

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**List of follow-up actions**

(as at 25 April 2017)

<b>Subject</b>	<b>Date of meeting</b>	<b>Follow-up action required</b>	<b>Latest position/ Administration's response</b>
<p>1. Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL")</p>	<p>22 November 2013 and 19 April 2016</p>	<p>The Administration/the MTR Corporation Limited ("MTRCL") was requested to make arrangements for Subcommittee members to:</p> <p>a) attend a site visit at an appropriate time after the delivery of the first set of high speed rail train to the Hong Kong site; and</p> <p>b) visit the Shenzhen Futian Station of XRL to facilitate Subcommittee members' understanding of the operation of XRL.</p>	<p>For item a), the first high-speed train for HKS of XRL project was delivered to Hong Kong in late September 2016.</p> <p>For item b), as the Futian Station is still at the initial operation stage, the Administration suggests that Subcommittee members consider the appropriate timing and itinerary to visit Futian Station at a later time.</p> <p>The Administration/MTRCL will liaise with the Legislative Council Secretariat in due course for necessary arrangements for the visits.</p>

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2. Site visit to Light Rail stations	3 January 2014	The Legislative Council Secretariat will liaise with the Administration/MTRCL in due course to make arrangement for Subcommittee members to visit a busy Light Rail station to better understand the crowdedness of the train compartments and on the platform during peak hours at an appropriate time.	To be confirmed.
3. Progress update of the construction of the Shatin to Central Link ("SCL")	14 December 2015	The Administration was requested to ask the Civil Engineering and Development Department, and the Antiquities and Monuments Office to provide an update on the progress of the investigation of the large metal object discovered on the seabed in the vicinity of the old Wan Chai Ferry Pier and the related conservation work.	The Civil Engineering and Development Department, and the Antiquities and Monuments Office have been asked to follow up. Response awaited.
4. MTR station facilities	19 April 2016	MTRCL was requested to:  a) explain whether the dog-on-track incidents happened since August 2014 were related to any defects in MTR station facilities;  b) consider providing drinking fountains in MTR stations; and  c) provide the waiting time for lifts/escalators between the platforms and concourse in Tung Chung Station during peak hours and weekends.	The Chinese version of the Administration's response was issued vide LC Paper No. CB(4)111/16-17(01) on 11 November 2016. Awaiting the English version of the Administration's response.

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5. Capacity and loading of MTR trains	19 April 2016	<p>MTRCL was requested to:</p> <ul style="list-style-type: none"> <li>a) respond to Hon Michael TIEN's motion on "Loading of Light Rail", and</li> <li>b) provide the number of extra coupled-set Light Rail Vehicles ("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 persons (standing) per square metre).</li> </ul>	<p>The Chinese version of the Administration's response was issued vide LC Paper No. CB(4)978/15-16(01) on 12 May 2016. Awaiting the English version of the Administration's response.</p>
6. Progress update of the construction of SCL	9 December 2016	<p>The Administration/MTRCL was requested to provide the following information:</p> <ul style="list-style-type: none"> <li>a) contingency measures for handling railway service disruptions caused during the testing of the new signalling system during non-service hours at night;</li> <li>b) milestone payment plan and critical path analysis for SCL project; and</li> <li>c) subsequent to the approval of the proposal to retain a supernumerary post at the rank of Chief Engineer in the Railway Development Office for SCL project, any improvement and</li> </ul>	<p>The supplementary information was issued vide LC Paper No. CB(4)634/16-17(01) on 27 February 2017.</p>

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		enhancement in communication between the Administration and MTRCL.	
7. Power outage incident and other incidents involving station facilities occurred at the South Island Line (East) ("SIL(E)")	17 January 2017	<p>MTRCL was requested to provide the following information:</p> <ul style="list-style-type: none"> <li>a) the time required for activating the backup power supply system; and whether the activation complied with the specified standard;</li> <li>b) the outcome of MTRCL's review of the power outage incident which occurred at SIL(E) on 29 December 2016; and</li> <li>c) reasons why the backup power supply system was activated in certain but not all stations along SIL(E); and whether the contractor of the power supply system of each station was the same or not.</li> </ul>	Response awaited.
8. Progress update of the construction of HKS of XRL	10 February 2017	The Administration was requested to provide information on the Mainland cities which would be covered by HKS of XRL upon its commissioning and the relevant timetable.	Response awaited.

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9. Progress update of the construction of SIL(E)	10 February 2017	MTRCL was requested to provide details of the contingency arrangements for evacuation of passengers in case of a major incident.	Response awaited.
10. Progress update of the construction of SCL	10 February 2017	<p>The Administration/MTRCL was requested to provide the following information:</p> <ul style="list-style-type: none"> <li>a) the current status and details of future reinstatement works for Well J2 and the water channel; as well as the current status and details of the conservation options for other archaeological features discovered at To Kwa Wan Station;</li> <li>b) completion timetable of the convention facilities above Exhibition Station; and</li> <li>c) the time when MTRCL or SCL contractors discovered the abandoned pipe pile within the works site near Fenwick Pier Street; why the pipe pile had not been discovered earlier during site investigation; why the pipe pile existed in the works site; and which party should be responsible for the additional cost arising from the obstruction by the pipe pile.</li> </ul>	Response awaited.

Council Business Division 4  
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