

立法會

Legislative Council

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Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on Tuesday, 10 April 2018 at 9:00 am in Conference Room 1 of the Legislative Council Complex

- Members present :** Hon Michael TIEN Puk-sun, BBS, JP (Chairman)
Hon CHAN Han-pan, JP (Deputy Chairman)
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Claudia MO
Hon Frankie YICK Chi-ming, SBS, JP
Hon YIU Si-wing, BBS
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon CHU Hoi-dick
Hon LAM Cheuk-ting
Hon Wilson OR Chong-shing, MH
Hon CHAN Chun-ying
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
- Members attending :** Hon WU Chi-wai, MH
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Andrew WAN Siu-kin
Hon SHIU Ka-fai

Members absent : Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Dr Hon Junius HO Kwan-yiu, JP
Hon Tanya CHAN
Hon Tony TSE Wai-chuen, BBS

Public Officers attending : **Agenda item III**

Mr Kevin CHOI, JP
Deputy Secretary for Transport and Housing
(Transport) 2
Transport and Housing Bureau

Miss Veronica TSE
Principal Assistant Secretary for Transport and
Housing (Transport) 4 (Acting)
Transport and Housing Bureau

Mr Patrick WONG
Assistant Commissioner/Bus & Railway
Transport Department

Mr Gregory LO
Chief Transport Officer/Bus & Railway 3
Transport Department

Agenda item IV

Mr Kevin CHOI, JP
Deputy Secretary for Transport and Housing
(Transport) 2
Transport and Housing Bureau

Miss Veronica TSE
Principal Assistant Secretary for Transport and
Housing (Transport) 4 (Acting)
Transport and Housing Bureau

Mr CHAN Chau-fat
Assistant Director/ Railways
Electrical & Mechanical Services Department

Mr VY Ek Chin
Chief Engineer/ Railways 1
Electrical & Mechanical Services Department

Mr Patrick WONG
Assistant Commissioner/Bus & Railway
Transport Department

Mr Gregory LO
Chief Transport Officer/Bus & Railway 3
Transport Department

Agenda item V

Mr Kevin CHOI, JP
Deputy Secretary for Transport and Housing
(Transport) 2
Transport and Housing Bureau

Miss Veronica TSE
Principal Assistant Secretary for Transport and
Housing (Transport) 4 (Acting)
Transport and Housing Bureau

Mr Patrick WONG
Assistant Commissioner/ Bus & Railway
Transport Department

Mr Gregory LO
Chief Transport Officer/ Bus & Railway 3
Transport Department

Mr Alex CHAN
Government Engineer/ Railway Development (2)
Highways Department

**Attendance by
invitation** :

Agenda item III

MTR Corporation Limited

Mr Alan CHENG
Chief of Operating

Mr Terry WONG
General Manager – Infrastructure Maintenance

Mr YC CHAN
Senior Manager – External Affairs

Agenda item IV

MTR Corporation Limited

Mr Adi LAU
Operations Director

Dr Tony LEE
Chief of Operations Engineering

Mr Alan CHENG
Chief of Operating

Ms Maggie SO
General Manager-Corporate Relations

Agenda item V

MTR Corporation Limited

Mr Adi LAU
Operations Director

Mr Alan CHENG
Chief of Operating

Mr YC CHAN
Senior Manager – External Affairs

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

Staff in attendance : Ms Angela CHU
Senior Council Secretary (4)1

Ms Prima LAI
Legislative Assistant (4)1

Action

I. Information paper(s) issued since the last meeting
(LC Paper Nos. CB(4)689/17-18(01) and (02), CB(4)691/17-18(01)
and CB(4)787/17-18(01))

Members noted the issuance of the above information papers since last meeting. Regarding the request from Ms Claudia MO to discuss issues relating to faulty steel and concrete works of Shatin to Central Link ("SCL") (LC Paper No. CB(4)787/17-18(01)), the Chairman said that the Administration agreed to give an account of the matter when the item "Progress update of the construction of the SCL" was to be discussed at the next meeting scheduled for 1 June 2018.

2 The Subcommittee noted that Ms Claudia MO and Ms Tanya CHAN had respectively written to the Chairman of the Subcommittee on 4 April 2018 expressing concern about the recent incident of the derailment of a Guangzhou-Shenzhen-Hong Kong Express Rail Link train. Due to safety concern, Ms Claudia MO and Mr Gary FAN suggested holding a special meeting before the next meeting to discuss the matter. The Chairman said that he would discuss with the Administration to see if a special meeting could be arranged. In any case, the Administration was requested to provide a written response and the matter would be followed up at the next meeting under the item "Progress update of the construction of the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL").

(Post meeting note: Letters from Ms Tanya CHAN and Ms Claudia MO were issued to members vide LC Paper Nos. CB(4)874/17-18 and CB(4)913/17-18 on 6 April and 12 April 2018 respectively. A new item "Incident at Shek Kong Stabling Sidings of HKS of

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XRL" is added for the next meeting to allow the Administration to give a detailed account on the incident.)

II. Items for discussion at the next meeting
(LC Paper Nos. CB(4)837/17-18(01) and (02))

3 Members agreed to discuss the following items at the next meeting to be held on Friday, 1 June 2018 at 8:30 am:

- (a) Progress update of the construction HKS of XRL;
- (b) Progress update of the construction of SCL; and
- (c) Commissioning arrangements of HKS of XRL.

(Post meeting note: Discussion on item (c) will be postponed and a new item "Incident at Shek Kong Stabling Sidings of HKS of XRL" is added for the meeting.)

III. Manpower resources for railway services
(LC Paper Nos. CB(4)837/17-18(03) and (04))

Declaration of interest

4 Mr LUK Chung-hung declared that he was the Director-General of the Hong Kong Railway Employees Union.

Discussion

5 At the invitation of the Chairman, Chief of Operating of MTR Corporation Limited ("MTRCL") briefed members on manpower resources for railway services with the aid of a powerpoint presentation (LC Paper No. CB(4)915/17-18(01)).

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

Motions

7 Mr LUK Chung-hung and Mr Gary FAN each proposed a motion under the agenda item. The Chairman ruled that the motion proposed by

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Mr LUK was related to the item under discussion, while part of the motion proposed by Mr Gary FAN was outside the terms of reference of the Subcommittee. Mr Gary FAN subsequently revised the wording of his motion, and the Chairman ruled that the revised motion was related to the item under discussion. The Subcommittee agreed and the Chairman put the following motions proposed by Mr LUK and Mr FAN to vote separately:

Motion proposed by Mr LUK Chung-hung:

在"以鐵路為骨幹"的政策下，令港鐵公司持續錄得大幅盈利。因此，本小組委員會促請政府要求港鐵公司需與前線員工分享經濟成果，以及改善其勞工權益，以鼓勵員工士氣，進而提升鐵路服務質素，當中包括增聘前線人手(尤其是維修技術、車站人員及港鐵轄下車長)、加強員工培訓、提升薪酬水平，設立員工薪級表及年資增薪點，並檢討薪酬調整機制等。

(Translation)

Under the policy of using the railway as the transport backbone, the MTR Corporation Limited ("MTRCL") has persistently recorded substantial profits. In this connection, this Subcommittee urges the Government to request MTRCL to share the fruits of economic success with its frontline staff and improve their labour rights, so as to boost staff morale, thereby enhancing the quality of railway services. Such initiatives should include recruiting additional frontline staff (particularly maintenance technicians, station staff and MTR train operators), strengthening staff training, increasing pay levels, establishing pay scales and providing seniority-based salary increments for staff, and reviewing the pay adjustment mechanism, etc.

Motion proposed by Mr Gary FAN:

在"以鐵路為骨幹"的傾斜政策下，令港鐵公司持續錄得大額盈利。因此，本小組委員會促請作為港鐵大股東的政府：

1. 要求港鐵公司盡快提升鐵路信號系統，以增加班次，並減少事故出現機會。
2. 要求港鐵公司必須改善前線員工的勞工權益，以鼓勵員工士氣，進而提升鐵路服務質素，當中包括增聘前

Action

線人手，加強員工培訓，提升薪酬水平，設立員工薪級表及年資增薪點，並檢討薪酬調整機制。

(Translation)

Under the tilted policy of using the railway as the transport backbone, the MTR Corporation Limited ("MTRCL") has persistently recorded substantial profits. In this connection, this Subcommittee urges the Government, being the majority shareholder of MTRCL, to:

- (1) request MTRCL to upgrade its railway signalling system expeditiously, so as to increase train frequency and reduce the occurrence of incidents.
- (2) request MTRCL to improve the labour rights of its frontline staff, so as to boost staff morale, thereby enhancing the quality of railway services. Such initiatives should include recruiting additional frontline staff, strengthening staff training, increasing pay levels, establishing pay scales and providing seniority-based salary increments for staff, and reviewing the pay adjustment mechanism.

8 As a majority of members present voted for the above two motions, the Chairman declared that the above two motions were carried and requested the Administration/MTRCL to provide a written response to the concerns raised in the motions.

(Post meeting note: The two motions were issued to members vide LC Paper No. CB(4)911/17-18 on 12 April 2018.)

Follow-up actions

9 MTRCL was requested to provide members with the following information:

- (a) the number of staff employed by MTRCL in Hong Kong that were posted to a subsidiary or joint venture company in the Mainland or overseas, with a breakdown by the place of work and their job nature;

Action

- (b) details on the Applied Learning subject "Railway Studies" offered by the Hong Kong College of Technology for the Hong Kong Diploma of Secondary Education Examination, such as its curriculum, teachers qualification, supports provided by MTRCL, etc.;
- (c) wastage on MTRCL staff newly recruited (i.e. with years of service not more than three years); and
- (d) the mechanism for MTRCL staff to claim overtime allowance and/or time-off and the latest statistics on uncompensated overtime work balance and untaken annual leave.

(Post meeting note: The Chinese version of the supplementary information was circulated to members vide LC Paper No. CB(4)1418/17-18(01) on 17 July 2018.)

IV. Service disruption of East Rail Line on 11 January 2018
(LC Paper Nos. CB(4)837/17-18(05) and (06))

10 At the invitation of the Chairman, Operations Director of MTRCL and Chief of Operations Engineering of MTRCL briefed members on the service disruption of East Rail Line on 11 January 2018 with the aid of a powerpoint presentation (LC Paper No. CB(4)915/17-18(02)).

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

V. Enhancement of Light Rail services
(LC Paper Nos. CB(4)837/17-18(07) and (08))

12 At the invitation of the Chairman, Operations Director of MTRCL briefed members on the enhancement of Light Rail services with the aid of a powerpoint presentation (LC Paper No. CB(4)915/17-18(03)). The Subcommittee deliberated (index of proceedings at **Annex**).

13 The Chairman extended the meeting time for 15 minutes beyond the appointed ending time to allow sufficient time for discussion.

Action

VI. Any other business

14 There being no other business, the meeting ended at 11:30 am.

Council Business Division 4
Legislative Council Secretariat
31 July 2018

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Tuesday, 10 April 2018 at 9:00 am
in Conference Room 1 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Information paper(s) issued since the last meeting</i>			
000600 – 000820	Chairman Ms Claudia MO	Members took note of the information papers issued since the last meeting. Ms MO's request for a special meeting to discuss issues relating to the derailment of a Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") train ("train derailment incident").	
<i>Agenda Item II – Items for discussion at the next meeting</i>			
000821 – 001130	Chairman Mr Gary FAN Kwok-wai	Mr FAN's request for a special meeting to discuss the train derailment incident. The Chairman agreed to convey Mr FAN's request to follow up on the matter relating to the artificial island of the Hong Kong-Zhuhai-Macao Bridge to the Panel on Transport.	
001131 – 001137	Chairman	Items for discussion at the next regular meeting.	
<i>Agenda Item III – Manpower resources for railway services</i>			
001138 – 001932	Chairman Administration MTRCL	Briefing by MTRCL on manpower resources for railway services with the aid of a powerpoint presentation [LC Paper No. CB(4)915/17-18(01)].	
001933 – 002358	Chairman Mr CHAN Chun-ying MTRCL	Mr CHAN's enquiries about: (a) criteria adopted by MTRCL in expanding its manpower given that the yearly patronage of MTRCL had increased by 38% in 2017 as compared to the level in 2008, while full-time manpower only increased by 30% in the same period, which lagged behind the growth in patronage; (b) number of training days on average MTRCL offered to full-time and part-time staff respectively in 2017; and (c) whether overseas training opportunities would	

Time marker	Speaker	Subject(s)	Action required
		<p>be offered to students of the MTR Academy.</p> <p>MTRCL responded that:</p> <p>(a) MTRCL had continuously increased its manpower in response to service demand and operational needs. The number of full-time and part-time operation and maintenance staff had increased by 45% from 2008 to 2017, which was considered sufficient to cope with operational needs; and</p> <p>(b) MTRCL offered on average 7 training days for staff in 2017. Frontline operating staff received job-related training on a regular basis, and they would be provided with refresher courses half-yearly to reinforce their job skills.</p>	
002359 – 002806	Chairman Mr LAM Cheuk-ting MTRCL	<p>Mr LAM enquired about wastage of staff and whether MTRCL would consider enhancing staff's remunerations and fringe benefits to retain talents, given the huge profits it earned every year. He also opined that it was necessary to increase frontline operating staff and platform assistants at Sheung Shui Station during off-peak hours.</p> <p>MTRCL responded that wastage of staff had remained at a low level of 2-3%. A mechanism was in place for reviewing and adjusting staff remunerations taking into account factors such as profit level, staff performance, market salary trend, etc. Staff side had been consulted on the mechanism which had worked well for many years.</p> <p>MTRCL took note of Mr LAM's suggestion on enhancing frontline manpower at Sheung Shui Station.</p>	
002807 – 003218	Chairman Ms Claudia MO MTRCL	<p>Ms MO's enquiries about:</p> <p>(a) whether MTRCL would enhance the inspection and maintenance of XRL, given that railway safety was top priority and in view of the train derailment incident; and</p> <p>(b) number of additional staff recruited/to be recruited for XRL.</p> <p>MTRCL responded that:</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(a) the train derailment incident was still under investigation, and MTRCL would consider measures to enhance railway safety; and</p> <p>(b) around 600-700 staff would be required for operating and maintaining XRL. To date, about 300 staff had been recruited for XRL with the Chief of Operating as the highest rank officer.</p>	
003219 – 003700	Chairman Mr Gary FAN Kwok-wai MTRCL	<p>With the increase in manpower deployed to the Mainland/overseas railway business by MTRCL, Mr FAN's concern that it might affect local operations. Mr FAN's enquires about:</p> <p>(a) whether there was sufficient staff to cope with local service demand;</p> <p>(b) the number of staff posted to a subsidiary or joint venture company in the Mainland/overseas, with a breakdown by the place of work and their job nature; and</p> <p>(c) the number of students attending the "Advanced Diploma in Railway Engineering" course who worked/intended to work for MTRCL after graduation.</p> <p>MTRCL responded that:</p> <p>(a) manpower resources for operating Mainland/overseas railway business were mainly recruited locally through MTRCL's subsidiaries or joint venture companies. At present, around 10 500 Mainland/overseas staff were employed by these companies. Information regarding the number of Hong Kong staff being deployed to the Mainland/overseas and its breakdown would be provided after the meeting; and</p> <p>(b) about half of the students attending the "Advanced Diploma in Railway Engineering" course were staff of MTRCL. Career paths of the students were not yet known as the programme's first batch of students would only graduate in October this year.</p>	MTRCL (paragraph 9(a) of the minutes referred)
003701 – 004136	Chairman MTRCL Chairman	Chairman's enquiries about the change in the number of platform assistants and their working hours per week during the year ending 31 March	

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		<p>2018.</p> <p>MTRCL responded that the number of platform assistants had been reduced by around 60 to around 2 000 as at end March 2018, and their weekly working hours had been reduced from 47 to 44 in the past year. With the commissioning of Kwun Tung Line Extension and South Island Line (East), MTRCL had reviewed operational needs and considered the existing number of platform assistants sufficient.</p> <p>The Chairman commented that the number of platform assistants and their weekly working hours were reduced despite an increase in the number of platforms by 13 with the commissioning of new railway lines.</p>	
004137 – 004613	Chairman Mr LUK Chung-hung MTRCL	<p>Mr LUK opined that major growth in manpower came from part-time staff, but full time operating/maintenance staff were insufficient to meet the growth in workload. He relayed the view of the Hong Kong Railway Employees Union that MTRCL should review the pay adjustment mechanism, increase pay level of staff and provide seniority-based salary increments for staff to retain talents, to improve staff morale and thereby enhancing the quality of railway services.</p> <p>Also, he opined that wastage of new staff was high and enquired about statistics on the wastage of newly recruited MTRCL staff with less than three years of service.</p> <p>MTRCL responded that:</p> <p>(a) frontline station and operational staff were employed at full strength and therefore sufficient to cope with service demand and operational needs;</p> <p>(b) a mechanism was in place for reviewing and adjusting staff remunerations taking into account factors such as profit level, staff performance, market salary trend etc. Staff side had been consulted on the mechanism which had worked well for many years; and</p> <p>(c) MTRCL would provide information regarding wastage of newly recruited staff after the meeting.</p>	MTRCL (paragraph 9(c) of the minutes referred)

Time marker	Speaker	Subject(s)	Action required
004614 – 004934	Chairman Ir Dr LO Wai-kwok MTRCL	<p>Ir Dr LO's enquires about:</p> <p>(a) details of the two diploma courses offered by the MTR Academy; and</p> <p>(b) the teachers' qualifications and expertise to teach the Applied Learning subject of "Railway Studies" offered by the Hong Kong College of Technology as one of the electives of Senior Secondary School Curriculum in the school year of 2018. In addition, he asked about details of the subject, including its curriculum and support provided by MTRCL.</p> <p>MTRCL responded that the two diploma courses, namely, "Advanced Diploma in Railway Engineering" and "Diploma in Transport Studies" had been accredited by the Hong Kong Council for Accreditation of Academic and Vocational Qualifications as Qualification Framework Level 4 and Level 3 respectively. MTRCL would provide information about "Railway Studies" after the meeting.</p>	MTRCL (paragraph 9(b) of the minutes referred)
004935– 005432	Chairman Deputy Chairman MTRCL	<p>Deputy Chairman's view that MTRCL had employed a large number of part-time staff to perform duties such as platform management and crowd control. These staff were less experienced and might not be capable of handling sudden or emergency incidents. He enquired whether MTRCL would consider converting some or most of these part-time positions to full-time posts.</p> <p>MTRCL responded that it had kept in view the mix of part-time/full-time staff to address operational needs, and would flexibly deploy manpower resources to suit different operational requirements and during crisis/emergency situations. Operational guidelines and procedures had been formulated for dealing with crisis/emergency situations to facilitate prompt actions to be taken, and the Operations Control Centre of the relevant line would coordinate and mobilize frontline staff to offer immediate assistance to passengers.</p>	
005433 – 005649	Chairman Mr LUK Chung-hung MTRCL	Mr LUK's view that due to manpower shortage, staff had to work overtime frequently. However, it was difficult for them to take compensated time-off or annual leave. He enquired about the mechanism for MTRCL staff to claim overtime allowance and/or time-off and the latest statistics on	

Time marker	Speaker	Subject(s)	Action required
		<p>uncompensated overtime work balance and untaken annual leave. In addition, MTRCL should employ more staff and review and improve their remuneration adjustment mechanism to retain talents in consultation with staff and staff unions.</p> <p>MTRCL responded that under special circumstances, such as emergency incidents, staff might be required to work overtime. Overtime compensation would be granted to staff in such cases. In formulating shift duties of staff, management would take into account workload of staff and their shift pattern to ensure that a proper balance would be struck between work and rest.</p> <p>Information requested by Mr LUK would be provided after the meeting.</p>	<p>MTRCL (paragraph 9(d) of the minutes referred)</p>
005650 – 010220	<p>Chairman Mr LUK Chung-hung Mr Gary FAN</p>	<p>Voting on the motions proposed by Mr LUK and Mr FAN.</p>	
<p><i>Agenda Item IV – Service disruption of East Rail Line on 11 January 2018</i></p>			
010221 – 011636	<p>Chairman Administration MTRCL</p>	<p>Briefing by MTRCL on the service disruption of East Rail Line ("EAL") on 11 January 2018("the Incident") with the aid of a powerpoint presentation (LC Paper No. CB(4)915/17-18(02)).</p>	
011637 – 012055	<p>Chairman Mr LAM Cheuk-ting MTRCL</p>	<p>Mr LAM's views that:</p> <ul style="list-style-type: none"> (a) MTRCL's contingency measures were inadequate, especially in arranging free shuttle buses and other transport services in dispersing passengers during the Incident; (b) it was necessary to increase the frequency of free shuttle bus service providing direct routes from railway stations to the nearest transport interchanges for passengers to choose other transport modes; and (c) mechanism should be in place for MTRCL to liaise with operators of other transport modes to mobilize additional transport services within a short period of time. <p>MTRCL responded that lessons had been drawn on how to improve the routing of free shuttle bus service to better meet passengers' needs, such as providing more point-to-point express bus services.</p>	

Time marker	Speaker	Subject(s)	Action required
012056 – 012518	Chairman Mr Alvin YEUNG MTRCL	<p>Mr YEUNG's view that trains stranded between stations for nearly an hour caused panic to passengers trapped inside the trains and some passengers descended onto the track, exposing themselves to other risks. He enquired about the reasons for not arranging the 14 trains trapped in-between stations to move to the nearest platform for alighting passengers, which had been done so in previous signaling problem incidents.</p> <p>MTRCL responded that:</p> <ul style="list-style-type: none"> (a) to ensure safety, it was necessary to make sure that the tracks were safe and points were secured before allowing any train movements. As the station control could not fully grasp the situation of the track and every point, it took some time for station staff to proceed to check the track and secure the points; (b) in the two cases where passengers descended onto the track on their own, train captains and station staff followed established safety procedures and guidelines to escort these passengers safely back to platform. MTRCL would, in future, step up promotion and education work to remind passengers of the importance of staying inside the train during contingency situations for safety reasons. 	
012519 – 012958	Chairman Ms Claudia MO Administration	<p>Ms MO's enquiries about:</p> <ul style="list-style-type: none"> (a) measures to ensure that coding error problem would not be present in the new software patch which had been downloaded to the EAL Train Control System and the new signaling system; and (b) whether MTRCL had foreseen and made preparations for the chaotic scene of passengers queuing for the free shuttle bus service. <p>MTRCL responded that:</p> <ul style="list-style-type: none"> (a) the coding error problem had been fixed and MTRCL would conduct rigorous testing of the signaling system taking into account different scenarios and situations; and (b) MTRCL had contingency guidelines to follow 	

Time marker	Speaker	Subject(s)	Action required
		<p>during disruption of railway services and had conducted rehearsals in implementing the relevant measures, such as the setting up of queuing place with relevant government departments. MTRCL noted the queuing problems for the free shuttle buses and would review enhancement measures in consultation with relevant government departments.</p>	
<p>012959 – 013420</p>	<p>Chairman Mr AU Nok-hin MTRCL</p>	<p>Mr AU's views that MTRCL should discuss with the Transport Department ("TD") on the appropriate routes and bus stops of free shuttle bus service and make better use of the nearest transport interchanges along the railway line. He enquired about:</p> <ul style="list-style-type: none"> (a) whether MTRCL had collected statistics on the number of affected passengers for better contingency planning of similar situations in future; and (b) noting that it took more than 60 minutes to access the track from station platforms to secure points, whether there was any faster route to the points. <p>MTRCL responded that:</p> <ul style="list-style-type: none"> (a) MTRCL took note of members' advice and would discuss with TD in enhancing the provision of free shuttle bus service; (b) MTRCL had arranged a total of 131 free shuttle buses running along the affected stations, serving over 16 400 passengers. Also, 21 franchised bus routes provided additional services to help carry passengers; and (c) station staff would normally access the track via station platforms for securing points. 	
<p>013421 – 013846</p>	<p>Chairman MTRCL</p>	<p>The Chairman's views that service breakdown of the whole railway line caused serious disruption in the provision of transport services which could not be effectively relieved by other transport modes. Such disruption caused by signaling problem could be minimized if EAL had adopted the new signaling system under which any system error would only affect a section of the railway line. New railway line such as the West Rail Line ("WRL") had</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>already adopted such system. He enquired whether MTRCL would consider formulating an investment strategy to replace components of the railway system to improve the systems' reliability and safety.</p> <p>MTRCL responded that it was planning to replace signaling system of railway lines commissioned ten or more years ago and would study if the latest railway technology could be used to improve the signaling system.</p>	
013847 – 014151	Chairman Mr LUK Chung-hung Administration MTRCL	<p>Mr LUK's view that according to investigation report released by MTRCL, the coding error was related to continuous growth of traffic regulation data processed by the system. The failure was triggered by processing specific train regulation command. As EAL was currently serving two million population in the New Territories East and with the development of new areas in Northeast New Territories, he enquired about whether the Administration/MTRCL would consider developing EAL sub-line running from Kwu Tung to Nam Cheong serving population growth in the region. He also asked whether MTRCL would proactively suggest to the Administration the development of new railway service in view of the old railway lines such as EAL had already reached their full capacity.</p> <p>MTRCL responded that it would proactively give advice to the Administration's new initiatives in railway development.</p> <p>The Administration responded that TD was responsible for planning and developing transport services including railway services to meet service need, and would actively listen to views of MTRCL in the development of new railway project.</p>	
014152 – 014626	Chairman Deputy Chairman MTRCL	<p>Deputy Chairman's enquiries about:</p> <p>(a) measures to improve the provision of free shuttle bus service; and</p> <p>(b) reasons why there were still passengers descending onto the track at 10:33 am even though the signaling system had resumed normal at 10:21 am.</p> <p>In addition, he opined that as EAL was connected to Lo Wu and Lok Ma Chau, the Northern Link and</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>the proposed railway line running from Tuen Mun to Tsuen Wan and Shatin should be commissioned as soon as possible.</p> <p>MTRCL responded that:</p> <p>(a) MTRCL would discuss with TD on ways to improve the provision of free shuttle bus service including bus routes and stops in future disruption of service incidents. However, such decisions would still be subject to environmental and location constraints of the railways stations; and</p> <p>(b) it took time for station staff to unlock the points in the track even after the signaling system resumed normal operation for allowing train movements.</p> <p>Deputy Chairman's view that MTRCL should step up efforts in disseminating updated information to passengers who were trapped in the trains on MTR's efforts in restoring train services.</p>	
014627 – 014853	Chairman Mr LAM Cheuk-ting MTRCL	<p>Mr LAM's view that it was unacceptable that MTRCL could not provide an enhanced contingency plan to handle serious service disruption incidents, in particular using buses to bring passengers to the nearest transport interchanges. He enquired whether mechanism was in place for MTRCL to coordinate with franchised bus companies for providing extra service directly at the railway stations during serious service disruption incidents.</p> <p>MTRCL responded that it would contact TD during contingency situations for arranging additional bus service to serve affected passengers.</p>	
014854 – 015130	Chairman Administration MTRCL	<p>The Chairman commented that MTRCL should undertake that for railway lines installed with new signaling systems, any trains stranded between stations due to signal failures should be able to proceed gradually to the nearest station platforms within 15 to 20 minutes. He also urged MTRCL to make necessary investments to upgrade the railway systems with new technology even before the system components had reached their usage lives.</p>	

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item V – Enhancement of Light Rail services</i>			
015131 – 020216	Chairman MTRCL	Briefing by MTRCL on enhancement of Light Rail ("LR") services with the aid of a powerpoint presentation (LC Paper No. CB(4)915/17-18(03)).	
020217 – 020227	Chairman	The Chairman extended the meeting for 15 minutes beyond the appointed ending time of the meeting.	
020228 – 020737	Chairman Mr LUK Chung-hung MTRCL	<p>Mr LUK's views that:</p> <ul style="list-style-type: none"> (a) the growth of Light Rail Vehicles ("LRVs") of 15.5% (from 116 to 134) had been lagging behind the growth in passengers of 30% since 2008. MTRCL should increase the number of LRVs to relieve congestion during peak hours; (b) of the 40 new LRVs procured, 30 would be used to replace the existing Phase two LRVs. The net increase of only 10 LRVs was insufficient to cope with service demand; and (c) there was a keen demand for reinstating a new route serving Tin Shui Wai East and Yuen Long. <p>He further enquired about:</p> <ul style="list-style-type: none"> (a) whether the 30 Phase two LRVs could be extended beyond their usage lives; and (b) the number of LRVs in operation. <p>MTRCL responded that:</p> <ul style="list-style-type: none"> (a) adding more LRVs might not be the best solution to increase carrying capacity as the increase in LRVs might cause further bottlenecking and congestion at road junctions. MTRCL would explore other effective means such as route rationalization; (b) it was decided after taking into consideration the conditions of the 30 Phase two LRVs that they should be replaced; (c) there were 140 LRVs in the fleet, but the actual number running in morning peak hours was 134 with the rest under maintenance. 	

Time marker	Speaker	Subject(s)	Action required
020738 – 021204	Chairman Mr Jeremy TAM Man-ho MTRCL	<p>Mr TAM enquired whether the traffic light system could give priority to an approaching LRV at all road junctions.</p> <p>MTRCL responded that it had agreed with TD that for certain road junctions with high traffic flow, priority would be accorded to LRVs under safe conditions.</p> <p>Mr TAM suggested that MTRCL should conduct a study to optimize the traffic flow of LR system taking into account factors such as the traffic light system, actual loading of LRVs, peak/off-peak hours and single/coupled-set LRVs etc. as a total solution to the congestion problem in Tuen Mun and Yuen Long.</p>	
021205 – 021629	Chairman Administration MTRCL	<p>The Chairman's view that LR system was outdated and could not cater for modern days transport needs of Hong Kong which was densely populated with huge traffic flow. The Administration should explore the possibility of running underground express railway linking the busy central spots in Yuen Long and Tuen Mun with WRL stations. In addition, there were only three routes running coupled-set LRV during peak hours. If design improvements could be made for the eight identified busy junctions by building overhead or underground LR tracks, he enquired whether the remaining nine routes could use coupled-set LRVs.</p> <p>MTRCL responded that if the design for the eight busy junctions could be improved to relieve the congestion problem, it was possible to deploy coupled-set LRVs for the nine routes during peak hours.</p> <p>The Administration responded that study on design improvements of road junctions was one of the medium-term measures recommended under the Public Transportation Strategy Study ("PTSS") released in June last year. As the Highways Department was gearing up to commence the feasibility studies this year, the Administration would report the findings of the studies to the Subcommittee in due course.</p>	
021630 – 022054	Chairman Mr CHU Hoi-dick Administration MTRCL	<p>Mr CHU expressed concern that there might be plan to rationalize route 610, which was the only route that served Tuen Mun Hospital between Tuen Mun and Yuen Long. The addition of 10 LRVs from</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>2019 to 2023 would be minimal to cope with the huge traffic demand. He enquired whether:</p> <ul style="list-style-type: none"> (a) additional coupled-set LRVs be procured for use during peak-hours for all 12 routes if design improvements of the eight road junctions could be implemented; and (b) the proposed Environmental Friendly Train Services ("EFTS") to be run between Hung Shui Kiu new development area ("Hung Shui Kiu NDA") and Yuen Long South would be connected with LR. <p>MTRCL responded that:</p> <ul style="list-style-type: none"> (a) buying more LRVs was not the best solution to increase carrying capacity. MTRCL had increased train frequencies to better utilize existing capacity. Since 2012, 660 trips had been added each week to cope with service demand; and (b) MTRCL had kept in view service demand for route 610 and its usage was maintained at an acceptable level. <p>The Administration responded that the proposed EFTS that ran between Hung Shui Kiu NDA and Yuen Long South was under study and TD and the Civil Engineering and Development Department ("CEDD") were exploring the way forward and would report to relevant Panel of the Legislative Council ("LegCo") in due course.</p>	
022055 – 022538	Chairman Mr LAU Kwok-fan Administration MTRCL	<p>Mr LAU's enquiries about:</p> <ul style="list-style-type: none"> (a) whether it was possible to increase coupled-set LRVs as in 2017 only 36% of the LRV fleet were coupled-set LRVs; and (b) measures to tackle the congestion problem of LR as patronage grew by 30% between 2008 and 2017, while the daily average revenue car-km of LR increased by 24% only. <p>MTRCL responded that:</p> <ul style="list-style-type: none"> (a) it was possible to run additional coupled-set LRVs if design improvements could be made to the eight junctions. MTRCL would work 	

Time marker	Speaker	Subject(s)	Action required
		<p>with the Administration on the study to improve the design of the junctions; and</p> <p>(b) MTRCL had deployed short-haul special runs to ease congestion problem. Also, a lower revenue car-km figure of LR might probably be caused by some LR passengers using WRL for short-distance trips.</p> <p>The Administration responded that adjusting traffic lights at one of the busy junctions was completed, while adjustment to another two busy junctions would be carried out in 2018. Such adjustments allowed LRVs to enjoy priority in passing those junctions. The Administration would also consult relevant District Councils on the LR Route Rationalization Proposal to alleviate the problem of crowdedness.</p>	
022539 – 023009	Chairman Deputy Chairman Administration	<p>Deputy Chairman's view that both Tuen Mun and Yuen Long District Councils had views on the LR Route Rationalization Proposal. He enquired about:</p> <p>(a) ways on how LR could cope with the huge traffic demand arising from the population growth upon the completion of the Hung Shui Kiu NDA, which would bring about a growth in population by 220 000 in the Northwest New Territories by 2030; and</p> <p>(b) whether the Administration would review the role and development of LR in connection with the study on the proposed heavy rail connecting Northwest New Territories with urban areas under the "Strategic Studies on Railways and Major Roads beyond 2030".</p> <p>The Administration responded that:</p> <p>(a) apart from the proposed heavy rail connecting Northwest New Territories under study, TD and CEDD were exploring the construction of the EFTS between Hung Shui Kiu NDA and Yuen Long South;</p> <p>(b) in the PTSS Report released in June last year, the roles of LR as an important rail-based and at grade transport mode in Yuen Long and Tuen Mun and as a feeder to WRL were affirmed. Procurement of additional LRVs</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>and routes rationalization and other medium and long-term measures to enhance LR efficiency would effectively enhance its efficiency and ease the congestion problem; and</p> <p>(c) the Administration would brief the relevant Panel of LegCo about EFTS in due course.</p>	
023010 – 023428	Chairman Mr LEUNG Che-cheung MTRCL	<p>Mr LEUNG's view that route rationalization would meet with strong opposition from Yuen Long and Tuen Mun District Councils, and suggested the following measures in solving the congestion problem:</p> <p>(a) implementing a monthly pass programme for LR;</p> <p>(b) exploring the feasibility of constructing underground or overhead tracks at busy junctions; and</p> <p>(c) procurement of additional couple-set LRVs to increase carrying capacity.</p> <p>MTRCL responded that:</p> <p>(a) the Administration was studying design improvements for 11 busy junctions, which would effectively address congestion problem at busy road sections; and</p> <p>(b) it was possible for running additional coupled-set LRVs if road design at busy junctions could be improved.</p>	
<i>Agenda Item VI – Any other business</i>			
023429 – 023458	Chairman	Closing remark	