

# 立法會

## *Legislative Council*

LC Paper No. CB(1)1011/13-14  
(These minutes have been seen  
by the Administration)

Ref: CB1/PS/1/12

### **Panel on Transport**

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

**Minutes of special meeting on  
Friday, 20 December 2013, at 11:30 am  
in Conference Room 3 of the Legislative Council Complex**

**Members present :** Hon Michael TIEN Puk-sun, BBS, JP (Chairman)  
Hon CHAN Han-pan (Deputy Chairman)  
Hon LEE Cheuk-yan  
Hon CHAN Kam-lam, SBS, JP  
Hon WONG Kwok-hing, BBS, MH  
Hon Ronny TONG Ka-wah, SC  
Hon Mrs Regina IP LAU Suk-yeet, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon LEUNG Kwok-hung  
Hon Frankie YICK Chi-ming  
Hon WU Chi-wai, MH  
Hon Gary FAN Kwok-wai  
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 attending :** Hon Albert CHAN Wai-yip  
Hon CHAN Yuen-han, SBS, JP  
Dr Hon KWOK Ka-ki  
Hon POON Siu-ping, BBS, MH

**Members absent** : Hon James TO Kun-sun  
Dr Hon Elizabeth QUAT, JP

**Public officers attending** : **Agenda item I**

Prof Anthony CHEUNG  
Secretary for Transport and Housing

Mr Joseph LAI  
Permanent Secretary for Transport

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

Mrs Ingrid YEUNG  
Commissioner for Transport

Ms Macella LEE  
Assistant Commissioner/Bus and Railway  
Transport Department

**Attendance by invitation** : **Agenda item I**

Dr Jacob KAM  
Operations Director  
MTR Corporation Limited

Mr Tony LEE  
Chief of Operations Engineering  
MTR Corporation Limited

Mr Francis LI  
Head of Operating  
MTR Corporation Limited

Mr Jeff LEUNG  
Senior Manager – External Affairs  
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 Tseung Kwan O Line service disruption on 16 December 2013**  
(LC Paper No. CB(1)595/13-14(01) - Administration's paper on  
Tseung Kwan O Line  
service disruption on 16  
December 2013
- LC Paper No. CB(1)595/13-14(02) - Letter dated 16 December  
2013 from Hon Michael  
TIEN Puk-sun
- LC Paper No. CB(1)595/13-14(03) - Letter dated 17 December  
2013 from Dr Hon Elizabeth  
QUAT
- LC Paper No. CB(1)595/13-14(04) - Letter dated 18 December  
2013 from Hon WONG  
Kwok-hing
- LC Paper No. CB(1)595/13-14(05) - Paper on Tseung Kwan O  
Line service disruption on  
16 December 2013 and  
railway incidents from the  
MTR Corporation Limited  
prepared by the Legislative  
Council Secretariat

Action

(background brief))

At the invitation of the Chairman, the Administration and the MTR Corporation Limited ("MTRCL") briefed members on the service disruption on Tseung Kwan O Line and part of Kwun Tong Line on 16 December 2013.

2. The Subcommittee deliberated (index of proceedings attached at **Annex**). In brief, members expressed concerns over the outsourcing of MTRCL's maintenance services; contingency arrangements for railway service disruption; lack of penalty against the senior management of MTRCL for the Corporation's substandard performance; and design of the railway system in respect of the service disruption on 16 December 2013.

Admin / 3. After deliberations, the Administration and MTRCL were requested  
MTRCL to –

- (a) provide the percentage and detailed information on the deployment of MTRCL's in-house and outsourced maintenance staff as regards the past train service delays in respect of different railway lines;
- (b) provide a written report on MTRCL's current risk management system and how they would enhance the system after the Tseung Kwan O Line service disruption on 16 December 2013; and
- (c) provide detailed information on MTRCL's contingency plan for railway incidents, say within a certain period of time, the number of staff and emergency feeder buses that could be deployed to take passengers from the MTR trains and stations in light of the incidents.

Motions

4. After discussion, Mr WONG Kwok-hing moved the following motion, which was seconded by Mr TANG Ka-piu –

"促請政府研究就對港鐵施加的罰款延伸至扣減港鐵董事的袍金及花紅，並定出實施時間表。

(Translation)

That this Subcommittee urges the Government to consider expanding the scope of penalty imposed on MTRCL by including deductions of

the remunerations and bonuses of its directors, as well as setting out the timetable for implementation of the said deductions."

5. The Chairman put the motion to vote. Of the members present, five members, including Mr WONG Kwok-hing, Mr LEUNG Kwok-hung, Mr WU Chi-wai, Mr Gary FAN and Mr TANG Ka-piu, voted for the motion. Four members, including Mr CHAN Kam-lam, Mr Frankie YICK, Ir Dr LO Wai-kwok and Mr Christopher CHUNG, voted against the motion. The Chairman and Mr CHAN Han-pan abstained. The Chairman declared that the motion moved by Mr WONG Kwok-hing was carried.

6. Mr TANG Ka-piu moved the following motion, which was seconded by Mr WONG Kwok-hing –

"鑒於發生於2013年12月16日之港鐵將軍澳線電纜故障事件，導致全線服務停頓五小時，影響數以十萬計市民，後果極之嚴重，市民非常憂慮將軍澳線服務的持續穩定和安全，有港鐵員工更表示外判制是將軍澳線事件的成因。特區政府作為港鐵的大股東，有責任命令和督促港鐵確保列車服務"安全第一"，並落實下列措施：

1. 徹查故障事件，檢討外判制度，並就調查和檢討結果作出公布；
2. 交待預防措施及更有力的懲罰措施，督促港鐵防止事故一再發生；
3. 叫停港鐵任何擴大維修外判的計劃，包括港島西線、港島南線和荃灣車廠的計劃；
4. 根據《香港鐵路條例》第16條，調查港鐵出現嚴重服務停頓是否已是"專營權下的失責行為"。

(Translation)

That, as the power line failure incident of the Tseung Kwan O Line of MTRCL on 16 December 2013 halted the services of the whole line for 5 hours, affecting hundreds of thousands of people and causing dire consequences, members of the public are very worried about the continued reliability and safety of the Tseung Kwan O Line. Some MTRCL staff have pointed out that outsourcing was to blame for the

latest Tseung Kwan O Line incident. As the majority shareholder of MTRCL, the HKSAR Government is duty-bound to order and urge MTRCL to ensure that "safety comes first" for its train services and adopt the following measures:

1. to conduct a thorough investigation of the incident, review the outsourcing arrangements, and announce the results of the investigation and review;
2. to give an account of the preventive measures and more severe punitive measures to be imposed, and enhance monitoring over MTRCL so as to prevent the recurrence of such incidents;
3. to demand a halt to MTRCL's plan to expand the outsourcing of its maintenance services, including the relevant plans for West Island Line, South Island Line and the depot at Tsuen Wan;
4. to look into whether the occurrence of a substantial breakdown of MTRCL's service amounts to "default under franchise" under section 16 of the Mass Transit Railway Ordinance."

7. The Chairman put the motion to vote. Of the members present, five members, including Mr WONG Kwok-hing, Mr LEUNG Kwok-hung, Mr WU Chi-wai, Mr Gary FAN and Mr TANG Ka-piu, voted for the motion. Four members, including Mr CHAN Kam-lam, Mr Frankie YICK, Ir Dr LO Wai-ki and Mr Christopher CHUNG, voted against the motion. The Chairman and Mr CHAN Han-pan abstained. The Chairman declared that the motion moved by Mr TANG Ka-piu was carried.

8. Mr Gary FAN moved the following motion, which was seconded by Mr LEE Cheuk-yan –

"要求港鐵停止維修外判制度，以提升維修質素，減少事故發生。

(Translation)

That this Subcommittee demands that MTRCL ceases outsourcing of its maintenance services, so as to improve the maintenance quality and reduce the occurrence of incidents."

9. The Chairman put the motion to vote. Of the members present, five members, including Mr WONG Kwok-hing, Mr LEUNG Kwok-hung,

Action

Mr WU Chi-wai, Mr Gary FAN and Mr TANG Ka-piu, voted for the motion. Four members, including Mr CHAN Kam-lam, Mr Frankie YICK, Ir Dr LO Wai-kwok and Mr Christopher CHUNG, voted against the motion. The Chairman and Mr CHAN Han-pan abstained. The Chairman declared that the motion moved by Mr Gary FAN was carried.

**II Any other business**

10. There being no other business, the meeting ended at 1:12 pm.

Council Business Division 1  
Legislative Council Secretariat  
27 February 2014

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**Proceedings of the special meeting  
on Friday, 20 December 2013, at 11:30 am  
in Conference Room 3 of the Legislative Council Complex**

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
<i>Agenda Item I – Tseung Kwan O Line service disruption on 16 December 2013</i>			
000204 – 000501	Chairman	Opening remarks.	
000502 – 001146	Chairman Administration	The Administration briefed members on the service disruption on Tseung Kwan O Line and part of Kwun Tong Line on 16 December 2013.	
001147 – 002659	Chairman MTR Corporation Limited ("MTRCL")	With the aid of a powerpoint presentation [LC Paper No. CB(1)643/13-14(01)], MTRCL gave a briefing on the preliminary result of the investigation into the incident on 16 December 2013 and remedial measures taken on the same day.	
002700 – 003300	Chairman Dr KWOK Ka-ki Administration	<p>Dr KWOK Ka-ki raised the following views and enquiries:</p> <ul style="list-style-type: none"> <li>(a) expressed that the senior management of MTRCL should be penalised instead of MTRCL itself, and suggested reviewing the service performance arrangement under the Fare Adjustment Mechanism ("FAM") as revised in 2013;</li> <li>(b) being unsatisfied that the Chief Executive Officer of MTRCL did not attend this meeting; and</li> <li>(c) whether the Electrical and Mechanical Services Department ("EMSD") would conduct an independent railway safety check in order to avoid recurrence of similar incidents in future.</li> </ul> <p>In response, the Administration explained that:</p> <ul style="list-style-type: none"> <li>(a) various factors would be taken into account when deciding the remunerations and bonuses of the senior management, including MTRCL's overall profitability and service performance;</li> <li>(b) they would reflect members' views to the Board of MTRCL that was responsible for reviewing and determining the remuneration packages of the Chief Executive Officer and other members of the Executive Directorate; and</li> <li>(c) EMSD adopted a risk-based approach to monitor railway safety. They conducted more than 130 railway safety inspections each year, and would</li> </ul>	



Time marker	Speaker	Subject(s)	Action required
		investigate railway incidents that could have safety implications or raised public concern, including the incident on 16 December 2013.	
003301 – 003715	Chairman Mr WONG Kwok-hing Administration	<p>Mr WONG Kwok-hing expressed the following views and concerns:</p> <ul style="list-style-type: none"> <li>(a) urged the Administration to expand the scope of penalty imposed on MTRCL by including deduction of remunerations and bonuses of the directors, as well as setting out the timetable for implementation of the said deduction; and</li> <li>(b) requested the Administration to address MTRCL staff's worry about outsourcing of MTRCL's maintenance services at Tsuen Wan Depot.</li> </ul> <p>The Administration responded that:</p> <ul style="list-style-type: none"> <li>(a) outsourcing of maintenance services should not have adversely affected MTRCL's performance. In the past 2 years, MTRCL's service delays of 31 minutes or above occurred on different railway lines, of which some were maintained by MTRCL's in-house staff and some by outsourced staff; and</li> <li>(b) as mentioned earlier, the Administration would reflect members' views to the Board of MTRCL, that would take into account various factors when reviewing and determining the remuneration packages of the Chief Executive Officer and other members of the Executive Directorate.</li> </ul>	
003716 – 004121	Chairman Mr TANG Ka-piu Administration MTRCL	<p>Mr TANG Ka-piu urged the Administration to:</p> <ul style="list-style-type: none"> <li>(a) halt MTRCL's plan to expand the outsourcing of their maintenance services, including the relevant plans for West Island Line, South Island Line and Tsuen Wan Depot; and</li> <li>(b) look into whether there was a case of a substantial breakdown of MTRCL's service so much so that it amounted to "default under franchise" under section 16 of the Mass Transit Railway Ordinance.</li> </ul> <p>In response, the Administration explained that from the regulator's point of view, they would see whether MTRCL could provide proper and efficient railway service, whereas operational arrangements like deployment of in-house and outsourced maintenance staff would be subject to the decision of the management of MTRCL.</p> <p>MTRCL supplemented that the overall service performance of Tseung Kwan O Line was more or less</p>	

Time marker	Speaker	Subject(s)	Action required
		the same as that of the other railway lines.	
004122 – 004632	Chairman Ms CHAN Yuen-han Administration	<p>Ms CHAN Yuen-han urged the Administration to address MTRCL in-house frontline staff's concern over problems arising from the outsourcing of maintenance service.</p> <p>The Administration made the following response:</p> <ul style="list-style-type: none"> <li>(a) they would closely monitor MTRCL's railway service and ensure that MTRCL would meet the required standards;</li> <li>(b) around a quarter of MTRCL's maintenance staff were outsourced staff;</li> <li>(c) over the past 2 years, MTRCL's service delays of 31 minutes or above had occurred on different railway lines, of which some were maintained by MTRCL's in-house staff and some by outsourced staff; and</li> <li>(d) upon Ms CHAN's request, they would provide the percentage and detailed information on the deployment of MTRCL's in-house and outsourced maintenance staff as regards the past train service delays in respect of different railway lines for members' reference.</li> </ul>	Administration / MTRCL to provide information / response (paragraph 3 of minutes)
004633 – 005032	Chairman Mr LEUNG Kwok-hung	<p>Mr LEUNG Kwok-hung expressed the following views and concerns:</p> <ul style="list-style-type: none"> <li>(a) outsourcing of maintenance services might adversely affect MTRCL's service performance and he proposed the Administration study if there was any relation between outsourcing of services and MTRCL's service performance;</li> <li>(b) suggested that MTRCL should promptly divert Kwun Tong Line trains through a spare track section to reinstate cross-harbour service on the day of incident;</li> <li>(c) proposed deduction of remunerations for the senior management of MTRCL as penalty for MTRCL's substandard performance; and</li> <li>(d) suggested the senior management commute to work by MTR during peak hours in the morning to experience the crowdedness of train compartments and platforms.</li> </ul>	

Time marker	Speaker	Subject(s)	Action required
005033 – 005457	Chairman Mr Gary FAN MTRCL	<p>Mr Gary FAN raised the following views and enquiries:</p> <ul style="list-style-type: none"> <li>(a) some citizens were very concerned about the unsatisfactory performance of the Administration and MTRCL in handling the incident on 16 December 2013;</li> <li>(b) why the stoppage of power supply would cause suspension of train services on the whole Tseung Kwan O Line, instead of some of the stations only; and whether the design of electricity supply on Tseung Kwan O Line was similar to that of other railway lines;</li> <li>(c) whether the Administration would review its policy to develop railway as the backbone of public transport because any train service disruption would isolate districts like Tseung Kwan O due to insufficient provision of alternative public transport services like mini-buses or buses; and</li> <li>(d) urged MTRCL to cease the outsourcing of its maintenance services.</li> </ul> <p>MTRCL made the following response:</p> <ul style="list-style-type: none"> <li>(a) generally speaking, partial cut-off of power supply would not cause service disruption for the whole railway line. However, the stoppage of power supply on 16 December 2013 affected the Black Hill Tunnel where the trains could have turned back. The train service was therefore completely suspended on the whole Tseung Kwan O Line; and</li> <li>(b) outsourcing of maintenance works did not aim at saving cost, but at imparting specialized skills of the contractors to bring about improvement in service instead.</li> </ul> <p>The Chairman remarked that it would be more appropriate for the Panel on Transport to discuss the overall public transport plan for the community.</p>	
005458 – 005945	Chairman Mr CHAN Kam-lam MTRCL	<p>Mr CHAN Kam-lam suggested that the Administration and MTRCL should better educate passengers what the alternative public transport options were available in the event of rail service suspension. MTRCL should also review the timing and means to disseminate information on contingency plans and where to take the feeder buses provided by MTRCL during service disruptions.</p> <p>In response, MTRCL explained that:</p> <ul style="list-style-type: none"> <li>(a) they would take Mr CHAN's suggestion into consideration and further review the existing contingency plan for railway incidents (say,</li> </ul>	

Time marker	Speaker	Subject(s)	Action required
		<p>appropriate timing to inform passengers the pick-up point of shuttle buses); and</p> <p>(b) the passenger guide in respect of railway service suspension at each MTR station was made available on MTRCL's official website.</p>	
005946 – 010302	Chairman Mr POON Siu-ping Administration	<p>Mr POON Siu-ping raised the following views and enquiries:</p> <p>(a) outsourcing of maintenance services would likely affect MTRCL's service performance;</p> <p>(b) urged the Administration to review its public transport policy so as not to rely too much on railway as the major means of public transport; and</p> <p>(c) whether EMSD would enhance its existing standard for checking and monitoring railway safety after the incident on 16 December 2013.</p> <p>In response, the Administration advised that:</p> <p>(a) although railways was the backbone of the public transport system, MTRCL would not monopolize the local transport service as other public transport modes also played a key role to provide choices to passengers;</p> <p>(b) the Administration would conduct a comprehensive review on the development and future arrangements of public transport in Hong Kong after completing the study on Review and Update of the "Railway Development Strategy 2000"; and</p> <p>(c) EMSD would propose enhancement measures after the investigation into the incident on 16 December 2013 was completed.</p>	
010303 – 010710	Chairman Mr WU Chi-wai MTRCL	<p>Mr WU Chi-wai expressed the following views and concerns:</p> <p>(a) whether there was any difference in the contingency arrangements for railway incidents between peak hours and non-peak hours;</p> <p>(b) whether MTRCL would discuss its contingency arrangements for railway incidents with each District Council;</p> <p>(c) how MTRCL would improve its information dissemination during railway service disruption (e.g. updated the frontline staff and passengers on the latest arrangements); and</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(d) suggested a mechanism for bonus deduction applicable to the senior management of MTRCL as a penalty for having failed to ensure smooth operation of railway service.</p> <p>MTRCL responded that:</p> <p>(a) they would continue to review the contingency arrangements for railway service disruptions and study how to better provide real time and necessary information to the frontline staff; and</p> <p>(b) because of the carrying capacity of MTR trains, it was impossible for buses or other modes to fully replace the role of MTR trains during railway incidents.</p>	
010711 – 011105	Chairman Mr Frankie YICK Administration MTRCL	<p>Mr Frankie YICK urged the Administration and MTRCL to:</p> <p>(a) review what kinds of services were more appropriate for outsourcing while certain critical maintenance works should be better carried out by in-house staff due to their loyalty and experience; and</p> <p>(b) review the coordination of contingency plan in case of service disruption with a view to maximizing the benefits and efficiency of the resources. Though there were calls from the community for reserving more spare trains for contingency, the Administration and MTRCL should carefully consider the cost involved.</p> <p>In response, the Administration agreed to provide the detailed information on the deployment of MTRCL's in-house and outsourced maintenance staff in respect of different railway lines and their performance for members' reference.</p> <p>MTRCL explained that:</p> <p>(a) apart from daily routine maintenance duties, most of the railway maintenance works and urgent repairs were carried out by MTRCL's in-house staff; and</p> <p>(b) the performance of outsourced staff was monitored and supervised by MTRCL's staff.</p>	Administration / MTRCL to provide information / response (paragraph 3 of minutes)
011106 – 011531	Chairman Ir Dr LO Wai-kwok MTRCL	<p>Ir Dr LO Wai-kwok proposed MTRCL to:</p> <p>(a) learn lessons from the incident on 16 December 2013 and avoid recurrence of similar incidents in future; and</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(b) enhance MTRCL's risk management system, such as utilization of spare track section to reinstate service as part of the contingency plan in case of railway incidents.</p> <p>Upon Ir Dr LO's request, MTRCL agreed to provide supplementary information on their current risk management system and how they would enhance the system after the Tseung Kwan O Line service disruption on 16 December 2013 for members' reference.</p>	<p>Administration / MTRCL to provide information / response (paragraph 3 of minutes)</p>
011532 – 011933	<p>Chairman Mr Albert CHAN Administration</p>	<p>Mr Albert CHAN opined that outsourcing of MTRCL's services might serve to exploit labour and, therefore, such a policy should be halted.</p> <p>In response to Mr CHAN's request, the Administration would provide members with MTRCL's contingency plan for railway incidents (say within a certain period of time, the number of staff and emergency feeder buses that could be deployed to take passengers from the MTR trains and stations) for reference.</p>	<p>Administration / MTRCL to provide information / response (paragraph 3 of minutes)</p>
011934 – 012500	<p>Chairman Mr LEE Cheuk-yan Administration</p>	<p>Mr LEE Cheuk-yan raised the following concerns and enquiries:</p> <p>(a) urged MTRCL to improve their maintenance works and system design to avoid recurrence of similar incident on 16 December 2013;</p> <p>(b) requested MTRCL to cease outsourcing of maintenance services;</p> <p>(c) whether the Administration would still allow increase in MTR fares after the railway service disruption on 16 December 2013; and</p> <p>(d) whether remunerations and bonuses of MTRCL's directors would be deducted as a penalty for their substandard performance.</p> <p>The Chairman further suggested that MTRCL should make reference to the Kowloon-Canton Railway Corporation's previous experience in introducing a performance-based pay mechanism whereby the remunerations of the senior management would be linked to the corporation's performance.</p> <p>In response, the Administration advised that:</p> <p>(a) various factors would be taken into account, including MTRCL's profitability and service performance. If MTRCL was penalized for serious service disruptions, passengers would</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>benefit through the time-limited "10% Same Day Second Trip Discount" scheme; and</p> <p>(b) they would reflect members' views to the Remunerations Committee set up under the Board of MTRCL, that would take into account various factors (e.g. MTRCL's overall service performance) to review and determine the remuneration packages of the Chief Executive Officer and other members of the Executive Directorate.</p>	
012501 – 012933	Chairman MTRCL	<p>The Chairman expressed the following views and concerns:</p> <p>(a) urged MTRCL to cease outsourcing of maintenance services such as visual inspections and maintenance for power supply, which were critical for the service performance;</p> <p>(b) questioned whether any problems existed in the design of the copper fastening wire on Tseung Kwan O Line and if yes, whether MTRCL would seek compensation from the relevant supplier; and</p> <p>(c) suggested replacing the copper fastening wire with materials like cable to facilitate visual inspections, including earlier detection of oxidization.</p> <p>MTRCL responded that they would:</p> <p>(a) carefully review the outsourcing arrangement for maintenance services;</p> <p>(b) seek compensation from the concerned supplier if the result of investigation indicated that the design of the copper fastening wire had led to the service disruption on 16 December 2013; and</p> <p>(c) take into account the Chairman's suggestion about replacement of the copper fastening wire for the whole power supply system in due course.</p>	
012934 – 013358	Chairman Mr Christopher CHUNG MTRCL	<p>Mr Christopher CHUNG made the following suggestions to MTRCL:</p> <p>(a) to investigate whether outsourcing of maintenance services was the major reason leading to the railway service disruption on 16 December 2013;</p> <p>(b) to check all the copper fastening wire in the current railway system so as to avoid recurrence of similar incidents on 16 December 2013;</p> <p>(c) to prepare contingency plan in respect of railway service suspension for each MTR station; and</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(d) to set up systems to monitor and check the railway system for earlier detection of possible defects.</p> <p>In response, MTRCL advised that:</p> <p>(a) each MTR station had its own tailor-made contingency plan in case of railway service suspension; and</p> <p>(b) they would continue to improve the contingency arrangements for railway incidents such as information dissemination.</p>	
013359 – 013805	Chairman Mr CHAN Han-pan MTRCL	<p>Mr CHAN Han-pan raised the following views and enquiries:</p> <p>(a) the contingency arrangements on the day of incident were considered unsatisfactory;</p> <p>(b) urged MTRCL to conduct a thorough inspection of the design on the Tseung Kwan O Line;</p> <p>(c) whether the Administration's Emergency Transport Coordination Centre was capable of minimizing the impact of the railway incident on the public on 16 December 2013;</p> <p>(d) suggested installing large LCD screens at each station entry gates to enhance dissemination of information to passengers;</p> <p>(e) whether sub-contracting of MTRCL's maintenance services existed; and</p> <p>(f) proposed to improve the public transport system in Tseung Kwan O by expediting the construction of the Tseung Kwan O-Lam Tin Tunnel.</p> <p>MTRCL advised that:</p> <p>(a) there was room for improvement for dissemination of information on shuttle bus service arrangement on the day of incident; and</p> <p>(b) LCD screens were already installed at each station entry gates while the size and number of the screens would be further reviewed.</p>	
013806 – 014004	Chairman Mr WONG Kwok-hing	Voting on the motion moved by Mr WONG Kwok-hing and seconded by Mr TANG Ka-piu.	
014005 – 014031	Chairman Mr TANG Ka-piu	Voting on the motion moved by Mr TANG Ka-piu and seconded by Mr WONG Kwok-hing.	



<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
014032 – 014048	Chairman Mr Gary FAN	Voting on the motion moved by Mr Gary FAN and seconded by Mr LEE Cheuk-yan.	

Council Business Division 1  
Legislative Council Secretariat  
27 February 2014