streets bordering Happy Valley.

Admin

Admin

12. STH said that the Administration had seriously considered the options for a station in Happy Valley taking into account a number of factors like patronage, construction cost, implementation timetable and disturbance to the locals during construction stage. Different locations for a station in Happy Valley had been examined. All options would lead to a longer alignment and additional construction time. The increase in journey time would also lower the economic benefits of the SIL. On the other hand, there were strong calls for the early commencement of construction of the SIL. On balance, the Administration had decided not to provide a station in Happy Valley.

Interchange facilities at Admiralty

Admin 13. Noting that the Administration was planning for the interchange facilities at Admiralty serving four railway lines in the future (i.e. the existing Tsuen Wan Line and Island Line and the future Shatin to Central Link and SIL), Ms Audrey EU suggested that the opportunity should be taken to comprehensively review the underground and road-surfaced space at Admiralty Station to enhance provision of transport interchange facilities there. She hoped that better planning for transport interchange facilities at Admiralty Station might help alleviate the traffic congestion in Central and improve air quality there. STH informed members that the Administration was conducting such a study as Admiralty Station would be a major transport interchange point in the future. The Chairman requested the Administration to provide information on the study for members' reference in due course.

Impact on non-rail public transport modes

Admin 14. Mr Albert CHAN expressed concern about the negative impact of SIL on the operation and fare revenue of the other public transport modes. At the Chairman's request, the Administration agreed to provide its assessment on the impact of the commissioning of SIL on other public transport modes in due course.

15. The Subcommittee agreed to further discuss SIL in May 2009 and deputations might be invited to give views.

Action

V Further discussion on the connectivity of Austin Station with neighbouring area and the installation of platform screen doors

(LC Paper No. CB(1)557/08-09(04) — Administration's paper on pedestrian connectivity of Austin Station with neighbouring areas

LC Paper No. CB(1)557/08-09(05) — Paper on retrofitting of automatic platform gates from MTRCL

LC Paper No. CB(1)392/08-09(02) — Submission on the design of the new Austin Station from four Yau Tsim Mong District Council members and Administration's response
& CB(1)593/08-09(01)

LC Paper No. CB(1)210/08-09 & CB(1)211/08-09 — Background briefs prepared by the Legislative Council Secretariat)

16. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Pedestrian connectivity of Austin Station with neighbouring area

Connectivity between Austin Station and the Canton Road area

17. The Chairman pointed out that a pedestrian subway connection, straddling the site reserved for the West Kowloon Cultural Development (WKCD), between Austin Station and the China Hong Kong City was needed to facilitate passengers heading to the China Hong Kong City/Canton Road especially those carrying luggage. In the interim before such a subway connection was provided, a cover should be provided on the footpath linking Austin Road Subway and the China Hong Kong City to facilitate the walk for passengers during inclement weather. Mr WONG Kwok-hing asked to put on record his regret at the lack of progress made by the Administration in its consideration of provision of these facilities. Ms Starry LEE queried the Administration's estimation that a walk from the Austin Road Subway exit to the China Hong Kong City, which was 150 metres long, would take "less than five minutes". She conveyed that the Yau Tsim Mong DC also supported the suggestion of providing a subway connection between Austin Station and the China Hong Kong City.

Admin 18. The Chairman requested the Administration to provide a paper on its consideration of the suggestion of providing a cover on the footpath linking Austin Road Subway and the China Hong Kong City, and to expedite its

Admin discussion with the WKCD Office over the provision of a pedestrian subway

Action

connection which would straddle the site currently reserved for WKCD.

Connectivity between Austin Station and Kowloon Station

19. Ms LI Fung-ying pointed out that passengers heading to the Airport Express Kowloon Station could only make use of the existing Jordan Road Footbridge and such a walk during inclement weather would be unpleasant. Members urged the Administration to expedite its planning design for the relevant pedestrian connectivity facilities. The Administration informed members that the relevant study result would be available towards the end of 2009.

Further discussion on the installation of platform screen doors

20. Members in general expressed strong dissatisfaction with the failure of the Administration and MTRCL to provide a concrete timetable for the retrofitting of automatic platform gates (APGs) at East Rail Line (ERL) stations. Mr Andrew CHENG considered that the Administration and MTRCL should be reprimanded for the delay in the retrofitting. Deputy Operations Director (DOD) of MTRCL explained the technical problems and issues to be addressed as detailed in paragraphs 6 to 10 of its paper. DOD stressed that if APGs were provided without installation of mechanical gap fillers (MGFs), the wide platform gaps between a train and a curved edge at the ERL stations might pose a risk to boarding and alighting passengers. DOD informed members that sufficient test data for analysis and assessment on the performance of the MGFs would be ready by September 2009, and the full review would be completed by the end of 2009.

VI Further discussion on Kwun Tong Line service disruption on 8 December 2008 and recent railway incidents

(LC Paper No. CB(1)557/08-09(06) — Administration's paper on follow-up action on MTR Kwun Tong Line overhead power system failure on 8 December 2008

LC Paper No. CB(1)582/08-09(01) — Paper on follow-up action on MTR Kwun Tong Line overhead power system failure on 8 December 2008 from MTRCL)

21. The Subcommittee deliberated (index of proceedings attached at **Annex**).

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Incident handling

22. In response to Mr WONG Kwok-hing's concern about the explanation in paragraph 4 of the Administration's paper, DOD clarified that it would be no more than 20 minutes after the outbreak of an incident that MTRCL would advise passengers to consider taking other modes of transport if the service disruption was expected not to be recovered in the next 20 minutes. DOD explained that if MTRCL took less than 20 minutes to be able to assess that the service disruption could not be recovered in the next 20 minutes, it would advise passengers so without waiting for 20 minutes after the outbreak of an incident.

Emergency bus deployment

23. Ms LI Fung-ying asked what enhancement measure would be introduced to address the problem found in the recent Kwun Tong Line (KTL) incident that more than one hour had been taken for the arrangement of emergency buses for passengers. DOD referred members to paragraph 8 of the paper provided by MTRCL and pointed out that in future the Corporation would make arrangements for emergency buses to be on standby as early as when Red Alert was issued. As soon as service suspension was confirmed, full call out of emergency buses would be arranged. DOD pointed out that the timing to arrange emergency buses to be on standby would be much advanced under the present arrangements.

Outsourcing of maintenance activities

24. Ms LI Fung-ying pointed out that in the KTL incident on 8 December 2008, an Overhead Line isolator, which should normally be locked in the closed position, was left locked in the open position after the last maintenance on 10 November 2008 and it was not until the outbreak of the incident that the wrong position of the isolator was detected. As checking of isolators was part of the outsourced maintenance activities of MTRCL, Ms LI asked what improvements would be made by the Corporation to ensure service quality of maintenance tasks carried out by contractors. In response, Head of Operations Engineering took members through the new checking procedure for isolators set out in paragraph 9 of the MTRCL's paper and the monitoring system to ensure that the outsourced maintenance works met the required standard as set out in paragraphs 12 and 13 of the same paper.

The notification system

25. Referring to paragraph 13 of the Administration's paper, Mr Andrew CHENG and Mr IP Wai-ming expressed serious concern about whether there was an implication that MTRCL would no longer notify the media of service disruption incidents which might cause disruption to service for 8 minutes or

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more. The Under Secretary for Transport and Housing (USTH) and DOD clarified that there was no such an implication. They assured members that MTRCL would continue to notify the media of service disruption incidents as far as possible so that passengers could consider taking other modes of transport. DOD supplemented that in fact the Corporation undertook to inform passengers as early as possible so that they could plan their journey in advance. During peak hours and in a situation where a service disruption was expected not to be recovered within a short time, the Corporation would notify the media even without waiting for 8 minutes after the disruption had occurred. On the other hand, if the disruption was expected to be recovered within only a few minutes, it might not be advisable to make the notification arrangements as passengers might suffer delays in their passages if the notification had prompted them to unnecessarily change to take other modes of transport.

Admin

26. At the suggestion of Mr WONG Kwok-hing, the Chairman requested the Administration to provide an updated version of the paper on the notification regime for railway incidents and matters to cover any proposed new changes to the notification system for members' reference. USTH agreed to follow up.

VII Review of the Mass Transit Railway By-laws and North-west Railway By-laws

(LC Paper No. CB(1)557/08-09(07) — Administration's paper on Government's assessment on MTR Corporation Limited's (MTRCL's) Bylaw review

LC Paper No. CB(1)557/08-09(08) — Paper on MTR Bylaw review from MTRCL

LC Paper No. CB(1)1997/06-07 — Report of the former Subcommittee to Study the Draft Subsidiary Legislation Relating to the Rail Merger)

27. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Use of abusive language (MTR Bylaw 28H(1)(a), NWR Bylaw 22(1)(a))

28. Mr James TO and Mr Ronny TONG considered that it was necessary to provide a clear definition of the above item for the purpose of clarity. They suggested that use of abusive language should be defined along the line that a person committed an offence if he, by use of threatening, abusive, obscene or offensive language, incited violence or discrimination towards another passenger, or if he did so to insult, threaten or disturb another passenger. Mr TO further said that the drafting of this bylaw should be

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MTRCL

considered from the perspective of maintenance of order in railway premises. Deputy Legal Director/MTRCL (DLD/MTRCL) agreed to consider members' views and suggestions.

Playing radios, cassettes, musical instruments in railway premises (MTR Bylaw 26, 26A and NWR Bylaw 24)

29. Ms LI Fung-ying queried why MTRCL allowed noisy TV broadcast and advertisements on East Rail trains and on the other hand, penalized passengers for creating noise generated from radios.

30. DLD/MTRCL explained that this bylaw was found in most transport-related bylaws/regulations in the world. Passengers were not prohibited from listening to, e.g. radio or MP3, provided that they did not play it loudly or they listened through earphones. He added that the noise generated from the TV broadcasts on East Rail trains could not exceed the level limit as specified in an agreement entered into by the Administration and MTRCL. Regular audits were carried out to check compliance with the specified noise level limit.

Improper dressing (MTR Bylaw 28G and NWR Bylaw 23)

31. Mr KAM Nai-wai asked about the definition of "improper dressing" and why it was proposed to reduce the penalty from \$5,000 to \$2,000.

32. DLD/MTRCL explained that the intent of this bylaw was to prevent passengers from being impacted on as a result of others' extremely dirty clothing. This bylaw was also commonly found in transport-related bylaws/regulations in the world. He added that after the review, it was decided that the heading "Improper dressing" should be amended to more accurately reflect the content of this bylaw.

33. Referring to the proposed 4 tier offence and penalty schedule in paragraph 12 of the paper submitted by MTRCL, DLD/MTRCL said that the reduction in penalty level was proposed because, after review, it was considered that the bylaw offence in question should be a Class 1 offence having regard to its nature and seriousness. A corresponding reduction in the penalty level was, therefore, proposed.

34. Mr James TO considered the existing definition of "improper dressing" under the relevant provisions was unclear. He queried how the line should be drawn in regarding whether a passenger's clothing was "liable to soil" under the existing definition. The Chairman requested MTRCL to address Mr KAM's and Mr TO's concerns.

MTRCL

Action

VIII Any other business

35. There being no other business, the meeting ended at 11:35 am.

Council Business Division 1
Legislative Council Secretariat
25 March 2009

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Friday, 16 January 2009, at 8:30 am
in the Chamber of the Legislative Council Building**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Confirmation of minutes</i>			
000000 - 000021	Chairman	- Confirmation of minutes of the meeting held on 21 November 2008.	
<i>Agenda Item II – Information paper issued since last meeting</i>			
000022 - 000055	Chairman	- No information papers had been issued since last meeting.	
<i>Agenda item III – Items for discussion at the next meeting scheduled for 31 March 2009</i>			
000056 – 000559	Chairman Members	- Matters to be discussed at the next regular meeting.	
<i>Agenda Item IV – South Island Line</i>			
000600 – 001415	MTRCL Admin Chairman	- Briefing and PowerPoint presentation by MTRCL.	
001416 - 002142	Mr KAM Nai-wai MTRCL Administration Chairman	- Mr KAM Nai-wai's enquiries of the possibility of building the whole SIL underground and the ecological impact of the project. - MTRCL's explanation that the topography in South Island made it difficult for building the whole SIL underground, which was not advisable considering also the time required to go down from the street level to the station platform and other construction problems.	
002143 - 002747	Mr WONG Kwok-hing Administration Chairman	- Mr WONG Kwok-hing's expression of regret over non-provision of a Happy Valley Station and the Administration's response that all the options studied had serious programme and cost implications.	Admin to provide a plan for illustration of the changes required to be made to the alignment of SIL if a Happy Valley Station were to be provided.
002748 - 003425	Ms LI Fung-ying Administration MTRCL	- Ms LI Fung-ying's enquiry about environmental impacts of the proposed viaduct section between the toll plaza of the Aberdeen Tunnel and Lei Tung Estate. MTRCL's response that the relevant Environmental Impact Assessment (EIA) would assess the visual impact and	

Time marker	Speaker	Subject(s)	Action required
		<p>ecological impact of the viaduct option and its compliance with the Noise Control Ordinance.</p> <ul style="list-style-type: none"> - Ms LI's query of whether a station in Happy Valley was considered not advisable merely based on the projected patronage up to 2016 and the views of some residents that SIL(East) should be completed as early as possible. The Administration's response that the decision was made based on balanced consideration of various factors as set out in the Administration's paper 	
003426 - 004203	Ms Audrey EU Administration Chairman	<ul style="list-style-type: none"> - Ms Audrey EU's suggestion that the interchange facilities at Admiralty Station should be comprehensively reviewed with a view to alleviating the traffic congestion in Central. - Ms Audrey EU's enquiry and the Administration's reiteration of the considerations in concluding that construction of a Happy Valley Station was not advisable. 	Admin to provide information on its study on interchange facilities at Admiralty Station.
004204 - 004937	Mr Albert CHAN Administration Chairman	<ul style="list-style-type: none"> - Mr Albert CHAN's concern about the impact of railway development on other road-based public transport modes. 	Admin to provide information on its assessment.
004938 - 005531	Mr LAU Kong-wah Administration Chairman MTRCL	<ul style="list-style-type: none"> - Mr LAU Kong-wah's view that thorough consultation should be conducted prior to gazettal of relevant railway project. His request for details of the feasibility study on the construction of a pedestrian subway linking the heart of Causeway Bay with the busy streets bordering Happy Valley as early as possible to facilitate consideration of future proposed design of SIL. 	
005532 - 010126	Mr Andrew CHENG Administration Chairman	<ul style="list-style-type: none"> - Mr Andrew CHENG's concern that the Administration and MTRCL seemed to have failed to consider residents' concerns about the viaduct option. The Administration also seemed to have failed to take into account the long term overall interest of the community in its consideration of the provision of a Happy Valley Station. 	

Time marker	Speaker	Subject(s)	Action required
010127 - 010649	Mr Jeffrey LAM Administration	- Mr Jeffrey LAM's views that a Happy Valley Station should be provided and his query that the pedestrian subway under consideration could not benefit those residents living at the central part of Happy Valley.	
010650 - 011224	Mr Ronny TONG Administration	- Mr Ronny TONG's view that option 3 which only entailed delay of completion of the project by 11 months was acceptable. The Administration's explanation that option 3 was not advisable balancing the limited transport benefits brought about by it against the construction impacts on the area concerned.	
011225 - 011552	Ms Starry LEE Administration Chairman	- Ms Starry LEE's view that a Happy Valley Station should be provided and the Administration's response that Southern district residents demanded the implementation of the SIL project be sped up to solve its traffic congestion problem.	
011553 - 012349	Mrs Regina IP Administration MTRCL	- Mrs Regina IP's view that many residents in southern Happy Valley actually objected to provision of a Happy Valley Station. She noted that different views had been expressed by residents on the desirability of such a station. She also raised concerns about the environmental impacts of the viaduct section and on the egrets inhabited at the nullah in Heung Yip Road.	Admin to fully address residents' concerns prior to gazettal of project.
012350 - 012954	Chairman Mr KAM Nai-wai Administration Ms Audrey EU	- Request for further discussion on SIL in May 2009	Admin to consider the Happy Valley option suggested by Ms Audrey EU and Mr Albert CHAN and to provide information on the feasibility study on construction of a pedestrian subway between Causeway Bay and Happy Valley.
<i>Agenda V- Further discussion on the connectivity of Austin Station with neighbouring area and the installation of platform screen doors</i>			
012955 - 013629	Chairman Ms LI Fung-ying Administration MTRCL	- Ms LI Fung-ying's view that the enhancement measures set out in paragraph 5 of the Administration's paper were still inadequate in facilitate passengers heading to the	

Time marker	Speaker	Subject(s)	Action required
		<p>China Hong Kong City. Ms LI's enquiry of the timetable for the Administration's liaison with the West Kowloon Cultural District (WKCD) Office on the suggestion of providing a direct subway link between Austin Station and the China Hong Kong City, and her view that the connectivity between Austin Station and Kowloon Station should also be enhanced.</p> <ul style="list-style-type: none"> - The Administration's response that it was planning for the interconnections by subways as well as footbridges amongst the KSL Austin Station, the Airport Express Kowloon Station, terminus of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and WKCD. 	
013630 - 013923	Mr WONG Kwok-hing Administration Chairman	<ul style="list-style-type: none"> - Mr WONG Kwok-hing's view that a cover should be provided on a temporary basis on the footpath between Austin Station and China Hong Kong City. 	Admin to revert on the suggestion of providing a cover.
013924 - 014456	Ms Starry LEE Administration Chairman	<ul style="list-style-type: none"> - Ms Starry LEE's view that the Administration should consider the Yau Tsim Mong DC's suggestion of building a subway between Austin Station and China Hong Kong City. - The Chairman's request for further information on progress of the Administration's liaison with the WKCD Office in taking forward the suggestion of building a subway to China Hong Kong City. 	Admin to expedite its discussion with WKCD Office.
014457 - 015909	Mr Andrew CHENG Administration MTRCL Chairman Mr Ronny TONG Mr IP Wai -ming	<ul style="list-style-type: none"> - Mr Andrew CHENG's view that the Administration should actively consider the provision of subway between Austin Station and China Hong Kong City and better connections between Austin Station and Kowloon Station. - Mr Andrew CHENG's expression of strong dissatisfaction with failure of MTRCL and the Administration to provide a timetable for the retrofitting of automatic platform gates (APGs) at East Rail Line stations. Mr Ronny TONG's and Mr IP Wai -ming's 	

Time marker	Speaker	Subject(s)	Action required
		enquiries of the technical constraints involved and MTRCL's explanation.	
015910 - 020015	Mr WONG Kwok-hing Administration Chairman	- Mr WONG Kwok-hing's concern about the funding arrangements for the retrofitting programme and the Administration's response.	
<i>Item VI Further discussion on Kwun Tong Line service disruption on 8 December 2008 and recent railway incidents</i>			
020016 - 020844	Mr WONG Kwok-hing Administration MTRCL Chairman	- MR WONG Kwok-hing's query about the procedures for incident handling and MTRCL's clarification.	
020845 - 021529	Mr Andrew CHENG Administration Chairman	- Mr Andrew CHENG's concern about whether paragraph 13 of the Administration's paper was implying that changes would be made to the existing notification system. The Administration's assurance that the media would continue to be notified of railway service incidents.	
021530 - 022059	Ms LI Fung-ying MTRCL	- Ms LI Fung-ying's concern about the monitoring system to ensure service quality of outsourced maintenance work of MTRCL.	
022100 - 022637	Mr IP Wai-ming Chairman Administration MTRCL Mr WONG Kwok-hing	- Mr IP Wai-ming's concern about the notification system and the Administration's clarification. - The Chairman's request for an updated paper on the notification regime for railway incidents and matters.	Admin to provide an updated paper on the notification regime for railway incidents and matters.
<i>Item VII Review of the Mass Transit Railway By-laws and North-west Railway By-laws</i>			
022638 - 022807	Chairman Administration	- The Administration's briefing on its paper.	
022808 - 023345	Mr James TO MTRCL	- Mr James TO's concerns on the definition of "abusive language" under MTR Bylaw 28H(1)(a) & NWR Bylaw 22(1)(a), and MTRCL's response.	MTRCL to address Mr TO's concerns.
023346 - 023741	Mr WONG Kwok-hing MTRCL Chairman	- Mr WONG Kwok-hing's view that the bylaw on Firearms (MTR Bylaw 38) should cover all forms of inflammable substances posing danger to passengers.	
023742 - 024154	Ms LI Fung-ying MTRCL	- Mr LI Fung-ying's query on the MTRCL's rationale of penalizing	

Time marker	Speaker	Subject(s)	Action required
		passengers for playing radios while it allowed noisy TV broadcast on East Rail trains, and MTRCL's response.	
024155 - 024707	Mr Ronny TONG Chairman MTRCL	- Mr Ronny TONG's suggestion that a clear definition of "abusive language" should be provided and MTRCL representative's response.	MTRCL to address Mr TONG's concerns.
024708 - 025211	Mr KAM Nai-wai Chairman MTRCL	- Mr KAM Nai-wai's query about the meaning of "Improper dressing" under MTR Bylaw 28G and NWR Bylaw 23 and the reason for proposed reduction of the penalty level for this offence from \$5,000 to \$2,000. - MTRCL's response and explanation.	MTRCL to propose revised heading for "Improper dressing".
025212 - 025708	Mr James TO Chairman	- Mr James TO's reiteration of his concerns about the unclear definition of "abusive language" under relevant provisions and his query about the definition of the "Improper dressing".	MTRCL to address Mr TO's concerns.