

**立法會**  
**Legislative Council**

LC Paper No. CB(4)1282/15-16  
(These minutes have been seen  
by the Administration)

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**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**Minutes of meeting on  
Tuesday, 19 April 2016, at 2:30 pm  
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 CHAN Kam-lam, SBS, JP
  - Hon LEUNG Kwok-hung
  - Hon Claudia MO
  - Hon Michael TIEN Puk-sun, BBS, JP
  - Hon Frankie YICK Chi-ming, JP
  - Hon WU Chi-wai, MH
  - Hon YIU Si-wing, BBS
  - Hon Gary FAN Kwok-wai
  - Dr Hon KWOK Ka-ki
  - Dr Hon Elizabeth QUAT, JP
  - Hon TANG Ka-piu, JP
  - Ir Dr Hon LO Wai-kwok, SBS, MH, JP
  - Hon Christopher CHUNG Shu-kun, BBS, MH, JP
  - Hon Tony TSE Wai-chuen, BBS
  - Hon Alvin YEUNG Ngok-kiu
- Member attending** :
- Hon LEUNG Che-cheung, BBS, MH, JP
- Members absent** :
- Hon LEE Cheuk-yan
  - Hon Mrs Regina IP LAU Suk-ye, GBS, JP

Hon WONG Yuk-man  
Hon Charles Peter MOK, JP

**Public Officers  
attending** :

**Agenda item III**

Mr HAR Mung-fei, Philip  
Principal Assistant Secretary for Transport and  
Housing (Transport)<sup>4</sup>  
Transport and Housing Bureau

Miss KWAN Chui-lan, Rachel  
Assistant Commissioner/Bus and Railway  
Transport Department

**Agenda item IV**

Mr HAR Mung-fei, Philip  
Principal Assistant Secretary for Transport and  
Housing (Transport)<sup>4</sup>  
Transport and Housing Bureau

Miss KWAN Chui-lan, Rachel  
Assistant Commissioner/Bus and Railway  
Transport Department

**Agenda item V**

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

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

Mr HAR Mung-fei, Philip  
Principal Assistant Secretary for Transport and  
Housing (Transport)<sup>4</sup>  
Transport and Housing Bureau

Miss KWAN Chui-lan, Rachel  
Assistant Commissioner/Bus and Railway  
Transport Department

Mr FUNG Kwok-fai  
Assistant Director/Railways (Acting)  
Electrical and Mechanical Services Department

**Agenda item VI**

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

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

Mr HAR Mung-fei, Philip  
Principal Assistant Secretary for Transport and  
Housing (Transport)<sup>4</sup>  
Transport and Housing Bureau

Miss KWAN Chui-lan, Rachel  
Assistant Commissioner/Bus and Railway  
Transport Department

**Attendance by invitation** : **Agenda item III**

Ms Linda SO  
Corporate Affairs Director  
MTR Corporation Limited

Mr Francis LI  
Head of Operating – North & East Regions  
MTR Corporation Limited

Mr Sammy WONG  
Head of Operating – West Region  
MTR Corporation Limited

Mr Eric LEE  
Senior Manager – External Affairs  
MTR Corporation Limited

**Agenda item IV**

Ms Linda SO  
Corporate Affairs Director  
MTR Corporation Limited

Mr Francis LI  
Head of Operating – North & East Regions  
MTR Corporation Limited

Mr Sammy WONG  
Head of Operating – West Region  
MTR Corporation Limited

Mr Eric LEE  
Senior Manager – External Affairs  
MTR Corporation Limited

**Agenda item V**

Ms Linda SO  
Corporate Affairs Director  
MTR Corporation Limited

Mr Adi LAU  
Deputy Director – Operating  
MTR Corporation Limited

Mr Alan CHENG  
Head of Operating – South Region  
MTR Corporation Limited

Mr Eric LEE  
Senior Manager – External Affairs  
MTR Corporation Limited

**Agenda item VI**

Ms Linda SO  
Corporate Affairs Director  
MTR Corporation Limited

Mr Adi LAU  
Deputy Director – Operating  
MTR Corporation Limited

Mr Alan CHENG  
Head of Operating – South Region  
MTR Corporation Limited

Ms Barbara CHANG  
Principal Legal Advisor – Operations  
MTR Corporation Limited

Mr Eric LEE  
Senior Manager – External Affairs  
MTR Corporation Limited

**Clerk in attendance :** Mr Anthony CHU  
Chief Council Secretary (4)1

**Staff in attendance :** Miss Maggie CHUNG  
Council Secretary (4)1

Ms Margie LI  
Senior Legislative Assistant (4)3

Mr Griffin FUNG  
Legislative Assistant (4)8

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**I. Information papers issued since the last regular meeting on 22 February 2016**

- (LC Paper No. CB(4)640/15-16(01) - Submission on the emergency button on MTR trains from a member of the public (Chinese version only) (Restricted to members only)
- LC Paper No. CB(4)640/15-16(02) - Administration's response to the submission from a member of the public on the emergency button on MTR trains (Chinese version only) (Restricted to members only))

Members noted that the above papers which had been issued since the last regular meeting on 22 February 2016.

**II. Items for discussion at the next regular meeting on 24 June 2016**

- (LC Paper No. CB(4)854/15-16(01) - List of outstanding items for discussion
- LC Paper No. CB(4)854/15-16(02) - List of follow-up actions)

Proposed items for discussion

2. Members agreed to discuss the following items proposed by the Administration at the next meeting to be held on Friday, 24 June 2016:

- (a) Progress update of the construction of the West Island Line ("WIL"), South Island Line (East) ("SIL(E)") and Kwun Tong Line Extension;
- (b) Progress update of the construction of the Shatin to Central Link ("SCL"); and

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- (c) Progress update on the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL").

*(Post-meeting note: To avoid clashing with the anticipated continuation of the Council meeting of 22 June 2016, with the concurrence of the Chairman, the next regular meeting originally scheduled for 24 June 2016, from 10:45 am to 1:30 pm has been re-scheduled to 27 June 2016, from 10:30 am to 1:00 pm.)*

Site visit to SIL(E)'s stations and the East Rail Line ("ERL") train

3. Regarding the Deputy Chairman's proposal raised at the last meeting on 22 February 2016 about a site visit to SIL(E)'s stations and trial ride of SIL(E), the Chairman advised that as the MTR Corporation Limited ("MTRCL") was conducting on-track testing of the trains, for safety reasons, trial ride could not be arranged at this stage. Members agreed to visit SIL(E) at an appropriate time prior to its official opening.

4. The Chairman also informed members that according to MTRCL, the nine-car train to be deployed to serve ERL after the opening of SCL had been delivered to Hong Kong. Members agreed that a visit should be arranged for the new nine-car train. The Clerk was instructed to liaise with MTRCL on the visit.

*(Post-meeting note: The Subcommittee conducted a site visit to MTR Ho Tung Lau Depot at Fo Tan on 23 May 2016 to tour the abovementioned new nine-car train.)*

**III. Restrictions on the size of luggage that can be carried into the MTR network**

(LC Paper No. CB(4)854/15-16(03) - MTR Corporation Limited's paper on restrictions on the size of luggage that can be carried into the MTR network

LC Paper No. CB(4)854/15-16(04) - Paper on the review of the Mass Transit Railway By-laws, Mass Transit Railway (North-west Railway) Bylaw prepared by

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the Legislative Council  
Secretariat (Background  
brief))

5. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Discussion

*Registration Scheme for Carriage of Oversized Musical Instruments*

6. Noting from the paper provided by MTRCL (LC Paper No. CB(4)854/15-16(03)) that the four-month trial Registration Scheme for Carriage of Oversized Musical Instruments ("the Scheme") had operated smoothly and had not caused any adverse impact on railway operation, Mr Gary FAN and Dr KWOK Ka-ki questioned about the rationale behind converting the Scheme to regular arrangements. They opined that given that passengers carrying large pieces of musical instruments within the MTR network were usually well-behaved and there had not been any associated accidents, MTRCL could do away with the Scheme. Requiring passengers to register before they could carry musical instruments exceeding the prescribed dimensions into the MTR network would bring them undue inconvenience. Dr KWOK further commented that as MTRCL had not strictly enforced the dimension requirements in respect of tourists or parallel traders carrying oversized luggage travelling on the MTR, it was adopting a double standard in the enforcement of the relevant bylaws.

7. Mr Francis LI, Head of Operating – North & East Regions of MTRCL ("Head of Operating - N & E Regions/MTRCL") responded that the MTR network carried more than five million passenger trips per day. It was of paramount importance to ensure its safe and smooth operation. The Scheme was introduced having regard to safety and operational needs of the railway as well as passengers' demand. By prior registration to the Scheme, passengers carrying oversized musical instruments would better understand and observe the safety requirements within the MTR network, especially during emergency evacuation situation.

8. In reply to the enquiry raised by Dr KWOK Ka-ki and Ms Claudia MO on the types of musical instrument, sports equipment or other luggage that would pose safety risks to railway operation and were therefore not allowed in the railway, Head of Operating – N & E Regions/MTRCL reiterated that MTRCL's main concern was the size and weight of luggage



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being brought on the railway network. MTRCL had not set any limitation on the types of luggage that could be brought under the conditions of luggage.

9. Dr KWOK Ka-ki opined that MTRCL should not impose restrictions on the carriage of sports equipment, as most of these passengers were students who used MTR as their main mode of transport. Head of Operating – N & E Regions/MTRCL said that MTRCL had been receiving views from the public and various sports groups on the carriage of oversized sports equipment. Whether the relaxed size restrictions for musical instruments should also be applied to sports equipment would require detailed risk assessment. The outcome of the assessment would be announced in due course.

*Carriage of oversized or overweight luggage by passengers*

10. Noting that the number of enforcement actions taken by MTRCL in relation to the carriage of oversized or overweight luggage by passengers had increased significantly during 2015 (Annex I to LC Paper No. CB(4)854/15-16(03)), Ms Claudia MO sought further information on the breakdown of cases by railway lines and passenger types. Head of Operating – N & E Regions/MTRCL responded that in 2015, there were on average approximately 9 000 cases every month involving passengers being advised to use other transport modes because their luggage exceeded the size or weight limits. Of these cases, around 7 000 involved passengers on ERL and therefore more frontline staff were deployed to stations along ERL to take enforcement in relation to the carriage of luggage. MTRCL, however, did not have information on the number of cases breakdown by passenger types.

11. In this connection, Mr Gary FAN opined that MTRCL should compile information on passenger types, such as tourists, parallel traders, students etc. for these cases so as to facilitate MTRCL in deploying enough manpower to handle future situations. Head of Operating – N & E Regions/MTRCL responded that MTRCL had set up a Bylaws Inspection Unit ("BIU") for the enforcement of duties relating to Mass Transit Railway Bylaws (Cap. 556B) and the Conditions of Carriage of Luggage. For ERL, MTRCL had deployed about 190 staff from BIU to carry out related enforcement duties. MTRCL would flexibly adjust and deploy manpower in response to different situations.

12. Mr TANG Ka-piu enquired whether there had been an increase in the number of cases whereby passengers with oversized or overweight luggage were disallowed to travel on MTR in the past six months. He also expressed worry that MTR staff faced immense pressure arising from confrontation with

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passengers when carrying out enforcement duties. He enquired about the measures in place to help MTR staff carry out their duties.

13. Head of Operating – N & E Regions/MTRCL responded that the number of cases whereby passengers were disallowed to travel on MTR because of carriage of oversized or overweight luggage had remained stable in the past six months. Seasonal factors, such as festive season, might cause a fluctuation in the number. MTR staff might face confrontation with passengers or other members of the public when they took enforcement actions relating to carriage of luggage, ticket inspection, and disallowing hawking or peddle within the MTR network. MTRCL understood that frontline staff might face work pressure when discharging enforcement duties, and therefore would enhance close communication with them to better understand the difficulties they faced. In addition, in order to minimize any misunderstanding and facilitate the enforcement work of frontline staff, MTRCL would ensure that relevant arrangements relating to the Scheme and the carriage of oversized or overweight luggage would be disseminated effectively to all passengers through the mass media.

**IV. Progress update on enhancement of MTR station facilities**

(LC Paper No. CB(4)854/15-16(05) - MTR Corporation Limited's paper on enhancement of MTR station facilities

LC Paper No. CB(4)854/15-16(06) - Paper on MTR station facilities prepared by the Legislative Council Secretariat (updated background brief))

14. The Subcommittee deliberated (index of proceedings attached at **Annex**).

15. The Chairman drew members' attention that a letter from Mr TANG Ka-piu on MTR station facilities was tabled at the meeting and would be discussed under the present agenda item.

*(Post-meeting note: The letter was issued to members vide LC Paper No. CB(4)903/15-16(01) on 21 April 2016.)*

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Discussion

*Provision of station facilities*

16. Mr Gary FAN and Dr KWOK Ka-ki expressed disappointment that even though MTRCL earned huge profits every year, it failed to provide adequate necessary station facilities such as toilets, breast-feeding rooms and water drinking facility for passengers. They opined that such facilities were commonly provided for in railway stations around the world, and found it unacceptable that MTRCL had allocated large areas within MTR stations for commercial shop rental instead of providing necessary facilities for passengers. Both members urged MTRCL to install these station facilities in every MTR station expeditiously.

17. Head of Operating – N & E Regions/MTRCL responded that MTRCL understood passengers' demands for station facilities such as toilets. He explained that most of the MTR stations were built in urban areas in different periods, some in the 1970s and 1980s, without the provision of toilets. Adding new toilets in existing stations would involve the need to tackle many technical problems. To address the needs of the public, MTRCL would provide toilets in or near new stations in planning for new railway lines. Besides, MTRCL planned the provision of toilets in existing 10 interchange stations alongside major station enhancement works. New toilets in the Mong Kok and Prince Edward Stations had been opened for use since January 2015. MTRCL would strive to install toilets in the remaining eight interchange stations alongside any major station enhancement works by 2020.

18. The Chairman and Ir Dr LO Wai-ki expressed serious concern that MTRCL could only complete the installation of toilets in the eight interchange stations by 2020 as the public had high expectation of early provision of toilets in all MTR stations. The Chairman enquired why it took such a long time to install toilets at the eight interchange stations, and the timetable for installing toilets in the remaining MTR stations.

19. Head of Operating – N & E Regions/MTRCL reiterated that existing stations built many years ago were without toilets provision in their design. It was technically challenging to add toilets in these stations taking into account statutory requirements and technical feasibility including the availability of suitable locations for placing ventilation shafts, septic tanks and other auxiliary facilities. The toilet installation works in the remaining eight interchange stations would be undertaken alongside any major station enhancement works. In respect of providing toilets in the remaining stations,

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Head of Operating – N & E Regions/MTRCL said that MTRCL did not have a definite timetable.

20. The Chairman expressed disappointment that MTRCL would only undertake toilet installation works alongside with station enhancement works in the remaining eight interchange stations, and that MTRCL did not have plan for providing toilets in all MTR stations. Mr LEUNG Kwok-hung suggested MTRCL explore the feasibility of providing temporary toilets in all MTR stations.

21. Mr Gary FAN enquired about the Administration's position towards MTRCL's lax attitude in the provision of station facilities for passengers, and how it could ensure that the services provided by MTRCL would live up to public expectations. Principal Assistant Secretary for Transport and Housing (Transport)<sup>4</sup> replied that despite being the major shareholder of MTRCL, the Administration would not interfere with MTRCL's daily operation. That said, the Administration had been maintaining close communication with MTRCL regarding the provision of station facilities for passengers, and encouraging MTRCL to listen to the views of passengers and the public in providing quality services to meet their demands.

22. Responding to members' enquiry, Mr Sammy WONG, Head of Operating – West Region of MTRCL ("Head of Operating – W Region/MTRCL") said that if passengers required breast-feeding facility, they could approach MTR staff for assistance. A dedicated private area could be provided for the parents' use. As regards installing water drinking facility, he said that the suggestion needed careful consideration taking into account the huge patronage and passenger flow at MTR stations. Any water spillage might lead to slippery floors and therefore pose safety risks to passengers.

23. Dr KWOK Ka-ki and Mr LEUNG Kwok-hung did not subscribe to MTRCL's explanation that installing water drinking facility would pose safety risks to passengers. They argued that many public venues with huge volume of passenger flow, such as the Hong Kong International Airport, had installed water drinking facility for public use. Dr KWOK requested MTRCL consider installing water drinking facility in less crowded areas within the MTR stations, such as near the exits of toilets. Head of Operating – W Region/MTRCL replied that MTRCL would consider Dr KWOK's suggestion.

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*Installation of new lifts and escalators*

24. Ms Claudia MO enquired whether MTRCL had planned to install escalator or passenger lift at Exit A of the Mei Foo MTR Station to enhance accessibility as only staircase was presently provided. Head of Operating – N & E Regions/MTRCL replied that MTRCL needed to look into the technical feasibility of installing escalator or passenger lift at the exit, and would consider the issue. In this connection, he further advised that MTRCL aimed to provide one passenger lift connecting station concourse with the street level in every station as far as practicable. In prioritizing resources, MTRCL would first implement lift installation at stations which were not equipped with lifts connecting station concourse with street level.

25. The Chairman said that even though some stations had passenger lifts connecting station concourse with the street level, passengers had to wait in long queues for using the lifts. He enquired whether MTRCL would install escalator in addition to passenger lift, especially at busy stations, to offer greater convenience for passengers. Dr KWOK Ka-ki enquired about the timetable for installing additional escalator at the Tung Chung Station. Head of Operating – N & E Regions/MTRCL reiterated that MTRCL would, at present, prioritize its resources to install passenger lift at six stations which currently were not equipped with lift connecting station concourse with the street level. Besides, MTRCL would constantly keep in view the passenger flow at each station, including the Tung Chung Station, and actively consider installing additional passenger lift/escalator at other stations where appropriate. Dr KWOK requested MTRCL to provide the waiting time for lifts/escalators between the platforms and concourse in the Tung Chung Station during peak hours and weekends.

MTRCL

*Barrier-free access for passengers*

26. Mr TANG Ka-piu relayed complaints from passengers about the wide gates at some MTR stations of WIL which remained open even after the passengers had passed through them. He enquired whether MTRCL had set a standard time for closing of wide gates, and whether they had consulted the relevant organizations and persons with disabilities in setting the time limit. Mr TANG also asked about any visual sign to notify hearing impaired passengers that the train doors and platform screen doors would be closing. Head of Operating – W Region/MTRCL replied that in operating the wide gates, passenger safety and convenience were of paramount considerations. Apart from setting a standard time for the opening and closing of the gates, each wide gate was equipped with some 19 sensors so that the gates would close only after the passengers had safely passed through the gates.

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27. Ir Dr LO Wai-kwok pointed out that the stair lift for wheelchair users at the Admiralty Station had a very high utilization rate. He opined that such stair lift should be installed at more exits especially at busy stations for wheelchair users. Head of Operating – N & E Regions/MTRCL replied that MTRCL would enhance barrier-free facilities at MTR stations as far as practicable. A lift connecting the concourse of the Admiralty Station of SIL(E) and the street level would be available upon the commissioning of SIL(E).

*Other issues*

28. The Chairman said that for those stations located at or above ground level without air-conditioning, station temperature could become very high in summer. He enquired about the improvement measures to address this problem. Head of Operating – N & E Regions/MTRCL replied that MTRCL took note of passengers' views regarding the temperature of stations at or above ground level. Measures such as enhancements to the ventilation systems and installation of fans had been implemented to address the problem. MTRCL would keep in view of the situation and implement appropriate measures as needed.

29. Ms Claudia MO suggested MTRCL displaying art pieces that could well reflect the characteristics of the local district and the community. Head of Operating – N & E Regions/MTRCL said that MTRCL would actively consider Ms MO's suggestion.

MTRCL

30. At the request of Ms Claudia MO, Head of Operating – N & E Regions/MTRCL agreed to provide further information whether the dog-on-track incidents happened since August 2014 were related to any defects in MTR station facilities.

**V. Capacity and loading of trains in the MTR network**

(LC Paper No. CB(4)854/15-16(07) - MTR Corporation Limited's paper on capacity and loading of trains in the MTR network

LC Paper No. CB(4)854/15-16(08) - Paper on capacity and loading of MTR trains prepared by the Legislative Council Secretariat (updated

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background brief)

- LC Paper No. CB(4)883/15-16(01) - Letter dated 14 April 2016 from Hon Michael TIEN proposing a motion regarding the capacity and loading of trains in the MTR network (Chinese version only))

31. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Discussion

*Carrying capacity and loading*

32. Mr YIU Si-wing noted that an average passenger density of six persons (standing) per square metre ("ppsm") had been used in calculating the maximum carrying capacity of train compartments, but now around four ppsm was the norm in view of the changing passenger riding habits. He asked if there were any international benchmarks to measure crowdedness of train compartments for reference. Mr Adi LAU, Deputy Director – Operating of MTRCL ("Deputy Director/MTRCL") informed members that many overseas cities had, based on actual operation of their rail networks, set out their own benchmarks of train crowdedness. As for Hong Kong, all train compartments of the existing MTR railway lines were designed based on the industry standard design adopted at the time of the construction of railway lines, the design capacity of train compartments of heavy rails was calculated based on accommodating up to six ppsm on average. The number of train compartments a train comprised as well as train frequency were determined at the design stage to meet projected passenger demand. But in recent years, passengers were less willing to board a train which looked crowded, and the increasing use of mobile devices required more personal space on trains. The carrying capacity of trains and rail lines was therefore reduced to four ppsm in actual operation.

33. Ms Claudia MO was concerned that the carrying capacity and loading of MTR trains were nearly saturated. She wondered whether there were other measures to improve the situation besides adding cars to existing trains and increasing train frequencies. Deputy Director/MTRCL replied that MTRCL had been striving to boost carrying capacity and efficiency of the

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railway network through the introduction of short-, medium- and long-term measures. As regards the short-term measures, MTRCL had, where possible, arranged short-haul trips to run between busy stations to increase capacity, if a gap between trains under the scheduled train services had opened up to allow safe running of additional trains. In order to minimize the number of times that train doors had to be reopened and reclosed so as to optimize the train operational efficiency, MTRCL had also recruited and deployed additional platform staff to manage the passengers boarding and alighting during peak hours. As the signalling systems of some railway lines were already operated at their maximum capacity during peak hours, as a medium-term measure, MTRCL would upgrade the signalling systems to achieve an overall increase in carrying capacity. In the long run, the MTR system would be able to provide additional carrying capacity and divert existing passenger flow upon the commissioning of new railway lines, including SCL.

34. The Deputy Chairman was worried that MTRCL might overestimate the carrying capacity of SIL(E). Mr Alan CHENG, Head of Operating – South Region of MTRCL advised that SIL(E) would run at approximately 3-minute headways during peak hours, with a maximum design capacity of up to 20 000 passengers per hour per direction. It was anticipated that SIL(E) would serve a daily patronage of about 170 000 and could meet the transport needs of the residential and working population size of about 350 000 in the Southern District.

*Early-bird scheme*

35. Mr Gary FAN opined that the 25% fare discount under the Early-bird scheme was insufficient as a financial incentive to encourage passengers travelling during peak hours to switch to use MTR outside peak hours. Deputy Director/MTRCL advised that the Early-bird scheme had shifted the travel pattern of about 3% of passengers, which was in line with international experience. In this connection, the Deputy Chairman, Mr WU Chi-wai, Mr Gary FAN and Mr Alvin YEUNG urged MTRCL to boost the effectiveness of the Early-bird scheme by increasing the discount rate. Mr WU Chi-wai also suggested MTRCL extend the Early-bird scheme, say, to the hours after the peak hours and provide the staggered hours discounts to alleviate the crowdedness situation and divert passengers. Deputy Director/MTRCL advised that as the Early-bird scheme alone could not effectively relieve the crowdedness of railways, MTRCL would implement a basket of measures to address the problem. As regards the Early-bird scheme, MTRCL would actively consider members' suggestions.



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36. Mr Alvin YEUNG asked about the Government's stance towards the Early-bird scheme and other fare concessions in general. Under Secretary for Transport and Housing ("USTH") stated that the Administration encouraged MTRCL to introduce various measures to alleviate crowdedness of MTR trains.

37. The Deputy Chairman was worried that MTR might simply extend the Early-bird scheme without introducing new fare concessions when it increased its fare in June 2016. As a result, the interests of the passengers would be undermined. Ms Linda SO, Corporate Affairs Director of MTRCL ("Corporate Affairs Director/MTRCL") assured members that MTRCL would consider members' views when formulating any new discount schemes.

*Replacement of signalling systems*

38. Mr Gary FAN noted that MTRCL would upgrade the signalling system for the Tsuen Wan Line, Island Line, Kwun Tong Line, Tseung Kwan O Line, Airport Express, Disneyland Resort Line and Tung Chung Line in phases and the upgrading works would complete by 2026. He questioned why MTRCL could not expedite the progress of the upgrade with more experience accumulated. The Chairman was dissatisfied that MTRCL did not plan for upgrading the signalling system of the West Rail Line ("WRL") even though its loading had reached its maximum capacity. The Deputy Chairman was concerned whether MTRCL could increase the train frequency of WRL with the existing signalling system.

39. USTH explained that the signalling system of WRL was relatively advanced and no upgrading was required at this stage. MTRCL could increase the carrying capacity of WRL by adding one train car to existing trains, and increasing train frequency where feasible.

*New railway projects and new developments areas*

40. Mr YIU Si-wing enquired which sections of the existing rail lines would benefit from the commissioning of SCL. USTH and Deputy Director/MTRCL advised that SCL could relieve congestion on the existing MTR network through diverting passenger flow thereby reducing the loading of the railway section from Tai Wai to urban Kowloon and also increasing the carrying capacity of the cross harbour sections.

41. The Chairman and Mr LEUNG Che-cheung pointed out that according to the figures provided by MTRCL, WRL's current loading during morning peak had already reached 104% in 2015. As an anticipated new

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population of around 210 000 would be brought into Yuen Long and Tuen Mun, the Chairman, Mr LEUNG Che-cheung and Mr Michael TIEN queried that even with all eight-car trains deployed in WRL and the commissioning of SCL, WRL would still be unable to meet the traffic demands from the growing population in New Territories West ("NTW") in the long term.

42. Mr LEUNG Che-cheung suggested that the Administration co-ordinated the pace of housing development and transport infrastructure in NTW to ensure that the transport needs of the residents could be met. In Mr Michael TIEN's view, the only solution to address the transport demand of residents in NTW was to construct a new cross-harbour railway running from Tuen Mun via Lantau Island to Hong Kong Island and Kowloon. Given the lead time required, he urged the Government to start early planning.

43. The Chairman further criticized that the Administration's planning of transport infrastructure was piecemeal and not forward-looking. He recalled that in 2008, the District Councils of Tsuen Wan and Tuen Mun had conducted a joint study on the possible options for the Coastal Railway between Tuen Mun and Tsuen Wan ("the Tuen Mun to Tsuen Wan Link"), and the Government had indicated in the Railway Development Strategy 2000 that it would study the feasibility of the Tuen Mun to Tsuen Wan Link. However, the Administration had disregarded the transport needs of NTW residents and subsequently excluded the Tuen Mun to Tsuen Wan Link from the Railway Development Strategy 2014 ("RDS-2014"). He stressed that if the Tuen Mun to Tsuen Wan Link could be extended to Shatin, a ring railway network would be formed in the New Territories to provide additional carrying capacity to the existing transport network. In this connection, the Chairman and the Deputy Chairman urged the Administration to reconsider the development of the Tuen Mun to Tsuen Wan Link.

44. In response, USTH said that the Administration had given due regard to transport demand, cost-effectiveness and the development needs of new development areas when considering new railway schemes in RDS-2014. As no significant growth in population was expected within the coastline areas between Tuen Mun and Tsuen Wan, the development of the Tuen Mun to Tsuen Wan Link was not recommended in RDS-2014 and the Administration would not reconsider this project at this moment. However, when taking into account the future new development plans for NTW, the Administration would bid resources and commence studies on future transport planning for NTW. The Administration would also monitor the trend of transport demand and local development in NTW, so as to implement appropriate transport

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management initiatives to support the railway network and other public transport services.

45. Ms Claudia MO asked if the loading of WRL could be lowered to less than 100% with the measures proposed by MTRCL. Deputy Director/MTRCL responded that the existing 28 seven-car trains serving WRL were being converted progressively into eight-car trains from January 2016, and it was envisaged that WRL's loading would be decreased to below 100% by around mid-2016. USTH added that with all WRL trains being converted to eight-car trains, the carrying capacity would be increased by around 14%.

46. Ir Dr LO Wai-kwok expressed support for the development of the proposed railway projects under RDS-2014, in particular the East Kowloon Line ("EKL") as it would be able to alleviate the traffic problems in East Kowloon and serve the major development projects planned in the vicinity area. He then asked about the implementation timetable of RDS-2014. USTH explained that since the Administration and MTRCL had focused on the construction of HKS of XRL, and the Finance Committee had not yet approved the proposal of creating a supernumerary post of Chief Engineer in the Railway Development Office ("RDO") of the Highways Department to oversee MTRCL in the implementation of HKS of XRL, it had adversely affected the initiatives for new railway projects taken forward by RDO, including the planning and implementation of railway projects recommended under RDS-2014. Nevertheless, the Administration had already invited MTRCL to submit proposals for the implementation of the Northern Link (and the Kwu Tung Station), EKL and the Tuen Mun South Extension. Both Ir Dr LO and Mr WU Chi-wai urged the Administration to expedite the implementation of the proposed railway projects under RDS-2014 in this regard.

*Transport policy*

47. Mr Gary FAN recalled that when the Subcommittee discussed the present item in February 2014, there were views that the crowdedness of railways was caused, among others, by the additional loading arising from visitors under the Individual Visit Scheme and the policy of relying on railways as the backbone of the public transport system. He asked whether the Administration agreed that the high train loading situation could be attributable to the Government's transport policy of skewing towards railways.

48. Ir Dr LO Wai-kwok and Mr YIU Si-wing disagreed with Mr Gary FAN's opinion that the crowdedness of railways was caused by the

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Mainland tourists, as the problem mainly occurred in peak hours and the lines which tourists seldom used, such as WRL. They opined that the Administration and MTRCL were responsible for the overloading of MTR network due to bad planning.

49. Mr WU Chi-wai stressed that the Administration and MTRCL had to make a long-term planning in the clause of railway services so as to meet the traffic demands arising from the population growth. He suggested optimize all public transport resources to share the unmet traffic demands, such as arranging more "point-to-point" feeder bus services during peak hours to lessen the loading on train services. Deputy Secretary for Transport and Housing (Transport)2 advised that the Transport Department ("TD") and franchised bus companies were using an "Area Approach" to review bus services and rationalize bus routes. New services were introduced and existing services were strengthened to meet passenger and district demand. TD would consider the transport service package for a district/area in a holistic manner instead of by individual routes, enabling the bus service rationalization proposals to be more beneficial to the district/area concerned. The Administration had commenced the Public Transport Strategy Study ("PTSS") to examine the respective roles and positioning of public transport services other than heavy rail to enhance their development. PTSS was expected to be completed by mid-2017.

## Motion

50. The Chairman put the following motion moved by Mr Michael TIEN to vote –

"輕鐵早上繁忙時間擠迫問題嚴重，很多新界西居民表示上班或上課時間要等2至3班車。以每輛輕鐵車輛可運載200名乘客(等同每平方米站立6至7人的乘客密度)計算載客率，12條路線中，有7條的早上繁忙時間載客率超過80%，其中4條(505、507、614及615)更加達90%或以上。本會促請運輸及房屋局立即與港鐵公司商討推行短期措施：

- (一) 將輕鐵的載客率由現時每輛輕鐵車輛可運載200名乘客(等同每平方米站立6至7人的乘客密度)，改為與其他鐵路劃一標準，以每平方米站立4人計算，以反映輕鐵車輛真正的載客情況；及
- (二) 在載客率(每平方米站立4人)達80%或以上的路線，早上繁忙時間全面實施雙卡車行駛，以紓緩早上繁忙時間擠迫問題。"

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(Translation)

"That, as Light Rail Vehicles ("LRVs") are seriously overcrowded during morning peak hours and many residents in New Territories West have reflected that they have to wait for two to three LRVs before they can get on board when going to work or school in the morning, and when the loading of Light Rail is calculated on the basis that each LRV can carry 200 passengers (equivalent to a passenger density of 6 to 7 persons (standing) per square metre ("ppsm")), seven out of the 12 routes have a loading exceeding 80% during morning peak hours with four (505, 507, 614 and 615) among them standing at an even higher level of 90% or above, this Committee urges the Transport and Housing Bureau to discuss immediately with the MTR Corporation Limited the implementation of short-term measures to:

- (1) revise the present calculation basis of the loading of Light Rail from a carrying capacity of 200 passengers per LRV (equivalent to a passenger density of 6 to 7 ppsm) to the common standard adopted by other rails, which is based on a passenger density of 4 ppsm, so as to reflect the actual loading of LRVs; and
- (2) fully deploy, during the morning peak, coupled-set LRVs to serve routes with a loading (based on a passenger density of 4 ppsm) of 80% or above, so as to alleviate the problem of crowdedness during morning peak hours."

51. All members present voted for the motion, and no member voted against it or abstained from voting. The Chairman declared that the motion was carried.

52. Mr Michael TIEN also requested MTRCL to provide the number of extra coupled-set LRVs to be procured if MTRCL had to fully deploy, during the morning peak, coupled-set LRVs to serve routes with a loading of 80% or above (based on a passenger density of 4 ppsm).

*(Post-meeting note: MTRCL's response to the motion together with supplementary information requested (Chinese version only) were circulated to members vide LC Paper No. CB(4)978/15-16(01) on 12 May 2016.)*

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**VI. Mass Transit Railway By-laws and Mass Transit Railway (North-west Railway) Bylaw**

(LC Paper No. CB(4)854/15-16(09) - MTR Corporation Limited's paper on Mass Transit Railway By-laws and Mass Transit Railway (North-west Railway) Bylaw

LC Paper No. CB(4)854/15-16(04) - Paper on the review of the Mass Transit Railway By-laws, Mass Transit Railway (North-west Railway) Bylaw prepared by the Legislative Council Secretariat (Background brief))

53. The Subcommittee deliberated (index of proceedings attached at **Annex**).

Discussion

*Review of the bylaws*

54. Mr James TO and Mr WU Chi-wai were dissatisfied that MTRCL undertook to conduct a comprehensive review of the Mass Transit Railway By-laws (Cap. 556B) and the Mass Transit Railway (North-West Railway) Bylaw (Cap. 556H) ("the two sets of bylaws") in 2007 and put forward the proposed amendments to the Subcommittee in 2009 and 2010, with proposed effective date on 1 September 2010, but no progress had been made since then. The Subcommittee had not received any update on the matters from the Administration or MTRCL either. Mr TO questioned whether the Administration or MTRCL should be responsible for the delay.

55. USTH explained that the Subcommittee had discussed the matters at two meetings in 2009 and 2010, but consensus or clear direction on the amendments of the two sets of bylaws could not be arrived at by the Subcommittee, and there was no subsequent discussion on the proposed amendments in the Legislative Council ("LegCo") since then. Nevertheless, MTRCL had been closely monitoring the operation of the two sets of bylaws since the rail merger and noted that the two sets of bylaws, by and large, still

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serve their purposes. Therefore, there was currently no imminent need to amend the bylaws in view of the management of railway services. However, as mentioned by MTRCL in 2009 and 2010 when conducting the review, certain clauses of the two sets of bylaws could be refined in terms of clarity and consistency, and certain obsolete clauses could be suitably amended or repealed. As such, MTRCL proposed to reactivate the review based on its proposed amendments in 2010 and the views of LegCo back then.

56. Mr James TO opined that many clauses under the two sets of bylaws were unreasonable and did not suit the present circumstances. He urged MTRCL to expedite the review progress. The Deputy Chairman, Mr CHAN Kam-lam and Mr WU Chi-wai supported the review of the two sets of bylaws, and asked the Administration and MTRCL for a timetable. USTH responded that MTRCL would complete the review in around one-year's time and the outcome would be submitted to the Subcommittee for consulting members.

57. Mr CHAN Kam-lam agreed with MTRCL that a comprehensive legal framework was essential to a safe, reliable and smooth railway operation, in particular that MTR was a mass transit system that served over five million passenger trips per day. Nevertheless, some clauses under the two sets of bylaws might be too rigid and passengers might break these clauses inadvertently. Mr WU Chi-wai asked whether MTRCL would flexibly execute the clauses in the two sets of bylaws in respect of carriage of luggage in non-peak hours. Deputy Director/MTRCL advised that the primary objective of the two sets of bylaws was to ensure safe, reliable and efficient railway services. MTRCL would carefully consider Mr WU's suggestions in the context of the bylaw review.

*Use of abusive language*

58. Mr James TO and Ms Claudia MO considered that it was necessary to provide a clear definition of "abusive language" so as to avoid unnecessary disputes and its unintended scope of application.

59. Corporate Affairs Director/MTRCL advised that MTRCL proposed in 2009 to repeal the term "abusive language" by substituting it with "inappropriate language or behaviour". MTRCL would further review if the clause should be amended to prohibiting "any threatening, abusive, obscene or offensive language likely to cause annoyance or offence to any person".

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*Consumption of food and beverage on railway premises*

60. Ms Claudia MO had suggested MTRCL allow passengers to consume water in paid areas, but her suggestion was rejected by MTRCL on previous occasions. In this connection, she pointed out that there was inconsistency in the Chinese and English versions of the clause "consumption of food or beverage" as the term "beverage" (which excluded water) was used in the English version but the Chinese version "任何飲品" could be interpreted as including water. She considered that it was necessary for MTRCL to provide a clear definition for the purpose of clarity. Corporate Affairs Director/MTRCL undertook that MTRCL would look into Ms MO's suggestions in the review.

*Loitering*

61. Mr James TO and Ms Claudia MO agreed that MTRCL should repeal the offence of loitering under the two sets of bylaws. Mr TO considered that the vast railway premises' area made the clause "no person should loiter in or about any part of the railway premises" unreasonable. He also pointed out that the definition of loitering as stated in the two sets of bylaws did not include an intent to commit an arrestable offence but such intent was required in the statutory offence of loitering.

*Bill posting, etc., unauthorized display of materials for the purpose of advertisement, etc.*

62. The Chairman noted that some political organizations were currently conducting publicity activities inside the MTR stations. He wondered whether those activities were approved by MTRCL. If not, whether MTRCL would implement any measures to prevent the recurrence of those activities. Ms Claudia MO asked how MTRCL would deal with non-commercial publicity activities conducted by passengers within paid areas.

63. Deputy Director/MTRCL stressed the importance of protecting passengers' safety and interests in enforcing the two sets of bylaws as well as ensuring a safe, reliable and smooth railway operation. In case where passengers or railway services were disturbed by other passengers' behaviour, MTRCL staff would advise the concerned passengers to stop the behaviour, and served the concerned passengers written warnings where appropriate. As regards unapproved activities on MTR premises, MTRCL had issued written warnings to the concerned organizations/individuals and details of these cases had been forwarded to MTRCL's legal department for considering the appropriate action, including the taking of legal actions accordingly.



Action

*Publicity and educational campaigns*

64. The Deputy Chairman and Mr CHAN Kam-lam were of the view that as the general public and tourists had little knowledge of the two sets of bylaws, they might inadvertently breach the clauses and had conflicts with MTRCL staff. As such, it was very important for MTRCL to strengthen public education campaigns so as to increase community awareness of the two sets of bylaws and protect its staff from unnecessary conflicts with the passengers. The Deputy Chairman suggested that advertisements to promote key clauses of the two sets of bylaws be placed at conspicuous spots in MTR stations.

65. Deputy Director/MTRCL informed members that notices with details of the two sets of bylaws were posted at various locations within the railway premises and there was also an on-going courtesy campaign for education on passenger behaviour. MTRCL would also provide sufficient training and detailed guidelines to staff members who could enforce the bylaws. These staff members were required to attend courses on a regular basis so that they could have clearer understanding on the operational guidelines when handling special cases.

**VII. Any other business**

66. To facilitate members' understanding of the operation of XRL and the connection between Hong Kong and Shenzhen sections of XRL, Mr CHAN Kam-lam requested the Administration/MTRCL to make arrangements for members to visit the Shenzhen Futian Station of XRL. The Clerk was instructed to liaise with the Administration/MTRCL on the visit.

*(Post meeting note: The Administration's response to Mr CHAN Kam-lam's request was circulated to members vide LC Paper No. CB(4)963/15-16(01) on 11 May 2016.)*

67. There being no other business, the meeting ended at 5:55 pm.

Council Business Division 4  
Legislative Council Secretariat  
9 August 2016

## Panel on Transport

## Subcommittee on Matters Relating to Railways

**Proceedings of the meeting  
on Tuesday, 19 April 2016, at 2:30 pm  
in Conference Room 1 of the Legislative Council Complex**

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
<i>Agenda Item I – Information papers issued since the last regular meeting on 22 February 2016</i>			
000612 – 000626	Chairman	Members noted the information papers issued since the last regular meeting.	
<i>Agenda Item II – Items for discussion at the next regular meeting on 24 June 2016</i>			
000627 – 000847	Chairman	Items for the next meeting.  Site visits to South Island Line (East)'s stations and new East Rail Line train.	The MTR Corporation Limited ("MTRCL") to take follow-up action (para. 4 of the minutes refers).
<i>Agenda Item III – Restrictions on the size of luggage that can be carried into the MTR network</i>			
000848 – 001912	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)902/15-16(01)], MTRCL gave a briefing on the restrictions on the size of luggage that could be carried into the MTR network.	
001913 – 002339	Chairman Mr Gary FAN MTRCL	Mr FAN's views on the carriage of oversized musical instruments into the MTR network and MTRCL's response.	
002340 - 002753	Chairman Dr KWOK Ka-ki MTRCL	Dr KWOK's views on the carriage of oversized musical instruments into the MTR network and MTRCL's response.	
002754 – 003150	Chairman Ms Claudia MO MTRCL	Ms MO's enquiry on the enforcement actions taken by MTRCL in relation to the carriage of oversized or overweight luggage by passengers and MTRCL's response.	
003151 – 003607	Chairman Mr TANG Ka-piu MTRCL	Mr TANG's enquiry on the enforcement actions taken by MTRCL in relation to the carriage of oversized or overweight luggage by passengers and MTRCL's response.	
003608 – 003809	Chairman Mr Gary FAN MTRCL	Mr FAN's views on the enforcement actions taken by MTRCL frontline staff in relation to the carriage of oversized or overweight luggage by passengers and MTRCL's response.	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
003810 – 004033	Chairman Mr TANG Ka-piu MTRCL	Mr TANG's views on the enforcement actions taken by MTRCL frontline staff in relation to the carriage of oversized or overweight luggage by passengers and MTRCL's response.	
<i>Agenda Item IV – Progress update on enhancement of MTR station facilities</i>			
004034 – 004809	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)902/15-16(02)], MTRCL gave a briefing on the progress update on enhancement of MTR station facilities.	
004810 – 005315	Chairman Mr Gary FAN MTRCL	Mr FAN's views on the provision of station facilities and MTRCL's response.	
005316 – 005720	Chairman Ms Claudia MO MTRCL	Ms MO's views on installation of lift at a MTR station and MTRCL's response.	
005721 – 010130	Chairman Mr TANG Ka-piu MTRCL	Mr TANG's enquiry on the operation of wide gates and MTRCL's response.	
010131 – 010633	Chairman Dr KWOK Ka-ki MTRCL	Dr KWOK's views on the provision of station facilities and MTRCL's response.	
010634 – 011106	Chairman MTRCL	The Chairman's views on the provision of station facilities and MTRCL's response.	
011107 – 011446	Chairman Mr Gary FAN Administration MTRCL	Mr FAN's enquiry on the Administration's position regarding the provision of station facilities by MTRCL, and the Administration/MTRCL's responses.	
011447 – 011645	Chairman Ms Claudia MO MTRCL	Ms MO's enquiry on the recent dog-on-track incidents and MTRCL's response.	MTRCL to provide supplementary information as detailed in para. 30 of the minutes.
011646 – 012015	Chairman Dr KWOK Ka-ki MTRCL	Dr KWOK's views on the installation of drinking water machines in MTR stations and question on the waiting time for lifts/escalators between the platforms and concourse in the Tung Chung Station during peak hours and weekends and MTRCL's response.	MTRCL to provide supplementary information as detailed in paras. 23 and 25 of the minutes.

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
012016 – 012423	Chairman MTRCL	The Chairman's enquiry on the installation of toilets in MTR stations and MTRCL's response.	
012424 – 012852	Chairman Mr LEUNG Kwok-hung MTRCL	Mr LEUNG's views on the installation of toilets and drinking water machines in MTR stations and MTRCL's response.	
012853 – 013259	Chairman Ir Dr LO Wai-kwok MTRCL	Ir Dr LO's views on the installation of toilets and barrier-free facilities in MTR stations and MTRCL's response.	
<i>Agenda Item V – Capacity and loading of trains in the MTR network</i>			
013300 – 015243	Chairman MTRCL	With the aid of a powerpoint presentation [LC Paper No. CB(4)902/15-16(03)], MTRCL gave a briefing on the capacity and loading of trains in the MTR network.	
015244 – 015708	Chairman Ms Claudia MO MTRCL	Ms MO's concerns on the measures to enhance the capacity and loading of the MTR network and MTRCL's response.	
015709 – 020118	Chairman Mr Gary FAN MTRCL	Mr FAN's views on the implementation of the early-bird scheme ("the Scheme"), the replacement of signalling systems and the transport policy and MTRCL's response.	
020119 – 020611	Chairman Mr LEUNG Che-cheung Administration	Mr LEUNG's concerns on the carrying capacity of the West Rail Line ("WRL") and the transport arrangements in New Territories West ("NTW") and the Administration's response.	
020612 – 021028	Chairman Ir Dr LO Wai-kwok Administration	Ir Dr LO's enquiries on the timetable of the implementation of the proposed railway projects under the Railway Development Strategy 2014 ("RDS-2014") and the Administration's response.	
021029 – 021556	Chairman Mr YIU Si-wing Administration MTRCL	Mr YIU's enquiries on the international benchmarks to measure crowdedness of trains and the rail lines which would benefit from the opening of the Shatin to Central Link and the Administration/MTRCL's responses.	
021557 – 022041	Chairman Administration	The Chairman's views on the transport arrangements in NTW, the carrying capacity and signalling system of WRL and the Administration's response.	
022042 – 022611	Chairman Mr Michael TIEN	Mr TIEN's views on the carrying capacity of WRL and Light Rail and the transport arrangements in	MTRCL to take follow-up action

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
	Administration MTRCL	NTW, and the Administration/MTRCL's responses.	(para. 52 of the minutes refers).
022612 – 023040	Chairman Mr Alvin YEUNG MTRCL Administration	Mr YEUNG's concerns on the Scheme and MTRCL/the Administration's responses.	
023041 – 023612	Chairman Mr WU Chi-wai Administration MTRCL	Mr WU's concerns on the RDS-2014, the Scheme, and enhancement of bus services to address unmet transport demand, and the Administration/MTRCL's responses.	
023613 – 024124	Chairman Deputy Chairman Administration MTRCL	The Deputy Chairman's concerns on the signalling system of WRL, carrying capacity of the South Island Line (East), the Scheme and MTR fare and the Administration/MTRCL's responses.	
024125 – 024241	Chairman Mr Michael TIEN	Mr TIEN's motion on "Loading of Light Rail".	MTRCL to take follow-up action (para. 52 of the minutes refers).
<i>Agenda Item VI – Mass Transit Railway By-laws and Mass Transit Railway (North-west Railway) Bylaw</i>			
024242 – 025110	Chairman Administration MTRCL	Briefing by the Administration on the background of the review of the Mass Transit Railway By-laws (Cap. 556B) and the Mass Transit Railway (North-west Railway) Bylaw (Cap. 556H) ("the two sets of bylaws").  With the aid of a powerpoint presentation [LC Paper No. CB(4)902/15-16(04)], MTRCL gave a briefing on the operation and review of the two sets of bylaws.	
025111 – 025526	Chairman Mr James TO	Mr TO's comments on the progress of the review of the two sets of bylaws.	
025527 – 030015	Chairman Deputy Chairman Administration MTRCL	The Deputy Chairman's concerns on the timetable of the review of the two sets of bylaws and the public education campaigns for the bylaws, and the Administration/MTRCL's responses.	
030016 – 030339	Chairman Mr WU Chi-wai Administration MTRCL	Mr WU's views on the timetable of the review of the two sets of bylaws and provisions on the carriage of luggage, and the Administration/MTRCL's responses.	

<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
030340 – 030735	Chairman Mr CHAN Kam-lam MTRCL	Mr CHAN's comments on the two sets of bylaws and the related public education campaigns and MTRCL's response.	
030736 – 031304	Chairman Ms Claudia MO MTRCL	Ms MO's comments and enquiries on the review and operation of the two sets of bylaws and MTRCL's response.	
031305 – 031552	Chairman MTRCL	The Chairman's concerns on the publicity activities conducted by political organizations in paid areas and MTRCL's response.	
031553 – 032246	Chairman Mr James TO Administration	Mr TO's comments on the delay of the review and the Administration's response.	
<i>Agenda Item VII – Any other business</i>			
032247 – 032509	Chairman Mr CHAN Kam-lam Administration	Mr CHAN's proposal of conducting site visit to the Shenzhen Futian Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link.  Concluding remarks.	Administration to take follow-up action (para. 66 of the minutes refers).