

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

**MTR Kwun Tong Line Overhead Power System Failure on 8
December 2008 and Recent Railway Incidents**

Purpose

As requested by the Legislative Council Panel on Transport Sub-committee on Matters Relating to Railways, the Corporation provides information on the incident of power supply failure on the Kwun Tong Line on 8 December 2008, as well as information on railway incidents for the past six months.

The Incident

2. At 1923 hours on 8 December 2008, a train left Yau Tong Station on the Kwun Tong Line towards Lam Tin Station. The protection device for the Overhead Line (OHL), the Direct Current Circuit Breaker (DCCB), detected a short circuit and tripped open, thus causing a failure of power supply in the section between Tiu Keng Leng and Lam Tin.

3. There were three trains in the incident section, two were passenger trains while one was not in service and was heading for Kowloon Bay Depot. The first train (T35) was in service and was on the way from Yau Tong Station to Lam Tin Station; it stopped near Lam Tin Station. The second train (T02) which was not in passenger service, stopped inside the tunnel section just past Yau Tong Station. The third train (T03) was in service and stopped with three cars in the platform at Yau Tong Station. At 1930 hours, in accordance with established procedures of the Transport Department, a red alert was issued in anticipation of a delay in passenger service.

4. At 1933 hours, Operations Control staff successfully resumed OHL power supply between Tiu Keng Leng and Lam Tin. Trains T35 and T02 then had power resumed and left the incident section. However the third train, T03, could not have power resumed at Yau Tong Station. At 1957 hours, approximately 300 passengers were detrained at Yau Tong Station.

5. At 2001 hours T03 had power resumed and departed Yau Tong Station. Soon after the train was in motion, the DCCB for the section tripped open again. At 2018 hours, during the recovery action of closing the DCCB, it tripped open again. This problem indicated a possible fault on the OHL. At 2019 hours, one of the four OHL wires was found severed approximately ten metres from Yau Tong Station.

6. At 2013 the red alert was updated to notify the public of a service suspension between Kwun Tong and Tiu Keng Leng Stations in both directions on the Kwun Tong Line. Emergency buses were arranged shortly after.

7. Following emergency repair works, train service resumed at 2310 hours.

Contingency Measures

8. The Corporation has in place contingency plans to cater for train service delays and serious disruptions. In the course of this incident, the following measures were implemented.

Information Dissemination

9. The Corporation made public announcements during the time of incident at all stations and on board all trains running on the Kwun Tong Line. Station staff also made public announcements again and put up notices in stations at MTR urban lines and Kwun Tong Line to inform

passengers of the service disruption. Information was updated and frequently broadcast during the incident.

Emergency Buses

10. At 2027 hours emergency buses were mobilized to operate between Kwun Tong and Yau Tong via Lam Tin stations in both directions. A total of 40 buses were deployed, making 156 trips and carrying more than 8,000 passengers.

Fare arrangement

11. No fares were deducted from exiting passengers at Kwun Tong, Lam Tin, Yau Tong, and Tiu Keng Leng stations.

Notifications to the Government

12. The incident was duly reported in accordance with procedures to the Transport Department and the Railways Branch of the Electrical and Mechanical Services Department.

Investigation and Findings of the Incident

13. Our investigation identified that an OHL isolator, which should normally be locked in the closed position, was locked in the open position. A closed isolator connects two sets of overhead lines and is normally kept in the closed position to balance the voltage. It should be pointed out that the design does allow the electrical network to operate safely with the isolator open during special occasions. However, such an operation resulted in the voltage not being fully balanced, leading to the deterioration and subsequent breakage of one of the wires of the overhead lines.

14. The OHL protection devices (DCCB) functioned properly to disconnect the power supply as one of the four wires of the OHL was severed and short-circuited. It should be noted that the incident did not have any safety implications and did not affect power supply to the other sections of the Kwun Tong Line.

15. An isolator facilitates maintenance activity. The isolator concerned was left locked in the open position after the last maintenance on the night of 10 November 2008.

16. The Corporation has also identified areas for improvement in information dissemination to passengers during the incident, especially at interchange stations.

Follow-up Actions

17. The Corporation has conducted a fleet check of all similar isolators and confirmed that they are all at correct position.

18. The Corporation will reinforce compliance with procedures by maintenance staff through refresher training programmes and briefings.

19. Labels denoting the correct position of isolators will be applied to all similar isolators.

20. The Corporation is preparing for introduction of a new checking procedure to ensure the isolators are in the correct position.

21. During the incident a total of 575 passengers requested for a refund. The Corporation has immediately made the relevant arrangement. The Corporation has received a total of 37 comments about the handling of the incident, mainly on the adequacy of emergency buses and information dissemination. The Corporation understands the importance of fast and accurate communication with passengers

during times of incident. It will review the procedures for disseminating information and seek to enhance its communication with passengers, particularly at interchange stations and on its trains.

Train Service Performance

22. The Corporation places great emphasis on safe and reliable railway performance. The design of the network incorporates many “Fail Safe” devices aiming at enhancing the safety of passengers. When the system detects a potential fault, it will automatically halt train movement. This safety mechanism functioned properly in this incident.

23. The Corporation takes each and every incident seriously. All incidents are investigated to help it bring about improvements in passenger service and reliability.

24. The operation of a railway involves a large number of systems comprising millions of different components working together. Unfortunately, incidents that cause delays cannot be totally avoided. The Corporation aims to ensure that all passengers arrive safely at their destinations on time. Our current reliability rate is 99.9%. This means that for every 1000 trips a passenger takes, they will experience a delay of over five minutes once. While this reliability rate is among the highest in the world, the Corporation will continue to work towards minimizing delays as much as possible. A chart showing the performance of 10 railway metros is enclosed (Annex I).

25. Since July 2008, there have been a total of 117 incidents with delays of eight minutes or more. Out of these 117 cases, 38 were related to rolling stock, 28 on infrastructure equipment, 14 on human factors, 17 on passenger actions and 20 were caused by external factors. Investigations were carried out on these cases with remedial actions identified (Annexes II and III).

Conclusion

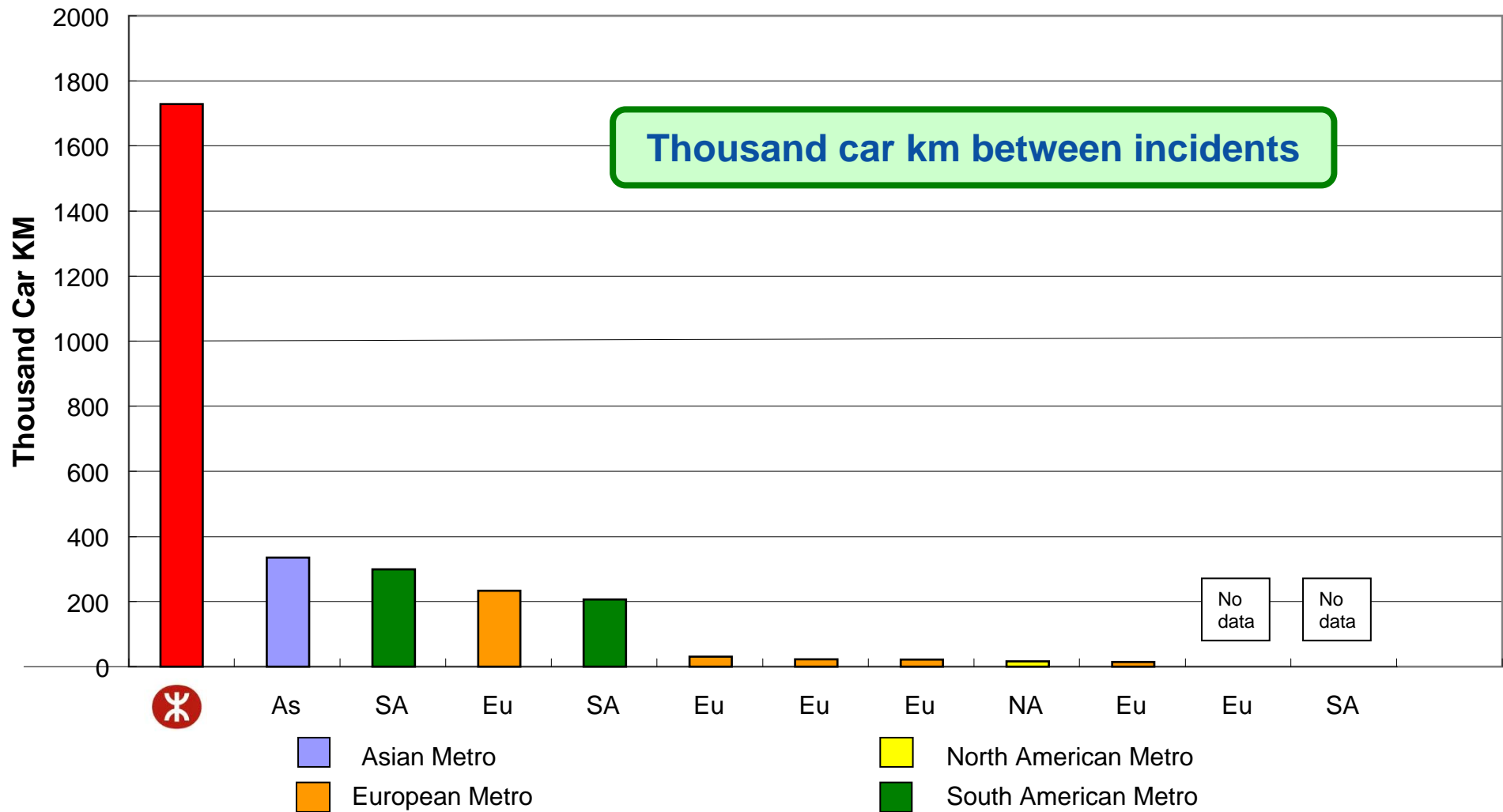
26. The Corporation has identified the cause of the service suspension on 8 December 2008 as the breaking of one of the wires in the overhead lines between Yau Tong Station and Lam Tin Station. The Corporation has concluded that the incident was caused by human factor, and has taken several steps to improve its procedures, enhance training, and increase inspections in an effort to prevent a similar service suspension in future.

27. The Corporation attaches great importance to this incident, and pledges to continue to further improve its service and reliability with a view to providing quality service to our passengers.

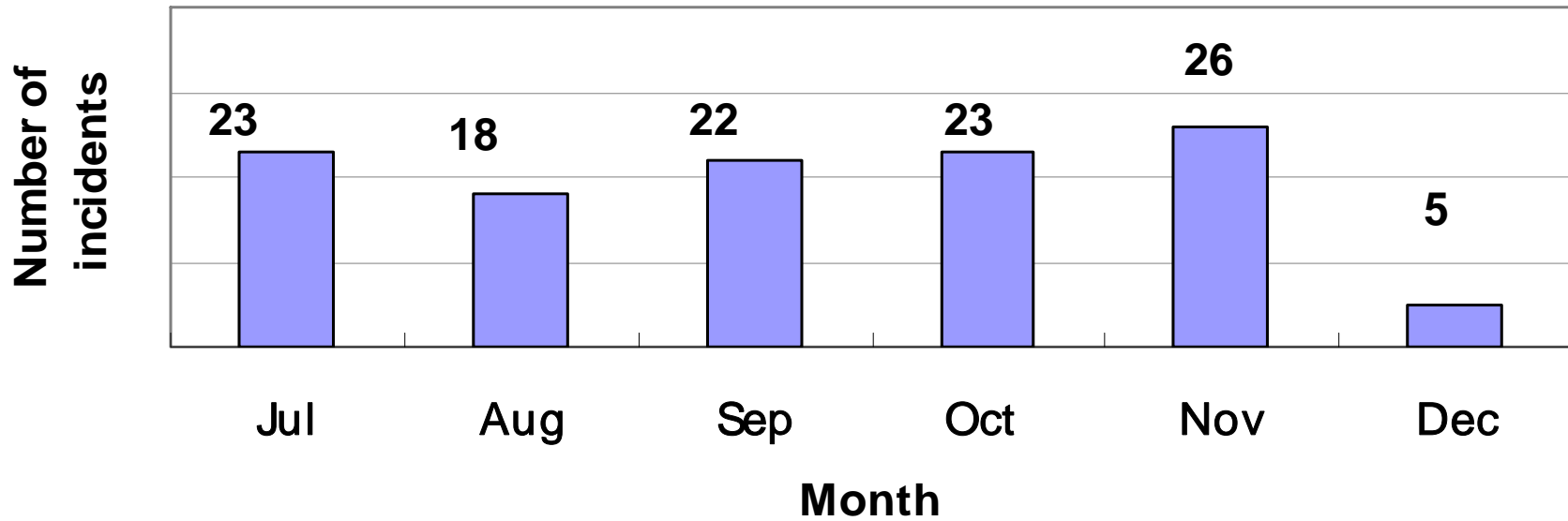
MTR Corporation
December 2008

Train Reliability Comparison – 2007

Source: CoMET Major Performance Index Report



**Number of Incidents
with delays of 8 minutes or more
July to 8 December 2008**



Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

| Incident Date | Incident Time | Railway Line Affected | Cause of Incident/ Findings of Investigation | Remedial actions taken | Delay (min.) |
|---------------|---------------|-----------------------|--|---|--------------|
| 02 Jul 2008 | 09:04 AM | Tung Chung Line | A Hong Kong bound train was delayed because a passenger alarm was operated for a sick passenger. | Sick passenger assisted. | 8 |
| 03 Jul 2008 | 10:36 AM | East Rail Line | An East Tsim Sha Tsui bound train was blocked and delayed by a Mainland Through Train because the train was stopped immediately after the Mainland Through Train driver heard a sound of impact when the locomotive passed a transition rail joint. | Investigation confirmed no abnormalities. | 9 |
| 03 Jul 2008 | 03:29 PM | Tung Chung Line | A Tung Chung bound train was withdrawn from service because a pair of train doors failed. | Investigation confirmed that all train doors were functioning normal and it was believed that the door was blocked from closing by unknown passenger for unknown reason. | 9 |
| 04 Jul 2008 | 07:54 PM | Tseung Kwan O Line | A Po Lam bound train was delayed and subsequently withdrawn from service because it sustained repeated faults at Yau Tong Station and Tseung Kwan O Station because of faulty trainborne signalling equipment. | Investigation found a faulty component of the trainborne signalling computer, which were immediately replaced. | 11 |
| 08 Jul 2008 | 12:53 PM | Airport Express Line | An AsiaWorld-Expo bound train was delayed because Track Circuit FR1 failed. Station staff had to access onto track to set points manually for trains. The delay was extended because trains had to work in Restricted Manual mode at a speed not more than 22 kph to pass the affected area and to enter and leave the AsiaWorld-Expo Station. | Electronic cards of trackside signalling equipment replaced as preventive measures. | 21 |
| 09 Jul 2008 | 08:09 AM | Light Rail | An LRV of Route 610 was withdrawn from service because it sustained air leakage fault. | Investigation found a cracked plastic air hose, which was immediately replaced. | 13 |
| 10 Jul 2008 | 08:31 AM | Tung Chung Line | A Tung Chung bound train was delayed and subsequently withdrawn from service because it was tripped to stop immediately after it departed Hong Kong Station Platform 3. The train stopped with two and a half cars' length passed the headwall. The delay was extended because the train had to set back to the platform for detrainment. | Investigation confirmed that it was a human factor incident because the Cab Door Open Push Button was mistakenly pressed when the train was departing. Training reinforced. | 11 |
| 11 Jul 2008 | 10:33 AM | Tung Chung Line | A Tung Chung bound train was withdrawn from service because Door 1A of Car V603 failed to close after platform duties. | Investigation confirmed all train doors were functioning normal. It was believed that the door was blocked from closing by unknown passengers for unknown reasons. | 8 |
| 11 Jul 2008 | 10:50 AM | East Rail Line | An East Tsim Sha Tsui bound train was withdrawn from service because it failed to release brakes after platform duties. | Investigation found two faulty relays of door circuitry, which were immediately replaced. | 20 |
| 13 Jul 2008 | 01:05 PM | West Rail Line | Trains on West Rail Line were delayed because of signalling failure in Tai Lam Tunnel caused by lightning and thunderstorm. All trains had to work in Restricted Manual mode to pass the affected area before normal working could be resumed. | Investigation revealed that a number of electronic cards were damaged. All damages were immediately replaced. | 22 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|-----------------|--|--|----|
| 14 Jul 2008 | 02:10 PM | Light Rail | LRVs were delayed because three trains arrive Junction ML7 and passed the fouling points at the same time, causing conflicting movement. Normal working was resumed at 14:17 hours after the conflicting movement was cleared. | Reinforce compliance to procedures through refresher training. | 13 |
| 15 Jul 2008 | 05:30 AM | East Rail Line | The first Lok Ma Chau bound train was blocked and delayed by an engineering train which ran at its maximum speed of 25 kph all the way from Hung Hom Station back to Ho Tung Lau Depot. | Control staff reminded to allow sufficient time for engineering train movement. | 8 |
| 16 Jul 2008 | 11:02 AM | East Rail Line | An East Tsim Sha Tsui bound train was blocked and delayed at Signal 1626 by the depot outbound train. The delay was extended because of communication difficulty between Traffic Controller and Train Captain. | Training in communications reinforced. | 9 |
| 17 Jul 2008 | 06:10 PM | Tsuen Wan Line | A Tsuen Wan bound train was delayed and subsequently withdrawn from service upon arrival at Kwai Hing Station Platform 1 because a 75-year-old woman jumped onto the path of the train when it was entering the platform. | FSD was summoned to remove the body and the remains from track. Police classified the case as 'Person Fell Onto Railway'. | 26 |
| 22 Jul 2008 | 07:13 AM | Light Rail | Passengers were delayed because the train overran the station stopping mark when arriving Platform 1. | Investigation confirmed that it was a human factor incident. Reinforce driving skill training. | 13 |
| 22 Jul 2008 | 07:40 AM | Light Rail | An LRV was withdrawn from service because it failed to release brakes near Junction Mn9. | Investigation found a faulty trainborne computer and power supply unit, which were immediately replaced. | 9 |
| 23 Jul 2008 | 05:40 AM | Ma On Shan Line | First Tai Wai bound train was delayed because four points at Wu Kai Sha Station failed. | A faulty signal relay replaced. | 17 |
| 24 Jul 2008 | 08:53 AM | Kwun Tong Line | Tiu Keng Leng bound trains were delayed because Track Circuit CHH 03T failed. All trains had to change to Restricted Manual mode at a speed not more 22 kph to pass the affected area. | Investigation found a faulty component of the track circuit, which was temporarily fixed and subsequently replaced in non-traffic hours. | 18 |
| 27 Jul 2008 | 06:20 AM | East Rail Line | A Lo Wu bound train was delayed and subsequently withdrawn from service upon arrival at Tai Wai Station because it sustained a fault on the trainborne signalling equipment and stopped inside Beacon Hill Tunnel. | Investigation found the faulty component of trainborne signalling equipment, which was immediately replaced. | 14 |
| 29 Jul 2008 | 07:40 AM | East Rail Line | An East Tsim Sha Tsui bound train was delayed and subsequently withdrawn from service upon arrival at University Station Platform 2. | Investigation found a faulty component of the electrical circuitry, which was immediately replaced. | 9 |
| 29 Jul 2008 | 12:25 PM | East Rail Line | A Lok Ma Chau bound train was withdrawn from service because all train doors failed to be opened for platform duties. | Investigation showed that train captain did not operate the door control properly. Staff reminded of proper procedures. | 13 |
| 31 Jul 2008 | 09:20 AM | Light Rail | An LRV was delayed and subsequently withdrawn from service upon arrival at Chestwood Stop Platform 1 because of failed air compressor. | Investigation found a faulty component of the compressor, which was immediately replaced. | 9 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|--------------------|--|---|----|
| 31 Jul 2008 | 11:34 AM | Tsuen Wan Line | A Tsuen Wan bound train when entering Kwai Hing Station was delayed because a woman fainted and fell onto track while waiting at Platform 1. When the train was entering the platform, the Train Captain saw a person lying between two rails. He immediately pressed the Emergency Stop Push Button to stop the train and sound the horn. Station staff also operated the Emergency Stop Switch to stop the train. Station staff found the woman lying between two rails underneath the 4th door of leading train car. They then assisted the woman to clear from tracks. | FSD arrived and sent the woman to hospital for medical treatment. Police classified the case as 'Person Fell On Track'. | 30 |
| 03 Aug 2008 | 06:11 AM | Tseung Kwan O Line | The first North Point bound train was delayed because the trackside signalling system for the signalling control areas of Tseung Kwan O Station, Hang Hau Station and Po Lam Stations failed. | System software restored. | 11 |
| 03 Aug 2008 | 09:51 PM | Light Rail | An LRV was withdrawn from service because it was hit by a New Territories taxi, which passed the traffic signal at Red. | Police assistance was summoned. | 23 |
| 05 Aug 2008 | 08:48 AM | Island Line | A Sheung Wan bound train was delayed and subsequently withdrawn from service upon arrival at Sai Wan Ho Station Platform 2 because the trainborne signalling computer failed to detect its location. The train had to work in Restricted Manual mode at a speed not more than 22 kph to Shau Kei Wan Station. The delay was extended because the fault persisted, the train had to be withdrawn from service when it arrived Sai Wan Ho Station. | Investigation found a faulty electronic cards of the trainborne signalling computer, which were immediately replaced. | 15 |
| 07 Aug 2008 | 08:36 AM | East Rail Line | An East Tsim Sha Tsui bound train was cancelled upon arrival at East Tsim Sha Tsui Station because smouldering was emitted from a miniature circuit breaker of the equipment panel inside the rear driving cab. | Investigation found that the electrical wire of a fan motor short-circuited. It was immediately fixed. | 9 |
| 07 Aug 2008 | 09:21 PM | Island Line | Train service of Island Line between Tai Koo Station and Chai Wan Station was suspended for 58 minutes because the direct current circuit breakers SWH 650 and CWD 650 were tripped, de-energizing the traction current supply between Sai Wan Ho Station and Heng Fa Chuen Station, Chai Wan bound. | Investigation found a faulty component of trainborne traction supply equipment, which was immediately replaced. | 58 |
| 09 Aug 2008 | 10:00 AM | East Rail Line | Passengers inside the first class compartment were over-carried to Lok Ma Chau Station because the door of the first class compartment failed to open for platform duties. | Investigation found faulty components of door equipment, which were immediately replaced. | 18 |
| 11 Aug 2008 | 08:04 AM | West Rail Line | Trains on West Rail Line were delayed because of signalling failure in Tai Lam Tunnel. | Investigation found faulty electronic cards, which were immediately replaced. | 17 |
| 12 Aug 2008 | 05:27 PM | East Rail Line | A Lo Wu bound train was delayed because a female passenger fell between the train and the platform while alighting. | Station staff attended and helped her to return to platform. She was sent to hospital for | 9 |
| 13 Aug 2008 | 05:06 PM | Kwun Tong Line | A Tiu Keng Leng bound train was delayed because the train failed to start after platform duties. | Staff reminded of proper train starting procedures. | 11 |
| 19 Aug 2008 | 02:45 PM | West Rail Line | Trains on West Rail Line were delayed because of signalling failure in Tai Lam Tunnel. | Investigation found faulty electronic cards, which were immediately replaced. | 12 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|-----------------|---|--|----|
| 22 Aug 2008 | 11:53 AM | East Rail Line | An East Tsim Sha Tsui bound train was withdrawn from service because the overhead line wires were tripped during Typhoon Signal no. 8 when the train was entering Platform no. 2 of Tai Wai Station, de-energising the traction current supply between University Station and Tai Wai Station, East Tsim Sha Tsui bound. | Investigation revealed that an air supply pipe of the pantograph of the train was damaged by unknown flying object under strong wind during typhoon. The damaged pipe was immediately replaced. | 12 |
| 22 Aug 2008 | 01:04 PM | Light Rail | An LRV was delayed because it was blocked by a fallen tree during Typhoon Signal no. 8. | The tree was removed. | 10 |
| 22 Aug 2008 | 01:49 PM | Light Rail | An LRV was delayed because it was blocked by a plastic table sheet which entangled with the overhead line wires. | The sheet was removed. | 11 |
| 22 Aug 2008 | 08:35 PM | East Rail Line | An East Tsim Sha Tsui bound train was withdrawn because a 7-metre tree fell on the path of the train during Typhoon Signal no. 9 when the train was on its way to Tai Wai Station. Train Captain immediately applied emergency brakes to stop the train. The overhead line wires were tripped, de-energising the traction current supply between University Station and Tai Wai Station, East Tsim Sha Tsui bound. Train Captain reported that train pantographs and overhead line wires were damaged by the fallen tree. | Emergency maintenance was immediately conducted. Station staff directed passengers to leave the train and return to Tai Wai Station at 21:25 hours. Normal working was resumed at 05:01 hours of 23/08 after all maintenance works were completed. | 71 |
| 23 Aug 2008 | 12:23 AM | Light Rail | An LRV was delayed because it was blocked by a private car which intruded into the track in a road traffic accident. | The car was removed. | 16 |
| 25 Aug 2008 | 08:45 AM | Ma On Shan Line | Trains were delayed because an Axle Counter Block failed and trains had to work in Restricted Manual mode at a speed not more than 22 kph to pass the affected area. | Investigation found a faulty electronic card of trackside signalling equipment, which was immediately replaced. | 10 |
| 30 Aug 2008 | 08:55 PM | East Rail Line | Trains were delayed because of smouldering from a timber sleeper. Station staff attended to put out the smouldering using a portable fire extinguisher. | Investigation couldn't find the source of smouldering. Suspected to have been caused by rail grinding the night before. | 8 |
| 31 Aug 2008 | 05:57 PM | West Rail Line | Trains on West Rail Line were delayed because of power supply failure to the signalling control equipment in the West Rail Line Operations Control Centre. | Investigation found some faulty power supply components, which were immediately replaced. | 33 |
| 02 Sep 2008 | 05:59 AM | West Rail Line | Trains on West Rail Line were delayed because of signalling communication failure. All trains had to work in Restricted Manual mode at a speed not more than 22 kph to pass the affected area. | Investigation found faulty electronic cards, which were immediately replaced. | 9 |
| 03 Sep 2008 | 07:02 AM | West Rail Line | Trains on West Rail Line were delayed because two signalling communication wires were broken. All trains had to work in Restricted Manual mode at a speed not more than 22 kph to pass the affected area. | Investigation found that it was damaged by a loosened component of a train. Train maintenance regime reviewed and strengthened. | 18 |
| 03 Sep 2008 | 10:43 AM | Kwun Tong Line | A Tiu Keng Leng bound train was withdrawn from service because its trainborne signalling computer failed. | Investigation found faulty electronic cards, which were immediately replaced. | 8 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|--------------------|---|---|----|
| 07 Sep 2008 | 12:24 AM | Tsuen Wan Line | Train service between Lai King and Tsuen Wan Stations, both directions was suspended for 43 minutes because a 38-year-old man jumped on the path of a Central bound train at a location near the tailwall when the train was entering the platform. | FSD personnel arrived at 00:32 hours and asked to jack up the train for rescue. The man was removed from track at 00:57 hours and certified dead. Police classified the case as 'Person Fell Onto Track'. | 43 |
| 08 Sep 2008 | 07:07 AM | Island Line | A Chai Wan bound train was held at Platform no. 1 of Tin Hau Station and delayed because of activation of a Platform Emergency Plunger at Platform no. 1 of Fortress Hill Station was activated. | Investigation found a faulty component, which was immediately replaced. | 8 |
| 08 Sep 2008 | 04:30 PM | Light Rail | An LRV was delayed and subsequently withdrawn from service upon arrival at Tin King Stop because all train doors failed to open for platform duties. | Some door components replaced. | 10 |
| 10 Sep 2008 | 06:38 PM | Tseung Kwan O Line | A Po Lam bound train was withdrawn from service because train doors control failed. | Investigation found two faulty electrical wires of train door control which were immediately fixed. | 9 |
| 15 Sep 2008 | 02:08 PM | East Rail Line | An East Tsim Sha Tsui bound train was delayed and subsequently withdrawn from service upon arrival at Tai Po Station Platform no. 4 because it sustained a brake failure. | Investigation found some faulty air valves, which were immediately replaced. | 18 |
| 16 Sep 2008 | 05:41 AM | Ma On Shan Line | The first and second Wu Kai Sha bound trains were delayed because they sustained wheel slip/slide and overran the station stopping mark. Both trains were required to set back for platform duties. | Investigation found oil marks on rail top. It was immediately removed. | 14 |
| 17 Sep 2008 | 12:56 AM | East Rail Line | An East Tsim Sha Tsui bound train was delayed and subsequently withdrawn from service upon arrival at Hung Hom Station because the train was tripped. | Investigation found an MCB of brake equipment was inadvertently tripped on its way to Kowloon Tong Station. It was immediately reset. | 14 |
| 18 Sep 2008 | 07:54 PM | Light Rail | An LRV was delayed because of a passenger fighting case. | Police assistance was summoned. The case was classified as 'Assault'. | 14 |
| 19 Sep 2008 | 12:49 PM | East Rail Line | A Lo Wu bound train was withdrawn from service because of smoke from the underframe of the train. After detrainment, the train was worked empty to depot for inspection. | Investigation found a faulty component of auxiliary equipment, which was immediately replaced. | 10 |
| 21 Sep 2008 | 08:55 AM | Light Rail | An LRV was delayed and subsequently withdrawn from service upon arrival at Chung Uk Tsuen Stop because its brakes failed. | Investigation found a faulty component of brake equipment, which was immediately replaced. | 11 |
| 21 Sep 2008 | 01:05 PM | Light Rail | An LRV was delayed because Points W372 sustained loss of power supply and the Train Captain had to set the points manually for the train to pass. | Investigation found a faulty power supply unit, which was subsequently replaced. | 9 |
| 21 Sep 2008 | 05:43 PM | East Rail Line | A Racecourse bound train was cancelled because of smoke from the underframe. The pantograph was immediately lowered and isolated to temporarily fix the fault. | Investigation found faulty components of brake equipment, which were immediately replaced. | 10 |
| 23 Sep 2008 | 05:20 PM | Tsuen Wan Line | A Tsuen Wan bound train was withdrawn from service because all train doors failed to close after platform duties. | Investigation revealed that the train sustained wheel slip/slide because of rain during Typhoon Signal no. 3. | 8 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|-----------------|--|---|----|
| 23 Sep 2008 | 07:29 PM | East Rail Line | A Lo Wu bound train was delayed and subsequently withdrawn from service upon arrival at Lo Wu Station because it tripped the overhead line power supply. | Investigation revealed that tree branches were blown during Typhoon Signal no. 8 and they damaged a pantograph of the train. The car roof was also damaged. Hence, the incident. The damaged pantograph and car roof were immediately repaired. | 10 |
| 23 Sep 2008 | 09:04 PM | Light Rail | An LRV was withdrawn from service because tree branches fell during Typhoon Signal no. 8 and damaged the pantograph of the train. | Tree branches trimmed. | 15 |
| 23 Sep 2008 | 09:08 PM | Tung Chung Line | A Hong Kong bound train was delayed because it overran the station stopping mark by 2 cars' length in Automatic mode because of heavy rain during Typhoon Signal no. 8. | The train had to set back to the correct station stopping mark for platform duties. | 8 |
| 24 Sep 2008 | 07:49 AM | Kwun Tong Line | A Tiu Keng Leng bound train was delayed because when the Train Captain reported that when the train was entering the platform, the train seemed to have run over an unknown object on track. He immediately pressed the Emergency Stop Push Button to stop the train. It eventually stopped after 7 cars' length had entered the platform. | Station staff accessed onto track to conduct a search. An umbrella was found. | 24 |
| 26 Sep 2008 | 08:54 AM | Tung Chung Line | A Tung Chung bound train was withdrawn from service because a train door failed to close completely after platform duties. Station staff attended to lock and isolate the door. | Investigation revealed that a mechanical fault of the door, which was immediately fixed. | 8 |
| 26 Sep 2008 | 09:08 AM | East Rail Line | Lo Wu and Lok Ma Chau bound trains were delayed because Track Circuits GB and GC inside Beacon Hill Tunnel failed. Trains had to work in manual mode at a speed not more than 22 kph. | Investigation found some iron filing on rail top at the joint between two track circuits. It was immediately removed. | 10 |
| 01 Oct 2008 | 09:47 AM | Light Rail | An LRV was withdrawn because the train rubbed a male pedestrian who passed the walkway while he was answering a phone call and the traffic light for pedestrians showed red. | No apparent injury was observed and the man refused medical treatment. | 11 |
| 01 Oct 2008 | 02:50 PM | East Rail Line | Trains were blocked and delayed by the Through Train V716 which sustained a fault on its trainborne signalling equipment. The train had to work in low speed not more than 40 kph all the way to Hung Hom Station. | Incident handling reviewed with Mainland operator. | 12 |
| 03 Oct 2008 | 07:36 PM | Light Rail | An LRV was delayed because upon seeing that a girl dashed out to across the walkway, Train Captain applied emergency brake immediately to stop the train. The train rubbed the girl who fell at the landing after crossing the walkway and sustained left leg reddened. | She was sent to hospital for medical treatment and discharged from hospital on the same day. | 8 |
| 04 Oct 2008 | 01:13 PM | Light Rail | An LRV was withdrawn because it failed to release its brakes. The train was de-coupled and the leading was used to haul the rear defective car to clear the site. | Investigation found a faulty component of brake equipment, which was immediately replaced. | 22 |
| 04 Oct 2008 | 04:02 PM | Light Rail | An LRV was withdrawn from service because it was collided with a medium goods vehicle whose driver mistook the traffic light and took a left turn when the traffic light was red. The train was damaged and the medium goods vehicle driver was injured. | Police assistance was required. | 28 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|----------------|---|--|----|
| 07 Oct 2008 | 07:42 PM | Light Rail | An LRV was withdrawn because it was collided with a New Territory taxi whose driver mistook the traffic light and took a left turn when the traffic light | Police assistance was required. | 17 |
| 10 Oct 2008 | 07:55 AM | Light Rail | An LRV was withdrawn from service because it failed to release its brakes. | Investigation found a faulty component of brake equipment, which was immediately replaced. | 19 |
| 10 Oct 2008 | 09:38 AM | East Rail Line | A Lok Ma Chau bound train was withdrawn from service because it failed to obtain the door closed indication after platform duties. Station staff attended and confirmed that all train doors were closed completely. | Investigation found faulty components of door equipment, which were immediately replaced. | 10 |
| 10 Oct 2008 | 08:59 PM | Light Rail | LRV were blocked and delayed because a private car intruded into running tracks when taking a left turning at the junction. Trackside equipment was not damaged. | The car was removed. | 8 |
| 13 Oct 2008 | 09:02 PM | East Rail Line | An East Tsim Sha Tsui bound train was delayed because Points 5600 lost the detection on its position. Station staff accessed onto track to secure the points for trains to pass. | Investigation found a faulty component of the points, which was immediately replaced. | 16 |
| 14 Oct 2008 | 05:08 AM | East Rail Line | Trains were delayed because the overhead line traction current supply between East Tsim Sha Tsui Station and Ho Man Tin Feeder Station failed to energize at the start of traffic. | Investigation confirmed that it was a human factor incident. Reinforce compliance to procedures with staff. | 15 |
| 15 Oct 2008 | 09:01 AM | East Rail Line | An East Tsim Sha Tsui bound train was withdrawn because when the train was entering the Kowloon Tong Station platform, a female passenger jumped onto the path of the train and was hit by the train. FSD personnel attended and removed the woman from track. | Police classified the case as 'Person Fell on Railway'. | 47 |
| 17 Oct 2008 | 06:46 PM | Island Line | A Chai Wan bound train was delayed because Track Circuit CHW 1703T failed. The train had to work in Restricted Manual mode at a speed not more than 22 kph. | Investigation found a faulty component of trackside signalling equipment, which was immediately replaced. | 8 |
| 17 Oct 2008 | 10:03 PM | Tsuen Wan Line | Trains on Tsuen Wan Line were delayed because the Signalling Indication and Control Panel System for Tsim Sha Tsui Station and Jordan Station Control Areas failed. Track circuits between Admiralty Station and Yau Ma Tei Stations were affected. All trains had to work in Restricted Manual mode at a speed not more than 22 kph to pass the affected area. | Investigation revealed that a component of the power supply to signalling equipment was faulty. It was immediately replaced. | 21 |
| 21 Oct 2008 | 10:10 AM | Light Rail | An LRV was delayed and subsequently withdrawn from service upon arrival at Hung Shui Kiu Stop Platform no. 1 because the train hit a concrete cable trough cover on trackside, which was misplaced after maintenance work. | Reinforce compliance to procedures. | 8 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|--------------------|--|---|----|
| 21 Oct 2008 | 12:53 PM | Kwun Tong Line | A Tiu Keng Leng bound train was delayed because a female passenger jumped onto the path of the train. Train Captain immediately sounded a long horn and pressed the Emergency Stop Push Button to stop the train. Station staff also operated the Emergency Stop Switch. The train was eventually stopped at mid-platform at a location about 78 metres from the headwall. Station staff accessed onto track and found the woman lying conscious at a location about 4 metres from the tailwall, with her head pointing to the direction of Kwun Tong Station. FSD personnel arrived at 13:01 hours. The passenger was removed from trackside to platform at 13:10 hours and sent to hospital for medical treatment. | Track check by the following train was conducted and it was confirmed that the track condition was normal. Police classified the case as 'Attempted Suicide'. | 22 |
| 22 Oct 2008 | 03:22 PM | East Rail Line | A Lo Wu bound train was withdrawn from service because Door D3 of Car 227 failed to close after platform duties. | Investigation revealed that the door nosing rubber was deformed by unknown passengers for unknown reasons. Inspection to train doors strengthened. | 22 |
| 24 Oct 2008 | 01:19 PM | Light Rail | An LRV was delayed and subsequently withdrawn from service upon arrival at Tsing Wun Stop Platform no. 2 because it failed to release brakes. | Investigation found a faulty battery packs, which were immediately replaced. | 10 |
| 24 Oct 2008 | 11:43 PM | Kwun Tong Line | A Tiu Keng Leng bound train was withdrawn from service because when the train was entering the platform, it sustained a fault on battery power supply and stopped short of the prescribed station stopping mark. The delay was extended because station staff had to access to the rear driving cab and move the train to the station stopping mark for detrainment. | Investigation found a faulty component of power supply equipment, which was immediately replaced. | 19 |
| 28 Oct 2008 | 05:10 PM | Kwun Tong Line | A Yau Ma Tei bound train was held at Kowloon Bay Station Platform no. 2 and delayed because a female passenger reported to station staff that a school | Investigation by revealed that the passenger might mistake the school girl's reflective image | 8 |
| 29 Oct 2008 | 12:25 PM | East Rail Line | A Lo Wu bound train was withdrawn from service upon arrival at Mong Kok East Station because a pair of train doors failed to close after platform duties. | Investigation found a faulty component of door equipment, which was immediately replaced. | 8 |
| 30 Oct 2008 | 10:29 PM | Light Rail | An accident occurred because an LRV on Route 507 hit the rear end of another train on Route 751 at the Junction of Tuen Mun Heung Sze Wui Road and Yau Oi Road. A total of 21 passengers plus the Train Captain of the rear train sustained injuries and were sent to hospital for medical treatment. Normal train service was resumed at 23:33 hours. | Under police Investigation, driver suspended from driving duties. | 64 |
| 31 Oct 2008 | 07:11 PM | Tseung Kwan O Line | A Tiu Keng Leng bound train was withdrawn from service because the door detection failed after platform duties. | Investigation found faulty components of door equipment, which were immediately replaced. | 9 |
| 02 Nov 2008 | 06:04 PM | East Rail Line | Trains on East Rail Line were delayed because Points 5127 and 5122 lost its detection. Station staff accessed onto track for manual point operation for train movements. | Investigation found a faulty component of points equipment, which was immediately replaced. | 11 |
| 05 Nov 2008 | 09:16 AM | Light Rail | An LRV was withdrawn from service because it failed to release brakes. | Some components of brake equipment replaced. | 24 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|----------------------|--|--|----|
| 06 Nov 2008 | 11:06 AM | Island Line | Trains on Island Line were delayed because all track circuits between Central and Admiralty Stations, Chai Wan bound failed. Trains had to work in Restricted Manual mode at a speed not more than 22 kph for entering and leaving Admiralty Station Platform no. 3. | Investigation found loosened cable connection, which was immediately fixed. | 17 |
| 09 Nov 2008 | 09:03 AM | West Rail Line | Trains on West Rail Line were delayed because the cover of an equipment box in the train underframe was loosened and it damaged a trackside signalling cable loop. | Engineers immediately conducted emergency replacement of the broken cable. Checking on quality of work strengthened. | 27 |
| 09 Nov 2008 | 11:13 AM | Ma On Shan Line | A Wu Kai Sha bound train was delayed because the Train Captain lost the cab door key when changing ends and failed to enter the driving cab to start the train. | Staff reminded to be more vigilant while on duty. | 8 |
| 10 Nov 2008 | 08:42 AM | Kwun Tong Line | Trains towards Tiu Keng Leng were delayed because two track circuits at Tiu Keng Leng Station failed, requiring station staff to reset the fault for each train before they could turn around at Tiu Keng Leng Sidings. | Investigation found a faulty component of trackside signalling equipment, which was immediately fixed. | 9 |
| 16 Nov 2008 | 03:19 PM | East Rail Line | Trains on East Rail Line between East Tsim Sha Tsui and Mong Kok East Stations were delayed because VCB HMT 201 was tripped, de-energising the overhead line traction current power supply between East Tsim Sha Tsui and Homantin Feeder Station. | Investigation found a faulty component of power distribution equipment, which was immediately replaced. | 48 |
| 18 Nov 2008 | 09:28 AM | Kwun Tong Line | A Tiu Keng Leng bound train was withdrawn because the door indicator showed that train doors failed to close after platform duties. | Investigation found a faulty component of door equipment, which was immediately replaced. | 9 |
| 18 Nov 2008 | 08:43 PM | Light Rail | An LRV was withdrawn from service because a male cyclist dashed to pass the red traffic light and hit on the train when he suddenly made a right turning. He fell with his right shoulder painful and left hand abraded. | Ambulance service was summoned to send the injured to hospital for medical treatment. | 16 |
| 18 Nov 2008 | 10:53 PM | West Rail Line | A Nam Cheong bound train was delayed and subsequently withdrawn from service upon arrival at Kam Sheung Road Station Platform no. 2 because the train received low target speed to proceed. | Investigation revealed that it was caused by a fault of the trainborne signalling computer. It was reset. | 8 |
| 20 Nov 2008 | 03:30 PM | Tung Chung Line | A Hong Kong bound train was withdrawn from service because it sustained a fault on the door detection circuitry. | Investigation found a faulty component of door equipment, which was immediately replaced. | 8 |
| 20 Nov 2008 | 05:45 PM | Airport Express Line | Airport Express trains were delayed because Point THW 230 failed. Station staff accessed onto track for manual points operations for trains to pass the affected area. | Investigation found a faulty component of trackside signalling equipment, which was immediately adjusted. | 22 |
| 21 Nov 2008 | 12:54 AM | Tseung Kwan O Line | A Tiu Keng Leng bound train was delayed because Points TIK 7281 failed. Station staff accessed onto track for manual points operation for trains to pass the affected area. | Investigation revealed that an electronic card of signalling equipment was halted. It was immediately reset. | 14 |
| 22 Nov 2008 | 02:56 PM | Tseung Kwan O Line | Train service on Tseung Kwan O Line between Tseung Kwan O Station and Po Lam Station was suspended for 48 minutes because the trackside signalling computer system for the control areas of Tseung Kwan O, Hang Hau and Po Lam Stations failed. | Signalling system reset. | 48 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|----------------|--|--|----|
| 22 Nov 2008 | 05:04 PM | East Rail Line | A Lok Ma Chau bound train was withdrawn from service because it sustained air pipe burst on Car M229 after platform duties and the train became immobilised. | Investigation revealed that a component of the air pipe was broken. It was immediately replaced. | 21 |
| 22 Nov 2008 | 09:32 PM | East Rail Line | An East Tsim Sha Tsui bound train was delayed and subsequently withdrawn from service upon arrival at Fo Tan Station Platform no. 4 because the train knocked down a 63-year-old male trespasser on its way from University Station to Fo Tan Station. | Police and FSD personnel were summoned. The person was removed from trackside at 22:05 hours and sent to hospital where he was certified dead. | 17 |
| 24 Nov 2008 | 07:38 AM | Kwun Tong Line | Trains on Tseung Kwan O line were delayed because of a fault on the rails at the crossing of Tiu Keng Leng Siding. | The rail was replaced. | 21 |
| 25 Nov 2008 | 07:19 PM | East Rail Line | A Lok Ma Chau bound train was withdrawn from service because it failed to release brakes after platform duties. | The brake control was reset. | 8 |
| 27 Nov 2008 | 06:08 AM | Tsuen Wan Line | A Central bound train was delayed because it didn't receive the proceed signal and had to work in Restricted Manual mode at a speed not more than 22 kph to pass the affected area. | Investigation found a faulty trackside signalling cable, which was temporarily fixed and subsequently replaced in non-traffic hours. | 16 |
| 27 Nov 2008 | 02:09 PM | Light Rail | An LRV was withdrawn from service because its speedometer failed. | Investigation found a faulty component, which was immediately replaced. | 9 |
| 28 Nov 2008 | 07:31 AM | East Rail Line | An East Tsim Sha Tsui bound train was withdrawn from service because it became immobilized after leaving Lok Ma Chau Station by some 500 metres. | Investigation found that a train control electrical cable in the train underframe sustained bad contact. It was immediately fixed. | 40 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|----------------|---|---|----|
| 28 Nov 2008 | 04:00 PM | East Rail Line | An East Tsim Sha Tsui bound train was withdrawn from service because Door D4 of Car 635 failed to close after platform duties. | Investigation revealed that a component of door equipment was loosened. It was immediately fixed. | 9 |
| 28 Nov 2008 | 04:51 PM | Light Rail | An LRV was delayed because 1 50-year-old female passenger blocked train doors from closing for unknown reasons, causing the train unable to depart. Train doors were eventually closed at 16:54 hours. | Police assistance was summoned. | 9 |
| 29 Nov 2008 | 06:37 PM | Tsuen Wan Line | A Central bound train was delayed because a pair of train doors failed to close after platform duties. | Investigation confirmed that all train doors were functioning normal and it was suspected that the door was blocked from closing by unknown passengers. | 8 |
| 30 Nov 2008 | 06:03 AM | East Rail Line | An East Tsim Sha Tsui bound train was delayed and subsequently withdrawn from service upon arrival at Kowloon Tong Station of East Rail Line because train doors failed to open for platform duties. | Investigation found a loosened nylon air supply tube, which was immediately replaced. | 9 |
| 30 Nov 2008 | 05:55 PM | East Rail Line | An East Tsim Sha Tsui bound train was delayed because Points 5604 failed to detect its position. Station staff accessed onto track for manual points operation. | Investigation found a broken screw jammed between rails. It was immediately removed and subsequently replaced in non-traffic hours. | 24 |
| 01 Dec 2008 | 11:43 PM | Light Rail | An LRV was blocked and delayed because all signal lamps at the junction failed to clear. | Signal lamps interlocking device adjusted. | 12 |
| 04 Dec 2008 | 06:26 AM | East Rail Line | An East Tsim Sha Tsui bound train was withdrawn from service because the door closed indication was not available for the train to depart. | Investigation found a loosened electrical wire lug of door equipment, which was immediately replaced. | 8 |
| 05 Dec 2008 | 06:54 PM | Tsuen Wan Line | A Central bound train was delayed in Admiralty Station because a passenger operated the passenger alarm to report to the Train Captain that some other passengers had dropped something onto track. Station staff attended and confirmed the track condition was normal. The delay was extended because a PAD was operated on a following train for a sick passenger. | Staff assisted the sick passenger. | 8 |
| 08 Dec 2008 | 09:02 AM | East Rail Line | A Lo Wu bound train was withdrawn from service because a pair of train doors was found jammed by newspaper while another pair of train doors was blocked from closing by a passenger. | Investigation confirmed that all train door equipment were functioning normal. | 8 |

Record of Incidents with Delays of 8 minutes or more from 01/07/2008 to 08/12/2008

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|-------------|----------|----------------|--|--|-----|
| 08 Dec 2008 | 07:23 PM | Kwun Tong Line | Train service of Kwun Tong Line was suspended for 178 min. because overhead line contact wire at the headwall of Yau Tong Station was severed. Normal train service resumed at 2308 hrs. | Emergency maintenance work was immediately arranged. Reinforce compliance to procedures through training and introduce a new checking procedure and add labels to all similar isolators. | 178 |
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