

立法會

Legislative Council

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by the Administration)

Ref: CB4/PS/1/16

Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on Monday, 29 October 2018, at 2:00 pm in Conference Room 1 of the Legislative Council Complex

Members present : Hon Frankie YICK Chi-ming, SBS, JP (Chairman)
Hon LUK Chung-hung, JP (Deputy Chairman)
Hon Tommy CHEUNG Yu-yan, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon YIU Si-wing, BBS
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-ki, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon SHIU Ka-fai
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai

Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Tony TSE Wai-chuen, BBS

Members attending : Hon Abraham SHEK Lai-him, GBS, JP
Hon KWONG Chun-yu

Member absent : Hon CHAN Han-pan, BBS, JP

Public Officers attending : **Agenda item IV**

Mr Frank CHAN Fan, JP
Secretary for Transport and Housing
Transport and Housing Bureau

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

Mr Philip HAR Mung-fei
Principal Assistant Secretary for Transport and
Housing (Transport) 4
Transport and Housing Bureau

Mr VY Ek Chin
Assistant Director/ Railways (Acting)
Electrical & Mechanical Services Department

Mr FUNG Kwok-fai
Chief Engineer/ Railways 2
Electrical & Mechanical Services Department

Mr Patrick WONG Chi-kwong
Assistant Commissioner/ Bus & Railway
Transport Department

Ms Candy KWOK Wai-ying
Principal Transport Officer/ Management

Transport Department

- Attendance by invitation :** **Agenda item IV**
MTR Corporation Limited
Mr Adi LAU Tin-shing
Operations Director
Dr Tony LEE Kar-yun
Chief of Operations Engineering
Mr Alan CHENG Kwan-hing
Chief of Operating
Mr Eric LEE Ka-chun
General Manager – Public Affairs
- Clerk in attendance :** Ms Sophie LAU
Chief Council Secretary (4)2
- Staff in attendance :** Miss Joyce CHING
Senior Council Secretary (4)2
Ms Jacqueline LAW
Council Secretary (4)2
Miss Mandy LAM
Legislative Assistant (4)2
Mr Chris CHAN
Clerical Assistant (4)2

I. Election of Chairman and Deputy Chairman (if necessary)

Mr Frankie YICK and Mr LUK Chung-hung were elected Chairman and Deputy Chairman of the Subcommittee on Matters Relating to Railways ("the Subcommittee") respectively for the 2018-2019 session.

Action

II. Schedule of meetings for the 2018-2019 session

2. Members noted the proposed meeting schedule tabled at the meeting and agreed that the regular meetings of the Subcommittee for the 2018-2019 session would be held once every two months. Special meetings would be arranged to discuss any urgent matters where necessary.

III. Items to be discussed at the next meeting
(LC Paper Nos. CB(4)110/18-19(01)-(02))

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

4. Members agreed to discuss the following items at the next meeting to be held on Friday, 7 December 2018 at 8:30 am:

(a) Operation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link; and

(b) Progress update of the construction of the Shatin to Central Link.

5. Members made the following suggestions on the items to be discussed by the Subcommittee in the coming session–

(a) the feasibility of introducing animal compartments on trains; and

(b) the progress of retrofitting works of Automatic Platform Gates along the East Rail Line.

6. The Chairman said that he and the Deputy Chairman would arrange a meeting with the Secretary for Transport and Housing to discuss the work plan of the Subcommittee for the 2018-2019 session and would reflect members' suggestions.

IV. Service disruption of four MTR lines on 16 October 2018
(LC Paper No. CB(4)110/18-19(03))

7. At the invitation of the Deputy Chairman, Operations Director of MTR Corporation Limited ("MTRCL"), Chief of Operations Engineering of MTRCL and Chief of Operating of MTRCL briefed members on the signalling system failure on 16 October 2018 with the aid of a powerpoint

Action

presentation (LC Paper No. CB(4)135/18-19(01)). The Subcommittee deliberated (index of proceedings at **Annex**).

8. Mr Abraham SHEK declared that he was an independent non-executive director of MTRCL. He requested MTRCL to provide as soon as possible the English version of the powerpoint presentation material after the meeting.

(Post-meeting note: the English version of the powerpoint presentation material was issued to members vide CB(4)135/18-19(01) on 5 December 2018.)

Admin/
MTRCL

9. On members' request, the Administration/the MTRCL agreed to take the following actions:

- (a) MTRCL to provide a written reply on the outcome of its review on the dissemination of information in relation to train service, in particular if there were any discrepancies between the announced delay and actual interval of train service; and
- (b) the Administration to consider concrete measures to mobilize extra franchised bus service during serious railway incidents.

(At 3:49 pm, the Deputy Chairman extended the meeting for 15 minutes to 4:15 pm.)

V. Any other business

10. There being no other business, the meeting ended at 4:17 pm.

Council Business Division 4
Legislative Council Secretariat
17 July 2019

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
on Monday, 29 October 2018, at 2:00 pm
in Conference Room 1 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Election of Chairman and Deputy Chairman (if necessary)</i>			
000346 – 001900	Mr Michael TIEN Ir Dr LO Wai-kwok Mr Tommy CHEUNG Mr Frankie YICK Ms Claudia MO Mr Jeremy TAM Mr Gary FAN Mr HO Kai-ming Mr LUK Chung-hung Mr CHU Hoi-dick	<p>Mr Michael TIEN, Chairman of the Subcommittee on Matters Relating to Railways ("the Subcommittee") for the 2017-2018 session presided over the election of the Chairman of the Subcommittee for the 2018-2019 session.</p> <p><u>Election of Chairman</u></p> <p>Mr Frankie YICK was nominated by Ir Dr LO Wai-kwok and the nomination was seconded by Mr Tommy CHEUNG. Mr Frankie YICK accepted the nomination. Mr Gary FAN was nominated by Ms Claudia MO and the nomination was seconded by Mr Jeremy TAM. Mr Gary FAN accepted the nomination. Mr Michael TIEN was nominated by Mr Jeremy TAM and the nomination was seconded by Ms Claudia MO. Mr Michael TIEN did not accept the nomination.</p> <p>As there was no other nomination, Mr Michael TIEN announced a vote by secret ballot. Of the members present for voting, 14 members voted for Mr Frankie YICK and 4 voted for Mr Gary FAN. Mr TIEN declared that Mr Frankie YICK was elected the Chairman of the Subcommittee.</p> <p><u>Election of Deputy Chairman</u></p> <p>The Chairman called for nominations for the deputy chairmanship of the</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>Subcommittee for the 2018-2019 session. Mr LUK Chung-hung was nominated by Mr HO Kai-ming and the nomination was seconded by Mr Tommy CHEUNG. Mr LUK Chung-hung accepted the nomination. Mr Gary FAN was nominated by Mr CHU Hoi-dick and the nomination was seconded by Ms Claudia MO. Mr Gary FAN accepted the nomination.</p> <p>As there was no other nomination, the Chairman announced a vote by secret ballot. Of the members present for voting, 16 members voted for Mr LUK Chung-hung and 7 voted for Mr Gary FAN. The Chairman declared that Mr LUK Chung-hung was elected the Deputy Chairman of the Subcommittee.</p>	
<i>Agenda Item II – Schedule of meetings for the 2018-2019 session</i>			
001901 – 002056	Chairman Mr Michael TIEN	Discussion on the proposed schedule of meetings for the 2018-2019 session tabled at the meeting.	
<i>Agenda Item III – Items to be discussed at the next meeting</i>			
002057 – 002219	Chairman	<p>Members agreed to discuss the following items at the next meeting to be held on Friday, 7 December 2018 at 8:30 am:</p> <p>(a) Operation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link; and</p> <p>(b) Progress update of the construction of the Shatin to Central Link.</p>	
002220 – 002306	Chairman Mr Jeremy TAM	Mr TAM proposed to discuss the feasibility of introducing animal compartments and allowing passengers with animals to board the first and last compartments of MTR trains during holidays and non-peak hours.	

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002307 – 002354	Chairman Mr Gary FAN	Mr FAN proposed to discuss the progress of the retrofitting works of Automatic Platform Gates along the East Rail Line.	
<i>Agenda Item IV – Service disruption of four MTR lines on 16 October 2018</i>			
002355 – 002520	Chairman Deputy Chairman	The Chairman handed over the chair to the Deputy Chairman as the Chairman had other urgent commitments.	
002521 – 002735	Deputy Chairman Administration	Briefing by the Administration [LC Paper No. CB(4)110/18-19(03)].	
002736 – 004122	Deputy Chairman MTRCL	Briefing by MTR Corporation Limited ("MTRCL") with the aid of a powerpoint presentation [LC Paper No. CB(4)135/18-19(01)].	
004123 – 004357	Deputy Chairman Ms Claudia MO Mr Abraham SHEK	Ms MO's enquiry and the Deputy Chairman's response about the speaking order of members. Declaration of interest by Mr SHEK. Mr SHEK requested MTRCL to supplement the English version of the powerpoint presentation material after the meeting because papers submitted to this Council or Committees should be in both English and Chinese.	MTRCL (paragraph 8 of the minutes referred)
004358 – 004827	Deputy Chairman Dr KWOK Ka-ki Administration	Dr KWOK was dissatisfied that the management of MTRCL was not held responsible for the frequent occurrence of railway service disruptions, and that the Administration also failed to monitor the service performance of MTRCL. Dr KWOK enquired whether the Administration would: (a) formulate a better contingency plan to deal with large-scale disruptions of railway services; and	

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		<p>(b) review its transport policy of designating railway as the backbone of the public transport system and allowing MTRCL being the sole operator of railway service.</p> <p>The Administration responded that:</p> <p>(a) for the period from January to September 2018, there were seven incidents causing service disruptions of 31 minutes or more and the overall passenger journey on-time performance was maintained at 99.9%; the above statistics indicated that the overall quality of MTR train services was maintained at a high level;</p> <p>(b) in case of railway incidents, the Emergency Transport Coordination Centre ("ETCC") of Transport Department ("TD") would coordinate with other public transport operators to enhance their services with a view to minimizing the inconvenience caused to passengers; and</p> <p>(c) the Administration would follow up the incident seriously with MTRCL to further enhance the railway service performance.</p>	
004828 – 005346	Deputy Chairman Mr LAU Kwok-fan MTRCL	Referring to paragraph 6 of the Administration's paper [LC Paper No. CB(4)110/18-19(03)], Mr LAU queried the information provided by MTRCL which stated that only 20% of the carrying capacity of the railway lines concerned was reduced due to the incident. MTRCL clarified that the carrying capacity of the Tsuen Wan Line ("TWL"), Kwun Tong Line ("KTL") and Island Line ("ISL")	

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		<p>during the incident was reduced to only about 20%. MTRCL further explained that as stated in paragraph 6 of the paper, MTRCL was required to notify the relevant Government departments in accordance with the established mechanism if it expected that train service would be seriously disrupted with a reduction of carrying capacity by 20% or more during peak hours.</p> <p>Mr LAU expressed his dissatisfaction at the MTRCL's explanation as set out in paragraph 12 of the paper that it did not deploy any shuttle buses to divert passengers because it decided to focus its resources on maintaining limited train service and repairing the signalling system. Mr LAU urged the Administration to review and improve its existing contingency arrangements in coordinating with other public transport operators in case of major railway incidents.</p> <p>MTRCL advised that shuttle bus service was an emergency supplementary measure with limited carrying capacity and could hardly replace normal train service. It was of utmost importance to disseminating accurate and clear train service information to passengers in case of railway incidents. Since limited train service was maintained during the incident, MTRCL considered that it was important to focus its resources on providing service to passengers in a safe and orderly manner.</p>	
<p>005347 – 005752</p>	<p>Deputy Chairman Mr Gary FAN MTRCL</p>	<p>In response to Mr FAN's enquiry, MTRCL advised that out of safety concern, the trains on TWL, KTL and ISL were switched to manual mode at reduced speed of 22 kilometres per hour. Train service was maintained at a headway of about 12 to</p>	

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		<p>15 minutes, resulting in an extra travelling time of about 40 minutes for TWL.</p> <p>Pointing out that train operations were found to be unstable at 5:28 am on 16 October 2018 but MTRCL only informed ETCC of TD at 5:52 am, Mr FAN considered that MTRCL had violated the existing notification mechanism which required MTRCL to notify TD within eight minutes on any service disruption incident which had lasted for eight minutes or was expected to last for eight minutes or more. Mr FAN was also dissatisfied that MTRCL did not arrange free shuttle buses according to the agreement signed between MTRCL and the Public Omnibus Operators Association ("POOA") as prescribed in the existing contingency plan.</p> <p>Mr FAN reiterated his earlier suggestion to amend the Mass Transit Railway Ordinance (Cap. 556) so that Members of the Legislative Council and representatives of MTR staff unions could be appointed as additional directors to the MTRCL Board to enhance its corporate governance.</p>	
<p>005753 – 010218</p>	<p>Deputy Chairman Mr YIU Si-wing Administration</p>	<p>Mr YIU enquired:</p> <p>(a) in light of the experience gained, whether the Administration would review the existing contingency plan and actively coordinate with other public transport operators when there was prolonged service delay with a view to minimizing the impact to the public; and</p> <p>(b) whether similar incidents would occur in the future.</p>	

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		<p>The Administration responded that:</p> <p>(a) upon receiving MTRCL's notification, the Administration had immediately contacted other public transport operators to enhance services; it should be noted that, however, the carrying capacity of other public transport modes was far below that of the railway and it was not possible for these public transport modes to fully replace railway services; and</p> <p>(b) the Administration would take reference from this experience to review the existing contingency plan with MTRCL, including the deployment of free shuttle buses by MTRCL and the alert system for railway service disruptions.</p>	
<p>010219 – 010645</p>	<p>Deputy Chairman Ir Dr LO Wai-kwok Administration MTRCL</p>	<p>In response to Ir Dr LO's concern about railway safety and train frequency in view of the temporary segregation of the inter-connection of sector computers of TWL, ISL and KTL, MTRCL advised that safety of railway services had always been the first priority of the Corporation. While this temporary measure would affect the flexibility of deploying MTR trains across different railway lines, the railway safety would not be compromised in any way. To avoid recurrence of similar incidents, the sector computers of the above three lines would only be re-connected subject to the recommendations made by the executive review panel set up by MTRCL.</p> <p>Ir Dr LO further enquired about the chance of having similar incidents upon the completion of the signalling system upgrading project and the expected</p>	

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		<p>completion timeframe of the project.</p> <p>MTRCL advised that with the experience gained in this incident, MTRCL would endeavour to prevent similar incidents from recurring under the new signalling system. MTRCL added that the whole signalling system upgrading project was expected to complete in 2026.</p>	
<p>010646 – 011115</p>	<p>Deputy Chairman Mr HO Kai-ming Administration MTRCL</p>	<p>Mr HO queried whether MTRCL had deliberately disseminated inaccurate information concerning train service intervals to the public. In his view, such inaccurate information might have affected passengers' choice in alternative routes.</p> <p>The Administration responded that it would follow up with MTRCL on the information dissemination arrangements in times of service disruption, thus enabling passengers to adjust their journeys.</p> <p>MTRCL added that the interval of train service was an average number calculated based on the patronage of a specific period and the reduced speed of the trains during the incident. MTRCL was requested to provide a written reply on the outcome of its review on the dissemination of information in relation to train service, in particular if there were any discrepancies between the announced delay and actual interval of train service.</p>	<p>MTRCL (paragraph 9(a) of the minutes referred)</p>
<p>011116 – 011604</p>	<p>Deputy Chairman Mr Michael TIEN Administration MTRCL</p>	<p>Mr TIEN made the following enquiries:</p> <p>(a) whether MTRCL would adopt the past practice of Kowloon-Canton Railway to deploy a team of staff to the company of the supplier of the new signalling system for three months to improve the software programme; and</p>	

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		<p>(b) in view of the long timeframe for completion of the signalling replacement project in 2026, whether MTRCL would consider using the latest signalling system technology in the market instead of the "Communication Based Train Control" technology which had been widely used in other countries for nearly 20 years.</p> <p>MTRCL responded that:</p> <p>(a) the signalling systems of KTL, TWL and ISL had been upgraded to adopt the moving block concept in the mid-1990s according to its asset management system; and</p> <p>(b) it would consider Mr TIEN's suggestion concerning the deployment of staff to the company of the supplier of the new signalling system for three months.</p> <p>In reply to Mr TIEN's concern that passengers affected by the incident, who were mainly weekday passengers commuting to work, might not be able to benefit from the special concessionary fares offered by MTRCL during weekend, the Administration and MTRCL took note of Mr TIEN's concern. MTRCL said that it would further consider Mr TIEN's suggestion of offering the special concessionary fares on weekdays.</p>	
011605 – 012021	Deputy Chairman Ms Tanya CHAN Administration	Ms CHAN was concerned about the calculation method for the penalties to be imposed on MTRCL as a result of this incident under the existing penalty mechanism. She further urged the	

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		<p>Administration to review such mechanism.</p> <p>The Administration reiterated that it would give a full account of the incident to the public upon the completion of investigations on the cause of the incident. As regards the penalties to be imposed on MTRCL according to the Service Performance Arrangement ("SPA") under the MTR Fare Adjustment Mechanism, the Administration was reviewing the basis of calculation based on the existing mechanism and considering whether the service disruption of four MTR lines on 16 October 2018 would be regarded as one incident or four incidents.</p>	
<p>012022 – 012513</p>	<p>Deputy Chairman Mr Jeremy TAM Administration MTRCL</p>	<p>Mr TAM enquired:</p> <p>(a) about the impact of the temporary measure of segregating the inter-connection of sector computers of TWL, ISL and KTL on the carrying capacity and the train frequency of railway lines; and</p> <p>(b) whether the uncoordinated resetting arrangement of software counters between the two inter-connected systems of the four railway lines concerned was caused by human error or system fault.</p> <p>MTRCL and the Administration responded that:</p> <p>(a) segregating the inter-connection of sector computers of TWL, ISL and KTL would have no impact on the carrying capacity and the train frequency of the railway lines concerned; yet the flexibility of deploying trains across railway lines</p>	

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		<p>would be affected to a certain extent; and</p> <p>(b) according to the initial investigation by MTRCL, the incident was likely caused by uncoordinated resetting arrangement of the software counters of the two inter-connected signalling systems when they were undergoing synchronisation. Such reset process was not required to be done on a daily basis and was not related to the switches between the current and the new signalling systems. In view of the above, MTRCL considered that the incident was not relevant to any human factor.</p>	
<p>012514 – 012954</p>	<p>Deputy Chairman Mr Wilson OR MTRCL</p>	<p>Mr OR was concerned about the deteriorating service performance of MTRCL. In reply to Mr OR's question about measures to avoid recurrence of similar incidents, MTRCL responded that it had set up an executive review panel to conduct an in-depth investigation on the root cause of this unprecedented incident and formulate relevant measures to avoid recurrence.</p> <p>As regards Mr OR's dissatisfaction about the offer of the special concessionary fares to passengers during weekend, MTRCL explained that having regard to the high patronage of MTR lines during weekdays and the possibility of generating extra passenger flow with the special concessionary fares, MTRCL considered the arrangement of offering the concessionary fares during weekend appropriate. Besides, it was estimated that more than 8 million passenger trips would benefit from the concessions.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>Mr OR also opined that the existing penalty mechanism could not achieve its intended deterrent effect and therefore urged the Administration to conduct a comprehensive review on it.</p>	
<p>012955 – 013506</p>	<p>Deputy Chairman Mr LAM Cheuk-ting Administration</p>	<p>Mr LAM pointed out that according to the existing SPA, the penalty to be imposed on MTRCL would only be \$8 million even if the service disruption on 16 October 2018 would be regarded as four incidents. He considered that the amount was apparently far from adequate to achieve the deterrent effect. He asked whether the Administration and MTRCL would review the penalty mechanism.</p> <p>The Administration reiterated that it would follow up with MTRCL seriously on the basis of calculation of the penalties to be imposed on MTRCL under the existing SPA. Should the SPA fail to suitably address the severity of this incident, the Administration would not rule out the possibility of conducting a review on the SPA.</p>	
<p>013507 – 013919</p>	<p>Deputy Chairman Dr CHENG Chung-tai Administration MTRCL</p>	<p>Dr CHENG expressed his dissatisfaction about the offer of the special concessionary fares for passengers using octopus cards during weekend. The Administration responded that the abovementioned fare concessions were offered by MTRCL to the affected passengers as a token of gratitude for their patience and co-operation during the incident and that were not relevant to the penalties to be imposed on MTRCL according to the SPA. MTRCL apologized again for having caused inconvenience to the public due to the incident and reiterated its explanations given above regarding the offer of the special concessionary fares during</p>	

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		<p>weekend. MTRCL added that the concessions were offered on the condition that railway services would continue be provided in a safe and orderly manner.</p> <p>In response to Dr CHENG's follow-up enquiry, MTRCL advised that the amount involved in offering the special concessionary fares during weekend would be more than \$30 million.</p>	
013920 – 014328	Deputy Chairman Mr CHU Hoi-dick Administration MTRCL	<p>On Mr CHU's enquiry about the sequence of events of the incident, MTRCL explained that as the software counter resetting arrangement of the two signalling systems was different, it resulted in uncoordinated situation between the two inter-connected systems when they were undergoing synchronisation as usual at 5:28 am on 16 October 2018. Based on the signalling system data records, the incident occurred only after MTRCL had switched the signalling system back to the existing one and had operated normally for some time. Hence, there was no evidence showing correlation between the incident and the signalling system upgrading project and its testing.</p> <p>Mr CHU asked whether or not similar incidents would occur on KTL and Tseung Kwan O Line since these two lines continued to be inter-connected due to system operation needs. MTRCL advised that after it had isolated the connections between the relevant lines and re-booted all computers, the signalling systems of the four lines returned to stable operation.</p>	
014329 – 014749	Deputy Chairman Dr Priscilla LEUNG Administration	Dr LEUNG raised concern on the deployment of shuttle bus service during incidents. Pointing out that certain bus routes had been cancelled upon the	MTRCL (paragraph 9(b) of the minutes

Time marker	Speaker	Subject(s)	Action required
		<p>commissioning of the West Island Line and the Kwun Tong Line Extension, she asked whether the Administration and MTRCL had increased the number of buses to be deployed to provide service in the districts concerned in case of serious railway incidents.</p> <p>The Administration reiterated that it would review with MTRCL on the deployment of shuttle bus service when there was prolonged service delay or limited train service on the entire line. At the request of Dr LEUNG, the Administration undertook to consider the concrete measures to mobilize extra franchised bus service during serious railway incidents and provide a written response after the meeting.</p> <p>The Administration reiterated its position on the review of SPA in response to Dr LEUNG's suggestion of introducing a penalty arrangement for reducing the salaries and bonuses of MTRCL's management according to the number of service disruptions.</p>	referred)
014750 – 015302	Deputy Chairman Mr AU Nok-hin Administration MTRCL	<p>Mr AU expressed his dissatisfaction about the offer of special concessionary fares during weekend. He further urged the Administration to explain the operation of ETCC during the incident and submit a paper in this regard.</p> <p>The Administration advised that upon receiving MTRCL's notification, taking into account the severity of the incident, ETCC of TD upgraded its operation level to Level 2, led by directorate staff of TD and deployed additional staff to coordinate with other public transport operators and to provide emergency support. ETCC also</p>	

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		<p>urged MTRCL to disseminate information concerning the latest development of the incident and transportation arrangement to the public through different channels.</p> <p>As regards Mr AU's discontent about the absence of free shuttle buses during the incident, MTRCL explained that it did consider the feasibility of deploying shuttle buses a number of times. However, MTRCL could only deploy about ten buses in short notice, which might not be effective in the circumstance given the scale of the incident. It therefore decided to focus its resources on maintaining limited train service and repairing the system instead.</p>	
015303 – 015330	Deputy Chairman Mr SHIU Ka-fai	Extension of meeting by 15 minutes.	
015331 – 015741	Deputy Chairman Ms Claudia MO Administration MTRCL	<p>Ms MO was dissatisfied with the design of the powerpoint presentation material provided by MTRCL and the long recovery time taken to resume the train service.</p> <p>In reply to Ms MO's enquiry, MTRCL advised that the MTR network carried more than five million passenger trips per each weekday. If the special concessionary fares were to be offered during weekdays, the amount involved was estimated to be around \$20 million per day.</p>	
015742 – 020304	Deputy Chairman Dr Helena WONG Administration MTRCL	Dr WONG asked whether the Administration would affirm that similar service disruptions on four railway lines would not occur again. The Administration replied that according to MTRCL, the incident was likely caused by uncoordinated resetting arrangement of the software counters of the two	

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		<p>inter-connected signalling systems when they were undergoing synchronisation. The Administration believed that upon the temporary segregation of the inter-connections of the sector computers of TWL, ISL and KTL, the chance of having similar incidents would be minimal.</p> <p>On Dr WONG's follow-up enquiry about the recurrence of similar incidents on individual MTR lines, MTRCL advised that based on the analysis of the data records and the experts' advice, the two signalling systems had returned to stable operation after isolating the connections between relevant lines, and the inter-connection of sector computers of TWL, ISL and KTL would remain to be segregated subject to the advice of the experts. In light of the professional advice provided by the experts, MTRCL was of the view that similar incidents would not happen again in the near future.</p> <p>Dr WONG opined that MTRCL should have disseminated information concerning recovery lead-time and train service intervals to passengers before they entered the affected stations during the incident, so that the passengers were able to plan their trips well in advance. MTRCL responded that its executive review panel would review the existing contingency and information dissemination arrangements on the incident day.</p>	
020305 – 020727	Deputy Chairman Mr POON Siu-ping Administration MTRCL	Mr POON noted that MTRCL deployed about 55 maintenance staff to inspect and recover the systems during the incident (i.e. around 10-plus staff for each affected railway line). Relaying the concern of the MTR staff unions about the shortage of maintenance staff, Mr POON questioned if	

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		<p>there was sufficient manpower to handle the incident.</p> <p>MTRCL responded that as the incident was unprecedented and complicated, it had deployed additional maintenance staff to stand by at stations' signalling equipment room to reboot the computers involved. Besides, MTRCL had increased its manpower for railway services to meet operational needs. The number of MTR staff responsible for maintenance of the railway system grew from 3 700 in 2008 to 5 039 in 2018.</p> <p>In reply to Mr POON's enquiry, MTRCL reiterated that free shuttle buses would be deployed during a railway incident according to the agreement between MTRCL and POOA.</p> <p>Mr POON was also concerned that whether sufficient training would be provided to staff by the time when the signalling system upgrading project for TWL was completed in 2019. MTRCL replied in the affirmative.</p>	
020728 – 021155	Deputy Chairman Mr Alvin YEUNG Administration	<p>Mr YEUNG asked whether the Administration would, after this incident, consider reviewing the existing penalty mechanism; and whether the mechanism could effectively reflect the severity of the incident.</p> <p>The Administration explained that under SPA, the level of penalty per incident was pegged to the severity and extent of impact of the incident in question. The Administration reiterated that taking into account the scale of this incident, the Administration would determine the level of penalty based on the existing SPA.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>Should the SPA fail to suitably address the severity of this incident, the Administration would consider conducting a review on it.</p>	
<p>021156 – 021614</p>	<p>Deputy Chairman KWONG Chun-yu Administration MTRCL</p>	<p>Mr KWONG's question and the Administration's response about whether the service disruption of four railway lines on 16 October 2018 would be regarded as having reached the disaster level.</p> <p>In respect of Mr KWONG's dissatisfaction about the offer of the special concessionary fares by MTRCL during weekend, the Administration believed that MTRCL noted members' views and would consider the views as appropriate.</p> <p>Mr KWONG asked when the Administration would consider reviewing the existing penalty mechanism. The Administration reiterated its position in this regard.</p>	
<p>021615 – 022020</p>	<p>Deputy Chairman Administration</p>	<p>The Deputy Chairman considered that there was much room for improvement in the existing contingency plan and penalty mechanism for railway service disruptions. He was also concerned about the shortage of experienced maintenance staff as mentioned by Mr POON Siu-ping.</p> <p>The Deputy Chairman's dissatisfaction and the Administration's response regarding the special concessionary fare offered by MTRCL.</p> <p>The Deputy Chairman also urged the Secretary for Transport and Housing and the Commissioner for Transport, who were members of the Board of MTRCL, to duly perform their duties in the Board to further enhance railway service performance.</p>	

Time marker	Speaker	Subject(s)	Action required
022021 – 022047	Deputy Chairman Mr Tommy CHEUNG	Discussion on time arrangement of the meeting and handling of the seven motions proposed by members.	
<i>Agenda Item V –Any other business</i>			
022048 – 022053	Deputy Chairman	Closing remarks	

Council Business Division 4
Legislative Council Secretariat
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