

**立法會**  
***Legislative Council***

LC Paper No. CB(1)2913/10-11

(These minutes had 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, 18 March 2011, at 10:45am  
in Conference Room A of the Legislative Council Building**

**Members present :** Hon Miriam LAU Kin-yee, 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, SBS, JP  
Hon WONG Kwok-hing, MH  
Hon Jeffrey LAM Kin-fung, SBS, JP  
Hon CHEUNG Hok-ming, GBS, JP  
Hon KAM Nai-wai, MH  
Hon WONG Sing-chi  
Hon IP Wai-ming, MH  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon LEUNG Kwok-hung  
Hon Tanya CHAN  
Hon Albert CHAN Wai-yip

**Member absent :** Hon Ronny TONG Ka-wah, SC

**Public Officers  
attending**

**: Agenda item IV**

Ms Eva CHENG  
Secretary for Transport and Housing

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

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

Ms Carolina YIP  
Deputy Commissioner / Transport Services &  
Management  
Transport Department

Miss LUI Ying  
Assistant Commissioner/Bus & Railway  
Transport Department

Mr Frank CHAN  
Deputy Director/Regulatory Services  
Electrical and Mechanical Services Department

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

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Mr T T CHOI  
Head of Operating  
MTR Corporation Limited

Ms May WONG  
Deputy General Manager – Corporate Relations  
MTR Corporation Limited

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

**Staff in attendance :** Mr Franco KWONG  
Council Secretary (1)2

Ms Emily LIU  
Legislative Assistant (1)2

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**I Confirmation of minutes**

(LC Paper No. CB(1)1547/10-11 — Minutes of the meeting held on 7 January 2011)

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

2. The minutes of the meeting held on 7 January 2011 were confirmed.

**II Information papers issued since last meeting**

(LC Paper No.—Submission on Shatin to Central Link (SCL) from Mr PUN Chi-man, Kowloon City District Councillor  
CB(1)1152/10-11(01)

LC Paper No.—Submission from 傲雲峰業主委員會  
CB(1)1154/10-11(01)

LC Paper No.—Submission from a member of the public complaining about replacement of railway service by feeder bus service  
CB(1)1242/10-11(01)

LC Paper No.—Submission from Whampoa Garden Owners Representatives'  
CB(1)1245/10-11(01)

|                     |       |  |
|---------------------|-------|--|
| LC                  | Paper | Committee  |
| CB(1)1245/10-11(02) |       | No.—Submission from Matauwai Residents Association   |
| LC                  | Paper | No.—Submission from Rhythm Garden Owners' Committee) |
| CB(1)1335/10-11(01) |       |  |

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

**III Items for discussion at the next regular meeting on 6 May 2011**

|                     |       |   |
|---------------------|-------|---|
| (LC                 | Paper | No—List of outstanding items for discussion |
| CB(1)1585/10-11(01) |       |   |
| LC                  | Paper | No.—List of follow-up actions)              |
| CB(1)1585/10-11(02) |       |   |

4. Members agreed to discuss the following items at the next regular meeting scheduled for Friday, 6 May 2011, at 8:30 am -

- (a) Funding application – protection works at Causeway Bay typhoon shelter for Shatin to Central Link; and
- (b) Functions of ventilation facilities for railway system.

**IV Follow-up discussion on Tsuen Wan Line train fault incident and recent railway incidents**

|                     |       |  |
|---------------------|-------|--|
| (LC                 | Paper | No.—Paper on "MTR Tsuen Wan Line service disruption on 21 October 2010" provided by the Administration         |
| CB(1)1585/10-11(03) |       |  |
| LC                  | Paper | No.—Paper on "Recent railway incidents involving MTR rail cracks" provided by the Administration               |
| CB(1)1585/10-11(04) |       |  |
| LC                  | Paper | No.—Paper on "Follow-up actions on MTR Tsuen Wan Line service disruption on 21 October 2010" provided by MTRCL |
| CB(1)1585/10-11(05) |       |  |
| LC                  | Paper | No.—Paper on "Recent railway incidents involving MTR rail cracks" provided by MTRCL                            |
| CB(1)1585/10-11(06) |       |  |
| LC                  | Paper | No.—A letter dated 14 March 2011   |

CB(1)1602/10-11(01)

from Hon WONG Sing-chi about the MTR service disruption on 13 March 2011 at Sheung Shui Station

LC Paper No. CB(1)277/10-11(03) — Information note on the notification system of MTRCL prepared by the Legislative Council Secretariat)

Relevant papers previously issued

(LC Paper No. — Paper on "Tsuen Wan Line train fault incident" provided by the Administration  
CB(1)277/10-11(02)

LC Paper No. — Paper on "Recent railway incidents involving MTR rail cracks" provided by the Administration  
CB(1)1323/10-11(02)

LC Paper No. — Paper on "Recent railway incidents involving MTR rail cracks" provided by MTRCL)  
CB(1)1323/10-11(03)

5. Mr Abraham SHEK declared that he was an independent non-executive director of the MTR Corporation Limited (MTRCL).

6. The Subcommittee was briefed on the outcome of investigation by MTRCL on the Tsuen Wan Line (TWL) service disruption on 21 October 2010 and the improvement measures. The Subcommittee was also briefed on the results of investigations of the three recent rail breakage incidents, i.e., the East Rail Line rail breakage incident on 13 January 2011, the Tung Chung Line rail breakage incident on 19 January 2011 and the TWL rail breakage incident on 10 February 2011, and on the improvement measures.

TWL service disruption on 21 October 2010

7. The Subcommittee noted that after the TWL service disruption on 21 October 2010, the Secretary for Transport and Housing (STH) had served a notice to the Chief Executive Officer (CEO) of MTRCL stating that the Administration took a serious view of the MTRCL's handling of the incident, and that any failure of a similar scale and/or nature in the future could lead to punitive action to be taken under the Mass Transit Railway Ordinance (Cap. 556). Some members suggested implementing a demerit point scheme for railway incidents to provide an objective basis for the Administration to determine whether punitive action should be taken. Some members suggested that a mechanism for bonus deductions applicable to the senior management staff of

MTRCL should be introduced for penalizing their failure to ensure smooth operation of railway service.

8. The Subcommittee also noted that new measures were introduced by MTRCL for better handling of incidents, such as establishment of the Customer Service Rapid Response Unit and review of the emergency bus services. However, some members considered the emergency bus services inadequate and asked about the number of emergency buses to be deployed during service disruptions. The Administration advised that the emergency bus service was only part of the contingency plan. The dissemination of information about train services available and alternative means of public transport was also important for channelling the affected passengers. In this incident, the message that the affected passengers could simply choose to walk from Yau Ma Tei Station to Jordan Station to continue their journey on TWL to Central was not conveyed to passengers.

#### Three recent rail breakage incidents

9. Members in general expressed grave concern about the frequency of rail breakage incidents in the past few months and the monitoring mechanism. Some members queried whether the recent rail breakage incidents were caused by outsourcing of maintenance service by MTRCL and inadequate resources provided for maintenance work. MTRCL assured members that outsourced and in-house maintenance works were subject to the same standards and requirements. The number of maintenance staff had increased by about 10% from 3 426 in 2001 to 3 828 in 2010. On the other hand, some members considered that the cause of the incidents was defective rails. They considered that MTRCL should take legal action against the relevant manufacturers.

10. In respect of the East Rail Line incident on 13 January 2011, members questioned if the use of a smaller bolt for fixing the insulated rail joint temporarily was a common and proper maintenance procedure. The Administration advised that it was acceptable to use a smaller bolt temporarily, but the long lead time in completing the repair process was not acceptable. MTRCL advised that an instruction had been issued to maintenance staff requiring that temporary bolts should be replaced by standard size bolts within seven days.

Admin/ MTRCL 11. After discussion, the Administration/MTRCL were requested to provide –

- (a) a copy of the notice served by STH to CEO of MTRCL after the

TWL service disruption;

- (b) detailed information on outsourced maintenance work of MTRCL, including increases in the number of new railway lines which had come into operation in recent years and the corresponding increase in the number of maintenance staff, the maintenance manpower ratio, and the number of contractors' staff;
- (c) a paper on the cost incurred to MTRCL for the replacement of defective weld joints manufactured by Edgar Allen and the reason(s) for not being able to detect the defects during the acceptance procedures;
- (d) updated information on railway incidents with a breakdown of service disruptions by causes;
- (e) an investigation report on the East Rail Line service disruption on 13 March 2011; and
- (f) the number of emergency buses to be deployed during service disruptions under MTRCL's contingency plan.

V

**Progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Half-yearly report for the period ending 31 December 2010)**

(LC Paper  
CB(1)1585/10-11(07)

No. — Paper on "Progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Half-yearly report for the period ending 31 December 2010)" provided by the Administration)

Submission received

(LC Paper  
CB(1)1615/10-11(01)

No. — Submission from a member of the public expressing views on the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link)

12. The Subcommittee agreed to defer the discussion of this item to the next

Action

Subcommittee meeting.

(*Post-meeting note:* This item was subsequently arranged to be discussed at the special meeting on 20 May 2011.)

**VI Any other business**

13. There being no other business, the meeting ended at 12:45 pm.

Council Business Division 1  
Legislative Council Secretariat  
18 August 2011

## Panel on Transport

### Subcommittee on Matters Relating to Railways

**Proceedings of the meeting  
on Friday, 18 March 2011, at 10:45am  
in Conference Room A of the Legislative Council Building**

| <b>Time marker</b>   | <b>Speaker</b>                                 | <b>Subject(s)</b>   | <b>Action required</b> |
|--|--|---|------------------------|
| <i>Agenda item I – Confirmation of minutes of meeting</i>  |  |   |                        |
| 000025 –<br>000043   | Chairman                                       | Confirmation of minutes of the meeting held on 7 January 2010.  |                        |
| <i>Agenda item II – Information papers issued since last meeting</i>   |  |   |                        |
| 000044 –<br>000112   | Chairman                                       | Briefing on the information papers issued since the last meeting.   |                        |
| <i>Agenda item III – Items for discussion at the next regular meeting on 6 May 2011</i>                          |  |   |                        |
| 000113 –<br>000324   | Chairman<br>Mr KAM Nai-wai                     | Discussion on the items to be discussed at the next meeting scheduled for Friday, 6 May 2011.<br><br>Mr KAM Nai-wai's suggestion that underground strata resumption for railway projects should be included into the List of Outstanding Items for Discussion of the Subcommittee.  |                        |
| <i>Agenda item IV – Follow-up discussion on Tsuen Wan Line train fault incident and recent railway incidents</i> |  |   |                        |
| 000325 –<br>000559   | Chairman                                       | Opening remarks   |                        |
| 000600 –<br>001435   | Administration                                 | Briefing by the Administration on the Tsuen Wan Line (TWL) service disruption on 21 October 2010 and the recent railway incidents involving MTR rail cracks (LC Papers Nos. CB(1)1585/10-11(03) and (04)).  |                        |
| 001436 –<br>003057   | MTRCL  | Powerpoint presentation by the MTR Corporation Limited (MTRCL) on the TWL service disruption on 21 October 2010 and the recent railway incidents involving MTR rail cracks (LC Papers Nos. CB(1)1585/10-11(05) and (06)).   |                        |
| 003058 –<br>003740   | Chairman<br>Mr WONG Sing-chi<br>Administration | Mr WONG Sing-chi's view that the Administration should take punitive action against MTRCL, such as introduction of a mechanism for bonus deductions to the senior management staff of MTRCL for penalizing their failure to ensure smooth operation of railway service.<br><br>The Administration's response that after the TWL service disruption, it had served a notice to the |                        |

| <b>Time marker</b> | <b>Speaker</b>   | <b>Subject(s)</b>  | <b>Action required</b>  |
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|                    |  | Chief Executive Officer (CEO) of MTRCL stating that any failure of a similar scale and/or nature in the future could lead to punitive action. So far, there was no substantial increase in the number of notifiable incidents.   |   |
| 003741 –<br>004400 | Chairman<br>Mr Andrew CHENG<br>Administration          | Mr Andrew CHENG's request for a copy of the notice served to CEO of MTRCL and his enquiry on how the Administration could avoid recurrence of similar incidents.<br><br>The Administration's response –<br><br>(a) new measures were introduced by MTRCL for better handling of incidents, which would become the yardstick for the Administration to measure the performance of MTRCL; and<br><br>(b) MTRCL had engaged overseas experts to review its rail procurement, quality control, inspection and maintenance and its general railway operations. The Administration would follow up with MTRCL on the improvement measures suggested by the overseas experts. | The Administration to provide information.<br>(para. 11 of the minutes) |
| 004401 –<br>004930 | Chairman<br>Mr WONG Kwok-hing<br>MTRCL                 | Mr WONG Kwok-hing's enquiry on the staffing arrangement during service disruptions, including deployment of the Customer Service Rapid Response Unit (CSRRU) and the senior supervisory staff.<br><br>The MTRCL's response that a senior operation manager would be on shift duty to oversee the conduct of the contingency arrangements and individual CSRRU teams were based at interchange stations to ensure timely deployment to affected stations.   |   |
| 004931 –<br>005500 | Chairman<br>Ms LI Fung-ying<br>Administration<br>MTRCL | Ms LI Fung-ying's view that the Administration should take a more proactive approach in handling railway incidents; and her request for the information on the outsourced maintenance work of MTRCL, including increases in the number of new railway lines which had come into operation in recent years and the corresponding increase in the number of maintenance staff, the maintenance manpower ratio, and the number of contractors' staff.   | MTRCL to provide information.<br>(para. 11 of the minutes)              |

| Time marker     | Speaker  | Subject(s)  | Action required  |
|-----------------|--|---|--|
|                 |  | <p>The Administration's response that the nature of the notice served to CEO of MTRCL was very serious. MTRCL's new measures on incident handling would form the basis for evaluating the performance of MTRCL in future service disruptions.</p> <p>The MTRCL's response that the outsourced maintenance work was subject to the same standards and requirements as in-house maintenance work. The number of maintenance staff increased by about 10% from 3 426 in 2001 to 3 828 in 2010.</p>   |  |
| 005501 – 010015 | Chairman<br>Miss Tanya CHAN<br>Administration          | <p>Miss Tanya CHAN's concern about the propriety of daily maintenance (such as the use of a temporary bolt of a smaller diameter) and her request for the updated information on railway incidents with a breakdown of service disruptions by causes.</p> <p>The Administration's response that the using of temporary bolt of a smaller diameter was acceptable, but it should be replaced with a standard size bolt promptly.</p>   | MTRCL to provide information.<br>(para. 11 of the minutes) |
| 010016 – 010645 | Chairman<br>Mr LAU Kong-wah<br>MTRCL<br>Administration | <p>Mr LAU Kong-wah's enquiries –</p> <p>(a) whether the rails manufactured by Tata Group would be fully replaced; and</p> <p>(b) in respect of the East Rail Line incident on 13 January 2011, why the smaller size temporary bolt was not replaced by a standard size bolt at an earlier stage.</p> <p>The MTRCL's response that an instruction was issued to maintenance staff requiring that temporary bolts should be replaced within seven days.</p> <p>The Administration's response that the chemical compositions of the incident rails manufactured by Tata Group were found to be within specification.</p> |  |
| 010646 – 011320 | Chairman<br>Mr Albert CHAN<br>Administration<br>MTRCL  | <p>Mr Albert CHAN's view that the Administration would request MTRCL to enhance emergency bus services during service disruptions.</p> <p>The Administration and MTRCL's response –</p> <p>(a) provision of emergency bus services was only</p>   |  |

| <b>Time marker</b> | <b>Speaker</b>   | <b>Subject(s)</b>  | <b>Action required</b> |
|--------------------|--|--|------------------------|
|                    |  | <p>part of the contingency plan, while it could not completely fill the MTR service gap during service disruptions; and</p> <p>(b) scale of emergency bus deployment varied according to the duration of service disruption. Under the established mechanism, 10 buses would be deployed within 30 to 45 minutes after service disruption, 40 buses within 60 to 90 minutes and 100 buses within 120 minutes.</p>  |                        |
| 011321 –<br>011930 | Chairman<br>Miss Tanya CHAN<br>Administration<br>Mr Jeffery LAM<br>Mr LEUNG Kwok-hung<br>Mr CHEUNG Hok-ming<br>Mr WONG Kwok-hing | Members' agreement that the discussion on the item V should be deferred.   |                        |
| 011931 –<br>012405 | Chairman<br>Mr Jeffery LAM<br>MTRCL  | <p>Mr Jeffery LAM's enquiries –</p> <p>(a) whether the establishment of CSRRU would reduce the manpower involved in daily operations; and</p> <p>(b) whether the stock of spare parts was enough; and if enough, temporary bolts of a smaller diameter should be replaced earlier.</p> <p>The MTRCL's response –</p> <p>(a) those 60 members of CSRRU were newly recruited and the daily operations would not be affected; and</p> <p>(b) the stock of spare parts was enough and an instruction was issued to maintenance staff specifying that temporary bolts should be replaced within seven days.</p> |                        |
| 012406 –<br>012454 | Chairman<br>Mr LEUNG Kwok-hung<br>MTRCL<br>Administration  | <p>Mr LEUNG Kwok-hung's concerns about rail procurement procedure and monitoring mechanism on the performance of outsourced maintenance contractors</p> <p>The MTRCL's response that an international standard was adopted in rail procurement; and regular and surprise checks would be carried out to ensure the standard of maintenance works.</p>  |                        |

| <b>Time marker</b> | <b>Speaker</b>                                | <b>Subject(s)</b>  | <b>Action required</b>  |
|--------------------|---|--|---|
| 012455 –<br>013520 | Chairman<br>MTRCL                             | <p>Noting that the TWL rail breakage case on 10 February 2011 was due to a slightly larger weld, Chairman expressed concern that similar cases might occur and asked whether any preventive measures would be taken.</p> <p>The MTRCL's response –</p> <p>(a) a system-wide check of all site welds was conducted and an instruction was issued to maintenance staff specifying that a gap had to be provided in the continuous rubber padding support under site welds to prevent compressive force leading to rail breakage; and</p> <p>(b) experts from the Monash University were engaged to conduct a comprehensive review of rail inspection and maintenance regime.</p> |   |
| 013521 –<br>014015 | Chairman<br>Mr WONG Sing-chi<br>MTRCL         | In response to Mr WONG Sing-chi's enquiry, MTRCL advised that the East Rail Line service disruption on 13 March 2011 was due to the damaged insulating material and the laboratory testing was underway. An investigation report would be provided to the Subcommittee once available.   | MTRCL to provide information.<br>(para. 11 of the minutes)              |
| 014016 –<br>014510 | Chairman<br>Mr Andrew CHENG<br>Administration | <p>Mr Andrew CHENG's view that there was a need for implementation of a demerit point scheme for railway incidents, which could provide an objective basis for the Administration to determine whether punitive action should be taken.</p> <p>The Administration's response that the nature of the notice served to CEO of MTRCL was very serious. MTRCL's new measures on incident handling would form the basis for evaluating the performance of MTRCL in future service disruptions. as</p>   |   |
| 014511 –<br>015005 | Chairman<br>Mr LAU Kong-wah<br>MTRCL          | Mr LAU Kong-wah's request for the information on the cost incurred for the replacement of defective weld joints manufactured by Edgar Allen and the reason(s) for not being able to detect the defects during the acceptance procedures.   | MTRCL to provide information.<br>(para. 11 of the minutes)              |
| 015006 –<br>015530 | Chairman<br>Mr Albert CHAN<br>Administration  | In response to Mr Albert CHAN's enquiry, the Administration advised that emergency bus service was part of the contingency plan, while the dissemination of information about the train  | The Administration to provide information.<br>(para. 11 of the minutes) |

| <b>Time marker</b> | <b>Speaker</b>  | <b>Subject(s)</b>   | <b>Action required</b> |
|--------------------|---|---|------------------------|
|                    |   | services available and alternative means of public transport was also important to channel affected passengers. The number of emergency buses to be deployed during service disruptions would be provided.  | minutes)               |
| 015531 –<br>015935 | Chairman<br>Mr WONG Kwok-hing<br>MTRCL                    | Noting that MTRCL was required to notify the Administration on service disruptions within eight minutes under the existing notification mechanism, Mr WONG Kwok-hing considered that MTRCL should further shorten the target notification time. MTRCL agreed to consider member's view. |                        |
| 015936 –<br>020350 | Chairman<br>Mr LEUNG Kwok-hung<br>Administration<br>MTRCL | Mr LEUNG Kwok-hung's view that the Administration/MTRCL should take legal action against the manufacturers of defective rails.<br><br>The MTRCL's response that if necessary, appropriate action would be taken in accordance with the relevant contractual agreement.                  |                        |
| 020351 –<br>020440 | Chairman<br>Ir Dr Raymond HO<br>Mr Abraham SHEK           | Mr Abraham SHEK's declaration of interest.<br><br>Closing remarks.  |                        |

Council Business Division 1  
Legislative Council Secretariat  
18 August 2011