

立法會
Legislative Council

LC Paper No. CB(1)1916/10-11
(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, 21 January 2011, at 8:30am
in Conference Room A 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 LI Fung-ying, SBS, JP
Hon WONG Kwok-hing, MH
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon CHEUNG Hok-ming, GBS, JP
Hon Ronny TONG Ka-wah, SC
Hon KAM Nai-wai, MH
Hon WONG Sing-chi
Hon IP Wai-ming, MH
Hon Tanya CHAN
Hon Albert CHAN Wai-yip
- Members absent** : Hon Abraham SHEK Lai-him, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon LEUNG Kwok-hung

Action

**Public Officers
attending**

: Agenda item IV

Mr YAU Shing-mu
Under Secretary for Transport and Housing

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

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

Mr Eric FUNG
Government Engineer / Railway Development 1
Highways Department

Agenda item V

Ms Rebecca PUN
Deputy Secretary for Transport and Housing
(Transport)2

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

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

**Attendance by
invitation**

: Agenda item IV

Dr Jacob KAM
Operations Director
MTR Corporation Limited

Mr Morris CHEUNG
Chief of Operations Engineering
MTR Corporation Limited

Action

Mr Jeff LEUNG
Senior Manager – External Affairs
MTR Corporation Limited

Agenda item V

Dr Jacob KAM
Operations Director
MTR Corporation Limited

Mr Morris CHEUNG
Chief of Operations Engineering
MTR Corporation Limited

Mr Jeff LEUNG
Senior Manager – External Affairs
MTR Corporation Limited

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

Staff in attendance : Mr Franco KWONG
Council Secretary (1)1

Miss Mandy LAM
Legislative Assistant (1)2

Action

- I Confirmation of minutes**
(LC Paper No. CB(1)1068/10-11 —Minutes of the meeting held on
4 November 2010)

The Subcommittee deliberated (Index of proceedings attached in
Annex).

2. The minutes of the meeting held on 4 November 2010 were confirmed.

II Information papers issued since last meeting

(LC Paper No. CB(1)536/10-11(01) —Submission on the Hong

- Kong–Zhuhai–Macao Bridge and the Hong Kong section (HKS) of the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) from a Mr LI
- LC Paper No. CB(1)536/10-11(02) — Joint letter from Kowloon City District Councillors Dr Hon Priscilla LEUNG Mei-fun and Mr LAU Wai-wing inviting meeting with the MTR Corporation Limited
- LC Paper No. CB(1)604/10-11 — Referral from Members' meeting-cum-luncheon with Yuen Long District Council members on 10 June 2010 on expediting the construction of the Northern Link
- LC Paper No. CB(1)762/10-11(01) — Submission on Shatin to Central Link (SCL) from a Miss LEE
- LC Paper No. CB(1)762/10-11(02) — Submission on SCL from Mr David CHAN
- LC Paper No. CB(1)967/10-11(01) — Submission on SCL from a member of the public
- LC Paper No. CB(1)967/10-11(02) — Submission on HKS of XRL from Tai Kok Tsui Concern Group of XRL
- LC Paper No. CB(1)967/10-11(03) — Submission on seat arrangement in trains from a member of the public
- LC Paper No. CB(1)967/10-11(04) — Submission on provision of toilet facilities at MTR stations from a member of the public
- LC Paper No. CB(1)1019/10-11(01) — Submission on Kwun Tong Line Extension from 海名軒住宅業主代表會
- LC Paper No. CB(1)1019/10-11(02) — Submission on SCL from South Tokwawan Concern Group
- LC Paper No. CB(1)1048/10-11(01) & (02) — Two submissions on SCL and XRL from a Mr CHEUNG
- LC Paper No. CB(1)1099/10-11 — Submission on SCL from Green Environmental Health Group
- LC Paper No. — Submission on the funding

CB(1)1101/10-11(01)		application for the advance works for SCL from Chairman of Kowloon City District Council
LC CB(1)1101/10-11(02) & (03)	Paper	No. — Two submissions on the funding application for the advance works for SCL and on the South Island Line (East) (SIL(E)) from Ms CHEUNG Sik-yung, Southern District Councillor
LC CB(1)1101/10-11(04)	Paper	No. — Submission on the funding application for the advance works for SCL from Ms LAM Yuk-chun, Southern District Councillor
LC CB(1)1107/10-11(01)	Paper	No. — Submission on the funding application for the advance works for SCL from Mr CHU Ching-hong, Chairman of a dedicated committee on the development of SIL under the Southern District Council
LC CB(1)1107/10-11(02)	Paper	No. — Submission on SCL from Owners' Committee of the Grand Waterfront

3. Members noted the above papers which had been issued after the last regular meeting.

III Items for discussion at the next regular meeting on 18 March 2011

(LC Paper No— List of outstanding items for
CB(1)1072/10-11(03) discussion

LC Paper No. — List of follow-up actions)
CB(1)1072/10-11(04)

4. Members agreed to discuss the following items at the next regular meeting scheduled for Friday, 18 March 2011, at 10:45 am -

- (a) follow-up discussion on Tsuen Wan Line train fault incident and recent railway incidents; and

- (b) progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link.

IV Retrofitting of automatic platform gates

(LC CB(1)1072/10-11(01)	Paper	No. — Administration's paper on "Retrofitting of Automatic Platform Gates on the East Rail Line"
LC CB(1)1072/10-11(02)	Paper	No. — MTRCL's paper on "Retrofitting of Automatic Platform Gates on the East Rail Line"
LC CB(1)1072/10-11(08)	Paper	No. — Paper on "Installation of platform screen doors and automatic platform gates at railway stations " prepared by the legislative Council Secretariat (Updated background brief))

5. The Subcommittee noted the following major findings of MTRCL's technical studies regarding the retrofitting of automatic platform gates (APGs) on East Rail Line (ERL) -

- (a) The system of mechanical gap fillers (MGFs) in its current form was not suitable for use on ERL as it would adversely affect passenger safety, train service reliability and passenger service levels;
- (b) if APGs were to be installed on ERL, the existing signaling system would have to be replaced to ensure safe train operations and for existing passenger service levels to be maintained;
- (c) based on the results of MTRCL's technical studies regarding the retrofitting of APGs at ERL stations, work (such as, among others, procuring and replacing the signaling system and the train fleet) would be required, and it was expected that the retrofitting of APGs at ERL stations would take about 10 years to complete; and

Action

- (d) the new signaling system and new trains required would, under MTRCL's current proposal, also be available under the Shatin to Central Link (SCL) project. MTRCL therefore concluded that retrofitting APGs at ERL stations in tandem with the construction of SCL was a logical solution while large amounts of redundancy and wastage would be incurred if the two were implemented separately.

6. The Subcommittee noted that the Administration agreed with MTRCL's findings and its view that synergy could be achieved if retrofitting of APGs on ERL was carried out in tandem with the SCL project.

7. As regards the funding arrangement for the retrofitting works of APGs on ERL, the Administration advised that it was still in the course of discussion with MTRCL and it would make the best efforts to reach such an agreement with MTRCL that contribution from passengers to the capital cost would not be needed. Subcommittee members including Mr LAU Kong-wah, Mr WONG Kwok-hing and Mr Andrew CHENG expressed strong views that as APGs were necessary facilities to ensure passenger safety, MTRCL had the responsibility to install APGs and to meet the relevant cost without requiring contribution from passengers.

8. Subcommittee members in general also expressed strong dissatisfaction with the findings and conclusion that it would require about 10 years to complete the retrofitting of APGs at ERL stations. Mr Andrew CHENG suggested that consideration be given to installing APGs at certain busy ERL stations, such as Kowloon Tong Station where the platforms were less curved. In response, MTRCL explained that both the SCL project and the retrofitting of APGs required substantial work to be done on ERL platforms. If they were undertaken separately, it was almost certain that works would overlap at sites, causing delay to one project or the other, or once one had finished work on a particular platform, the other might go in to dismantle what had just been installed, creating waste and abortive work. As such, large amounts of redundancy and wastage would be incurred if the two were implemented separately. Mr CHENG considered that MTRCL should not just put emphasis on cost consideration in contemplating whether the two projects should be implemented in tandem or separately.

Admin/
MTRCL 9. At the request of the Subcommittee, the Administration and MTRCL agreed to provide the following information –

- (a) which ERL stations had straight platforms; and

Action

- (b) the outcome of the Administration's current discussion with MTRCL on the financial arrangement for meeting the costs of retrofitting APGs at ERL stations.

Motion

10. After discussion, Mr WONG Sing-chi moved the following motion –

"過去 3 年，於港鐵公司沒有幕門的車站所發生的乘客墮軌意外達 48 宗、自殺及企圖自殺的個案達 30 宗，但港鐵仍漠視乘客安全、無視企業社會責任，拒絕即時為東鐵線及馬鐵線加裝月台閘門。故此，本小組委員會強烈譴責港鐵罔顧乘客安全，並要求港鐵立即於東鐵線及馬鐵線加裝自動月台閘門，以保障乘客安全。"

(Translation)

"That there have been as many as 48 accidents involving passengers falling onto rail tracks and 30 cases of suicide and attempted suicide over the past three years at MTRCL's stations which have not been retrofitted with platform screen doors or APGs, but MTRCL still refuses to immediately retrofit APGs on its ERL and Ma On Shan Rail Line (MOSRL) in disregard of both passenger safety and its corporate social responsibility, this Subcommittee therefore strongly condemns MTRCL for its indifference to passenger safety, and demands that MTRCL immediately retrofit APGs on its ERL and MOSRL to ensure passenger safety."

11. The Chairman put the motion to vote. After voting, the Chairman declared that eight members voted for the motion and one member voted against it. The Chairman declared that the motion was carried. The Chairman urged MTRCL to make sustained efforts in exploring alternative solutions with a view to expediting the provision of APGs at ERL stations and enhancing passenger safety.

V Facilities and design of MTR train compartments

(LC	Paper	No. —	Two letters both dated 16
CB(1)1072/10-11(05) and (06)			September 2010 from Hon
			WONG Kwok-hing
LC	Paper	No. —	MTRCL's paper on "Facilities

Action

CB(1)1072/10-11(07)	and design of MTR train compartments"
LC Paper	No. — Submission from Hong Kong Women Development Association Limited)
CB(1)1115/10-11(01)	

Additional multi-purpose areas on MTR trains

12. Subcommittee members raised the following concerns regarding the introduction of multi-purpose areas on MTR trains -

- (a) whether the purpose of introducing multi-purpose areas on MTR trains was just to increase the capacity of the train to accommodate more passengers;
- (b) the design of multi-purpose areas had caused inconvenience to passengers travelling with baby prams because in these areas, the seats were provided on one side of the compartment while the area for parking baby prams was on the other side; and
- (c) elderly passengers had complained being unable to find seats in the multi-purpose areas where fewer seats were provided.

13. MTRCL responded that the provision of multi-purpose areas on MTR trains was for the convenience of passengers in wheelchair and those with baby prams or luggage. The capacity of a train was almost the same after the provision of multi-purpose area which only allowed the train to accommodate a few dozens more of passengers. MTRCL also undertook to seek further improvements to the design of such areas in the light of members' comments above.

Designated female-only compartments and other suggestions

14. Subcommittee members in general considered that there was a need to introduce designated female-only compartments at least on a trial basis to enhance the protection of female passengers given the overcrowded condition of MTR trains during busy hours. Some members considered that MTRCL should strengthen publicity and public education in railway premises to encourage female passengers not to remain silent but to report crime immediately should they encounter indecent assaults. MTRCL responded that the Corporation did not intend to provide designated female-only compartments for the following major reasons -

Action

- (a) introducing female-only compartments would reduce the flexibility of passenger movement between train compartments;
- (b) with trains calling in at platforms every two minutes or so during peak periods, it would be difficult for staff to stop male passengers from entering female-only compartments. Strict enforcement would also inevitably cause delay to train service;
- (c) it might invite questions such as why male passengers were not offered the equal services and whether male-only compartments should also be provided so as to ensure equal treatment of both sexes; and
- (d) female-only train compartments were not a feature in most of the world's major railways. Only a few jurisdictions such as Japan, Indonesia and Dubai offered them.

15. After discussion, Mr WONG Kwok-hing moved the following motion –

"促請港鐵試行女性專用車廂。"

(Translation)

"That this Subcommittee urges MTRCL to introduce female-only compartment on a trial basis."

16. The Chairman put the motion to vote. After voting, the Chairman declared that four members voted for the motion and no members voted against it. The Chairman declared that the motion was carried.

17. As regards provision of public toilets, MTRCL informed members that with the exception of three stations, public toilets were available within a walking distance of 200 metres (i.e. about four-minute walk) from stations. Miss Tanya CHAN requested MTRCL to consider providing breast-feeding rooms in MTR stations to facilitate passengers in need. MTRCL agreed to give thought to the suggestion.

(Post-meeting note: A submission from the Association Concerning Sexual Violence Against Women (LC Paper No. CB(1)1120/10-11(01) tabled at the meeting was issued to Subcommittee members afterwards.)

Action

VI Any other business

18. There being no other business, the meeting ended at 10:30 am.

Council Business Division 1
Legislative Council Secretariat
27 April 2011

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Friday, 21 January 2011, at 8:30am
in Conference Room A of the Legislative Council Building**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda item I – Confirmation of minutes of meeting</i>			
000401 – 000410	Chairman	Confirmation of minutes of the meeting held on 4 November 2010.	
<i>Agenda item II – Information papers issued since last meeting</i>			
000411 – 000436	Chairman	Information papers issued since the last regular meeting.	
<i>Agenda item III – Items for discussion at the next regular meeting on 18 March 2011</i>			
000437 – 000552	Chairman	Members' agreement to discuss the following items at the next regular meeting scheduled for Friday, 18 March 2011 at 10:45 am – (a) the follow-up discussion on Tsuen Wan Line train fault incident and recent railway incidents; and (b) the progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link.	
<i>Agenda item IV – Retrofitting of automatic platform gates</i>			
000553 – 000724	Chairman	Opening remarks	
000725 – 001517	Chairman Administration MTRCL	Powerpoint presentation on retrofitting of automatic platform gates (APGs) on the East Rail Line (ERL) by the MTR Corporation Limited (MTRCL) (LC Paper No.: CB(1)1072/10-11(02)).	
001518 – 001640	Chairman Administration	Briefing on retrofitting of APGs on ERL by the Administration (LC Paper No.: CB(1)1072/10-11(01))	
001641 – 002225	Chairman Mr WONG Kwok-hing MTRCL Administration	Mr WONG Kwok-hing's enquiry on whether passengers would be required to bear the cost of retrofitting APGs at ERL stations. The Administration's/MTRCL's responses – (a) the Administration was in discussion with	The Administration / MTRCL to provide information (para. 9(b) of minutes)

Time marker	Speaker	Subject(s)	Action required
		<p>MTRCL on the financial arrangements and efforts would be made to ensure that passengers would not be required to bear the cost of retrofitting works;</p> <p>(b) the budget of APG retrofitting works for the SCL project was not included in its project estimate.</p>	
002226 – 002736	Chairman Mr Ronny TONG MTRCL	<p>Mr Ronny TONG's enquiries –</p> <p>(a) whether it had been concluded that installation of mechanical gap fillers (MGFs) was not feasible;</p> <p>(b) why the need to replace the signalling system had not been detected during the trial of MGFs in 2008; and</p> <p>(c) which ERL stations had straight platforms and were suitable for retrofitting APGs.</p> <p>The MTRCL's response –</p> <p>(a) the MGF system in its current form was concluded not suitable for use on ERL;</p> <p>(b) MTRCL had to consider all technical issues, including the limitation of existing signalling system, safety risks associated with wide platform gaps and the trial of MPGs, before coming up with the proposed way forward of retrofitting APGs on ERL; and</p> <p>(c) it agreed to provide supplementary information on which ERL stations had straight platforms.</p>	The MTRCL to provide information (para. 9(a) of minutes)
002737 – 003532	Chairman Mr CHEUNG Hok-ming MTRCL Administration	<p>Mr CHEUNG Hok-ming's enquiries –</p> <p>(a) the reason for taking about 10 years to complete the retrofitting works; and</p> <p>(b) the views of the Administration on the MTRCL's proposal</p> <p>The MTRCL's response –</p> <p>(a) the existing signalling system was not designed for operation of APGs and the train might enter/leave the platform even though an APG was not completely closed, which might pose</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>an unacceptable risk to passengers;</p> <p>(b) the replacement of a signalling system was needed and it would require about seven years to complete; and</p> <p>(c) the time frame was reasonable, given that the works could only be conducted within a small window at night so as not to affect normal train service.</p> <p>The Administration responded that it had examined and agreed with MTRCL's findings in respect of the performance of the MGF system and the technical difficulties involved in retrofitting APGs on ERL. It also agreed that synergy could be identified through pursuing the APG project in tandem with the SCL project.</p>	
003533 – 004210	Chairman Mr WONG Sing-chi MTRCL	<p>Mr WONG Sing-chi's views –</p> <p>(a) the trial on MGFs had completed in 2009, but the Subcommittee was not informed of the findings until now, which gave reasonable cause of suspicion that the Administration tried to bundle up the APG and SCL projects; and</p> <p>(b) further delay in the implementation of the APG programme was unacceptable.</p> <p>The MTRCL's response –</p> <p>(a) after the trial on MGFs, it took about half a year to ascertain with the MGF supplier whether the design could be suitably modified for the use on ERL;</p> <p>(b) following that, it conducted technical studies on the APG programme to identify feasible solutions; and</p> <p>(c) to resolve the platform gap problem, there was a need to use shorter and wider trains, i.e. new nine-car trains to be used in SCL project. Therefore, retrofitting APGs at ERL stations in tandem with the construction of SCL was a logical solution.</p>	
004211 – 004955	Chairman Mr Andrew CHENG	Mr Andrew CHENG's views –	

Time marker	Speaker	Subject(s)	Action required
	Administration MTRCL	<p>(a) given that APGs could prevent passengers from falling onto rail tracks, further delay was not acceptable. APGs should be installed at the straight platforms as soon as possible;</p> <p>(b) the APG and SCL projects had been bundled up; and</p> <p>(c) he was considering introducing a Member's bill to mandate MTRCL to install APGs.</p> <p>The Administration's response that the APG programme and funding application for SCL advance works were two separate issues.</p> <p>The MTRCL's response that retrofitting of APGs would require trains to be stopped at more precise marks to ensure train doors were aligned with the position of APGs. As the existing signalling system was not designed for such accuracy, inaccurate stopping of trains would cause service delay. Therefore, replacement of signalling system was necessary.</p>	
004956 – 005515	Chairman Mr LAU Kong-wah Administration MTRCL	<p>Mr LAU Kong-wah's views –</p> <p>(a) MTRCL had the responsibility to install APGs to ensure passenger safety; and</p> <p>(b) given its huge profits, MTRCL should cease to collect \$0.1 per passenger per journey for the retrofitting of Platform Screen Doors (PSDs).</p> <p>The MTRCL's response that under the funding arrangements for the PSD retrofitting programme, contribution from passengers, which amounted to half of the cost, was \$1.15 billion. So far, \$775 million had been collected by MTRCL.</p>	
005516 – 010030	Chairman Ir Dr Raymond HO MTRCL	<p>Ir Dr Raymond HO's enquiries on technical issues and MTRCL's response as follows -</p> <p>(a) substantial modification was necessary to strengthen the structure of 33 platforms, including curved and straight ones, to support safe APG operation;</p> <p>(b) if APGs were retrofitted at straight platforms first, the existing signalling system could not support its operations; and</p>	

Time marker	Speaker	Subject(s)	Action required
		(c) new signalling system required for retrofitting of APGs would also be available under SCL project.	
010031 – 010425	Chairman Mr Jeffery LAM MTRCL Administration	<p>Mr Jeffery LAM's enquiries –</p> <p>(a) whether the ERL trains could be replaced by nine-car trains first to facilitate the installation of APGs; and</p> <p>(b) whether the Operating Agreement had specified the party who was responsible to provide the station facilities including APGs.</p> <p>The MTRCL's response –</p> <p>(a) the existing signalling system could not support the replacement of 9-car trains; and</p> <p>(b) the MTRCL's capital investment under the Operating Agreement did not include APGs.</p> <p>The Administration's response that under the Operating Agreement, maintenance, repair and upgrading of the facilities of the Kowloon Canton Railway Corporation's network should be carried out by MTRCL.</p>	
010426 – 011035	Chairman Mr IP Wai-ming MTRCL	<p>Mr IP Wai-ming's enquiries –</p> <p>(a) whether the funding arrangement of installing APGs on ERL was separate from SCL;</p> <p>(b) whether the existing signalling system was shared by Ma On Shan Line (MOSL) and ERL; and</p> <p>(c) when the installation works of APGs on MOSL would complete.</p> <p>The MTRCL's response –</p> <p>(a) the funding arrangement of APG programme at ERL stations was separate from SCL project;</p> <p>(b) MOSL and ERL adopted two different signalling systems; and</p> <p>(c) the retrofitting of APGs on MOSL would</p>	

Time marker	Speaker	Subject(s)	Action required
		complete upon the completion of the East-West Line of SCL.	
011036 – 011520	Chairman MTRCL	<p>Chairman's enquiry on whether additional safety measures could be provided.</p> <p>The MTRCL's response that reference had been made to overseas experience and some additional measures had been taken, such as platform yellow line, platform fluorescent lighting and safety announcement.</p>	
011521 – 011900	Chairman Mr WONG Kwok-hing MTRCL	Mr WONG Kwok-hing's enquiry on the proposed replacement of 12-car trains with nine-car trains, and MTRCL's explanation that the proposed new signalling system would allow the operation of rail service of higher frequency so as to make up for the reduction in capacity resulted from use of nine-car trains instead of 12-car trains.	
011901 – 012500	Chairman Mr Andrew CHENG MTRCL	<p>Mr Andrew CHENG's enquiries –</p> <p>(a) suggestion of retrofitting APGs at busy ERL stations with straight platforms first; and</p> <p>(b) whether the proposed timeframe for implementing the APG programme would be affected if there was a delay in implementing the SCL project</p> <p>The MTRCL's response –</p> <p>(a) the above suggestion would give rise to waste and abortive work. Large amounts of redundancy and wastage would be incurred if retrofitting APGs at ERL stations and the SCL project were implemented separately;</p> <p>(b) MTRCL would need to work out the timeframe again if there was a delay in the implementation of the SCL project.</p>	
012501 – 012938	Chairman Mr LAU Kong-wah Administration MTRCL	<p>Mr LAU Kong-wah's reiteration that MTRCL had the responsibility to provide APGs and bear the cost of retrofitting works.</p> <p>The MTRCL's response –</p> <p>(a) it would endeavour to put forward a proposal that contribution from passengers was not</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>needed;</p> <p>(b) APG was not a requisite station facility in accordance with international standards; and</p> <p>(c) APG was not an item to be provided and maintained by MTRCL under the Operating Agreement.</p>	
012939 – 013540	Chairman Mr WONG Sing-chi MTRCL	<p>Voting on the motion moved by Mr WONG Sing-chi</p> <p>Chairman's view that greater efforts should be made by MTRCL to provide APGs or other safety measures as soon as possible.</p>	
<i>Agenda item V – Facilities and design of MTR train compartments</i>			
013541 – 013700	Chairman	Opening remarks	
013701 – 014005	MTRCL	Briefing on facilities and design of MTR train compartments by MTRCL (LC Paper No.: CB(1)1072/10-11(07))	
014006 – 014735	Chairman Mr WONG Kwok-hing MTRCL	<p>Mr WONG Kwok-hing's view/enquiries –</p> <p>(a) many passengers commented that the additional multi-purpose areas on MTR trains reduced the number of seats;</p> <p>(b) whether MTRCL would introduce female-only compartment on a trial basis, given that there was an upward trend in the number of indecent assault cases; and</p> <p>(c) whether a more frequent service could be provided during rush hours.</p> <p>The MTRCL's response –</p> <p>(a) efforts would be made to collect views from passengers in order to improve the design of the additional multi-purpose areas;</p> <p>(b) new trains would come into operation this year and the passenger capacity of a new train would increase by some 2,000 persons to compare with the existing trains;</p> <p>(c) female-only train compartments were not a</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>feature in most of the world's major railway. Only a few countries offered them for specified reasons such as religious belief;</p> <p>(d) there were difficulties in enforcement of stopping male passengers from entering female-only compartments. Meanwhile, strict enforcement would also cause delay to train service; and</p> <p>(e) it would work closely with the Police to take measures to prevent crime.</p>	
014736 – 015225	Chairman Mr WONG Sing-chi MTRCL	<p>Mr WONG Sing-chi's view and enquiry –</p> <p>(a) MTRCL should provide more basic facilities in its stations such as toilet facilities and APGs, as well as to install broadcasting equipment along its railway network to support radio broadcasting; and</p> <p>(b) any publicity programmes to encourage female passengers not to remain silent but to report crime immediately should they encounter indecent assaults.</p> <p>The MTRCL's response –</p> <p>(a) public toilets were readily available within 200-metre distance of stations, except a few ones;</p> <p>(b) MTR staff were trained to be on alert for crime and they provided close support and cooperation to the Police; and</p> <p>(c) closed circuit television systems were also installed in stations.</p>	
015226 – 015625	Chairman Mr LAU Kong-wah MTRCL	<p>Mr LAU Kong-wah's views –</p> <p>(a) it was worthwhile to introduce a trial of female-only compartment, given that its introduction was successful in Japan; and</p> <p>(b) taking into account the rapid development of cycle track network, consideration should be given to allowing passengers carrying bicycles on trains during non-rush hours.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>The MTRCL's response –</p> <p>(a) there were also some difficulties in enforcement in Japan;</p> <p>(b) it was in discussion with the Transport Department on bicycle parking arrangement near stations; and</p> <p>(c) some folding bicycles could comply with the size requirement.</p>	
015626 – 020030	Chairman Mr Albert CHAN Administration	In response to Mr Albert CHAN's enquiry, the Administration's response that publicity effort and enforcement action would be stepped up to prevent crime.	
020031 – 020216	Chairman Miss Tanya CHAN MTRCL	In response to Miss Tanya CHAN's view, the MTRCL agreed to consider providing breast-feeding room in MTR stations.	
020217 – 020245	Chairman	Voting on the motion moved by Mr WONG Kwok-hing	