

# 立法會

## *Legislative Council*

LC Paper No. CB(1)1010/13-14  
(These minutes have been  
seen by the Administration)

Ref: CB1/PS/1/12

### **Panel on Transport**

#### **Subcommittee on Matters Relating to Railways**

#### **Minutes of meeting on Friday, 22 November 2013, at 10:45 am in Conference Room 3 of the Legislative Council Complex**

- Members present** :
- Hon Michael TIEN Puk-sun, BBS, JP (Chairman)
  - Hon James TO Kun-sun
  - Hon CHAN Kam-lam, SBS, JP
  - Hon WONG Kwok-hing, BBS, MH
  - Hon Ronny TONG Ka-wah, SC
  - Hon Paul TSE Wai-chun, JP
  - Hon LEUNG Kwok-hung
  - Hon Frankie YICK Chi-ming
  - Hon Gary FAN Kwok-wai
  - Dr Hon Elizabeth QUAT, JP
  - Hon TANG Ka-piu
  - Ir Dr Hon LO Wai-kwok, BBS, MH, JP
  - Hon Christopher CHUNG Shu-kun, BBS, MH, JP
  - Hon Tony TSE Wai-chuen
- Members absent** :
- Hon CHAN Han-pan (Deputy Chairman)
  - Hon LEE Cheuk-yan
  - Hon Mrs Regina IP LAU Suk-ye, GBS, JP
  - Hon WU Chi-wai, MH

**Public Officers  
attending** :

**Agenda item IV**

Mr YAU Shing-mu, JP  
Under Secretary for Transport and Housing

Mr Andy CHAN  
Deputy Secretary for Transport and Housing  
(Transport)2

Mr José YAM  
Principal Assistant Secretary for Transport and  
Housing (Transport)4

Dr LEUNG Kin-man  
Assistant Director/Railways  
Electrical and Mechanical Services  
Department

**Agenda item V**

Mr YAU Shing-mu, JP  
Under Secretary for Transport and Housing

Ms Rebecca PUN Ting-ting, JP  
Deputy Secretary for Transport and Housing  
(Transport)1

Miss Winnie WONG Ming-wai  
Principal Assistant Secretary for Transport and  
Housing (Transport)3

Mr Peter LAU Ka-keung, JP  
Director of Highways  
Highways Department

Mr Henry CHAN Chi-yan, JP  
Principal Government Engineer/Railway  
Development  
Highways Department

**Attendance by invitation : Agenda item IV**

Mr Francis LI  
Head of Operating  
MTR Corporation Limited

Mr LEE Tsz-man  
General Manager – SCL E&M  
MTR Corporation Limited

Ms Prudence CHAN  
Projects Communications Manager  
MTR Corporation Limited

**Agenda item V**

Mr Antonio CHOI  
General Manager – XRL  
MTR Corporation Limited

Mr Alvin LUK  
General Manager – XRL E&M  
MTR Corporation Limited

Ms Maggie SO  
Deputy General Manager – Projects &  
Property Communications  
MTR Corporation Limited

**Clerk in attendance :** Ms Sophie LAU  
Chief Council Secretary (1)2

**Staff in attendance :** Miss Katherine CHAN  
Council Secretary (1)2

Ms Emily LIU  
Legislative Assistant (1)2

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Action

**I Confirmation of minutes**

(LC Paper No. CB(1)312/13-14 - Minutes of meeting on 25 October 2013)

The minutes of the meeting held on 25 October 2013 were confirmed.

**II Information papers issued since last meeting**

(LC Paper No. CB(1)1701/12-13(01) - Referral from Members' meeting-cum-luncheon with Southern District Council members on 6 June 2013 on the development of South Island Line (West)

LC Paper No. CB(1)1722/12-13(01) - Administration's response to the letter dated 4 July 2013 from Hon TANG Ka-piu requesting for MTR Corporation Limited's information of accidents involving passengers

LC Paper No. CB(1)1834/12-13(01) - Referral from Members' meeting-cum-luncheon with Sha Tin District Council members on 30 May 2013 about the addition of access points to Tai Shui Hang Station and Heng On Station of Ma On Shan Rail

LC Paper No. CB(1)190/13-14(01) - Administration's response to the letter dated 18 September 2013 from Hon TANG Ka-piu on occupational safety in the construction sites of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section)

LC Paper No. CB(1)226/13-14(01) - Administration's response to the letter dated 7 October 2013 from Hon Gary FAN Kwok-wai on driving safety of MTR trains)

Action

2. Members noted the above papers which had been issued since the meeting on 5 July 2013.

**III Items for discussion at the next regular meeting on 3 January 2014**

- (LC Paper No. CB(1)308/13-14(01) - List of outstanding items for discussion  
LC Paper No. CB(1)308/13-14(02) - List of follow-up actions  
LC Paper No. CB(1)311/13-14(01) - Letter from Hon Christopher CHUNG Shu-kun requesting to include two items for discussion at the future meeting)

3. Members agreed to discuss the following items at the next regular meeting to be held on Friday, 3 January 2014, at 10:45 am –

- (a) Construction safety in railway projects;
- (b) The MTR Corporation Limited's ("MTRCL") community liaison work associated with the railway projects; and
- (c) Rail inspection regime of MTRCL.

4. Members agreed to include the item of enhancement of the current facilities in MTR stations in the list of outstanding items for discussion.

**IV Retrofitting of automatic platform gates ("APGs") along the East Rail Line ("ERL") and Ma On Shan Line ("MOSL")**

- (LC Paper No. CB(1)308/13-14(03) - MTR Corporation Limited's paper on retrofitting of automatic platform gates along the East Rail Line and Ma On Shan Line  
LC Paper No. CB(1)308/13-14(04) - Paper on retrofitting of automatic platform gates along the East Rail Line and Ma On Shan Line prepared by the Legislative Council Secretariat (background brief))

Action

5. At the invitation of the Chairman, the Administration and MTRCL briefed members on the latest progress of the retrofitting of APGs along ERL and MOSL and relevant financial arrangements.

6. The Subcommittee deliberated (index of proceedings attached at **Annex**). Members' major views and concerns on retrofitting of APGs along ERL and MOSL included financial arrangements; works progress; testing of the signalling system and passenger safety.

Admin /  
MTRCL

7. After deliberations, the Administration and MTRCL were requested to –

- (a) provide detailed information on the incidents involving passengers falling onto the railway track after the latest review of the penalty scheme under the Fare Adjustment Mechanism of MTRCL, including the duration of train service disruptions;
- (b) provide information on the expected increase in patrons and headway of trains after the replacement of 12-car trains with 9-car trains for ERL under the Shatin to Central Link project; and
- (c) make arrangement for Subcommittee members to visit the stations along ERL and MOSL to better understand the works progress of retrofitting APGs at an appropriate time.

The  
Clerk

*(Post-meeting note: The site visit to MTR Shatin Freight Yard and Racecourse Station to better understand the works progress of retrofitting APGs at ERL stations was conducted on 10 January 2014.)*

**V Progress and financial situation of the construction of the Hong Kong Section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")**

(LC Paper No. CB(1)81/13-14(01)

- Seventh half-yearly report on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project (for the period between 1 January and 30 June 2013)

Action

LC Paper No. CB(1)308/13-14(05) - Paper on the implementation of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project prepared by the Legislative Council Secretariat (updated background brief))

8. At the invitation of the Chairman, the Administration briefed members on the latest progress and financial situation of the construction of HKS of XRL. With the aid of a powerpoint presentation, MTRCL made a briefing on the progress of the construction of HKS of XRL.

9. The Subcommittee deliberated (index of proceedings attached at **Annex**). Members' major views and concerns on the construction of HKS of XRL included labour shortage; construction safety for workers; works progress; testing of the signalling system; MTRCL's tendering process and contract awarding system; and arrangement to co-locate immigration and customs facilities for both the Mainland and Hong Kong authorities at the West Kowloon Terminus of XRL.

Admin / MTRCL 10. After deliberations, the Administration and MTRCL were requested to –

(a) provide supplementary information regarding the current and future manpower situation for the project of HKS of XRL, as well as their respective trade of work, especially those related to bar bending, electrical and mechanical services and building services; and how MTRCL would resolve the problem of labour shortage;

(b) provide a copy of MTRCL's letter to the media in response to the latest news about its tendering and contract awarding system; and

The Clerk

(c) make arrangement for Subcommittee members to attend a site visit at an appropriate time after the delivery of the first set of high speed rail train to the Hong Kong site in 2014.

*(Post-meeting note: The supplementary information provided by the Administration was issued to members on 23 January 2014 vide LC Paper No. CB(1)782/13-14(01).)*

Action

**VI Any other business**

11. There being no other business, the meeting ended at 1:00 pm.

Council Business Division 1  
Legislative Council Secretariat  
27 February 2014



## Panel on Transport

## Subcommittee on Matters Relating to Railways

**Proceedings of the meeting  
on Friday, 22 November 2013, at 10:45 am  
in Conference Room 3 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Confirmation of minutes</i>			
000150 – 000433	Chairman Mr WONG Kwok-hing	Confirmation of minutes of the meeting held on 25 October 2013.  In response to Mr WONG Kwok-hing's views on the discussion regarding the provision of a fare concession scheme by the MTR Corporation Limited ("MTRCL") for people with loss of one limb, the Chairman agreed that he would continue following up with the Administration.	
<i>Agenda Item II – Information papers issued since last meeting</i>			
000434 – 000537	Chairman	Information papers issued since the meeting on 5 July 2013.	
<i>Agenda Item III – Items for discussion at the next regular meeting on 3 January 2014</i>			
000538 – 000909	Chairman Mr TANG Ka-piu	The Chairman informed members that the Administration agreed to discuss the following items at the next regular meeting on 3 January 2014:  (a) Construction safety in railway projects;  (b) MTRCL's community liaison work associated with the railway projects; and  (c) Rail inspection regime of MTRCL.  Mr Christopher CHUNG suggested including the issue about enhancement of the current facilities in MTR stations into the list of outstanding items for discussion, as detailed in his letter dated 25 October 2013 [LC Paper No. CB(1)311/13-14(01)]. Mr TANG Ka-piu supplemented that improvement in barrier-free access and facilities in MTR stations should also be discussed. Members agreed.	
<i>Agenda Item IV – Retrofitting of automatic platform gates ("APGs") along the East Rail Line ("ERL") and Ma On Shan Line ("MOSL")</i>			
000910 – 001316	Chairman Administration	The Administration briefed members on the latest progress of the retrofitting of APGs along ERL and MOSL and relevant financial arrangements.	
001317 – 002405	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(1)392/13-14(01)], MTRCL gave a briefing on the latest progress of the retrofitting of APGs along ERL and MOSL and relevant financial arrangements.	

Time marker	Speaker	Subject(s)	Action required
002406 – 003159	Chairman Mr WONG Kwok-hing Administration MTRCL	<p>Mr WONG Kwok-hing expressed the following views and concerns:</p> <ul style="list-style-type: none"> <li>(a) proposed to visit MTR stations along ERL and MOSL to better understand the works progress of retrofitting APGs at an appropriate time; and</li> <li>(b) requested the Administration and MTRCL to respond to the concerns raised in a citizen's submission to the Panel on Transport [LC Paper No. CB(1)367/13-14(01)], in which MTRCL's embedding of the 10-cent Octopus passenger contribution for retrofitting platform screen doors ("PSDs") and APGs into its Fare Adjustment Mechanism ("FAM") was described as inaccurate and unreasonable.</li> </ul> <p>The Administration responded that:</p> <ul style="list-style-type: none"> <li>(a) they would make necessary arrangement for the Subcommittee members to visit the stations along ERL and MOSL to better understand the works progress of retrofitting APGs in due course; and</li> <li>(b) 10-cent Octopus passenger contribution for retrofitting PSDs and APGs had been taken into account when adjusting MTR fares.</li> </ul> <p>MTRCL advised that:</p> <ul style="list-style-type: none"> <li>(a) regarding the \$2.3 billion capital cost for PSD and APG retrofitting works at certain MTR underground, at-grade and aboveground stations, half of the capital cost was borne by MTRCL, while the remaining half was met by collecting 10 cents from each journey taken by passengers using Octopus cards; and</li> <li>(b) it was estimated that half of the capital cost (i.e. \$1.15 billion) would be fully collected by February 2014. MTRCL therefore decided to early withdraw the 10-cent Octopus passenger contribution from 1 December 2013 as a good-will gesture to its customers.</li> </ul>	The Clerk to arrange the visit
003200 – 003707	Chairman Mr TANG Ka-piu Administration	<p>Mr TANG Ka-piu enquired about:</p> <ul style="list-style-type: none"> <li>(a) whether passengers indeed contributed more than 10 cents for each journey using Octopus cards for MTRCL to retrofit PSDs and APGs under the adjustment of MTR fares over the years; and</li> <li>(b) after the latest review of FAM, whether MTRCL would be penalized for service disruptions caused by incidents involving passengers falling onto the</li> </ul>	

Time marker	Speaker	Subject(s)	Action required
		<p>railway track.</p> <p>In response, the Administration explained that:</p> <ul style="list-style-type: none"> <li>(a) 10 cents from each journey taken by passengers using Octopus cards were included in calculating MTR fare adjustment; and</li> <li>(b) the Administration and MTRCL would look into each serious incident, say a passenger falling onto the railway track, in details. Generally speaking, disruptions caused by factors outside MTRCL's control would not be penalized for the sake of fairness.</li> </ul>	
003708 – 004239	Chairman Mr Gary FAN Administration MTRCL	<p>Mr Gary FAN raised the following views and questions:</p> <ul style="list-style-type: none"> <li>(a) welcomed MTRCL's withdrawal of the 10-cent Octopus passenger contribution from 1 December 2013;</li> <li>(b) suggested that MTRCL should pay the full cost of retrofitting APGs on MOSL (i.e. approximately \$400 million), instead of sharing it equally between the Administration and MTRCL;</li> <li>(c) requested MTRCL to pass on to passengers the income generated from advertisements on PSDs and APGs by means of fare concessions; and</li> <li>(d) requested for further information on MTRCL's "mobile sound insulation booth" which was developed for minimizing impacts of works on neighbouring areas.</li> </ul> <p>In response, the Administration and MTRCL explained that because the installation of APGs on the Shatin to Central Link ("SCL") was considered as part of SCL's facilities, the relevant construction costs would be covered by the works estimates of SCL; whereas enhancement of the existing facilities on MOSL (e.g. platform strengthening works) would be borne by MTRCL.</p>	
004240 – 004803	Chairman Dr Elizabeth QUAT Mr WONG Kwok-hing Administration MTRCL	<p>Dr Elizabeth QUAT expressed the following views and concerns:</p> <ul style="list-style-type: none"> <li>(a) whether passengers indeed contributed more than 10 cents for each journey using Octopus cards for MTRCL to retrofit PSDs and APGs under the adjustment of MTR fares over the years and details of the calculation of the contribution;</li> <li>(b) what measures MTRCL would take to enhance platform safety before the completion of APG</li> </ul>	

Time marker	Speaker	Subject(s)	Action required
		<p>retrofitting works of ERL in 2020; and</p> <p>(c) suggested extending shelters at certain ERL stations which were only partly or not covered at all.</p> <p>In response to Dr QUAT's request, the Administration would provide supplementary information on the 10-cent Octopus passenger contribution for retrofitting PSDs and APGs at MTR stations.</p> <p>MTRCL advised that:</p> <p>(a) a number of measures, such as installing platform gap fillers and yellow tactile strips along the edges of the platforms; broadcasting announcements; and deploying platform assistants to assist with crowd control and maintain order, were in place to enhance platform safety; and</p> <p>(b) due to technical difficulties encountered, MTRCL at the current stage had no plan to extend shelters at certain ERL stations which were partly or not covered.</p>	
004804 – 005411	Chairman Mr LEUNG Kwok-hung Administration	<p>Mr LEUNG Kwok-hung urged MTRCL to expedite retrofitting of APGs along ERL and MOSL or otherwise, MTRCL should either set up a fund (say, compensation or litigation fund) or erect a plaque for victims falling onto the railway track.</p> <p>The Administration explained that in accordance with the international railway safety operation standards, PSDs or APGs were not essential facilities. To address concerns expressed by members and the community, MTRCL resolved to retrofit PSDs or APGs at MTR platforms on the existing railway lines and those under implementation.</p>	
005412 – 005630	Chairman Mr Frankie YICK MTRCL	<p>Mr Frankie YICK suggested that in view of the very tight work schedule, MTRCL should explore ways to expedite retrofitting of APGs along ERL and MOSL, such as earlier commencement of the preparatory works every night.</p> <p>In response, MTRCL explained that they were going to retrofit APGs for 35 platforms and the relevant works could only be carried out during 3 to 4 nights every week after train service hours, bearing in mind the need to carry out other maintenance works along the railway lines at the same time. With the wide range of works involved and a very tight works schedule, they had already carefully planned the works schedule in order to maximize the efficiency and effectiveness in retrofitting APGs along ERL and MOSL.</p>	

Time marker	Speaker	Subject(s)	Action required
005631 – 010100	Chairman Administration MTRCL	<p>The Chairman raised the following views and questions:</p> <ul style="list-style-type: none"> <li>(a) whether MTRCL would have sufficient time for testing the signalling system after the delivery of the first train for SCL to Hong Kong in 2015; and</li> <li>(b) whether the train capacity would be reduced after the replacement of 12-car trains with 9-car trains for ERL after the commissioning of SCL.</li> </ul> <p>In response to the Chairman's request, the Administration agreed to provide the Subcommittee members with information on the expected increase in patrons and headway of trains after the replacement of 12-car trains with 9-car trains for ERL under the SCL project in due course.</p> <p>MTRCL explained that the signalling system of SCL would take around 6 years to develop, including design, installation and testing, which was similar to other overseas experience.</p>	Administration / MTRCL to provide information / response (paragraph 7 of minutes)
010101 – 010400	Chairman Mr WONG Kwok-hing Administration	<p>Mr WONG Kwok-hing requested MTRCL to address the following concerns raised by a member of the public in his submission:</p> <ul style="list-style-type: none"> <li>(a) whether passengers using Octopus cards indeed contributed 0.2 cent more from each journey; and</li> <li>(b) whether MTRCL collected \$36.67 million more than expected in the past 13 years.</li> </ul> <p>The Administration responded that:</p> <ul style="list-style-type: none"> <li>(a) 10-cent Octopus passenger contribution for retrofitting PSDs and APGs had been taken into account when considering MTR fare adjustment; and</li> <li>(b) they would provide supplementary information on the 10-cent Octopus passenger contribution for retrofitting PSDs and APGs at MTR stations in due course.</li> </ul>	
010401 – 010653	Chairman Mr TANG Ka-piu Administration	<p>Mr TANG Ka-piu made the following suggestions and enquiries:</p> <ul style="list-style-type: none"> <li>(a) MTRCL should perform better after the introduction of a penalty system after the FAM review in 2013. MTRCL should provide information on accidents that involved passengers falling onto the railway track including the causes, conclusion of the investigation and duration of service disruption; and</li> </ul>	

Time marker	Speaker	Subject(s)	Action required
		<p>(b) before the completion of APGs retrofitting along ERL and MOSL, victims falling onto the railway track should be entitled to receive assistance under the Traffic Accident Victims Assistance Scheme ("TAVA Scheme").</p> <p>The Administration responded that:</p> <p>(a) as per Mr TANG's request, they would provide detailed information on the incidents involving passengers falling onto the railway track after the latest review of FAM for members' reference;</p> <p>(b) incidents might be caused by various reasons, like passengers' behaviour or factors that were not under the control of MTRCL; and</p> <p>(c) due to the nature of railway operation and the chance of accidents involving railways were different from those of road-based transport, TAVA Scheme would not cover incidents arising from railway operations.</p>	<p>Administration / MTRCL to provide information / response (paragraph 7 of minutes)</p>
010654 – 011024	Chairman Dr Elizabeth QUAT MTRCL	<p>Dr Elizabeth QUAT expressed the following views and concerns:</p> <p>(a) in view of the growing patronage and crowdedness at some platforms during peak hours, MTRCL should review whether certain platforms should be extended;</p> <p>(b) to enhance passenger safety, in particular on rainy days, MTRCL should consider extending shelters at the platforms of some stations which were partly or not covered; and</p> <p>(c) measures for platform safety were inadequate and MTRCL should seek advice from consultants.</p> <p>In response, MTRCL explained that:</p> <p>(a) passenger safety was of paramount importance and therefore MTRCL had invested sufficient resources (such as arrangement of platform assistants to assist with crowd control and maintain order) to enhance platform safety; and</p> <p>(b) MTRCL would closely monitor the situation and continuously improve railway safety in the future.</p>	
<i>Agenda Item V – Progress and financial situation of the construction of the Hong Kong Section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")</i>			
011025 – 011412	Chairman Administration	The Administration briefed members on the progress and financial situation of the construction of HKS of XRL.	

Time marker	Speaker	Subject(s)	Action required
011413 – 012706	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(1)392/13-14(02)], MTRCL gave a briefing on the progress of the construction of HKS of XRL.	
012707 – 012809	Chairman Administration	The Administration advised that the construction works of HKS of XRL were expected to be completed in 2015 as scheduled. After that, it was estimated that it would take several months' time for MTRCL to conduct various tests and trial run for railway operation and seek approval from the relevant departments, such as Electrical and Mechanical Services Department ("EMSD") before commissioning of HKS of XRL.	
012810 – 013437	Chairman Ir Dr LO Wai-kwok MTRCL	<p>Ir Dr LO Wai-kwok enquired about:</p> <ul style="list-style-type: none"> <li>(a) the labour shortage problem for XRL project, in particular whether the manpower demand would reach its peak in 2013 and 2014 and impact on progress of its works; and any difficulties encountered in recruitment of labour in respect of construction of the section of XRL excavating from Shenzhen; and</li> <li>(b) information on the approval status of the application for importation of labour under the Supplementary Labour Scheme ("SLS") by the relevant contractor(s) of HKS of XRL.</li> </ul> <p>In response, MTRCL explained that:</p> <ul style="list-style-type: none"> <li>(a) HKS of XRL project would need almost 10 000 construction personnel at the current stage, of which around 1 000 to 2 000 vacancies had yet to be filled;</li> <li>(b) MTRCL had attempted to ease the labour shortage by various means, including arrangement of recruitment forums; strengthening of training to attract young workers to join and experienced workers who had left the industry to rejoin, and application for importing workers via SLS; and</li> <li>(c) the same construction team carrying out the mainland section of XRL would be responsible for the whole cross-boundary section of XRL crossing over Shenzhen River.</li> </ul>	
013438 – 014153	Chairman Mr WONG Kwok-hing Administration MTRCL	<p>Mr WONG Kwok-hing raised the following views and questions:</p> <ul style="list-style-type: none"> <li>(a) asked the Administration to provide information on the arrangement to co-locate immigration and customs facilities for both the Mainland and Hong Kong at HKS of XRL, including details of the plan, implementation schedule and difficulties</li> </ul>	

Time marker	Speaker	Subject(s)	Action required
		<p>encountered; and</p> <p>(b) appreciated MTRCL's efforts put on training local people to ease the labour shortage problem, instead of importing a large number of workers under SLS.</p> <p>The Chairman further enquired about whether MTRCL would employ local workers or import labours to fill the estimated 1 000 to 2 000 vacancies as mentioned earlier.</p> <p>The Administration advised that:</p> <p>(a) in response to Mr WONG's request, they would make arrangement of a site visit for the Subcommittee members at an appropriate time after the delivery of the first train set of XRL to the Hong Kong site in 2014; and</p> <p>(b) the detailed operation of co-location arrangements at the West Kowloon Terminus of XRL involved complex legal and constitutional issues and the related negotiations and discussions were still underway. The Administration would report to the Subcommittee in a timely manner once specific agreement had been reached with the Mainland authorities on the customs, immigration and quarantine arrangements for the commissioning of XRL.</p> <p>Upon the Chairman's request, MTRCL agreed to provide supplementary information regarding the current and future manpower situation for the project of HKS of XRL.</p>	<p>The Clerk to arrange the visit</p> <p>Administration / MTRCL to provide information / response (paragraph 10 of minutes)</p>
014154 – 014831	Chairman Mr TANG Ka-piu Administration MTRCL	<p>Mr TANG Ka-piu requested the Administration and MTRCL to provide the following information on HKS of XRL:</p> <p>(a) the total number of fatal incidents since commencement of the construction of HKS of XRL, with the breakdown of local and imported labours; and ethnic Chinese and non-ethnic Chinese workers;</p> <p>(b) the overall figure of industrial accidents; and</p> <p>(c) the number of labour disputes cases.</p> <p>The Administration responded that:</p> <p>(a) construction safety was a prime concern of both the Administration and MTRCL; and</p>	



Time marker	Speaker	Subject(s)	Action required
		<p>(b) the overall figure of XRL accident rate was at a low level as compared to other similar projects.</p> <p>MTRCL made the following response:</p> <p>(a) the 3 fatal incidents occurred in January 2011, July and August 2013, 2 victims were ethnic Chinese and 1 was non-ethnic Chinese, whereas all of them were local workers and Hong Kong citizens;</p> <p>(b) since commencement of the construction of HKS of XRL, there had been 246 industrial accidents and most of the workers involved suffered minor injuries only; and</p> <p>(c) after the fatal incidents, safety enhancement measures had been implemented, like installation of mirrors and sensors at some large-scale machines and clearer separation of labour and plants to increase workers' safety awareness, and use of walkie-talkies to improve their communication.</p>	
014832 – 015610	Chairman Administration MTRCL	<p>The Chairman enquired about:</p> <p>(a) what measures the MTRCL would take to catch up the proposed schedule for the cross-boundary section of XRL, which was a few months lagged behind;</p> <p>(b) what was the schedule for conducting various testing and commissioning works for HKS of XRL; and</p> <p>(c) the latest progress of the procurement of the signalling systems for both HKS and the Mainland section of XRL and the interface issues of the systems.</p> <p>In response, the Administration advised that:</p> <p>(a) apart from the cross-boundary section, some of the construction works in the remaining HKS of XRL were also lagged behind the schedule and as such, various measures were adopted to catch up the schedule; and</p> <p>(b) according to experience, it would in general take 6 to 9 months to conduct various tests and trial run in order to ensure safety and reliability of the railway services.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>MTRCL explained that:</p> <ul style="list-style-type: none"> <li>(a) the signalling systems for both HKS and the Mainland section of XRL should comply with the national railway operation standards, namely Chinese Train Control System, which was similar to the European Train Control System; and</li> <li>(b) the tests and trial run to be conducted would not only involve HKS of XRL, but would also cover the section extending to Guangzhou.</li> </ul>	
015611 – 020333	<p>Chairman Mr Christopher CHUNG Administration MTRCL</p>	<p>Mr Christopher CHUNG raised the following questions:</p> <ul style="list-style-type: none"> <li>(a) the differences of high speed rail train between HKS and the Mainland section in terms of functions and operational safety; and</li> <li>(b) compatibility of the signalling systems between HKS and the Mainland section.</li> </ul> <p>The Chairman further cited the Wenzhou incident in China and expressed his concern over the control of the quality of the signalling systems in HKS and the Mainland section of XRL.</p> <p>In response, the Administration advised that:</p> <ul style="list-style-type: none"> <li>(a) they would take into account lessons learnt from the Wenzhou incident and request MTRCL to meet and maintain high standard of operation of HKS of XRL, including its signalling system; train design; and trackwork design; and</li> <li>(b) the relevant systems between HKS and the Mainland section should be compatible with each other and MTRCL was highly involved in the tendering process for XRL project.</li> </ul> <p>MTRCL added that:</p> <ul style="list-style-type: none"> <li>(a) the tendering process for the relevant systems (such as the signalling system) for both HKS and the Mainland section of XRL were strictly carried out in compliance with the corresponding international standards; and</li> <li>(b) they had adopted a series of measures to safeguard against similar problems identified in the Wenzhou incident, including examination of the whole HKS of XRL project by MTRCL's in-house engineers, independent international experts and EMSD.</li> </ul>	
020334 – 020709	<p>Chairman Mr Gary FAN</p>	<p>In response to Mr Gary FAN's enquiry on the latest media reports about MTRCL's tendering process and</p>	

Time marker	Speaker	Subject(s)	Action required
	Administration MTRCL	<p>contract awarding system for HKS of XRL project, MTRCL responded that:</p> <ul style="list-style-type: none"> <li>(a) the tendering process was carefully examined and the relevant details were put up on MTRCL's official website for the scrutiny by the public;</li> <li>(b) both local and overseas contractors should meet the same standard set out in the tendering process; and</li> <li>(c) the financial situation, including situation of substantiated claims, were reported to the Legislative Council through the half-yearly reports.</li> </ul> <p>The Administration supplemented that:</p> <ul style="list-style-type: none"> <li>(a) MTRCL would provide a copy of the letter to the media in response to the latest news about its tendering and contract awarding system to the Subcommittee members for reference in due course; and</li> <li>(b) the Highways Department was also involved in examining MTRCL's tendering and contract awarding system.</li> </ul>	Administration / MTRCL to provide information / response (paragraph 10 of minutes)
020710 – 021538	Chairman Mr Frankie YICK Administration MTRCL	<p>Mr Frankie YICK expressed the following views and concerns:</p> <ul style="list-style-type: none"> <li>(a) HKS of XRL project might not be able to be completed in 2015 as scheduled due to the labour shortage; and</li> <li>(b) the relevant bureaux, like the Transport and Housing Bureau and the Labour and Welfare Bureau, should assist MTRCL in solving the labour shortage problem by various means (e.g. speeding up the processing of the application for importing of labour under SLS).</li> </ul> <p>In response, the Administration explained that having realized the labour shortage, they had planned to collaborate with MTRCL and the Labour Advisory Board to find the solutions.</p> <p>MTRCL made the following response:</p> <ul style="list-style-type: none"> <li>(a) explained the difficulties encountered in seeking to import labour under SLS;</li> <li>(b) carefully reviewed the works schedule for HKS of XRL in order to implement measures to save time and manpower; and</li> </ul>	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
		(c) would provide supplementary information regarding the current and future manpower situation for the project of HKS of XRL, as well as their respective trade of work, especially those related to bar bending, electrical and mechanical services and building services; and how MTRCL would resolve the problem of labour shortage in due course.	Administration / MTRCL to provide information / response (paragraph 10 of minutes)

Council Business Division 1  
Legislative Council Secretariat  
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