

**Final Report of
Stray Dog Incident on 20 August 2014**

Submitted by:

REDACTED

Operations Manager – WRL & LR

Chair, Task Force of Investigation

Date: 11 December 2014

© MTR Corporation Limited 2007

Copyright in respect of this document is owned by the MTR Corporation Limited of Hong Kong. No reproduction of this document or any part by whatsoever means is permitted without the prior consent of the MTR Corporation Limited.

Table of Contents

1. Executive Summary	4
2. Summary of Occurrence	9
3. Terms of Reference	12
4. The Scene.....	13
4.1 Platforms	13
4.2 The dog at SHS platform track.....	14
5. Sequence of Events	15
5.1 Outbreak.....	15
5.2 Rescue at SHS	16
5.2.1 Train movement at SHS.....	18
5.3 Rescue at FAN.....	19
5.4 Search at FAN	20
6. Key Findings.....	21
6.1 Access of the dog to the track	21
6.2 Incident response and handling at SHS.....	22
6.2.1 Rescue method	22
6.2.2 Train movement	22
6.3 Incident response and handling at FAN	23
7. Areas for Improvement.....	24
7.1 Rescue of the stray dog from track.....	24
7.2 Train movement	24
7.3 Communication between OCC and stations and between OCC and TCaps ..	25
7.4 Crowd control.....	25
7.5 Boundary fence	25
8. Recommended Improvement Actions.....	26
8.1 Establish of procedure for handling animal on track	26
8.2 Arrange training and tools for staff in the effective handling of animal-on-track incidents in accordance with expert advice from animal welfare	

organisations	27
8.3 Inspection of the boundary fence along EAL and sealing up of gaps	27
9. Conclusions.....	28
Abbreviations	29
Signatories	31
Attachment	33

1. Executive Summary

Background

An incident occurring on the East Rail Line (“EAL”) on 20 August 2014 in which a dog was found dead on the tracks raised concerns in the community.

2. The MTR Corporation Limited (“MTRCL”) set up a Task Force comprising members from various internal MTRCL departments and staff representatives to establish the facts of the incident occurrence, review the handling of dogs intruding onto tracks and make recommendations based on the investigation results in order to prevent similar recurrence in future. The Task Force comprises Operations Manager-West Rail Line & Light Rail (Chairman), Operations Performance Services Manager, Operating Departmental Joint Consultative Committee member, Public Relations Manager - Community Programmes, Human Resources Manager – Operations and Senior Safety Advisor.

The Occurrence

Sheung Shui Station (“SHS”)

3. At about 9:50am on 20 August 2014, a By-law Inspection Unit staff at the Lo Wu-bound platform of SHS spotted a dog on the tracks and immediately operated the Platform Emergency Plunger. All approaching trains within that section of tracks were stopped and held outside the station.

4. The dog lingered between the 6th and 8th car position of the platform on the Hung Hom-bound track. SHS staff on the platform tried to lure the dog up to the platform. In the process, the finger of a member of the By-law Inspection Unit was bitten by the dog when she leaned forward and tried to pull the dog up to the platform.

5. Two station staff members were then deployed to the track to guide the dog away from the track area but in vain. They then returned to the platform.

6. While the dog lingered in the area between the underside of the platform and the track, trains were instructed by the Operations Control Centre to move into the platform area at cautious speed and be ready to stop quickly. Train service gradually resumed at 9:58am.

7. While train services gradually resumed, Train Captains sounded the horn before entering into the platform area to alert passengers on the platform and to warn the dog to move away from the trains. Eventually, the dog found its way over to the Hung Hom-bound track between SHS and Fanling Station (“FAN”).

8. After performing platform duty at SHS, the Train Captain of a Hung Hom-bound train saw the dog in a bush on the trackside at a distance away from the main line.

Fanling Station (“FAN”)

9. At 10:08am, the dog was seen on the tracks within the platform area in FAN by a passenger on the Lo Wu-bound platform who alerted the staff at the Platform Supervisor Booth. The staff rushed out from the Platform Supervisor Booth and immediately displayed hand signal to urgently stop an approaching Intercity Mainland Through Train.

10. Upon seeing the hand signal displayed by the Platform Supervisor Booth staff, the Intercity Mainland Through Train from Tai Wo Station approaching the Lo Wu-bound platform of FAN was braked to stop at a two-car distance from the front end of the platform.

11. The Platform Supervisor Booth staff looked for the dog from the platform but could not see it. After the Intercity Mainland Through Train moved away from the platform, the dog was found dead on the track at a three-car distance from the front end of the platform. The dog carcass was subsequently removed from the track by station staff.

Findings, Recommendations and Enhancement Measures

Access of the dog to the track

12. The boundary fencing of EAL is designed to prevent trespassers (human) from intruding onto the railway tracks. However, as the land level along EAL is uneven, there are small gaps at the bottom of the fencing which dogs can get through. During subsequent patrols, two such gaps were identified in the Lo Wu area as possible entry points for the dog.

13. The two gaps were immediately sealed up with wire fencing. A comprehensive check of the boundary fencing along EAL was conducted with around 100 narrow gaps identified (including the aforementioned two gaps) and subsequently sealed up.

14. The Task Force has recommended that the inspection and maintenance regime for fencing be enhanced to strengthen the boundary fencing so as to prevent intrusion into track area by dogs.

Attempted rescue of the stray dog from track

15. SHS staff had ensured passenger safety and public order on the platform during the rescue operation. In addition, they had tried every possible means to protect and guide the dog away from the track. However, the staff involved had no training in handling the intrusion by stray dogs onto tracks.

16. The Task Force has recommended that training and tools be arranged for staff for safe and effective handling of dog-on-track incidents, in accordance with expert advice from animal welfare organisations.

Operations Procedure for handling animal-on-track incident

17. During the review, the Task Force sought advice from the Agriculture, Fisheries and Conservation Department (“AFCD”) and animal welfare organisations including Society for the Prevention of Cruelty to Animals (“SPCA”), Society for Abandoned Animals as well as Hong Kong Dog Rescue.

18. In addition, with reference to benchmarking results with other metro systems around the world, including the United States and Australia, in handling animals-on-track incidents, some railways have adopted a more prudent approach, e.g. reducing train speed during search, whilst others have no specific guidelines.

19. The Task Force has recommended a more prudent approach be adopted when arranging train movements in the affected track section where a dog is present. Cautious speed should be considered for trains in the track section such that trains can be stopped quickly if required. During the period when cautious speed is applied, staff will conduct extensive search. If the dog cannot be found or is seen to have left the track area on its own, train service will resume normal. No cautious speed is required. When the dog is located on the track, train movement within the affected section will be stopped immediately until the dog has left the track. Taking the actual circumstance into consideration, staff will also guide the dog away. The AFCD and the SPCA will be asked to provide assistance if necessary.

20. The Task Force is aware of the need to strike a balance between ensuring animal safety on track and maintaining a safe and reliable train service

for the travelling public. The enhanced procedure is suggested to be put on trial for one year and then reviewed for further improvement if necessary.

21. This investigation was initiated arising from the incident in which a dog was found dead on the tracks. As such, recommendations in the investigation report focused on the future handling of dog-on-track cases. If there are other animals (such as cats) present on track areas, the Task Force is of the view that the principles and practices of handling dog-on-track cases can be drawn as a reference. The handling of such cases should maintain a certain flexibility taking into consideration of different animals and scenarios, so as to strike a balance between ensuring animal safety on track and maintaining a safe and reliable train service for the travelling public. The AFCD and the SPCA will also be asked to provide assistance if necessary.

Conclusion

22. As part of the MTR railway network is located in an outdoor environment, dogs do intrude onto railway tracks from time to time. In the incident, MTR staff had tried their best to rescue and protect the dog. With limited experience in handling dogs on track, the rescue efforts were not effective. Enhancements have been identified to prevent dogs from intruding into railway track areas and to provide operations procedure, training and tools for staff to better handle dog-on-track incidents.

23. The Task Force submitted the final investigation report to the MTRCL on 11 Dec 2014. The recommendations and enhancement measures have been endorsed by the MTRCL's management and implemented with immediate effect. The report was also submitted to the Transport Department on the same day.

- END -

2. Summary of Occurrence

At Sheung Shui Station (SHS)

At about 0950 hours on 20 August 2014 in Sheung Shui Station (SHS) of East Rail Line (EAL), a By-law Inspection Unit (BIU) staff at Up platform spotted a dog on the tracks. He immediately operated Platform Emergency Plunger (PEP). All the approaching trains were held outside the station.

The dog lingered between 6th and 8th car position on Down track for most of the time. SHS staff and the BIU team tried to rescue the dog from the platform until 0956 hours. In the process, a contractor BIU staff on the platform was bitten on a finger by the dog when she leaned forward to pull the dog up.

Then two station staff went down to the track to rescue the dog after track access was authorised by the Operations Control Centre (OCC), but failed. The staff returned to the platform.

While the dog lingered in the area between the underside of the platform and the track, train service was gradually resumed with the trains held outside the station being instructed to move into platforms at cautious speed and ready to stop quickly for emergency. Train Captains (TCaps) sounded the horn before entering into the platform area to alert passengers on the platform and to warn the dog to move away from the trains. Eventually, the dog found its way out to the trackside of the Down Line between SHS and Fanling Station (FAN).

SHS staff further made request to Traffic Controller of OCC for arranging foot patrol on track to search for the dog along the trackside of SHS-FAN section.

At 1001 hours, the train on Down Line left SHS at cautious speed and ready to stop quickly for any emergency. The TCap saw the dog in the trackside bush at a distance from the running track.

The course taken by the dog at SHS is shown in Figure 1.

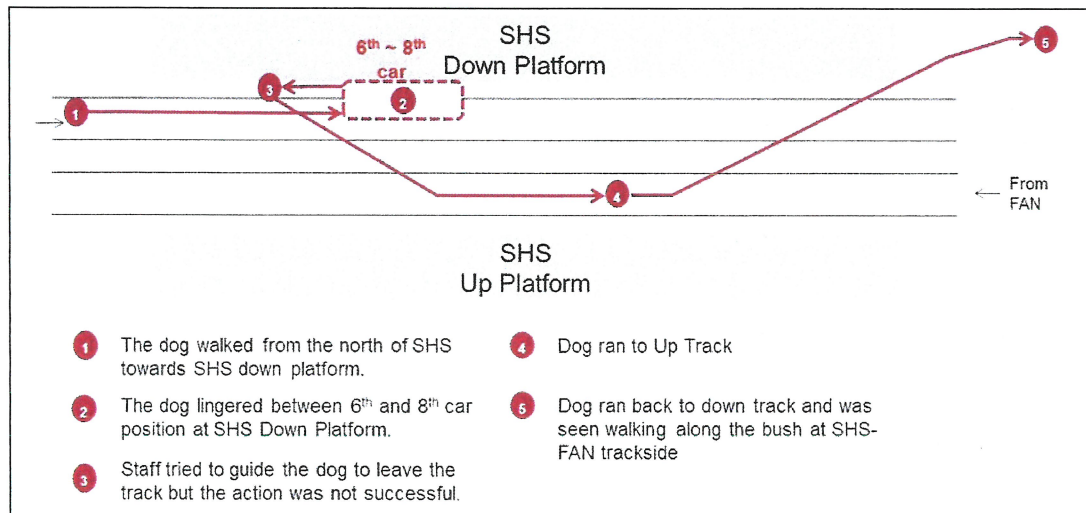


Figure 1. The dog's movement at Sheung Shui Station

At Fanling Station (FAN)

At 1008 hours, the dog was spotted on the tracks within the platform area in FAN by a passenger who alerted the staff at the Platform Supervisor Booth (PSB). The staff immediately reacted and rushed out from the PSB to look into the situation. He immediately displayed danger handsignal to signal the approaching train to stop. An Intercity Mainland Through Train (MTT) from Tai Wo Station (TWO) approaching FAN platform on Up Line was braked to stop at 2nd car position when the driver saw the danger handsignal displayed by the staff of PSB.

The PSB staff searched for the dog from the platform but could not find it. After the MTT moved off from the platform, the dog was found dead on the track at 3rd car position.

At 1039 hours, FAN staff was authorised track access to pick up the dog carcass. The advice from Food and Environmental Hygiene Department (FEHD) was followed in handling the carcass.

The course taken by the dog at FAN is shown in Figure 2.

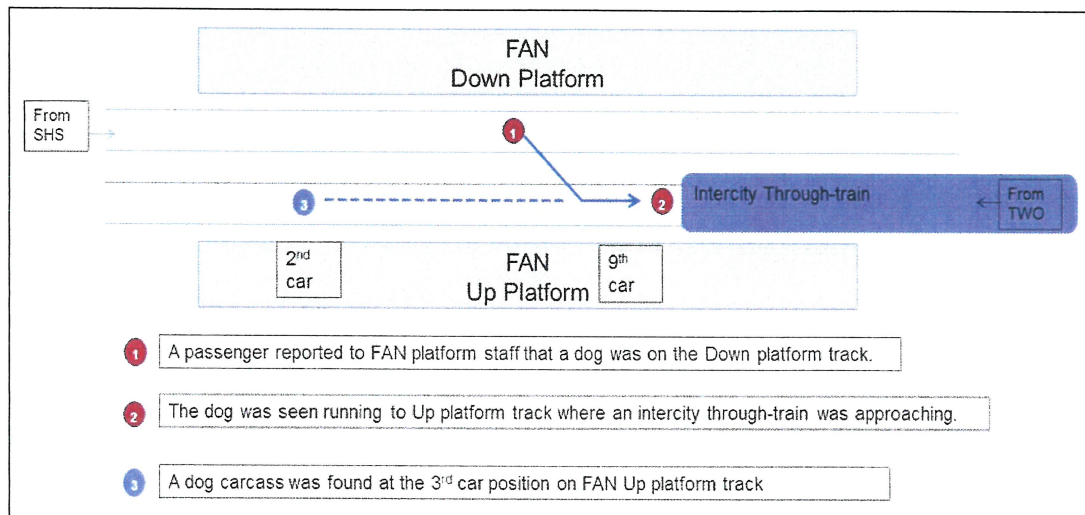


Figure 2. The dog's movement at Fanling Station

3. Terms of Reference

This Task Force is commissioned by Deputy Director–Operating to investigate the incident on 20 August 2014 at East Rail Line Fanling Station where a dog was found dead on the tracks and to review the animal handling procedures.

The scope includes the following:-

1. Conduct an in-depth investigation to establish the facts and circumstances surrounding the incident occurrence; and
2. Look into the process for handling animal on tracks with a view to provide procedures, training and equipment to assist staff in handling similar incidents. In the process of developing the procedures, animal welfare organization(s) should be consulted to provide expert advice.

This Task Force has the following members:

(Chairman)	Operations Manager - WRL&LR
	Operations Performance Services Manager
	Operating Departmental JCC member
REDACTED	Public Relations Manager – Community Programme
	Human Resources Manager - Operations
(Secretary)	Senior Safety Advisor

4. The Scene

4.1 Platforms

The incident involved two stations of East Rail Line –SHS and FAN. Both stations have split platforms with Down track and Up track in the middle (Figure 3).

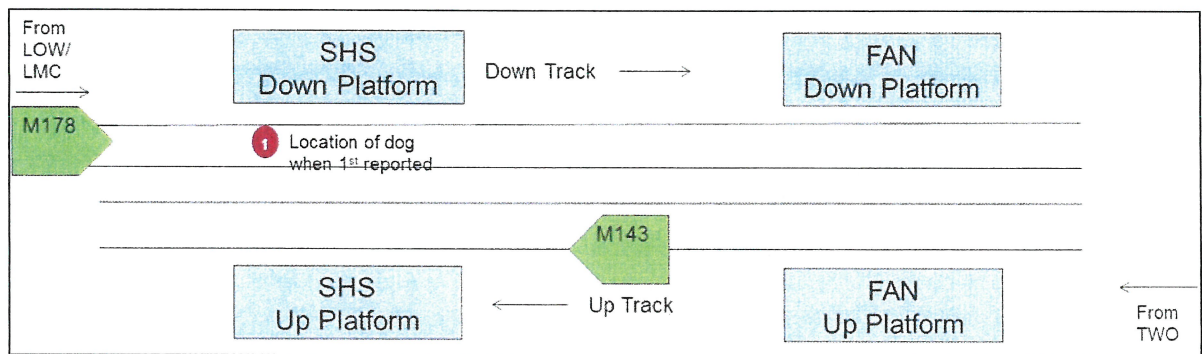


Figure 3. Platform configuration at SHS and FAN and train positions at the beginning of the incident.

The appearance of the dog attracted attention from passengers on platform in SHS who crowded near the platform edges (Figure 4). Some even extended their arms outside the platform to take photographs with their mobile phones. A noisy environment was created by the crowd.



Figure 4. The onlooking crowd on the platforms in SHS

4.2 The dog at SHS platform track

According to CCTV footage, the dog was seen mainly lingering on the 4-foot way and the underside of the platform. It only walked across the 6-foot space when it crossed from one track to another (Figure 5).





Figure 5. The dog's movement on platform track in SHS



For some periods of time, it was blocked from the view of the cameras when it stayed close to the underside of the platform. It had attempted to climb up the platform by putting its front paws on the platform edge.



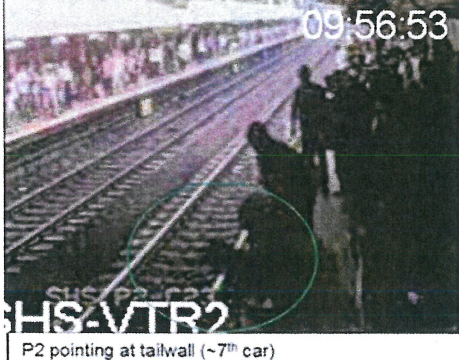

5. Sequence of Events

5.1 Outbreak


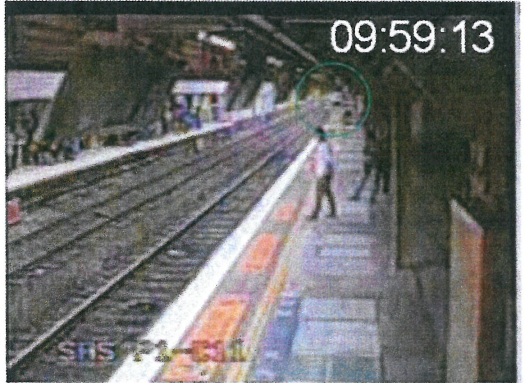

Time (Hours)	Event	Remarks
0949	(Post incident investigation finding) From CCTV footage, a dog was seen moving on EAL Down track near Points 6410 walking towards SHS Down.	<p>No sighting report was received about the dog.</p>  <p>09:50:21</p> <p>P2 pointing at tailwall (~10th car)</p> <p>The dog moved to 6-foot space</p>
0951	A BIU staff at Up platform noticed a dog on SHS platform tracks. He immediately operated PEP. Subsequently, SHS Down PSB staff and SC operated PEP and ESS respectively.	<p>3 BIU staff rushed to the Down platform to assist after hearing a call on the BIU radio.</p>  <p>20-08-2014 09:52:16</p> <p>SHS P2-822</p> <p>P2 pointing at headwall (~6th car)</p> <p>The 3rd BIU staff appeared</p>
0952	TC noticed the PEP operations and informed all EAL TCap via IRS of the activation of the PEP at SHS.	<ul style="list-style-type: none"> Up Line train M143 came a halt after passing Signal S2403 Down Line train M178 from LOW stopped at Signal S2412 Down Line train M180 from LMC stopped at Signal S2406

5.2 Rescue at SHS




Time (Hours)	Event	
0953 - 0955	<p>A female BIU staff tried to pull the dog up at Down platform near 7th or 8th car position. She retreated after being bitten by the dog. Her right index figure sustained minor injury.</p> <p>SHS Down PSB staff placed a chair onto the track and tried to let the dog climbing back to the platform.</p> <p>ShSM-SHS, SCO-SHS and some BIU staff on the platform made further attempts to help the dog but in vain.</p>	 <p>20-08-2014 09:53:38</p> <p>SHS P2-822</p> <p>P2 pointing at headwall (~6th car)</p> <p>A person (suspected to be BIU staff) tried to save the dog</p>
0955	CC advised station staff to go down to the track to handle the dog. TC authorised track access.	 <p>20-08-2014 09:55:59</p> <p>SHS P2-822</p> <p>P2 pointing at headwall (~6th car)</p> <p>The dog came out from the coping stone</p>

Time (Hours)	Event	Remarks	20-08-2014 09:56:24
095602	1 SCO-SHS and 1 BIU staff, wearing high-visibility vests, accessed to track.	SCO-SHS used flags to direct the dog toward the tailwall of Down track while led by the BIU staff at the front. After a few steps, the dog turned around and walked backward.	 <p>P2 pointing at headwall (~6th car)</p> <p>The staff walked with the dog to the tailwall direction</p>
095653	As requested by TC, both staff returned to Down platform.	The dog was at about 8th car position on Down track.	 <p>P2 pointing at headwall (~6th car)</p>
0956	BIU commander on platform made a further attempt to pull the dog but was advised by station staff on the hazard of being bitten by the dog.	Another BIU staff had already been bitten by the dog earlier.	 <p>P2 pointing at tailwall (~7th car)</p> <p>The second staff was pulled up as well</p>
0957	TC requested station staff to reset all PEP and ESS.		 <p>P2 pointing at headwall (~6th car)</p> <p>BIU commander tried to pull the dog but advised by staff about the possible biting</p>
0958	SHS staff confirmed to TC that all PEP and ESS were reset.		

5.2.1 Train movement at SHS


Time (Hours)	Event	
0958	TC instructed TCap/M178 (Down Line train from LOW) to work the train in cautious speed and conduct track check. TCap/M178 noticed the dog lingered between underside of the platform and the track and sounded the horn once. The dog moved to Up track.	 <p>09:59:23 SHS-VTR2</p> <p>P2 pointing at tailwall (~7th car) A down line train arrived, the dog crossed to up track</p>
0959	TC instructed TCap/M143 (Up Line train) to work the train in cautious speed and conduct track check. TCap/M143 noticed the dog lingered in the area between the underside of the platform and the track and sounded the horn once. The dog moved to Down track in front of the Down train.	 <p>09:59:13 SHS-P1-C11</p> <p>P1 pointing at tailwall (~11th car) An up train was coming</p>
1000	Both trains (M178 and M143) carried out platform duty at SHS.	
1001	After platform duty, TCap/M178 saw the dog in SHS Down trackside, he then worked the train in ATP mode with cautious speed. Later he saw the dog walking towards FAN along the bush at a distance from the track. He reported this sighting to TC and confirmed to TC that his train would not hit the dog.	 <p>20-08-2014 09:59:50 SHS-P2-G22</p> <p>P2 pointing at headwall (~6th car) Both up and down trains arrived, staff walked along the platform</p>
1003	ShSM-SHS requested foot patrol for SHS-FAN section with TC. TC asked him to call her back once the preparation work for track access was ready.	

5.3 Rescue at FAN

Time (Hours)	Event	
1007	(Post incident investigation finding) CCTV footage showed that the dog was running on FAN Down Line platform track towards headwall when a Down Line train M182 was arriving at FAN.	 <p>10:07:50</p> <p>P1 pointing at tailwall (~8th car)</p> <p>A down train was running after the dog and decelerating</p>
1008	A passenger reported to FAN Up PSB staff about the presence of the dog. The staff rushed out from PSB and saw the dog on Up platform track. At the same moment, a MTT train P705 arrived at FAN Up. The PSB staff immediately applied danger hand signal to stop the approaching MTT.	 <p>10:08:31</p> <p>P1 pointing at tailwall (~10th car)</p> <p>The PS started waving his hands vigorously</p>
100859	MTT stopped at the 2nd car position of FAN Up platform. FAN staff informed TC that a dog was spotted on platform track before the MTT arrived.	
1009	TC called TCap/M182 (Down Line train) who was carrying out platform duty at FAN if she saw the dog. She replied that the dog had run to Up platform track when her train moved into platform. TC requested her to operate the train	 <p>10:08:49</p> <p>P1 pointing at tailwall (~8th car)</p> <p>The dog was close to MTT</p>

	in ATP mode at cautious speed after platform duty.
--	----------------------------------------------------

5.4 Search at FAN

Time (Hours)	Event	
1009	TC called the Pilot Driver of MTT P705 to confirm if the dog was hit by his train. The Pilot Driver replied that he could not confirm the situation. The PSB staff tried to look for the dog from the platform but could not find it.	
1013	TC authorised P705 to re-start the train and leave FAN Up platform.	
1013	TC called the following Up Line train M153 to conduct track check in cautious speed for FAN Up.	
1013	After the passage of MTT P705, FAN PSB staff found the dog dead on 4-foot at about the 3rd car position. TC was informed	

P1 pointing at tailwall (~10 th car)
The PS listened to the radio

6. Key Findings

6.1 Access of the dog to the track

According to CCTV footage, the dog was seen moving on EAL Down track towards SHS station 2 minutes before the incident outbreak (Figure 6). Hence, the dog might have entered the track through the boundary fence north of SHS.

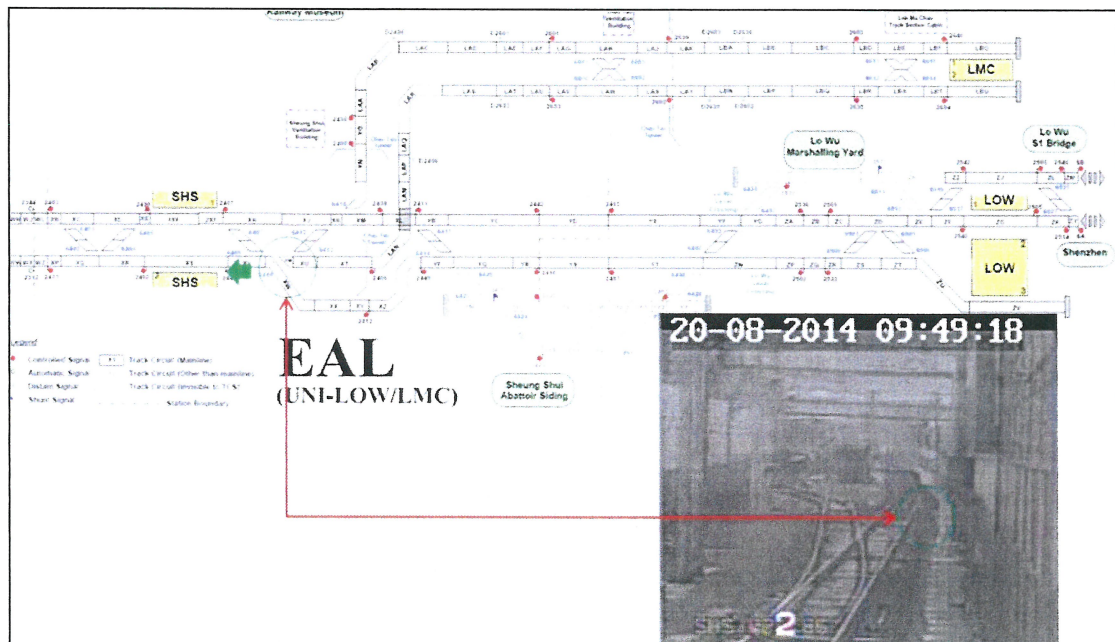


Figure 6. First appearance of the dog in CCTV footage

After the incident, Infrastructure Maintenance staff identified a few possible entry points where the gaps in the fence might have allowed the dog to get through (Figure 7). The original design intent of the fence was for keeping out trespassers (human), but not small animals like cat and dog, from entering the railway.

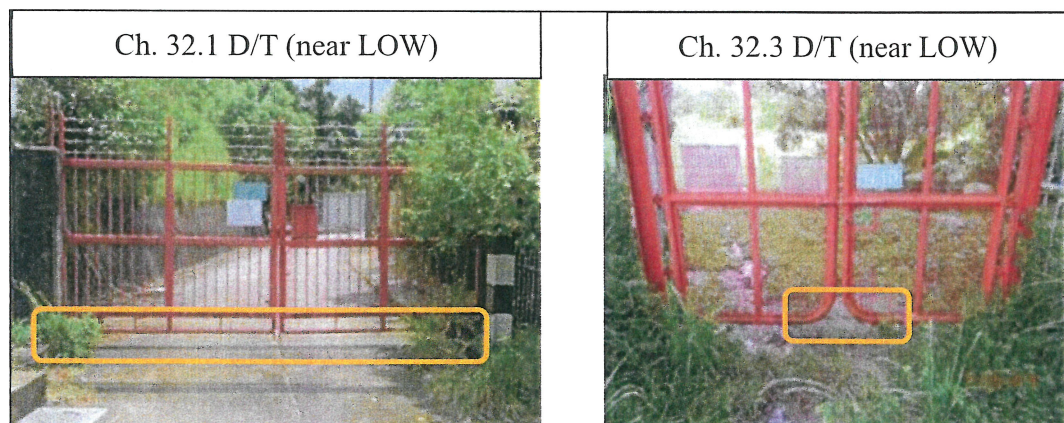


Figure 7. Examples of boundary fence which had gaps

6.2 Incident response and handling at SHS

6.2.1 Rescue method

SHS staff had ensured the safety and public order on the crowded platform during the rescue operation. In addition, they had tried every possible means to protect and rescue the dog from the track, including:

1. Stop all trains from entering into SHS platforms by PEP/ESS operations
2. Pull the dog back to platform (a female contractor BIU staff was bitten by the dog in the process)
3. Place a chair onto the track to try and let the dog climb back to platform
4. Access to track to help the dog
5. Arrange with TC to carry out foot patrol (When it was being prepared, the team was informed that the dog was seen at FAN. Hence it was not implemented.)

The staff involved had no experience in handling stray dogs, although many of them owned dogs before, and had exercised appropriate precaution in approaching the dog.

The rescue operation from the platform and on the track lasted for about 5 minutes and was closely monitored by OCC on the CCTV. OCC initiated the rescue on the track by granting track access after the rescue from the platform was not successful. OCC had expected that the dog could be lifted onto the platform once the staff got down to the track. When OCC noted that the staff on track were not able to catch the dog, OCC judged that the rescue action failed and hence restricted the train movement under cautious speed into the platform.

6.2.2 Train movement

After the rescue attempts in SHS, train movement was resumed in cautious speed and ready to stop short for the dog. Also, TCaps operated the train in cautious speed with close monitoring of the dog. While the dog lingered in the area between the underside of the platform and the track and to alert the passengers on the platform, the TCaps sounded horn before entering to the platform. In this incident, the dog did respond to the honk by changing its path.

With the report that the dog had dashed to the trackside toward FAN on Down track beyond the Down platform, the Down train M178 departed from SHS Down platform

in cautious speed after completion of platform duty. TCap of M178 reported seeing the dog in the trackside bushes at a distance from the track. The subsequent Down line trains departed from SHS platform with normal speed.

Train		Mode/Speed
Down train	M178	ATP/Cautious
Down train	M180	ATO/Normal
Down train	M182	ATO/Normal

Table 1. Train movement from SHS to FAN between 0951 and 1009 hours

6.3 Incident response and handling at FAN

FAN PSB staff responded quickly upon receipt of passenger's report. He took appropriate action by displaying danger hand signal to the approaching MTT for emergency stop.

The PSB staff searched for the dog from the platform after the MTT train stopped at the 2nd car position but could not find it. No track search was arranged. The dog carcass was found at the 3rd car position after the MTT left and remained on the track for about 30 minutes before it was collected since it did not affect safe operation of trains and time was needed to call related government department.

7. Areas for Improvement

7.1 Rescue of the stray dog from track

Staff's skills in handling animals need to be enhanced through training. Suitable protective tools and personal protective equipment should be provided to ensure the safe and effective handling of animals on track.

This incident has entailed a review of the ad hoc practices used in the past to handle stray animals and has concluded the need to enhance the current process and document the enhanced process in a document for consistent application in the future.

A procedure should be developed to cover the reporting of animals in railway premises, locating and handling them, and the control of train movement in the affected section. The objective is to ensure the safety of the passengers, staff and animals. The enhanced procedure should also require the immediate action to summon expert assistance from The Society for the Prevention of Cruelty to Animals (SPCA) and Agriculture, Fisheries and Conservation Department (AFCD) once an animal on track case is reported.

In the process of developing the enhanced procedure, expert advice on staff training, tools and equipment should be sought from animal welfare organisations. Benchmarking on handling animals on track should also be made with other metro systems.

7.2 Train movement

With reference to the current benchmarking results with other metro systems on handling animals on track, some railways have adopted a more prudent approach, e.g. reduce train speed during searching, whilst others have no specific guidelines.

The Task Force has therefore recommended a more prudent approach to be adopted when arranging train movements in the affected track section where an animal is present.

7.3 Communication between OCC and stations and between OCC and TCaps

To ensure the train movements are well controlled within the track section where animals are reported on track, a clear communication protocol between OCC, TCaps and station staff should be stipulated in the enhanced procedure.

7.4 Crowd control

When an animal is located in station or on platform track, passenger safety should be ensured by keeping them back from the platform edge and create more room for rescuing the animal.

7.5 Boundary fence

The boundary fencing should be enhanced and maintained at a standard to prevent intrusion by small animals. A thorough check along the railway boundary fencing is needed to identify the spots for improvement. A robust inspection and maintenance regime should be in place to ensure the fence is maintained to meet the standard.

8. Recommended Improvement Actions

8.1 Establish of procedure for handling animal on track

During the review, a group led by OM-EAL&MOL had met with the following animal welfare organisations to acquire expert advice on developing procedures and tools in handling animals:

- Animal Division of Agriculture, Fisheries and Conservation Department (“AFCD”)
- Society for the Prevention of Cruelty to Animals (“SPCA”)
- Society for Abandoned Animals
- Hong Kong Dog Rescue

In addition, benchmarking was made with other metro systems around the world, including the United States and Australia, in handling animals-on-track incidents. The results showed that some railways have adopted a prudent approach, e.g. reducing train speed during search, whilst others have no specific guidelines.

The Task Force has recommended a more prudent approach be adopted when arranging train movements in the affected track section where a dog is present. Cautious speed should be considered for trains in the track section such that trains can be stopped quickly if required. During the period when cautious speed is applied, staff will conduct extensive search. If the dog cannot be found or is seen to have left the track area on its own, train service will resume normal. No cautious speed is required. When the dog is located on the track, train movement within the affected section will be stopped immediately until the dog has left the track. Taking the actual circumstance into consideration, staff will also guide the dog away. The AFCD and the SPCA will be asked to provide assistance if necessary.

The Task Force is aware of the need to strike a balance between ensuring animal safety on track and maintaining a safe and reliable train service for the travelling public. The enhanced procedure is suggested to be put on trial for one year and then reviewed for further improvement if necessary.

If there are other animals (such as cats) present on track areas, the Task Force is of the view that the principles and practices of handling dog-on-track cases can be drawn as a reference. The handling of such cases should maintain a certain flexibility taking into consideration the individual circumstance of different animals, so as to strike a balance

between ensuring animal safety on track and maintaining a safe and reliable train service for the travelling public. The AFCD and the SPCA will also be asked to provide assistance if necessary.

8.2 Arrange training and tools for staff in the effective handling of animal-on-track incidents in accordance with expert advice from animal welfare organisations

The Task Force has recommended that training and tools be arranged for staff for safe and effective handling of dog-on-track incidents, in accordance with expert advice from the animal welfare organisations.

The tools and suitable PPE will be evaluated for job hazard and application in the operating railway environment based on the established procedure.

Operations Training Department has been collecting training materials from different sources, including the animal welfare organisations. The preliminary plan is to organise mass briefing sessions for staff on handling animals and to integrate this training into the regular refresher training for station staff.

8.3 Enhance Inspection and maintenance regime to strengthen the boundary fencing so as to prevent intrusion into track area by dogs

The boundary fencing of EAL is designed to prevent human trespassers from intruding onto the railway tracks. As the land level along EAL is uneven, there are around 100 narrow gaps identified along the boundary fencing in a comprehensive check by Infrastructure Maintenance Department and inspections made by stations. Two such gaps were identified in the Lo Wu area as possible entry points for the dog (Figure 8). All the identified gaps were subsequently sealed up or blocked by adding wire mesh, grating or steel bar. A sample list of such locations with the remedial actions taken is in Appendix 1.

The Task Force has recommended that the inspection and maintenance regime for fencing be enhanced to strengthen the boundary fencing so as to prevent intrusion into track area by dogs.



Figure 8. Improvement work performed on the gaps of two gates.

9. Conclusions

As part of the MTR railway network is located in an outdoor environment, dogs do intrude onto railway tracks from time to time. In the incident, MTR staff had tried their best to rescue and protect the dog. With limited experience in handling dogs on track, the rescue efforts were not effective. Enhancements have been identified to prevent dogs from intruding into railway track areas and to provide operations procedure, training and tools for staff to better handle dog-on-track incidents.

Abbreviations

AFCD	Agriculture, Fisheries and Conservation Department
ATO	Automatic Train Operation
ATP	Automatic Train Protection
BIU	Bylaw Inspection Unit
CC	Chief Controller
EAL	East Rail Line
ESS	Emergency Stop Switch
FAN	Fanling Station
FEHD	Food and Environmental Hygiene Department
IRS	Integrated Radio System
JCC	Staff Joint Consultative Committee
MTT	Mainland Through Train
OCC	Operations Control Centre
PEP	Platform Emergency Plunger
PPE	Personal Protective Equipment
PSB	Platform Supervisor Booth
SCO	Station Control Officer
SHS	Sheung Shui Station
ShSM	Shift Station Master
SPCA	Society for the Prevention of Cruelty to Animals
TC	Traffic Controller
TCap	Train Captain
TWO	Tai Wo Station

Intentionally Blank

Signatories

This is to indicate that all members of the Management Investigation Panel are in agreement with the conclusions and recommendations stated in this report:

REDACTED

REDACTED

Operations Manager – WRL&LR
(Chairman)

Operations Performance Services Manager

REDACTED

REDACTED

Human Resources Manager -
Operations

Public Relations Manager –
Community Programme

REDACTED

REDACTED

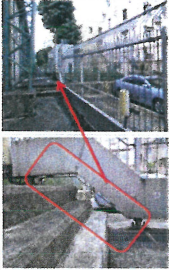

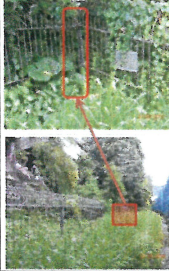













Operating Departmental JCC
member





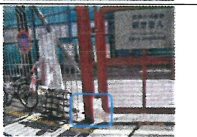














Senior Safety Advisor
(Secretary)









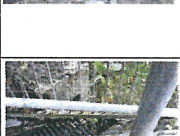






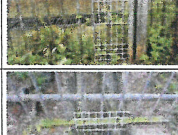




Intentionally Blank
















Attachment



Attachment 1 – Locations of enhancement of fencing along EAL

















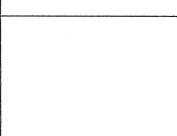

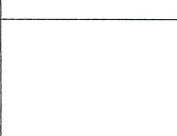

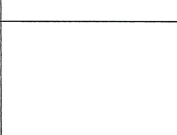

Item	Source	Location	Before	After quick fix	Target Completion Date
1	Fleet Check after dog on track incident on 20 Aug (22-24 Aug)	Ch. 1.850 D/T	Wide gap at the bottom of the fencing 	Wire mesh added 	Done
2	Fleet Check after dog on track incident on 20 Aug (22-24 Aug)	Ch. 3.600 U/T	Wide gap between the edge and round bar of the fencing 	Barbed wired added, to be supplemented by wire mesh 	Done
3	Fleet Check after dog on track incident on 20 Aug (22-24 Aug)	Near Red gate 9.6U	Gap at the fencing bottom 	Wire mesh added 	Done
4	Fleet Check after dog on track incident on 20 Aug (22-24 Aug)	Ch. 21.79 U/T	Gap between u-channel and fencing 	Wire mesh added 	Done
5	Fleet Check after dog on track incident on 20 Aug (22-24 Aug)	Ch. 25.576 D/T	Gap between u-channel and fencing 	Subsequent to the construction of cycle track by CEDD, the u-channel is no longer required. Will be filled up. 	Done
6	Fleet Check after dog on track incident on 20 Aug (22-24 Aug)	Ch. 25.594 D/T	Gap between u-channel and fencing 	Subsequent to the construction of cycle track by CEDD, the u-channel is no longer required. Will be filled up. 	Done
7	Fleet Check after dog on track incident on 20 Aug (22-24 Aug)	Ch. 25.564 D/T	Gap between u-channel and fencing 	Subsequent to the construction of cycle track by CEDD, the u-channel is no longer required. Will be filled up. 	Done
8	Fleet Check after dog on track incident on 20 Aug (22-24 Aug)	Ch. 25.970 D/T	Gap between u-channel and fencing 	Subsequent to the construction of cycle track by CEDD, the u-channel is no longer required. Will be filled up. 	Done


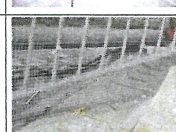
Item	Inspection Date	Location	Before	After quick fix	Target Completion Date
9	22-24 Aug	Ch. 32.1 D/T	Gap at the bottom 	Steel mesh added 	Done
10	22-24 Aug	Ch. 32.3 D/T	Gap at the bottom 	Steel mesh added 	Done
11	1-Sep-2014	Red Gate 30.1D	Wide gap between the gate 	Steel angle welded 	Done
12	1-Sep-2014	Red Gate 30.1D	Wide gap between the edge and round bar of the fencing 	Round bar welded 	Done
13	1-Sep-2014	30.540 D/T	Wide gap between the edge and round bar of the fencing 	Wire mesh added 	Done
14	5-Sep-2014	29.333 D/T	Drainage opening 	Grating added 	Done
15	5-Sep-2014	29.37 to 29.35 U/T	Wide gap between the bottom of bar fence and ground 	Steel mesh installed 	Done
16	11-Sep-2014	Near Man Kai Court D/T (Near 9.3 D/T)	Gap between u-channel and fencing 	Grating installed 	Done
17	11-Sep-2014	SIF Hill Side	Wide gap at the bottom of the fencing 	Wire mesh added 	Done
18	05-Sep-14	Near Red gate 9.6U	Gap at the fencing bottom 	Wire mesh added 	Done










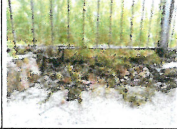



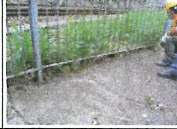





Item	Inspection Date	Location	Before		After quick fix		Target Completion Date
19	05-Sep-14	Slope 9.7	Step channel opening		Wire mesh added		Done
20	05-Sep-14	Slope 9.7	Gap at the fencing bottom		Wire mesh added		Done
21	05-Sep-14	Ch. 9.670 U/T	Channinage Opening		steel bar installed		Done
22	11-Sep-2014	SIF Entry S2	Wide gap at the bottom of the fencing		This is not the trackside fence, only the external fence of Shin Tin Yard. There is another layer of trackside fence inside. Nevertheless, wire mesh was added to vulnerable location near the main gate		Done
23	05-Sep-14	Ch. 10.6 U/T	Channinage Opening		Metal cover added		Done
24	05-Sep-14	Near red gate 10.8U	Drainage channel opening		Grating installed		Done
25	05-Sep-14	Ch. 10.8 U	Small hole in the mesh		Wire mesh added		Done
26	6-Sep-2014	Drainage gap (access from True Light Lane)	Gap between u-channel and fencing		Wire mesh added		Done
27	6-Sep-2014	Platform 2 Tailwall	Wide space found at the pipe opening		Wire mesh added		Done
28	6-Sep-2014	Red gate 4.9 D	Wide gap between the edge and round bar of the fencing		Wire mesh added		Done





















Item	Inspection Date	Location	Before		After quick fix		Target Completion Date
29	MKK Sm Report on 5/9	About 2.2 D	Gap between drainage cover and fencing		Re-arranged the cover to close the gap		Done
30	08-Sep-14	Ch 21.0 U/T	Wide gap at fencing bottom		Wire mesh added		Done
31	10-Sep-2014	SIF	Wide gap at fencing bottom		Wire mesh added		Done
32	11-Sep-2014	SHI-FOT U/T	Damaged infill panel		Wire mesh added		Done
33	11-Sep-2014	SHI-FOT U/T	Wide gap at fencing bottom		All of the wide gap fencing bottom are added steel mesh between SHI-FOT U/T		Done
34	12-Sep-2014	Ch 22.3U	Wide gap at fencing bottom		Wire mesh added		Done
35	12-Sep-2014	Ch 22.39 U	Wide gap between round bar		Rectified		Done
36	12-Sep-2014	Ch 22.630 U	Gap between u-channel and fencing		Wire mesh added		Done

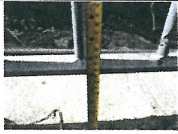






Item	Inspection Date	Location	Before	After quick fix	Target Completion Date
37	12-Sep-2014	Ch 22.697 U	Gap between u-channel and fencing 	Wire mesh added 	Done
38	12-Sep-2014	Ch 22.698 U	Gap between u-channel and fencing 	Wire mesh added 	Done
39	12-Sep-2014	Ch 22.697 U	Gap between u-channel and fencing 	Wire mesh added 	Done
40	12-Sep-2014	Ch. 22.79 U	Gap between u-channel and fencing 	Wire mesh added 	Done
41	15-Sep-2014	FOT D/T	Wide gap between round bar 	Rectified 	Done
42	15-Sep-2014	FOT D/T	Wide gap between round bar 	Rectified 	Done
43	15-Sep-2014	FOT D/T	Wide gap between round bar 	Rectified 	Done
44	15-Sep-2014	FOT D/T	Wide gap between round bar 	Rectified 	Done
45	17-Sep-2014	MEKK	Wide gap at bottom of fence below 	Wire mesh added 	Done
46	17-Sep-2014	MEKK	Wide gap between fencing round bar 	Wire mesh added 	Done
47	17-Sep-2014	MEKK	Wide gap between Hyd structural 	Wire mesh added 	Done

Item	Inspection Date	Location	Before	After quick fix	Target Completion Date
48	17-Sep-2014	MKK	Wide gap at bottom of fencing 	Wire mesh added 	Done
49	17-Sep-2014	MKK	Wide gap at the drainage cover opening 	Wire mesh added 	Done
50	19-Sep-2014	Man Lai Court	Wide gap at fencing bottom 	Wire mesh added 	Done
51	20-Sep-2014	HUH-MKK	Wide gap at fencing bottom 	Wire mesh added 	Done
52	20-Sep-2014	HUH-MKK	Wide gap at fencing bottom 	Wire mesh added 	Done
53	20-Sep-2014	HUH-MKK	Wide gap between slope and fencing 	Barbed wired and wire mesh added 	Done
54	20-Sep-2014	HUH-MKK	Wide gap between slope and fencing 	Barbed wired and wire mesh added 	Done
55	20-Sep-2014	HUH-MKK	Wide gap at fencing bottom 	Wire mesh added 	Done
56	22-Sep-2014	LOW-FAN	Wide gap at fencing bottom 	Wire mesh added 	Done
57	22-Sep-2014	LOW-FAN	Wide gap at fencing bottom 	Wire mesh added 	Done
58	22-Sep-2014	LOW-FAN	Wide gap at fencing bottom 	Wire mesh added 	Done

<u>Item</u>	<u>Inspection Date</u>	<u>Location</u>		<u>Before</u>		<u>After quick fix</u>	<u>Target Completion Date</u>
59	22-Sep-2014	LOW-FAN	Wide gap at fencing bottom		Wire mesh added		Done
60	22-Sep-2014	LOW-FAN	Wide gap at fencing bottom		Wire mesh added		Done
61	22-Sep-2014	LOW-FAN	Wide gap at fencing bottom		Wire mesh added		Done
62	22-Sep-2014	LOW-FAN	Wide gap at fencing bottom		Wire mesh added		Done
63	24-Sep-2014	LOW-FAN	Wide gap at fencing bottom		Wire mesh added		Done
64	24-Sep-2014	LOW-FAN	Wide gap at fencing bottom		Wire mesh added		Done
65	24-25-Sep-2014	FAN	Gap between round bar		Wire mesh added		Done
66	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom		Wire mesh added		Done
67	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom		Wire mesh added		Done
68	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom		Wire mesh added		Done

Item	Inspection Date	Location	Before	After quick fix	Target Completion Date
69	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom 	Wire mesh added 	Done
					Done
70	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom 	Wire mesh added 	Done
71	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom 	Wire mesh added 	Done
72	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom 	Wire mesh added 	Done
73	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom 	Wire mesh added 	Done
74	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom 	Wire mesh added 	Done
75	25-Sep-2014	KOT-TAW	Wide gap at fencing bottom 	Wire mesh added 	Done
76	26-Sep-2014	LAP	Wide gap at fencing bottom 	Wire mesh added 	Done
77	3-Oct-2014	FOT-UNI	Infill panel have an opening 	Wire mesh added 	Done
78	3-Oct-2014	FOT-UNI	Wide gap at fencing bottom 	Wire mesh added 	Done

<u>Item</u>	<u>Inspection Date</u>	<u>Location</u>		<u>Before</u>		<u>After quick fix</u>	<u>Target Completion Date</u>
79	3-Oct-2014	FOT-UNI	Wide gap at fencing bottom		Wire mesh added		Done
80	3-Oct-2014	FOT-UNI	Wide gap at fencing bottom		Wire mesh added		Done
81	3-Oct-2014	FOT-UNI	Wide gap at fencing bottom		Wire mesh added		Done
82	3-Oct-2014	FOT-UNI	Wide gap at fencing bottom		Wire mesh added		Done
83	3-Oct-2014	FOT-UNI	Wide gap at fencing bottom		Wire mesh added		Done
84	3-Oct-2014	FOT-UNI	Wide gap at fencing bottom		Wire mesh added		Done
85	4-Oct-2014	TAP	Small hole at bottom of fencing		Wire mesh added		Done
87	4-Oct-2014	TAP	Small hole at bottom of fencing		Wire mesh added		Done
88	4-Oct-2014	TAP	Wide gap at fencing bottom		Wire mesh added		Done
89	4-Oct-2014	TAP	Wide gap at fencing bottom		Wire mesh added		Done

<u>Item</u>	<u>Inspection Date</u>	<u>Location</u>		<u>Before</u>		<u>After quick fix</u>	<u>Target Completion Date</u>
90	6-Oct-2014	TWO	Wide gap at fencing bottom		Wire mesh added		Done
91	6-Oct-2014	TWO	Wide gap at fencing bottom		Wire mesh added		Done
							Done
92	6-Oct-2014	TWO	Wide gap at fencing bottom		Wire mesh added		Done