

立法會

Legislative Council

LC Paper No. CB(4)1108/14-15
(These minutes have been seen
by the Administration)

Ref: CB4/PS/3/12

Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on Friday, 6 March 2015, at 10:30 am in Conference Room 1 of the Legislative Council Complex

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

**Public Officers
attending** :

Agenda item III

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

Mr Andy CHAN Shui-fu, JP
Deputy Secretary for Transport and Housing
(Transport)2
Transport and Housing Bureau

Mr José YAM Ho-san
Principal Assistant Secretary for Transport and
Housing (Transport)4
Transport and Housing Bureau

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

Agenda item IV

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

Mr Andy CHAN Shui-fu, JP
Deputy Secretary for Transport and Housing
(Transport)2
Transport and Housing Bureau

Mr José YAM Ho-san
Principal Assistant Secretary for Transport and
Housing (Transport)4
Transport and Housing Bureau

Mr CHAN Fan, JP
Director of Electrical and Mechanical Services
Electrical and Mechanical Services
Department

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

Agenda item V

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

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

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

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

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

Agenda item VI

Mr Andy CHAN Shui-fu, JP
Deputy Secretary for Transport and Housing
(Transport)2
Transport and Housing Bureau

Mr José YAM Ho-san
Principal Assistant Secretary for Transport and
Housing (Transport)4
Transport and Housing Bureau

Mr Reginald CHAN Ying-kit
Assistant Commissioner/Bus & Railway
(Acting)
Transport Department

Attendance by invitation : Agenda item III

Dr Tony LEE
Chief of Operations Engineering
MTR Corporation Limited

Mr Terry WONG
General Manager – Infrastructure Maintenance
MTR Corporation Limited

Mr Donald YEE
Senior Manager – External Affairs
MTR Corporation Limited

Agenda item V

Dr Philco WONG
Projects Director
MTR Corporation Limited

Mr Simon TANG
General Manager – XRL
MTR Corporation Limited

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

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

Agenda item VI

Mr Francis LI
Head of Operating – East Region
MTR Corporation Limited

Mr Allen DING
Operations Manager – EAL & MOL
MTR Corporation Limited

Mr Donald YEE
Senior Manager – External Affairs
MTR Corporation Limited

Clerk in attendance : Ms Sophie LAU
Chief Council Secretary (4)6

Staff in attendance : Miss Katherine CHAN
Council Secretary (4)6

Ms Emily LIU
Legislative Assistant (4)6

Action

I. Information papers issued since last meeting

(LC Papers Nos. CB(4)394/14-15(01) and CB(4)522/14-15(01) - Joint letter from Hon WONG Kwok-hing, Hon TANG Ka-piu and Hon KWOK Wai-keung on the co-ordination of public transport services upon commissioning of the MTR West Island Line and the Administration's response

LC Paper No. CB(4)587/14-15(01) - Referral from Members' meeting-cum-luncheon with Tuen Mun District

Council members on 22 January 2015 about the Tuen Mun South Extension of the West Rail Line; and the Coastal Railway between Tuen Mun and Tsuen Wan

LC Paper No. CB(4)596/14-15(01) - Administration's paper on progress update of the construction of the Shatin to Central Link

LC Paper No. CB(4)596/14-15(02) - Administration's paper on progress update of the construction of the West Island Line, South Island Line (East) and Kwun Tong Line Extension)

The Clerk

Members noted the above papers which had been issued since the last meeting. As regards the Administration's response [LC Paper No. CB(4)522/14-15(01)], Mr Tony TSE requested the Administration to provide supplementary information on the impact of the commissioning of the West Island Line ("WIL") on the patronage of public light buses, franchised buses and tram services, such as the number of passengers before and after the commissioning. Besides, he also requested information about the impact of the commissioning of WIL on the traffic flow of Pok Fu Lam Road on the west of Hong Kong Island.

II. Items for discussion at the next regular meeting on 8 May 2015

(LC Paper No. CB(4)576/14-15(01) - List of outstanding items for discussion

LC Paper No. CB(4)576/14-15(02) - List of follow-up actions)

2. Members agreed to discuss the following items at the next meeting to be held on Friday, 8 May 2015 –

(a) Progress update of the construction of Shatin to Central Link;

- (b) Progress update of the construction of WIL, South Island Line (East) and Kwun Tong Line Extension;
- (c) Progress update of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"); and
- (d) MTR Early Bird Discount Promotion Trial Programme.

(Post-meeting note: The regular meeting was subsequently rescheduled to 19 May 2015. Besides, the item "MTR Early Bird Discount Promotion Trial Programme" originally planned for discussion on 8 May 2015 would be deferred to a future meeting.)

III. Outcome of the independent expert review of the MTR Corporation Limited's overhead line system as a result of the insulator incidents in February 2014

(LC Paper No. CB(4)287/14-15(05) - The MTR Corporation Limited's paper on the outcome of the independent expert's review on MTR overhead line system as a result of the insulator incidents in February 2014

LC Paper No. CB(4)287/14-15(06) - Paper on the outcome of the independent expert review of the MTR Corporation Limited's overhead line system as a result of the insulator incidents in February 2014 prepared by the Legislative Council Secretariat (background brief)

3. At the invitation of the Chairman, the Administration and the MTR Corporation Limited ("MTRCL") briefed members on the outcome of the independent expert review of MTRCL's overhead line system as a result of the insulator incidents in February 2014. The Subcommittee on Matters Relating

Action

to Railways ("the Subcommittee") deliberated (Index of proceedings attached at **Annex**).

Admin / 4. After deliberation, the Administration and MTRCL were requested to
MTRCL provide the following information –

- (a) update on the progress of the action taken against the supplier of the faulty insulators, such as the claims to be resolved; and when the claims procedures were expected to be completed; and
- (b) now that the procurement of some components, like insulators, which were not expensive but had greater impact on railway service had been put under the same quality assurance measures as those for higher value or more important components, MTRCL to provide a list of such components.

IV. Proposed creation of two directorate posts in the Railways Branch of Electrical and Mechanical Services Department to enhance monitoring of railway safety

(LC Paper No. CB(4)576/14-15(03) - Administration's paper on creation of two permanent directorate posts in the Railways Branch of the Electrical and Mechanical Services Department to enhance monitoring of railway safety

LC Paper No. CB(4)576/14-15(04) - Paper on railway safety prepared by the Legislative Council Secretariat (updated background brief)

5. At the invitation of the Chairman, the Administration briefed members on the proposed creation of two directorate posts in the Railways Branch of Electrical and Mechanical Services Department ("EMSD") to enhance monitoring of railway safety. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Admin 6. After deliberation, the Administration was requested to provide –

Action

- (a) more and better justification for the creation of a permanent Chief Engineer ("CE") post in the Railways Branch of EMSD to enhance safety inspection and monitoring of existing railway service because the creation of another permanent CE post in the Railways Branch to enhance safety inspection and monitoring of new railway projects would be able to ease the current manpower constraints; and
- (b) information on how the Community of Metros ranked different metro services around the world.

7. The Chairman concluded that the Subcommittee supported the Administration's staffing proposal which would be submitted to the Establishment Subcommittee for further consideration.

V. Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

- (LC Paper No. CB(4)576/14-15(05) - Administration's paper on progress and financial situation of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link
- LC Paper No. CB(4)576/14-15(06) - Paper on the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link prepared by the Legislative Council Secretariat (updated background brief)
- LC Paper No. CB(4)445/14-15(01) - Report of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link Independent Expert Panel provided by the Administration)

Action

8. At the invitation of the Chairman, the Administration and MTRCL briefed members on the progress update of the construction of HKS of XRL. The Subcommittee deliberated (Index of proceedings attached at **Annex**).

Admin / MTRCL 9. After deliberation, the Administration and MTRCL were requested to provide –

- (a) information on the impact of the blasting works on the surrounding buildings in the vicinity of West Kowloon Terminus North after the completion of three out of four planned blasts; and
- (b) details on the basis for calculating the percentage completed for the major works progress.

VI. Report on stray dog incident on the East Rail Line on 20 August 2014

(LC Papers Nos. - Letters from Hon Gary FAN CB(1)1967/13-14(01), (02) and (03) Kwok-wai, Dr Hon Elizabeth QUAT and Hon TANG Ka-piu on a dog's death after straying onto railway tracks on the East Rail Line and the Administration's response and CB(4)261/14-15(01)

LC Paper No. CB(4)576/14-15(07) - The MTR Corporation Limited's final report of stray dog incident on 20 August 2014)

10. At the invitation of the Chairman, the Administration and MTRCL briefed members on the report on the stray dog incident on the East Rail Line on 20 August 2014. The Subcommittee deliberated (Index of proceedings attached at **Annex**).

MTRCL 11. After deliberation, MTRCL was requested to provide response to –

- (a) the suggestion of developing an app that could allow members of the public to report gaps identified at the fences along railway lines; and the proposal of installing sensors to detect dogs or other animals entering the track areas; and

Action

- (b) Ms Claudia MO's letter [LC Paper No. CB(4)610/14-15(01)] on the Corporation's final report of stray dog incident.

VII. Any other business

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

Council Business Division 4
Legislative Council Secretariat
29 June 2015

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Friday, 6 March 2015, at 10:30 am
in Conference Room 1 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Information papers issued since last meeting</i>			
000226 – 000313	Chairman	Information papers issued since last meeting.	
000314 – 000540	Chairman Mr Tony TSE	Concerning the Administration's response to the joint letter from Messrs WONG Kwok-hing, TANG Ka-piu and KWOK Wai-keung on the co-ordination of public transport services upon commissioning of the MTR West Island Line ("WIL") [LC Paper No. CB(4)522/14-15(01)], Mr Tony TSE requested the Administration to provide supplementary information on the impact of the commissioning of WIL on the patronage of public light buses, franchised buses and tram services, such as the number of passengers before and after the commissioning. He also requested information about the impact of the commissioning of WIL on the traffic flow of Pok Fu Lam Road on the west of Hong Kong Island.	The Clerk to follow up (paragraph 1 of minutes)
000541 – 000742	Chairman Mr WONG Kwok-hing Mr Gary FAN	Mr WONG Kwok-hing suggested convening a special meeting to discuss the progress and financial situation of the construction of the Shatin to Central Link ("SCL"). Besides, Mr Gary FAN requested the Administration to provide at least updated information on SCL project before the forthcoming meeting of the Subcommittee on Matters Relating to Railways ("the Subcommittee") in May 2015. The Chairman added that the Administration should also provide the financial situation of the construction of SCL to the Subcommittee.	
<i>Agenda Item II – Items for discussion at the next regular meeting on 8 May 2015</i>			
000743 – 000834	Chairman	The Chairman informed members that the Administration agreed to discuss the following items at the next regular meeting on 8 May 2015: (a) Progress update of the construction of SCL; (b) Progress update of the construction of WIL, South Island Line (East) and Kwun Tong Line	

Time marker	Speaker	Subject(s)	Action required
		<p>Extension;</p> <p>(c) Progress update of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"); and</p> <p>(d) MTR Early Bird Discount Promotion Trial Programme.</p> <p>The Chairman remarked that the abovementioned agenda items might be changed if a special meeting on SCL could be held successfully. Besides, he informed members that a visit to MTR Admiralty Station, which was suggested by members at the previous Subcommittee meeting to better understand the crowdedness of the train compartments and on the platform during peak hours, was tentatively scheduled for 19 May 2015 evening. Details would be provided in due course.</p>	
<p><i>Agenda Item III – Outcome of the independent expert review of the MTR Corporation Limited's overhead line system as a result of the insulator incidents in February 2014</i></p>			
000835 – 001221	Chairman Administration MTR Corporation Limited ("MTRCL")	With the aid of a powerpoint presentation [LC Paper No. CB(4)611/14-15(01)], MTRCL gave a briefing on the outcome of the independent expert review of MTR overhead line system as a result of the insulator incidents in February 2014.	
001222 – 001541	Chairman Mr WONG Kwok-hing MTRCL	<p>Mr WONG Kwok-hing requested MTRCL to provide update on the progress of the action taken against the supplier of the faulty insulators, such as when the claims to be resolved from the supplier; and when the claims procedures to be completed. Besides, he expressed support to the application of double insulators to improve the reliability and enhance the mechanical strength of the overhead line system of Light Rail; and enquired whether double insulators would be applied on other railway lines to avoid service disruption.</p> <p>In response, MTRCL explained that the Corporation suspended the procurement of insulators from the concerned supplier and was actively following up with the supplier on the claims issues arising from the faulty insulators. It however took time to resolve the claims procedures as legal issues were involved. MTRCL agreed to report back to the Subcommittee on the progress of the action taken against the supplier of the faulty insulators. In</p>	Administration / MTRCL to provide information / response (paragraph 4 of minutes)

Time marker	Speaker	Subject(s)	Action required
		<p>addition, MTRCL said that double insulators were mainly introduced in Light Rail to enhance insulation and mechanical strength. They would consider Mr WONG's suggestion when improving the design of insulators installed on railway lines in future.</p>	
001542 – 002009	Chairman Mr Tony TSE Administration	<p>Mr Tony TSE appreciated that MTRCL had implemented a number of remedial measures, like improvement in procurement and quality control, immediately after the insulator incidents. He also enquired about the role played by the Electrical and Mechanical Services Department ("EMSD") in respect of the incidents and suggested consulting independent experts to enhance its monitoring of railway safety.</p> <p>The Administration made the following response:</p> <ul style="list-style-type: none"> (a) in view of the expansion of MTR railway network and rising patronage, they planned to strengthen the manpower of EMSD to enhance safety inspection and monitoring. The Administration appealed for members' support to the relevant staffing proposal, which would be discussed later at the meeting; (b) subsequent to the insulator incidents, EMSD had reviewed MTRCL's installation and maintenance of insulators and requested MTRCL to carry out a number of immediate measures, such as replacing insulators of the East Rail Line ("ERL") which were of the same model and same batch of the faulty insulators; and conducting screening tests for all new insulators to be installed; and (c) EMSD appointed KEMA Nederland B.V. to conduct a review on the outcome of MTRCL's and its independent expert's review. KEMA Nederland B.V. considered that the recommended improvement measures made by MTRCL's independent expert were in order and suggested that MTRCL should suitably enhance quality assurance and control to better manage procurement of components. 	
002010 – 002259	Chairman Administration	<p>The Chairman expressed that the community had grave concern over the incidents on ERL and Light Rail. Nevertheless, the current fine penalty system</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>for serious service disruptions was considered inadequate to compensate the affected passengers for their loss in journey time as well as monetary losses. As such, he suggested introducing new mechanisms to compensate the affected commuters, say provision of free journey on a particular day.</p> <p>In response, the Administration explained that under the existing mechanism, the particular journey affected by serious service disruptions would be free of charge. Besides, members had previously expressed the view that the remunerations and bonuses of the senior management of MTRCL should be reduced in case of serious service disruptions. The Administration had reflected these concerns to the Board of MTRCL, and urged it to seriously look into the matter. The Board of MTRCL agreed that the railway service performance would be taken into account when reviewing the remuneration packages of the senior management of MTRCL. Furthermore, the Administration would relate the Chairman's suggestion on introducing more compensation mechanisms to the Board of MTRCL for consideration.</p>	
002300 – 002602	Chairman Mr LEUNG Kwok-hung MTRCL	<p>Mr LEUNG Kwok-hung expressed dissatisfaction that the senior management of MTRCL was not held accountable for railway service disruptions or delays in railway projects. In respect of the follow-up with the supplier on the claims issues arising from the faulty insulators, he requested MTRCL to provide all documents to the Subcommittee with regard to the procurement of those insulators and the claims to be resolved.</p> <p>MTRCL replied that as regards the claims issues, they would act in accordance with the contract signed with the concerned supplier. As legal issues were involved, MTRCL considered that it was not appropriate to disclose such information at the present stage.</p>	
002603 – 002922	Chairman Mrs Regina IP Administration	Mrs Regina IP expressed worry that MTRCL's export of services to other countries/places might undermine the existing local service provided to Hong Kong people and as a result lead to service disruptions and delays in railway projects. She therefore enquired how many railway projects were implemented simultaneously in Hong Kong; and	

Time marker	Speaker	Subject(s)	Action required
		<p>about the ratio of MTRCL's overseas business to its local business.</p> <p>In response, the Administration explained that there were four railway projects under construction, plus the unfinished Sai Ying Pun Station of WIL which was commissioned in December 2014. Besides, MTRCL had been expanding its railway and property-related businesses in the Mainland and overseas through joint ventures and wholly-owned subsidiaries. Indeed, only a small part of MTRCL's businesses were conducted overseas. In addition, MTRCL would conduct its businesses outside Hong Kong whilst keeping its primary focus on the local railway service. The Administration had always reminded the Corporation not to put the cart before the horse, and to maintain its focus on local service. The Board of MTRCL also undertook that the development of local business would not be adversely affected by its pursuit of businesses in the Mainland or abroad.</p>	
002923 – 003255	Chairman Dr Elizabeth QUAT MTRCL	<p>Dr Elizabeth QUAT expressed worry that the underlying reasons for the insulator incidents might be lack of experience or technical guidelines in the procurement and quality control of MTRCL. She therefore enquired whether the Corporation would conduct a comprehensive review to improve its procurement and quality control processes. Dr QUAT added that the incidents caused much inconvenience to members of the public and as a result MTRCL should review its current compensation mechanism for those affected passengers.</p> <p>MTRCL explained that the Corporation had established a set of strict rules and regulations for its procurement and quality control. Given the large number of various types of components, MTRCL had been adopting a risk-based procurement management approach. Before the insulator incidents, the product quality history of the concerned supplier was taken into account for the procurement of higher value or more important components. However, the same approach would be applied to the procurement of some components (e.g. insulators, carbon brushes of the pantographs, and lead wires of the overhead high-voltage electricity lines) which were not expensive but had greater impact on railway service. Upon Dr QUAT's request, MTRCL would provide a list of</p>	Administration / MTRCL to provide information / response (paragraph 4 of minutes)

Time marker	Speaker	Subject(s)	Action required
		such components for members' reference.	
003256 – 003527	Chairman Mr LEUNG Kwok-hung MTRCL	<p>Concerning the outcome of MTRCL's independent expert's review, Mr LEUNG Kwok-hung enquired whether the Corporation had conducted regular factory evaluations to ensure quality products to be supplied before the insulator incidents. Moreover, MTRCL was also recommended by the independent overseas expert to record details of insulators, including place of manufacture, in the asset management system. He therefore asked if the quality of products which were manufactured in different places would be different.</p> <p>MTRCL explained that the Corporation conducted regular factory evaluations only for the procurement of higher value or more important components before the insulator incidents. Nevertheless, MTRCL would adopt the same approach for the procurement of some components which were not expensive but had greater impact on railway service in future.</p>	
<i>Agenda Item IV – Proposed creation of two directorate posts in the Railways Branch of Electrical and Mechanical Services Department to enhance monitoring of railway safety</i>			
003528 – 004126	Chairman Administration	The Administration briefed members on the justification of the proposed creation of two directorate posts in the Railways Branch of the EMSD to enhance monitoring of railway safety.	
004127 – 004625	Chairman Mr WU Chi-wai Mr WONG Kwok-hing Administration	<p>Mr WONG Kwok-hing expressed support to the Administration's staffing proposal to create two permanent Chief Engineer ("CE") posts in the Railways Branch of EMSD. Besides, he enquired about the differences between having and not having the said posts for the Railways Branch to regulate and oversee the safe operation of the MTR system.</p> <p>In response, the Administration explained that the current workload was heavy. There were only 16 staff in the Railways Branch while the total route length of the railway network exceeded 200 kilometres. Under existing manpower, the Railways Branch had to carefully prioritize the tasks when discharging duties. With the creation of two directorate posts and nine non-directorate posts, the manpower of the Railways Branch would be strengthened. As such, safety inspection and monitoring of existing railway service and new</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>railway projects would be enhanced. For example, the safety inspections of the asset management work for railway system could be carried out more frequently and comprehensively.</p>	
004626 – 005030	Chairman Mr WU Chi-wai Administration	<p>Mr WU Chi-wai requested the Administration to explain how the creation of two permanent CE posts in the Railways Branch would enhance monitoring of railway safety; and enquired whether the Administration would establish any performance pledge. Also, he asked the Administration to provide more justification for having a permanent CE post in the Railways Branch to enhance safety inspection and monitoring of new railway projects. The workload of this officer would be lessened in the long run upon commissioning of new railway projects and therefore, a non-permanent CE post should suffice.</p> <p>The Administration explained that in the course of implementing the existing five railway projects, the workload of the Railways Branch was heavy, such as vetting tens of thousands of the proposals and plans of the new railway projects submitted by MTRCL, and undertaking a huge volume of safety vetting and on-site tests. Upon commissioning of the new railway lines, the Railways Branch would review the workload of the two proposed permanent CE posts for existing railway service and new railway projects, bearing in mind that it would be necessary to continue to monitor the daily operation and safety performance of the latter upon commissioning of service. In addition, having the aforesaid two officers would enable the Railways Branch to enhance its monitoring work on MTRCL's safety and asset management work. The Railways Branch would not only conduct random checks on MTRCL's asset management procedures, but also on-site checking to minimize railway service disruptions. Furthermore, the anticipated frequency of the random checks would be gradually increased from around 120 times to 280 times annually. The Administration undertook to improve its monitoring mechanism and enhance railway safety with the strengthened manpower.</p>	
005031 – 005430	Chairman Mr Tony TSE Administration	<p>Mr Tony TSE expressed worry that EMSD failed to play an active role in ensuring safety performance of railway service. Besides, he requested the Administration to provide more and better</p>	Administration to provide information / response

Time marker	Speaker	Subject(s)	Action required
		<p>justification for the creation of a permanent CE post in the Railways Branch to enhance safety inspection and monitoring of existing railway service because having another permanent CE post in the Railways Branch to enhance safety inspection and monitoring of new railway projects would be able to ease the current manpower constraints. Also, he asked the Administration to explain in detail the performance pledge and the expected improvements with the increased manpower.</p> <p>The Administration responded that increase in manpower would enable the Railways Branch to be more strategic and forward-looking in enhancing monitoring of railway safety. Besides, pressure and workload to the Railways Branch would continue to increase, given the challenges faced by the Branch, such as the integration of existing railway lines and new railway lines. There was thus a pressing need for increasing the manpower of the Railways Branch.</p>	(paragraph 5 of minutes)
005431 – 005759	Chairman Dr Elizabeth QUAT Administration	<p>Dr Elizabeth QUAT expressed support to strengthen the manpower of the Railways Branch with a view to enhancing monitoring and minimizing railway service disruptions. However, she had doubt on whether the strengthened manpower of the Railways Branch would be able to cope with the workload arising from the existing railway service as well as new railway lines still under construction in the next few years.</p> <p>In response, the Administration advised that the local railway service was maintained at an internationally-recognized high standard. Should more human resources be deployed to the Railways Branch, more efforts could be made to prevent railway incidents from happening. Moreover, it was estimated that the Administration's staffing proposal could meet the future manpower demand of the Railways Branch.</p>	
005800 – 010127	Chairman Mr LEUNG Kwok-hung Administration	<p>In response to Mr LEUNG Kwok-hung's enquiry, the Administration explained that under the Community of Metros ("CoMET"), an international benchmarking mechanism was in place to compare the performance of major metro systems of 16 cities, including Hong Kong, in terms of railway incidents, service disruptions and punctuality, etc. The Administration reported that under CoMET, the</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>train service of MTRCL was within the top three amongst the metro systems. For example, there was only one incident of service disruption of eight minutes or above after a train car travelled for a distance equivalent to going around the Earth for 50 times.</p> <p>Upon Mr LEUNG Kwok-hung's request and subject to MTRCL's agreement, the Administration would provide information on how CoMET ranked different metro services around the world for members' reference.</p>	<p>Administration to provide information / response (paragraph 5 of minutes)</p>
010128 – 010502	Chairman Mr WONG Kwok-hing Administration	<p>Mr WONG Kwok-hing enquired about the importance of electronic communication in the regulatory regime for railway safety. Moreover, he asked whether the Railways Branch would carry out any measures to help prevent delays in the implementation of new railway projects.</p> <p>In response, the Administration explained that electronic technology played a significant role in the operation of railway system, say signalling systems and control systems. Should the electronic systems function properly, the probability of railway incidents and service disruptions could be greatly reduced. The Railways Branch spared no efforts to work in collaboration with other relevant departments (such as the Buildings Department, Fire Services Department, Police and Highways Department ("HyD")) in ensuring the full compliance of the new railway lines with the safety standards before the commissioning of service. Furthermore, the Administration promptly responded to railway incidents occurred.</p>	
010503 – 010827	Chairman Mr WU Chi-wai Administration	<p>Mr WU Chi-wai enquired whether the performance pledge would be reviewed with the strengthened manpower in the Railways Branch. Given that MTRCL's existing service performance was satisfactory with train punctuality at 99.9%, he wondered how the additional manpower could further enhance the monitoring of safety performance of MTRCL's train service. He requested the Administration to provide more and better justification for having a permanent CE post in the Railways Branch for new railway projects.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>The Administration explained that the increase in manpower of the Railways Branch would strengthen the regulatory regime both in terms of quantity and quality. Apart from conducting more random checks annually, the Railways Branch would also be able to take a more proactive and strategic role in enhancing the monitoring of safety performance of railway service, say better resources management to maximize the effects of monitoring. The Administration would review the monitoring work from time to time and strive for further improvement in the future.</p>	
010828 – 011227	<p>Chairman Mr WU Chi-wai Mr LEUNG Kwok-hung Ms Claudia MO Administration</p>	<p>After discussion, the Chairman concluded that the Subcommittee supported the Administration's staffing proposal which would be submitted to the Establishment Subcommittee for further consideration.</p>	
<p><i>Agenda Item V – Progress update of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link</i></p>			
011228 – 012003	<p>Chairman Administration</p>	<p>The Administration briefed members on the progress update of the construction of HKS of XRL.</p> <p>As regards the media reports that the Cost to Complete ("CTC") for HKS of XRL project would be about \$20 billion more than the entrustment cost of \$65 billion, the Administration remarked that MTRCL was still reviewing CTC for the project, which was expected to be completed in the second quarter of 2015. By then, HyD and its monitoring and verification consultant ("M&V consultant") would review in detail the revised estimate and the Administration would report the outcome to the Legislative Council ("LegCo").</p> <p>In respect of the media reports that the construction of SCL would face one-year delay, the Administration said they had regularly reported to the Subcommittee on the progress of the construction of SCL project since July 2014. As mentioned in the previous information papers, the Tai Wai to Hung Hom Section of SCL would have a delay of at least 11 months arising from the archaeological work and discoveries at To Kwa Wan Station. It was earlier reported to the Subcommittee that the Tai Wai to Hung Hom Section of SCL was expected to be commissioned</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>in 2019, instead of 2018. For the Hung Hom to Admiralty Section of SCL, the commissioning date would very likely be deferred from 2020 to 2021 to allow flexibility for the topside development of the convention centre at Exhibition Station. The Administration would closely monitor the progress of the works and report as appropriate.</p>	
012004 – 013212	Chairman MTRCL	<p>With the aid of a powerpoint presentation [LC Paper No. CB(4)611/14-15(02)], MTRCL gave a briefing on the progress update of the construction of HKS of XRL.</p>	
013213 – 013653	Chairman Mr WONG Kwok-hing Administration MTRCL	<p>Referring to the media reports on the latest CTC for HKS of XRL project, Mr WONG Kwok-hing enquired when the Administration would provide the most updated information of the project to the Subcommittee. He enquired whether the Administration would request MTRCL to bear the relevant cost overrun for the project. Besides, given the complexity of the steel structure and low production rate for the steelworks of the West Kowloon Terminus ("WKT") (Contract 810A), Mr WONG enquired what measures would be implemented to catch up with the works progress.</p> <p>The Administration made the following response:</p> <p>(a) the media had reported that CTC for HKS of XRL project would be \$85 billion. The latest figure formally submitted to the Administration by MTRCL in July 2014 was \$71.52 billion. MTRCL was reviewing CTC and the review was expected to be completed in the second quarter of 2015; and</p> <p>(b) at present, their most important work was to press ahead with the implementation of HKS of XRL project for completion as soon as possible. Concerning cost overrun and the parties' responsibility for bearing the relevant costs, the Administration would assess MTRCL's obligations and would reserve all the rights to pursue the matter with MTRCL.</p> <p>In response, MTRCL explained that they were working very hard with the contractors to formulate measures to overcome various technical challenges at WKT, including the fabrication, delivery and erection of the steelwork, as well as the planning</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>and implementation of the temporary works. It was reported that to expedite the production of fabricated parts for constructing the Station Entrance, the contractor had set up additional fabrication yards in the Mainland. MTRCL would spare no efforts to speed up the works progress.</p>	
013654 – 014130	<p>Chairman Mr Gary FAN Administration MTRCL</p>	<p>Mr Gary FAN enquired how many items were identified upon review by HyD and M&V consultant to be missing in MTRCL's CTC in total. He further asked MTRCL to explain the reasons for omission of such items in the estimate. Expressing grave concern about the works progress, he also asked what measures would be implemented by HyD to mitigate the delay of the construction of HKS of XRL project.</p> <p>MTRCL advised that in view of the revised programme for project completion in 2017, they had submitted the latest estimate of CTC, which was \$71.52 billion, to the Administration in end July 2014. They would take the Administration's advice and comments into account, as well as the views from their independent experts, and review the project cost. They aimed at completing the review of CTC in the second quarter of 2015 and submitting it to the Administration. Besides, MTRCL would continue to collaborate with the contractors to catch up with the works progress.</p> <p>The Administration explained that HyD, together with its M&V consultant, would continue to monitor the implementation of HKS of XRL project by MTRCL through the existing mechanism; and would urge MTRCL to follow up and take effective delay recovery measures accordingly through regular meetings.</p>	
014131 – 014609	<p>Chairman Ms Claudia MO Administration</p>	<p>Ms Claudia MO was of the view that the Administration's response to the media reports on the latest CTC for HKS of XRL project was bureaucratic. Besides, she was worried that the actual CTC for the project might be much higher than the current estimation and the progress of its construction might be further delayed.</p> <p>In response, the Administration advised that HyD, together with its M&V consultant, had conducted a review of MTRCL's CTC for HKS of XRL (i.e. \$71.52 billion) in a professional and objective</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>manner, and identified certain items which had not been included in the estimate. The Administration therefore urged MTRCL to review the project cost again. In addition, the latest CTC for HKS of XRL reported by the media was \$85 billion. The latest figure formally submitted to the Administration by MTRCL was \$71.52 billion. It was too premature for the Administration to say whether CTC for the project after the review would be much higher at the current stage.</p>	
<p>014610 – 014950</p>	<p>Chairman Dr Elizabeth QUAT Administration MTRCL</p>	<p>Dr Elizabeth QUAT expressed concern whether HKS of XRL project would experience cost overrun and whether the revised commissioning date of 2017 was achievable or not. In view of the media reports on the latest CTC for the project, she suggested that the Administration should give a detailed account of the progress and financial situation of the construction of HKS of XRL to the public as early as practicable. Also, she urged the Administration and MTRCL to expedite the review of CTC for the project and to report to LegCo at a special meeting.</p> <p>The Administration reiterated that MTRCL was reviewing CTC for HKS of XRL project which was expected to be completed in the second quarter of 2015, and therefore was not in a position to provide an accurate picture of the project at the present moment. After completion of the review, the outcome would be reported to LegCo and the public as soon as possible.</p> <p>MTRCL advised that they were reviewing CTC for HKS of XRL project and would endeavour to complete the review by the second quarter of 2015.</p>	
<p>014951 – 015447</p>	<p>Chairman Administration MTRCL</p>	<p>The Chairman expressed worry that the measures proposed by MTRCL to catch up with the works progress were ineffective because the overall progress of HKS of XRL project was 3.2% behind the planned progress. Besides, given that \$1.39 billion were awarded for 130 substantiated claims, the Chairman expressed concern that the amount to be claimed by the 626 outstanding cases might be more than \$6.2 billion. He therefore enquired whether the situation of substantiated claims was normal compared with other projects of similar scale; and whether the estimated total amount to be claimed was included in MTRCL's CTC for the</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>project (i.e. \$71.52 billion). Noting that both HKS of XRL project and SCL project being implemented under the concession approach were experiencing delays and possible cost overruns, the Chairman enquired whether the Administration would review the concession approach and implement any measures to mitigate the problems.</p> <p>In response, the Administration explained that they attached great importance to the observations and recommendations in the report of the Independent Expert Panel. Necessary changes in the monitoring mechanism and institutional arrangements regarding the mode of agreement to be adopted in the implementation of new railway projects in future would also be studied in detail. The Administration advised that SCL project had experienced delay and possible cost overrun due to archaeological work and discoveries at To Kwa Wan Station and therefore the cost and time spent on conservation would be borne by the community as a whole.</p> <p>MTRCL responded that they received 756 substantiated claims, among which 130 cases were resolved; and that MTRCL's CTC for HKS of XRL project included the estimated amount to be claimed by the contractors. As regards the 626 outstanding cases, it was too premature to comment on the actual situation of substantiated claims at the present moment.</p>	
015448 – 015854	Chairman Mr LEUNG Kwok-hung Administration	<p>Mr LEUNG Kwok-hung was of the view that the Administration's response to the media reports on the latest CTC for HKS of XRL project was not thorough and complete. Besides, as regards the construction of HKS of XRL project, he asked the Administration to estimate whether the project would experience further delay and cost overrun. Moreover, in view of the difficulties encountered in the steelwork fabrication for the Station Entrance Building at WKT, Mr LEUNG suggested seeking advice and inputs from experts.</p> <p>The Administration explained that the latest CTC for HKS of XRL reported by the media was \$85 billion. The latest figure formally submitted to the Administration by MTRCL in July 2014 was \$71.52 billion. Besides, MTRCL was reviewing CTC for the project, and it was too premature to provide the Subcommittee an accurate assessment</p>	

Time marker	Speaker	Subject(s)	Action required
		of the project cost at the present stage.	
015855 – 020313	Chairman Dr Helena WONG MTRCL	<p>Dr Helena WONG expressed concern about the progress and financial situation of HKS of XRL project. She queried which parties (e.g. HyD, MTRCL or contractors) should bear the responsibility for the project delay. Also, she asked for the underlying reasons for the delay, if known. Dr WONG further requested the Administration or MTRCL to provide information on the impact of the blasting works on the surrounding buildings in the vicinity of WKT North after the completion of three out of four planned blasts.</p> <p>In response, MTRCL advised that while the structural concrete production for WKT remained unsatisfactory with 9% behind the planned progress of 39%, progress of key civil works contracts (e.g. the excavation works of contract 810A) had improved. However, should some of the contractors fail to complete the construction works on schedule, the Corporation would act in accordance with the works contracts signed with them.</p>	Administration / MTRCL to provide information / response (paragraph 8 of minutes)
020314 – 020740	Chairman Mr WU Chi-wai Administration MTRCL	<p>In respect of the cost overrun of HKS of XRL project, Mr WU Chi-wai enquired when the Administration would seek additional funding from LegCo. Mr WU also queried whether the completion date of HKS of XRL project had been revised in the entrustment agreement signed between the Administration and MTRCL as well as in the works contracts signed between MTRCL and contractors or not.</p> <p>In response, the Administration explained that concerning the overrun of the approved project estimate, they would act in accordance with the entrustment agreement signed with MTRCL. Subject to the receipt of MTRCL's request, they would seek legal advice and additional funding from LegCo in due course.</p> <p>MTRCL advised that they were reviewing CTC as well as the contingency for the project. The contingency was sufficient for the project expenditure for the time being. It was added that the target commissioning date of HKS of XRL was updated to end-2017 in all relevant works contracts.</p>	

Time marker	Speaker	Subject(s)	Action required
020741 – 021254	Chairman Mr Tony TSE Administration MTRCL	<p>Mr Tony TSE requested the Administration / MTRCL to provide details on the basis for calculating the percentage completed for the major works progress of HKS of XRL project. He also enquired whether MTRCL had proposed any mitigation measures to avoid further delay of works; and if yes, whether HyD had assessed the effectiveness of those measures or not.</p> <p>MTRCL explained that the overall progress of HKS of XRL was 66.3%, indicating a delay as compared to the planned progress of 69.5%. The most important work was to resolve the critical challenges at WKT and cross-boundary tunnel section as these would affect the overall completion of HKS of XRL project. They would therefore endeavour to implement mitigation measures to catch up with the works progress.</p> <p>The Administration responded that HyD had kept urging MTRCL to provide recovery measures in order to avoid further project delay. At the Project Supervision Committee meeting held at the end of February 2015, MTRCL proposed a series of mitigation measures. Should all the recovery measures be implemented, the Administration believed that the works progress of HKS of XRL project could be improved.</p>	Administration / MTRCL to provide information / response (paragraph 8 of minutes)
021255 – 021659	Chairman Ms Claudia MO Mr WU Chi-wai Administration MTRCL	<p>Given that the target commissioning date of HKS of XRL was revised to end-2017 in all relevant works contracts between MTRCL and contractors, Mr WU Chi-wai enquired if it would incur additional cost for HKS of XRL project. Also, he asked whether the completion date of the project was also revised to end-2017 in the entrustment agreement signed between the Administration and MTRCL; and if yes, what the consequences would be.</p> <p>MTRCL advised that under the works contracts signed with contractors, the Corporation reserved the right to amend the completion date of HKS of XRL project. Besides, contractors would follow up with the revised target commissioning date and if necessary, they were entitled to submit claims to MTRCL in accordance with the relevant contract terms.</p> <p>In response, the Administration explained that they would seek legal advice on whether the project completion date should be amended or not as the</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>entrustment agreement involved legal issues like the responsibility for bearing the possible costs arising from the project delay.</p>	
021700 – 022023	<p>Chairman Mr LEUNG Kwok-hung Administration</p>	<p>Mr LEUNG Kwok-hung was of the view that the Administration should not revise the completion date of HKS of XRL in the entrustment agreement to end-2017. Otherwise, the Administration might not be able to sue MTRCL regarding works delay and project cost overrun.</p> <p>The Administration explained that the revised target opening of HKS of XRL project would be by the end of 2017. The matter as to whether the completion date stipulated in the entrustment agreement should be amended or not would involve consideration on liability issues, and the matter would have to be handled carefully.</p>	
<i>Agenda Item VI – Report on stray dog incident on the East Rail Line on 20 August 2014</i>			
022024 – 022128	<p>Chairman</p>	<p>The Chairman remarked that he had received Ms Claudia MO's letter [LC Paper No. CB(4)610/14-15(01)] as regards MTRCL's final report of stray dog incident the day before. The letter was tabled at the meeting for members' reference.</p>	
022129 – 022238	<p>Chairman Administration</p>	<p>The Administration briefed members on the report on stray dog incident on ERL on 20 August 2014.</p>	
022239 – 022754	<p>Chairman MTRCL</p>	<p>With the aid of a powerpoint presentation [LC Paper No. CB(4)611/14-15(03)], MTRCL gave a briefing on the report on stray dog incident on ERL on 20 August 2014.</p>	
022755 – 023146	<p>Chairman Mr WONG Kwok-hing MTRCL</p>	<p>Given that around 100 narrow gaps were identified at the boundary fencing along ERL, Mr WONG Kwok-hing enquired whether MTRCL would conduct regular inspections to strengthen the boundary fencing so as to prevent intrusion into track areas by dogs; and if yes, how regular the inspections would be carried out.</p> <p>MTRCL explained that the narrow gaps mentioned by Mr WONG and the drainage outlets along ERL had been carefully sealed up with wire fencing. To prevent recurrence of dogs intruding onto railway tracks, the Corporation would enhance the inspection and maintenance work, such as conducting monthly track inspections and annual</p>	

Time marker	Speaker	Subject(s)	Action required
		large-scale inspections.	
023147 – 023604	Chairman Ms Claudia MO MTRCL	<p>Ms Claudia MO invited the Administration and MTRCL to receive petition letters from animal welfare groups at LegCo Square downstairs after the Subcommittee meeting. Besides, as the stray dog incident had provoked outrage in the community, she asked MTRCL to formally apologize for the incident in writing, rather than giving a verbal apology. Concerning MTRCL's final report of stray dog incident, Ms MO questioned why part of the content had been redacted; and why the relevant CCTV footage of the dog being found dead on the track was not included in the report. She also expressed worry that the Corporation might not give due consideration to the safety of animals intruding into the track area.</p> <p>In response, MTRCL apologized for the disturbance to the community caused by the stray dog incident. Besides, the Corporation explained that the full report of the stray dog incident had been released to the public and that only the names and signatures of the staff were redacted. MTRCL added that they accorded paramount importance to safety in railway operations.</p>	
023605 – 023852	Chairman Dr Elizabeth QUAT MTRCL	<p>Dr Elizabeth QUAT viewed that many members of the public, in particular animal lovers, expressed grief over the dog's death in the incident. Apart from the improvement measures proposed by MTRCL, she suggested developing an app that could allow the public to report to MTRCL gaps identified at the boundary fencing along railway lines; and installing sensors to detect dogs or other animals entering the track areas.</p> <p>In response, MTRCL said that they would take Dr QUAT's suggestion into consideration and report the progress to the Subcommittee in due course. Also, the Corporation explained that, to prevent recurrence of similar incidents, they had strengthened the boundary fencing along the railway line; sought professional advice from several animal welfare organizations; and enhanced training for front-line staff in handling intrusion by stray dogs into the track area.</p>	MTRCL to provide information / response (paragraph 10 of minutes)

Time marker	Speaker	Subject(s)	Action required
023853 – 024239	Chairman Mr LEUNG Kwok-hung MTRCL	<p>Mr LEUNG Kwok-hung was of the view that annual inspections to strengthen the boundary fencing were not adequate enough to prevent intrusion into track areas by dogs. He suggested putting up signs informing the public that the boundary fencing along railway lines belonged to MTRCL's property. If any gaps were identified, the public could report to MTRCL. Mr LEUNG suggested that MTRCL might consider firing dart guns to tranquilize the animals intruding into the track areas if appropriate.</p> <p>MTRCL responded that they would implement a series of improvement measures mentioned in the report on stray dog incident on ERL and seek professional advice from animal welfare organizations to prevent recurrence of similar incidents in future.</p>	
024240 – 024257	Chairman Ms Claudia MO	Ms Claudia MO requested for MTRCL's response to her letter [LC Paper No. CB(4)610/14-15(01)] on the Corporation's final report of stray dog incident. The Chairman asked MTRCL to provide a written reply in due course.	MTRCL to provide information / response (paragraph 10 of minutes)
<i>Agenda Item VII – Any other business</i>			
024258 – 024331	Chairman	Closing remarks.	