

立法會
Legislative Council

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Panel on Transport

Subcommittee on Matters Relating to Railways
Special meeting on 20 December 2013

Background brief on
Tseung Kwan O Line service disruption on 16 December 2013 and
railway incidents from the MTR Corporation Limited

Purpose

This paper provides background information on Tseung Kwan O Line service disruption on 16 December 2013. It also summarizes the major views and concerns expressed by Members during previous discussions on railway incidents.

Background

Contingency arrangements for railway incidents

2. According to the Administration, the MTR Corporation Limited ("MTRCL") is required by the Transport Department ("TD") to issue an Amber or Red Alert message to TD and other public transport operators in accordance with the seriousness of the railway incident. MTRCL is also required to notify TD within 8 minutes of any service disruption incident that has occurred for 8 minutes or is expected to last for 8 minutes or more. Besides, according to MTR Regulations, MTRCL should report to the Electrical and Mechanical Services Department any incident that occurs at any part of the entire railway premises which has a direct bearing on the safe operation of the railway.

3. In case of a major incident, MTRCL will activate the Incident Control Post to deal with the incident together with Administration departments including the Fire Services Department, the Police and TD in accordance with established procedures of contingency plans so as to

expedite safe evacuation of passengers. In case the power supply to MTRCL is affected, a backup system on board of the trains will be activated to supply electricity to major facilities on trains, including some of the lighting, ventilation and communication systems. Moreover, staff will be swiftly deployed to assist with passenger detrainment.

Fine for serious service disruption under Fare Adjustment Mechanism ("FAM")

4. The Administration completed the review of FAM of MTRCL in April 2013 and the new mechanism becomes effective from June 2013. Under the revised FAM, there is a service performance arrangement whereby a fine, ranging from \$1 million to \$15 million, will be imposed on MTRCL for serious service disruptions, defined as disruptions of 31 minutes or above. The Administration agrees with the argument advanced by MTRCL that disruptions of a shorter duration should not be counted for this purpose in order not to put undue pressure on MTRCL's frontline staff who otherwise might be tempted or pressured into rushing their repair works to avoid the penalty, putting quality or safety at risk. It should also be noted that disruptions caused by factors outside MTRCL's control such as passengers' behaviour and bad weather, will not be counted either. The proposed arrangement is similar to some practices adopted overseas, such as in Singapore and Melbourne. Any fine imposed is credited to a fare concession account for fare concessions through the time-limited "10% Same Day Second Trip Discount" scheme.

Heavy railway incidents

5. According to information provided by MTRCL in June 2013¹, out of the more than 753 400 train trips operated in the heavy rail network² from 1 January to 31 May 2013, there were 47 delays of 8 minutes or more attributable to equipment fault or human factor while 28 were due to passenger behaviour or external factor. Of the total of 75 delays in the heavy rail network from January to May 2013, 73 delays were between 8 and 30 minutes; one delay was between 31 and 60 minutes; and one delay exceeded 60 minutes.

Tseung Kwan O Line service disruption on 16 December 2013

6. According to press reports, on 16 December 2013, a power failure on the Tseung Kwan O Line halted MTR services for nearly 5 hours. Trains were affected on the whole Tseung Kwan O Line and between Tiu

¹ Source: "Service Performance of MTR Corporation Limited" [LC Paper No. CB(1)1421/12-13(01)]

² Comprising the Kwun Tong Line, Tsuen Wan Line, Island Line, Tseung Kwan O Line, East Rail Line, West Rail Line, Ma On Shan Line, Tung Chung Line, Disneyland Resort Line and Airport Express.

Keng Leng and Lam Tin Stations on the Kwun Tong Line. A Yau Ma Tei-bound train on the Kwun Tong Line broke down in a tunnel at 12:40 pm, forcing about 150 passengers to walk on the track to Yau Tong Station. Another train heading to Yau Tong Station on the Kwun Tong Line was halted at Tiu Keng Leng Station. It was reported that a 30-metre section of overhead power line had come loose and dangled as low as one metre from the tunnel ceiling between Yau Tong and Tiu Keng Leng Stations. The Administration demanded MTRCL to submit a report on the incident within 3 working days.

Major concerns raised by the Subcommittee on Matters Relating to Railways ("the Subcommittee")

7. Members have discussed railway incidents from MTRCL in the Subcommittee meetings in the fourth and fifth Legislative Councils. Members' major concerns are summarized in the ensuing paragraphs.

Incident handling

8. The Subcommittee discussed MTRCL's incident handling at the meetings on 16 December 2008, 4 December 2009, 4 November 2010, 18 March 2011 and 28 June 2012. Members were gravely concerned about the delayed notification to TD and the contingency measures taken during the incident. In particular, members expressed deep dissatisfaction with the confusion in the dissemination of information to passengers regarding the service suspension and train service available, emergency bus arrangements, lack of crowd control at the emergency bus pick-up points, and the ad hoc changes made to the locations of those points.

9. At the meeting on 4 November 2010, members of the Subcommittee passed the following motion:

"That, as quite a number of serious incidents and disruptions have occurred on the railway systems of MTRCL over the past several years and there has been no improvement in the measures it has adopted in response to these incidents and the way it has handled them; its performance in handling the recent incidents has been more than disappointing and has aroused concern about and dissatisfaction with its railway operations among members of the public; this Subcommittee demands that MTRCL withholds the bonus payments for this year to its Chief Executive Officer and other management staff concerned as a punishment."

Outsourcing of maintenance staff

10. When discussing railway incidents at the Subcommittee meetings on 16 December 2008, 4 December 2009 and 18 March 2011, members in general expressed concern that the railway incidents might be caused by MTRCL's outsourcing of maintenance service, which might adversely affect the standard of rail maintenance. MTRCL explained that contractor staff was responsible for regular visual inspections; dye penetration tests and small scale preventive maintenance work; and track cleaning. While tasks such as replacement of rails, ultrasonic testing and rail grinding were carried out by MTRCL's in-house staff. They also assured the Subcommittee members that outsourced and in-house maintenance works were subject to the same standards and requirements.

11. In May 2013, MTRCL updated the Subcommittee on the information of their outsourcing maintenance staff. As at 2012, 1 166 outsourcing maintenance staff in total were engaged in major maintenance contracts and took up about 20% of MTRCL's total maintenance and infrastructure manpower. Among the 322 outsourcing maintenance staff for civil maintenance, 4 were responsible for conducting visual and other non-destructive means for rail inspection. Indeed, rail inspection works were mainly conducted by around 190 staff directly employed by MTRCL. The numbers of outsourcing maintenance staff engaged in MTRCL's major maintenance contracts from 2010 to 2012 are attached in **Appendix I**.

Legislative Council questions

12. Hon WONG Sing-chi and Hon Mrs Sophie LEUNG LAU Yau-fun expressed concern over railway incidents from MTRCL and raised Council questions on 8 June 2011 and 8 February 2012 respectively. The questions and the Administration's replies are attached in **Appendix II** for members' reference.

Recent developments

13. The Subcommittee invites the Administration to brief members on Tseung Kwan O Line service disruption on 16 December 2013 at the special meeting to be held on 20 December 2013.

Relevant papers

14. A list of relevant papers is in **Appendix III**.

Council Business Division 1
Legislative Council Secretariat
19 December 2013

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

**Numbers of outsourcing maintenance staff engaged in
MTRCL's major maintenance contracts (2010 to 2012)**

Job Nature	Numbers of outsourcing maintenance staff		
	2010	2011	2012
Station Maintenance	731	781	674
Rolling Stock Maintenance	143	174	160
Civil Maintenance	308	314	332
Total	1 182	1 269	1 166

Source: MTRCL's supplementary information paper on their outsourcing maintenance staff and train service delays in May 2013 [LC Paper No. CB(1)978/12-13(01)]

Press Releases

LCQ15:Rail service and incidents of MTRCL

Following is a question by the Hon Wong Sing-chi and a written reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (June 8):

Question:

Regarding the railway service and incidents of the MTR Corporation Limited (MTRCL), will the Government inform this Council :

(a) whether it knows the respective average daily patronage, average peak hour patronage and occupancy rate, as well as average off-peak patronage and occupancy rate on the various railway alignments in each year since 2005, with a breakdown by year;

(b) whether it knows the respective numbers of incidents of service being delayed for more than eight minutes, 30 minutes and one hour on various railway alignments since 2010, as well as the numbers of passengers affected, with a breakdown by cause of the incidents of delay in service for over eight minutes to 30 minutes, over 30 minutes to one hour, and over one hour respectively, set out in a table;

(c) whether it knows the details of the incidents in (a) (set out as follows);

Date of incident; Time of incident; Line affected; Cause of incident and investigation findings; Remedial actions and improvement measures taken; Duration of service delay(minute)

(d) whether the authorities had examined in the past three years the establishment of a penalty and compensation mechanism in respect of railway incidents, e.g. stopping payment of bonuses to the Chief Executive Officer and relevant staff at managerial level of MTRCL, as well as providing compensation to the passengers affected by the incidents; if yes, of the details; if not, the reasons for that; and

(e) given that in reply to the question of a Member of this Council on June 2, 2010, the Secretary for Transport and Housing stated that "[s]ince the rail merger, the MTRCL has invested \$4 billion each year in the maintenance, repair and renewal of its railway assets in order to maintain high quality railway services and enhance service performance", whether it knows, in each year since 2005:

(i) details of MTRCL's work in areas such as maintenance of service quality, enhancement of service performance, as well as maintenance, repair and renewal of its railway assets, and the respective percentages of the expenditure incurred in the aforesaid expenditure of \$4 billion, with a breakdown by year; and

(ii) the respective allocation of resources such as manpower and time by MTRCL for the aforesaid jobs, with a breakdown by year?

Reply:

President,

(a) From 2005 to 2010, the daily average patronage and loading rate of different railway lines of the MTR Corporation Limited (MTRCL) is set out at Annex 1.

(b) Since the Rail Merger on December 2, 2007, the performance of MTR train service has remained very satisfactory, with 99.9% of passengers reaching their destinations within five minutes of their scheduled arrival times.

According to the information provided by MTRCL, from 2010 to first quarter of 2011, the total number of MTR railway incidents with delays of eight minutes to 30 minutes, more than 30 minutes to one hour, and over one hour is set out in the following tables. MTRCL takes each and every incident causing delay seriously. All incidents are investigated with a view to enhancing improvements in passenger service and reliability of train service.

Delays of 8 minutes to 30 minutes

Causes/Year	2010 (No. of cases)	1st quarter of 2011 (No. of cases)
Equipment Failure	138	39
Human Factor	20	8
Passenger Behaviour and External Event	94	35
Total	252	82

Delays of more than 30 minutes to one hour

Causes/Year	2010 (No. of cases)	1st quarter of 2011 (No. of cases)
Equipment Failure	3	1
Human Factor	1	1
Passenger Behaviour and External Event	8	1
Total	12	3

Delays of over one hour

Causes/Year	2010 (No. of cases)	1st quarter of 2011 (No. of cases)
Equipment Failure	2	1
Human Factor	0	0
Passenger Behaviour and External Event	1	0
Total	3	1

(c) From 2010 to the first quarter of 2011, a list of each MTR railway incidents with delays of eight minutes is set out in Annex 2.

(d) MTRCL has an established mechanism to formulate its remuneration policy as well as the remuneration of its directors and senior management. MTRCL's remuneration policy aims to ensure that the remuneration level is appropriate and consistent with the established goals and business performance. Therefore, MTRCL will consider a number of factors, including the overall performance of the Corporation, personal responsibilities, job scope and performance, market practice and remuneration offered by similar companies, etc.

A Remuneration Committee has been set up under the Board of MTRCL. The Remuneration Committee is responsible for scrutinising the remuneration policy and making recommendations to the Board. It is also authorised to review and determine the remuneration packages of the Chief Executive Officer and other Members of the Executive Directorate.

(e) According to the information provided by MTRCL, since the rail merger (i.e. from 2008 to 2010), MTRCL has invested HK\$4 billion each year in the maintenance, repair and renewal of railway assets in order to maintain high quality railway service and enhance facility performance. From 2008 to 2010, the allocation of the investment and the human resources deployed are set out as follows -

Category	2008	2009	2010
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Maintenance of service quality (including on-going maintenance and asset replacement capital projects) (HK\$ billion)	3.117	3.103	3.326
Enhancement of facility performance (including service improvement projects) (HK\$ billion)	0.722	1.127	1.332
Improvement projects incurred from Rail Merger (HK\$ billion)	0.239	0.062	0.005
Total (HK\$ billion)	4.078	4.292	4.663
Human Resources (Number of staff)	4 296	4 500	4 613

In maintaining service quality, MTRCL carries out preventive and corrective maintenance works in different areas including civil engineering structures, railway tracks, signalling system, power supply system, overhead lines, passenger trains, engineering trains and buses, etc. These maintenance works include inspection, maintenance, cleaning and asset replacement, and are carried out according to an established regular maintenance schedule.

From 2008 to 2010, facilities enhancements introduced by MTRCL and the enhancements implemented as a result of the rail merger are briefly set out below -

2008

To provide more comfortable journeys to passengers, MTRCL has added five new trains of seven cars each to run on the West Rail Line. In addition, MTRCL has purchased 10 new trains to enhance train frequency on existing lines, with a view to catering for the ongoing patronage growth of Island Line, Kwun Tong Line, Tsuen Wan Line and Tseung Kwan O Line.

MTRCL has planned to retrofit automatic platform gates at eight aboveground stations on the Island Line, Tsuen Wan Line and Kwun Tong Line. MTRCL also provided in-train Wi-Fi service on the Airport Express, and commenced the installation of an external lift at Tai Wo Hau Station connecting the nearby footbridge and the station concourse, as well as the planning of the installation of lifts at Sham Shui Po, Wong Tai Sin, Jordan, and Yau Ma Tei stations.

2009

MTRCL has completed the refurbishment of Airport Express trains, and the installation of wide gates at all stations of the East Rail Line (except Racecourse Station) to improve accessibility for wheelchair users. New entrances at Olympic, Tsim Sha Tsui, Tuen Mun and Tsing Yi stations have also been opened.

Apart from the extension of Wi-Fi service coverage to all Airport Express trains in January, MTRCL has extended the 3G mobile phone coverage to all stations and tunnels of the Airport Express. Connection to public Wi-Fi service has been introduced at 32 stations in the MTR network, including all Airport Express stations.

A project on replacement of high voltage bushing in traction substations along the East Rail Line was carried out to enhance the reliability of power supply to trains.

2010

MTRCL has completed different levels of renovation works at Mei Foo, Jordan, Sheung Shui, Mong Kok East, Kam Sheung Road and Tin Shui Wai stations. Renovation at Fanling Station has been underway.

The physical installation of automatic platform gates has begun at the platforms of the eight aboveground stations on the Island Line, Kwun Tong Line and Tsuen Wan Line.

New ramps for use by persons with disabilities were installed at Kwai Fong and Kwai Hing stations. Construction works are being carried out for new external lifts at Wong Tai Sin, Sham Shui Po and Jordan stations.

In addition, MTRCL is retrofitting remote controls for isolators near traction substations along the East Rail Line to improve the recovery efficiency when power failures occur.

Ends/Wednesday, June 8, 2011

Issued at HKT 13:46

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Press Releases

LCQ3: Contingency arrangements for railway incidents

Following is a question by the Hon Mrs Sophie Leung Lau Yau-fun and a reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (February 8):

Question:

The data from the Transport Department indicate that railway transport is a vital transport system in Hong Kong with 3.9 million passenger trips per day, which account for about 37% of all trips made on public transport each day. In December 2011, the underground railway in Singapore experienced the most serious disruption in 24 years, which resulted in a suspension of train services for more than five hours and affected hundreds of thousands of passengers. In this connection, will the Government inform this Council:

(a) whether it knows if the MTR Corporation Limited (MTRCL) has a graded mechanism in place to deal with railway disruptions of different types and different levels of seriousness; if it has, of the details of the graded contingency plan; if not, of the details of the contingency plan of MTRCL; under what circumstances the authorities will intervene in handling a railway incident; and

(b) whether the Government has any contingency plan to deal with major incidents occurring in Hong Kong (e.g. power outages, terrorist attacks and natural disasters, etc.) which may paralyse the whole railway system and render it impossible to resume operation within a short time; if it has, of the specific details of its contingency plan (including, within a short time, how to notify the public of the incident, evacuate passengers from the MTR trains and stations, co-ordinate road traffic to deal with a passenger flow of nearly 1 million passenger trips, and ensure that emergency ambulance services are not affected, etc.); if not, whether the relevant government departments and MTRCL will work together as soon as possible to formulate joint contingency measures; whether the Government will step up publicity on the contingency plan for railway incidents, and publish the information to facilitate public perusal?

Reply:

President,

Our reply to the two parts of the question is as follows:

Alert System

With regard to the alert system, the MTR Corporation Limited (MTRCL) is required by the Transport Department (TD) to issue an Amber or Red Alert message to TD and other public transport operators in accordance with the seriousness of the railway incident.

"Amber Alert" is defined as an early warning in respect of an incident which could lead to a serious disruption of service.

Upon being alerted, other public transport operators should alert their emergency unit, prepare for possible emergency action at short notice and keep in touch with MTRCL.

"Red Alert" is defined as a signal to indicate that a serious disruption has continued or is expected to continue for over 20 minutes, and emergency transport support services from other public transport operators are required. Upon being alerted, public transport operators should urgently mobilise their resources to provide appropriate supporting services as quickly as possible.

MTRCL is required to notify TD within 8 minutes on any service disruption incident that has occurred for 8 minutes or is expected to last for 8 minutes or more. Train service disruption incidents refer to those incidents that lead to a stoppage of service at a railway station or a stop (in respect of Light Rail), or on a section of a railway line.

Besides, according to the Mass Transit Railway Regulations, MTRCL should report to the Electrical and Mechanical Services Department (EMSD) any incident that occurred at any part of the entire railway premises which has a direct bearing on the safe operation of the railway.

Emergency Transport Coordination Centre of TD

The Emergency Transport Coordination Centre (ETCC) of TD monitors and handles traffic and public transport incidents 24-hour a day. In the light of the seriousness and the extent of the railway incidents, ETCC will timely notify other public transport service operators, the Police, Fire Services Department (FSD) and other relevant government departments and institutions to co-ordinate and implement emergency plans. TD will also disseminate relevant messages, such as emergency bus service arrangements and updated traffic information to the public through the media and other channels, so as to facilitate passengers identifying appropriate alternative services or changing their journeys to minimise the impact of the incident on them.

Contingency Arrangements for Major Incidents

In case of a major incident, MTRCL will activate the Incident Control Post to deal with the incident together with government departments including FSD, Police and TD in accordance with established procedures of contingency plans so as to expedite safe evacuation of passengers.

In case the power supply to MTRCL is affected, a backup system on board of the trains will be activated to supply electricity to major facilities on trains, including some of the lighting, ventilation and communication systems. Moreover, staff will be swiftly deployed to assist with passenger detrainment.

The power supply system of MTRCL is supported by the Hongkong Electric Company Limited (HEC) and CLP Power Hong Kong Limited (CLP), together with their various power stations and electrical equipment. The transmission system of HEC and CLP are interconnected to enable the provision of emergency support to each other during generator failure. In fact, the power supply network for MTRCL is divided into sections. Any power failure will be confined to the respective section areas. Therefore, the

risk factor of complete paralysis of the railway system due to significant power outages is minimal.

In face of an early warning of terrorist attack or a major natural disaster, the government security authorities and TD will, together with MTRCL, implement effective contingency measures as per the established anti-terrorist contingency plan or natural disaster contingency plan. Every year, MTRCL conducts a total of 12 regular drills jointly with different government departments such as the Railway Police District, FSD, TD and EMSD in order to ensure that contingency measures can be implemented smoothly when necessary.

In the event of complete paralysis of the railway system due to unpredictable factors such as terrorist attack, earthquake and tsunami, the Administration will handle the incident as a territory-wide crisis of disaster level.

Specific Contingency Arrangements of MTRCL

Specifically, MTRCL has drawn up various contingency measures for all MTR lines and the Light Rail together with TD and the Police in the light of the geographical location and specific environment of all railway lines and stations and different degrees of service disruption that may occur.

Once train service needs to be suspended, MTRCL will ascertain the situation and make assessment on the impact to train service as soon as possible, and disseminate relevant information to the passengers and the media. In particular, for passengers who have yet entered the railway system, MTRCL will request the electronic media to disseminate information on the situation of service disruption and alternative public transport. At the same time, MTRCL will look into the cause of the incident and carry out repair works for early resumption of service.

Drawing on the experiences of past incidents, MTRCL has made continuous improvement and enhancement to its contingency plans and implemented a series of new contingency measures. These include the establishment of a 60-member dedicated Customer Service Rapid Response Unit to provide advice and assistance to passengers, maintain order at affected stations and emergency bus boarding/alighting points, and make timely reports to the Operations Control Centre so as to ensure more effective co-ordination and crowd management with the departments concerned such as the Police.

Dissemination of Information

Regarding dissemination of information to passengers, MTRCL has formulated measures to strengthen its communication with passengers during service suspension with a view to assisting them to make appropriate arrangements. These measures include: (a) broadcasting details of the service situation at stations and in trains; (b) providing alternative public transport information such as franchised bus routes, bus stop locations and emergency bus boarding/alighting points on large information displays installed at stations; and (c) displaying signs from concourse ceilings and at street level to mark routes to emergency bus boarding/alighting points.

Moreover, MTRCL has installed LCD screens at conspicuous

locations of station entry gates at 20 interchange stations to provide train service information and other important notices during service suspensions or major disruptions. All stations will have LCD screens installed by the end of 2013.

Emergency Bus

In addition, MTRCL has devised emergency bus deployment plans for railway incidents and agreements were signed with bus operators for the provision of such services during railway incidents to take affected passengers to the nearest MTR station still under normal operation to continue their journeys.

Since the carrying capacity of emergency buses is far below that of the railway, they could only serve as a support service rather than a replacement of the entire railway service. Therefore, most passengers may have to change to other unaffected MTR lines or alternative public transport services to travel to their destinations.

Management of Passenger Flow

Experienced staff who have undergone sufficient training and drills are on duty at each MTR station to carry out crowd management, make public announcements, issue station notices and help passengers handle fare matters according to established procedures in times of incidents. The number of station staff will be increased as needed. In addition, MTRCL will deploy staff to monitor and report the street-level situation to Operations Control Centre and Station Control Rooms during incidents, to facilitate more effective co-ordination with relevant departments such as the Police for better crowd management.

Publicity and Public Education

MTRCL understands the concern of passengers and the general public with regard to the contingency measures in case of railway incidents. It is also understood that more relevant information made available to affected passengers during an incident will not only facilitate evacuation, but also enable passengers to make timely adjustment to their journeys and reduce any inconvenience that might be caused.

MTRCL has published the contingency information which is of concern to public and passengers, including the types and locations of alternative road-based public transport services in the vicinity of the MTR stations, as well as the estimated arrival time, locations of and routes to boarding and alighting points of emergency buses on its Rail Service Suspension Passenger Guide (the Guide) tailor-made for each station for distribution. The Guide has also been uploaded to MTRCL's website for easy reference of the general public.

Ends/Wednesday, February 8, 2012
Issued at HKT 14:36

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

**List of relevant papers on
Tseung Kwan O Line service disruption on 16 December 2013 and
railway incidents from the MTR Corporation Limited**

Date of meeting	Committee	Minutes/Paper	LC Paper No.
16.12.2008	Subcommittee on Matters Relating to Railways	Administration's paper on MTR Kwun Tong Line overhead power system failure on 8 December 2008 and recent railway incidents	LC Paper No. CB(1)398/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp1216cb1-398-1-e.pdf
		The MTR Corporation Limited's paper on MTR Kwun Tong Line overhead power system failure on 8 December 2008 and recent railway incidents	LC Paper No. CB(1)398/08-09(02) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp1216cb1-398-2-e.pdf
		Minutes	LC Paper No. CB(1)1786/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20081216.pdf
4.12.2009	Subcommittee on Matters Relating to Railways	Administration's paper on MTR Tseung Kwan O Line Signaling Equipment Fault incident on 9 October 2009 and Tsuen Wan Line Train Fault	LC Paper No. CB(1)309/09-10(01) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1cb1

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		incident on 10 October 2009	-309-1-e.pdf
		Administration's paper on MTR Tseung Kwan O Line signalling equipment fault incident on 21 August 2009	LC Paper No. CB(1)2607/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp1-2607-1-e.pdf
		Minutes	LC Paper No. CB(1)1016/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091204.pdf
4.11.2010	Subcommittee on Matters Relating to Railways	Administration's paper on Tsuen Wan Line train fault incident	LC Paper No. CB(1)277/10-11(02) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp1104cb1-277-2-e.pdf
		Minutes	LC Paper No. CB(1)1068/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20101104.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
18.3.2011	Subcommittee on Matters Relating to Railways	Administration's paper on "MTR Tsuen Wan Line service disruption on 21 October 2010"	LC Paper No. CB(1)1585/10-11(03) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-3-e.pdf
		Administration's paper on "Recent railway incidents involving MTR rail cracks"	LC Paper No. CB(1)1585/10-11(04) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-4-e.pdf
		The MTR Corporation Limited's paper on "Follow-up actions on MTR Tsuen Wan Line service disruption on 21 October 2010"	LC Paper No. CB(1)1585/10-11(05) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-5-e.pdf
		The MTR Corporation Limited's paper on "Recent railway incidents involving MTR rail cracks"	LC Paper No. CB(1)1585/10-11(06) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0318cb1-1585-6-e.pdf
		Administration's paper on "Recent railway incidents involving MTR rail cracks"	LC Paper No. CB(1)1323/10-11(02) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			_rdp/papers/tp_rdp0221cb1-1323-2-e.pdf
		The MTR Corporation Limited's paper on "Recent railway incidents involving MTR rail cracks"	LC Paper No. CB(1)1323/10-11(03) http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp0221cb1-1323-3-e.pdf
		Minutes	LC Paper No. CB(1)2913/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110318.pdf
28.6.2012	Subcommittee on Matters Relating to Railways	The MTR Corporation Limited's paper entitled "MTR railway service performance"	LC Paper No. CB(1)2236/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0628cb1-2236-1-e.pdf
		MTRCL's paper entitled "Occurrences of non-stopping of MTR trains or door opening procedures not properly followed by MTR train captains"	LC Paper No. CB(1)1162/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0113cb1-1162-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)2626/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120628.pdf

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