

# 立法會

## *Legislative Council*

LC Paper No. CB(4)1245/18-19  
(These minutes have been seen by  
the Administration)

Ref: CB4/PS/1/16

### **Panel on Transport**

### **Subcommittee on Matters Relating to Railways**

### **Minutes of meeting on Friday, 29 March 2019, at 8:45 am 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 CHAN Han-pan, BBS, JP  
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-kwok, SBS, MH, JP  
Hon Alvin YEUNG  
Hon CHU Hoi-dick  
Dr Hon Junius HO Kwan-yiu, JP  
Hon HO Kai-ming  
Hon LAM Cheuk-ting  
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 James TO Kun-sun  
Hon KWONG Chun-yu

**Public Officers attending :** **Agenda item III**

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 CHAN Chau-fat  
Assistant Director/ Railways  
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

**Agenda item IV**

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

Ms Rebecca PUN Ting-ting, JP  
Deputy Secretary for Transport and Housing  
(Transport)1  
Transport and Housing Bureau

Mr Peter MAK Chi-kwong  
Principal Assistant Secretary for Transport and  
Housing (Transport)7  
Transport and Housing Bureau

Mr Jimmy CHAN Pai-ming, JP  
Director of Highways  
Highways Department

Mr Robert CHAN Cheuk-ming, JP  
Principal Government Engineer / Railway  
Development  
Highways Department

Mr Jonathan LEUNG Man-ho  
Government Engineer / Railway Development 1  
Highways Department

Mr YU Tak-cheung, JP  
Deputy Director of Buildings  
Buildings Department

Mr Humphrey HO Hon-kit  
Assistant Director / New Buildings 2  
Buildings Department

**Attendance by  
invitation** :

**Agenda item III**

MTR Corporation Limited

Mr Adi LAU Tin-shing  
Operations Director

Dr Tony LEE Kar-yun  
Chief of Operations Engineering

Mr Alan CHENG  
Chief of Operating

Mr Eric LEE Ka-chun  
General Manager – Public Affairs

**Agenda item IV**

**MTR Corporation Limited**

Dr Jacob KAM  
Chief Executive Officer – Designate

Mr Roger BAYLISS  
Projects Director

Ms Linda SO  
Corporate Affairs Director

Mr James CHOW  
Divisional General Manager – Projects

**Clerk in attendance :** Ms Sophie LAU  
Chief Council Secretary (4)2

**Staff in attendance :** Ms Angela CHU  
Senior Council Secretary (4)2

Ms Jacqueline LAW  
Council Secretary (4)2

Miss Mandy LAM  
Legislative Assistant (4)2

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Action

**I. Information paper(s) issued since the last meeting**

(LC Paper Nos. CB(4)518/18-19(01), CB(4)218/18-19(01), CB(4)496/18-19(01))

Members noted the above papers which had been issued since the last regular meeting of the Subcommittee on Matters Relating to Railways ("the Subcommittee") held on 1 February 2019.

**II. Items for discussion at the next meeting**

(LC Paper Nos. CB(4)687/18-19(01) – (02))

2. Members agreed to discuss the following items at the next meeting to be held on Friday, 14 June 2019 at 8:30 am:

- (a) Progress update on enhancement of MTR facilities;
- (b) Progress update of the construction of the Shatin to Central Link ("SCL"); and
- (c) Tuen Mun South Extension.

*(Post-meeting note: the meeting originally scheduled for Friday, 14 June 2019 was rescheduled to Friday, 12 July 2019. Subsequently, the rescheduled meeting on 12 July 2019 was cancelled.)*

**III. Incident of the new signalling system testing on Tsuen Wan Line on 18 March 2019**

(LC Paper Nos. CB(4)687/18-19(03)-(04), CB(4)661/18-19(01)-(03), CB(4)670/18-19(01) and CB(4)683/18-19(01))

3. At the invitation of the Chairman, Operations Director of MTR Corporation Limited ("MTRCL"), Chief of Operations Engineering of MTRCL and Chief of Operating of MTRCL briefed members on the incident of the new signalling system testing on Tsuen Wan Line on 18 March 2019 with the aid of a powerpoint presentation (LC Paper No. CB(4) 700/18-19(01)). The Subcommittee deliberated (index of proceedings at **Annex**).

Action

**IV. Interim Report of the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link Project**  
(LC Paper Nos. CB(4)688/18-19(01) and CB(4)687/18-19(05))

4. At the invitation of the Chairman, Chief Executive Officer – Designate of MTRCL briefed members on the review conducted by the MTR Board's Capital Works Committee on Processes and Procedures of the Project Management System with the aid of a powerpoint presentation (LC Paper No. CB(4)700/18-19(02)). The Subcommittee deliberated (index of proceedings at **Annex**).

*(At 10:21 am, the Chairman extended the meeting for 15 minutes.)*

**V. Any other business**

5. There being no other business, the meeting ended at 11:29 am.

Council Business Division 4  
Legislative Council Secretariat  
30 September 2019

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**Proceedings of the meeting  
Friday, 29 March 2019, at 8:45 am  
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 paper(s) issued since the last meeting</i>			
000533 – 000558	Chairman	Members noted the information papers issued since the last regular meeting.	
<i>Agenda Item II – Items for discussion at the next meeting</i>			
000559 – 001100	Chairman Mr LAM Cheuk-ting Ms Tanya CHAN Mr Gary FAN	<p>Members agreed on the items for discussion at the next regular meeting.</p> <p>Mr LAM suggested the Subcommittee to convene an urgent meeting to discuss the impact of the incident of the new signalling system testing on Tsuen Wan Line on the progress of the signalling replacement project. Mr FAN shared this view and proposed to allow sufficient time for members to discuss the incident.</p> <p>Ms CHAN requested the Administration to provide information regarding the patronage and situation of claims after the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link.</p> <p>Responding to Mr LAM's enquiry about his letter on the penalty mechanism for the MTR Corporation Limited ("MTRCL"), the Chairman said that it would be more appropriate for the Panel of Transport ("the Panel") to discuss the issue and would liaise with Mr CHAN Han-pan, the Chairman of the Panel in this regard.</p>	
<i>Agenda Item III – Incident of the new signalling system testing on Tsuen Wan Line on 18 March 2019</i>			
001101 – 001533	Chairman Administration	Briefing by the Administration [LC Paper No. CB(4)687/18-19(03)].	
001534 – 002658	Chairman MTRCL Mr LAM Cheuk-ting	Briefing by MTRCL with the aid of a powerpoint presentation [LC Paper No. CB(4)700/18-19(01)].	
002659 – 003142	Chairman Administration MTRCL	Noting that the signalling system was generally operated on main and stand-by sector computers, the Chairman enquired about the reasons for providing a back-up computer in the new signalling	

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		<p>system. He also requested MTRCL to explain the cause of the incident and whether the simulation tests conducted by the contractor had covered all possible operation scenarios.</p> <p>MTRCL advised that to enhance the reliability and availability of the new signalling system, MTRCL had specified in the contract between MTRCL and the signalling system contractor that a back-up sector computer should be provided. As stated in the system specifications of the contract, the main, stand-by and back-up sector computers were identical in terms of functions and safety requirements.</p> <p>MTRCL further advised that it had set up an investigation panel to look into and ascertain the cause of the incident, in particular the reasons why the incident occurred only when the new signalling system had switched to the back-up computer. The investigation would cover the system structure, design, switching between computers, the integration of software and hardware and the system protection procedures, etc.</p>	
003143 – 003553	Chairman Mr KWONG Chun-yu Administration MTRCL	<p>Mr KWONG expressed dissatisfaction that despite the frequent occurrences of railway service disruption, MTRCL still sought a fare adjustment in accordance with the Fare Adjustment Mechanism. The Administration responded that the issues relating to MTR fare adjustment would be discussed at the meeting of the Panel on Transport.</p> <p>Mr KWONG asked whether and how MTRCL would guarantee that incidents of similar nature would not occur again in future. MTRCL advised that as a matter of prudence, it had immediately suspended all the train tests pertinent to the signalling system upgrade programme, until the cause of the incident had been identified. The investigation panel comprising both local and overseas experts would spare no effort to conduct an in-depth investigation in order to ascertain the cause of the incident.</p>	
003554 – 003958	Chairman Mr Michael TIEN MTRCL	<p>In reply to Mr TIEN's enquiry, MTRCL advised that staff of different divisions, including engineering and operations staff who had participated in the testing of the signalling system for West Rail Line and Ma On Shan Line, had been sent to the signalling system contractor's simulation laboratory</p>	



Time marker	Speaker	Subject(s)	Action required
		<p>based in Canada to witness the simulation tests.</p> <p>In view that the safety inter-locking function of the back-up system was found to be not effective as it should have been in normal circumstances according to the design, Mr TIEN urged the Administration, as the regulator of railway operations, to consider whether it was appropriate to include a back-up system in the new signalling system.</p>	
003959 – 004411	Chairman Dr CHENG Chung-tai MTRCL	<p>Dr CHENG was very concerned that the safety inter-locking function of the back-up system was found to be not effective after the train control had been switched to the back-up system during the scenario testing. He questioned whether MTRCL had lowered the safety requirements of the new signalling system for the sake of increasing train frequency and capacity.</p> <p>MTRCL stressed that railway safety had always been the Corporation's first priority. The train collision incident on 18 March 2019 was unacceptable. An investigation panel had been set up to thoroughly look into and ascertain the cause of the incident.</p>	
004412 – 004838	Chairman Mr LAU Kwok-fan Administration	<p>Mr LAU raised concern about the safety and reliability of the new signalling system. He asked whether MTRCL would pursue with the signalling system contractor regarding the responsibility for the incident.</p> <p>The Administration advised that it would inform the Subcommittee the investigation results upon completion of the investigations. It was not appropriate to speculate about the responsibility on the part of the involved parties at this stage. After the incident, the Electrical and Mechanical Services Department ("EMSD") had conducted on-site inspection of the interlocking functions of the computer-controlled turnouts of the existing signalling system, in order to ensure the safety of the railway operation. The Administration stressed that only when MTRCL and EMSD had ascertained the cause of the incident and remedial work had been taken, the Administration would allow MTRCL to resume testing of the new signalling system during non-traffic hours. Furthermore, EMSD together with other relevant government departments would conduct stringent</p>	

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		<p>and independent assessment on the new signalling system and approve the system to put into service only after the safe and smooth operation of the new system was affirmed. The Administration reserved all the rights to pursue the responsibilities of relevant parties in the light of the investigation findings.</p> <p>Mr LAU further enquired about the role of EMSD in the incident. The Administration advised that EMSD would review the testing process of the new signalling system in accordance with international standards. EMSD would also participate in and observe sampled safety tests conducted on-site by MTRCL, to ensure compliance with relevant safety requirements. MTRCL was also required to provide the system safety document issued by its Independent Safety Assessor to confirm the safety of the system before conducting testing.</p>	
004839 – 005252	Chairman Mr Jeremy TAM MTRCL	<p>Mr TAM sought clarifications on whether the same scenario as the one leading to the train collision incident on 18 March 2019 had been tested during the stage of simulation tests.</p> <p>MTRCL responded that various tests of the new signalling system had been carried out during non-traffic hours at different sections of the Tsuen Wan Line. The same problem was, however, not discovered during the previous tests until the incident happened. MTRCL advised that the safety inter-locking function was required in all the three sector computers (i.e. the main, the stand-by and the back-up computers) according to the contract requirements. During the stage of simulation tests, the contractor had tested the three computers individually and testing on similar scenarios had been carried out as well.</p>	
005253 – 005656	Chairman Mr Gary FAN MTRCL	<p>Mr FAN expressed dissatisfaction that despite the train collision incident, MTRCL still sought a fare adjustment.</p> <p>Mr FAN asked whether MTRCL would consider not using the new signalling system in question and procuring another latest signalling system in the market in case programming errors were identified according to the investigation findings.</p> <p>MTRCL noted Mr FAN's suggestion and replied that it might be premature at this stage to consider</p>	

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		this.	
005657 – 010114	Chairman Ms Tanya CHAN MTRCL	<p>Ms CHAN said she understood that on 10 February 2019, a MTR train had jumped the red signal light at Tsuen Wan Station during non-traffic hours when conducting the testing of the new signalling system of Tsuen Wan Line in respect of the accuracy of trains' stopping locations. She was very concerned that MTRCL did not learn its lesson from the above incident and put the safety of MTR train drivers at risk during the on-site testing. She asked whether the investigation panel set up by MTRCL would include the above incident in its investigation.</p> <p>MTRCL advised that according to its findings, the Train Automatic Protection system had functioned properly during the above incident. Other incidents relating to the testing of the new signalling system, including the one mentioned by Ms CHAN, would also be reviewed by the investigation panel.</p>	
010115 – 010521	Chairman Mr CHAN Han-pan Administration	<p>Mr CHAN expressed appreciation of the MTR frontline staff in carrying out the recovery work after the incident. He also suggested offering 20% fare discount to passengers for one week as a token of gratitude for their patience and co-operation after the incident.</p> <p>In the light of experience gained from the incident, Mr CHAN urged the Administration to explore the possibilities of constructing parallel railway lines so that back-up train services would be provided to divert passenger flow in case of major service disruptions.</p> <p>The Administration advised that it would review the long-term railway development strategy from time to time, taking into account various factors including the new developments in the community and the distribution of population.</p>	
010522 – 010931	Chairman Mr LAM Cheuk-ting MTRCL	<p>Mr LAM asked whether MTRCL had monitored the whole process of simulation tests conducted by the signalling system contractor. MTRCL replied that its staff had participated in the various stages of the testing of the new signalling system. Having regard to MTRCL's response, Mr LAM considered that MTRCL failed to properly supervise its contractor to carry out the simulation tests of the new signalling system.</p>	

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		<p>Noting that the signalling system contractor was able to find out the same problem (i.e. the safety inter-locking function of the back-up system was not effective) when it reproduced the incident scenario in the simulation laboratory after the incident, Mr LAM queried the reasons why the problem had not been discovered during the stage of simulation tests.</p> <p>MTRCL advised that the reason for setting up an investigation panel was to thoroughly investigate into the cause of the incident. MTRCL emphasized that the contractor had the responsibility to ensure the safety of the new signalling system, including the provision of a safe and reliable signalling system for testing.</p> <p>In response to Mr LAM's question, MTRCL explained that in addition to identifying the cause of the incident, the investigation panel would also recommend improvement measures with a view to enhancing the development and testing process of the new signalling system.</p>	
010932 – 011354	Chairman Ir Dr LO Wai-kwok MTRCL Administration	<p>Ir Dr LO was concerned about the safety of the existing signalling system and asked whether similar incidents would occur on the existing lines.</p> <p>MTRCL's reply as set out in paragraph 25 of the Administration's paper [LC Paper No. CB(4)687/18-19(03)] was explained. The Administration added that to ensure the safety of the existing signalling system, EMSD had been conducting on-site inspection on the safety-critical components of the existing signalling system, including the inter-locking functions of the computer-controlled turnouts.</p>	
011355 – 011817	Chairman Mr POON Siu-ping Administration MTRCL	<p>Mr POON asked about the details of the investigation to be conducted by EMSD. The Administration advised that apart from the investigation to be carried out by MTRCL, EMSD would conduct an independent investigation at the same time, including the appointment of independent consultants to review the information and reports submitted by MTRCL and other relevant parties to ascertain the cause of the incident.</p>	

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		<p>Mr POON expressed concern on the compensation arrangement for the operations engineering staff who had assisted in the recovery work for about 48 hours. MTRCL commended the effort of the staff who had assisted in the recovery work, and advised that it had established guidelines and policy for its staff to claim overtime allowance and/or time-off.</p>	
011818 – 012234	Chairman Mr LUK Chung-hung MTRCL	<p>Mr LUK called on MTRCL to provide hardship allowance to those staff who had assisted in the recovery work, and to address squarely the problems of low staff morale and high turnover rate of experienced staff by reviewing the remuneration mechanism. MTRCL noted Mr LUK's concern and undertook to consider Mr LUK's suggestions.</p> <p>Mr LUK queried whether the simulation tests conducted by the signalling system contractor were not comprehensive enough to cover all possible operation scenarios, so that the incident had happened during the on-site testing. He asked whether and how MTRCL would pursue the responsibility on the part of the contractor.</p> <p>MTRCL responded that the investigation panel would collect and review all system data in relation to simulation and on-site tests in the course of investigation to find out the cause of the incident. MTRCL also reserved the right to take action against the signalling system contractor according to the contract and in the light of the investigation findings.</p>	
012235 – 012641	Chairman Mr LEUNG Che-cheung Administration	<p>Mr LEUNG was concerned about the Administration's over-reliance on MTRCL in overseeing the signalling replacement project. He suggested the Administration to borrow the experience of the Mainland China to set up an independent coordination centre for handling serious service disruptions and monitoring of railway operations.</p> <p>The Administration advised that there was a clear division of labour between relevant government departments on monitoring railway safety and regulating railway services. EMSD regulated and monitored the safe operation of the MTR system, while the Transport Department ("TD") monitored the service performance of the railway network to ensure that MTRCL provided a safe and efficient service to the public.</p>	

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012642 – 013112	Chairman Dr Priscilla LEUNG Administration	<p>Dr LEUNG opined that it was not appropriate for MTRCL to seek a fare adjustment in accordance with the Fare Adjustment Mechanism at this moment. She was also concerned about the confidence and preparedness of the management of MTRCL to handle the recent series of railway incidents.</p> <p>The Administration advised that MTRCL would actively implement the improvement measures as recommended by the investigation panel so as to rebuild public confidence. In the meantime, the Administration would strengthen its monitoring of MTRCL to ensure that MTRCL would continue to provide safe and efficient service to the public.</p>	
013113 – 013522	Chairman Mr AU Nok-hin Administration	<p>Mr AU expressed dissatisfaction that MTRCL still sought a fare adjustment despite the frequent occurrence of railway service disruptions.</p> <p>In response to Mr AU's enquiry, the Administration advised that the information relating to the additional public transport services provided during the incident as mentioned in paragraph 23 of the Administration's paper only included those provided on the incident day (i.e. 18 March 2019).</p> <p>On Mr AU's concern about the provision of additional public transport services during the incident, the Administration advised that the Emergency Transport Coordination Centre ("ETCC") of TD would monitor the travel pattern of passengers so as to suitably provide alternative public transport services and to meet the passenger demand. In view of the high passenger demand for ferry service between Central and Tsim Sha Tsui on the incident day, ETCC of TD had liaised with the Star Ferry to arrange additional ferry service to meet passenger demand. It had also deployed staff to the Central Ferry Pier to monitor the situation on-site.</p>	
013523 – 013957	Chairman Mr YIU Si-wing Administration MTRCL	<p>Mr YIU enquired whether MTRCL would be able to furnish the incident report in three months' time. He was concerned that the credibility of the report would be compromised if there was not sufficient time for MTRCL to fully investigate into the incident.</p> <p>The Administration advised that according to MTRCL's assessment, the initial report was</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>expected to be ready in about three months. EMSD would in parallel conduct professional and independent investigation and would review the incident report submitted by MTRCL in order to find out the cause of the incident. MTRCL added that the investigation panel would conduct an in-depth investigation on the incident from various angles. MTRCL assured members that the investigation panel would not make any hasty conclusions in respect of the cause of the incident.</p> <p>Mr YIU sought clarifications on the procedures of conducting the scenario testing on the incident day. MTRCL responded that the scenario testing on the incident day was carried out in accordance with the established procedures agreed with the signalling system contractor.</p>	
<i>Agenda Item IV – Interim Report of the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link Project</i>			
013958 – 014103	Chairman	Extension of meeting by 15 minutes.	
014104 – 014543	Chairman Administration	Briefing by the Administration [LC Paper No. CB(4)687/18-19(05)].	
014544 – 015010	Chairman MTRCL	Briefing by MTRCL with the aid of a powerpoint presentation [LC Paper No. CB(4)700/18-19(02)].	
015011 – 015436	Chairman Mr Tommy CHEUNG Administration	<p>As the evidence and information available to the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link Project ("COI") might be incomplete, and the Holistic Assessment Strategy to verify the condition of works of the Hung Hom Station Extension was still on-going, Mr CHEUNG opined that it might be premature to form a view on the question of whether the Hung Hom Station Extension diaphragm wall and platform slab construction works were safe and asked if this determination would be changed in the Final Report.</p> <p>The Administration advised that according to the Preface of the Interim Report of the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link ("SCL") Project ("Interim Report"), COI noted that the full assessment on the structural integrity of the Hung Hom Station Extension would not be available until April 2019.</p>	

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		<p>The Administration and MTRCL would continue to fully cooperate with COI in its further investigation in connection with its extended Terms of Reference. In addition, the Administration would strive to ensure that MTRCL would complete the structural analysis in the third stage of the Holistic Assessment Strategy in good time before COI finished its work in August 2019, so that COI might take the results into account, if it so wished, in preparing its final report.</p>	
015437 – 015844	Chairman Mr Gary FAN Administration	<p>Mr FAN cast doubt on the determinations reached by COI that the station box structure (i.e. the Hung Hom Station Extension diaphragm wall and platform slab construction works) were safe and that no rebuilding or strengthening of the diaphragm walls or the platform slabs were necessary. He questioned how COI could reach the aforesaid determinations without considering information such as technical analysis report provided by the expert witnesses and risk analysis report on design changes that was implemented at the diaphragm wall.</p> <p>The Administration advised that COI had appointed its experts on structural engineering issues to assist the inquiry. Key documents considered by COI during the inquiry had been uploaded to its website for public reference as well. Further, it would not be appropriate for the Administration to elaborate on the determinations reached by COI.</p>	
015845 – 020356	Chairman Ms Tanya CHAN Administration MTRCL	<p>Ms CHAN raised concern about the deficiencies in the "Request for Inspection and Survey Checks Forms" ("RISC Forms") of the structural works and coupler-related site records for To Kwa Wan Station. The Administration advised that MTRCL had been conducting an audit in respect of the construction records situation of the major works of other SCL stations. MTRCL indicated that more time was needed to collect and review the records that it could not submit the relevant records by the end of March 2019 as required by the Highways Department ("HyD"). In this regard, the Administration had expressed dissatisfaction with MTRCL's postponement.</p> <p>MTRCL added that an external consultant had been engaged to assist in conducting the audit. MTRCL accepted that it was not a normal practice</p>	



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		to collect and review the construction inspection records after the completion of the relevant works .	
020357 – 020801	Chairman Mr Michael TIEN Administration MTRCL	<p>Mr TIEN noted that the structural engineer expert who had been engaged by the Administration in the inquiry expressed his disagreement with the COI's determinations after COI had released the Interim Report. Mr TIEN was concerned that the Administration had not taken into account the expert's comments when making its response to the COI's Interim Report.</p> <p>The Administration reiterated that it would not be appropriate for the Administration to elaborate on the determinations reached by COI. As stated in its Interim Report, COI also noted that MTRCL would continue with the Holistic Assessment Strategy to ascertain the overall structural integrity of the works for the Hung Hom Station Extension. The investigation and analysis results would be submitted to COI for its reference.</p> <p>Mr TIEN urged MTRCL to expedite its audit work for Hin Keng and Kai Tak stations for the partial commissioning. MTRCL responded that the audit on the structural work of other SCL stations was being carried out concurrently. It would endeavour to expedite its audit work.</p>	
020802 – 021227	Chairman Dr Priscilla LEUNG MTRCL	<p>Dr LEUNG called on MTRCL to take heed of the recommendations of COI regarding the split accountabilities at senior level of MTRCL as set out in paragraph 407 of the Interim Report. She was dissatisfied that MTRCL still sought a fare adjustment amid recent spate of incidents relating to the quality of works of the Hung Hom Station Extension.</p> <p>MTRCL took note of Dr LEUNG's views and advised that MTRCL had been offering fare concessions to different passenger groups by deploying additional resources, so that passengers in effect would not experience any actual fare increase during the specified period.</p> <p>Dr LEUNG was also concerned that as pointed out in the paragraphs 411 to 412 of the Interim Report, Atkins China Limited ("Atkins") was engaged by both MTRCL and Leighton Contractors (Asia) Limited ("Leighton") for the construction of diaphragm walls and platform slabs at the Hung</p>	

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		<p>Hom Station Extension, and that might give rise to immediate potential of both real and perceived conflict of interest. MTRCL noted COI's view that it was not a good practice.</p>	
021228– 021629	<p>Chairman Mr AU Nok-hin Administration</p>	<p>In response to Mr AU's concern about the missing RISC Forms for the North Approach Tunnels ("NAT"), the South Approach Tunnels ("SAT") and the Hung Hom Stabling Sidings ("HHS"), the Administration advised that the Chief Executive in Council approved in February 2019 the expansion of COI's Terms of Reference to investigate these three locations.</p> <p>Mr AU also urged the Administration to ensure the investigation work of COI would cover all construction works carried out at the Hung Hom Station Extension.</p>	
021630 – 022035	<p>Chairman Mr LAM Cheuk-ting MTRCL</p>	<p>Given that the second stage of the Holistic Assessment Strategy was still in progress, and that some of the key documentation for NAT, SAT and HHS had been found missing and some of the construction works involving deviations from the designs, plans or drawings accepted by the relevant government departments might have been carried out, Mr LAM had doubt over the COI's determination that the diaphragm wall and platform slab construction works at the Hung Hom Station Extension were safe. He further asked whether MTRCL agreed with the COI's determinations.</p> <p>MTRCL advised that the relevant works had been completed for two years and during the period, installation of E&amp;M facilities and train tests were carried out on the structure concerned. The station box structure had shown no signs of distress which would give rise to safety concerns. MTRCL believed that COI had reached its determinations after considering all relevant evidence and expert advice in a stringent manner and its determinations were, therefore, credible.</p>	
022036 – 022447	<p>Chairman Dr Helena WONG Administration</p>	<p>In response to Dr WONG's enquiry, the Administration confirmed that the Administration and MTRCL would continue with the tests and analysis proposed under the Holistic Assessment Strategy after the release of the Interim Report.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>Dr WONG considered that as the opening up works at the second stage of the Holistic Assessment Strategy were still in progress, it was inappropriate for the Administration to conclude that the station box structure was safe. She opined that the Administration and MTRCL failed to provide any scientific evidence to convince the general public that the diaphragm wall and platform slab construction works at the Hung Hom Station Extension were safe.</p>	
022448 – 022908	Chairman Ms Claudia MO MTRCL	<p>Having regard to the disagreement with the COI's determinations expressed by two of the expert witnesses after the release of the Interim Report, Ms MO considered the determinations not reliable.</p> <p>On Ms MO's concern about the deficiencies in RISC Forms for To Kwa Wan Station, MTRCL reiterated that it was still in the process of collecting and reviewing the key documentation for SCL stations.</p> <p>In response to Ms MO's further enquiry, MTRCL advised that the signalling system contractor of SCL was Thales Transport &amp; Security (Hong Kong) Limited ("Thales"), while the contractor of the new signalling system of seven railway lines including Tsuen Wan Line was Alstom-Thales DUAT JV, a joint venture of Alstom Hong Kong Limited and Thales.</p>	
022909 – 023414	Chairman Mr CHAN Han-pan MTRCL	<p>In response to Mr CHAN's concern about the partial commissioning options of the Tai Wai to Hung Hom Section, MTRCL advised that it was studying different options with a view to commissioning as many stations as practicable. MTRCL also pointed out that the signalling equipment of Ho Man Tin Station was situated in the Hung Hom Station Extension. As such, opening up to Ho Man Tin Station would depend on the overall progress of the Hung Hom Station Extension.</p> <p>Mr CHAN expressed concern that Atkins was engaged by both MTRCL and Leighton. MTRCL advised that in an attempt to address concerns as to any conflict of interest, Atkins set up two separate teams for MTRCL and Leighton respectively. Nevertheless, MTRCL noted COI's view that it was not good practice for the same design consultant to provide services to both the employer</p>	

Time marker	Speaker	Subject(s)	Action required
		(in this case MTRCL) and the contractor (in this case Leighton).	
023415 – 023833	Chairman Mr POON Siu-ping Administration	Mr POON enquired about the progress of implementing the COI's recommendations on suitable measures to promote public safety and assure the quality of works. The Administration's reply as set out in paragraph 21 of the Administration's paper [LC Paper No. CB(4)687/18-19(05)] was explained. It was added that the Project Supervision Committee chaired by the Director of Highways would closely follow up with MTRCL on the implementation progress of the COI's recommendations in respect of MTRCL's project managementsystem.	
023834 – 024246	Chairman Dr Junius HO MTRCL	Dr HO was concerned about the target commissioning date of Tuen Ma Line given the determination of the COI that the station box structure of Hung Hom Station Extension was safe and that no rebuilding or strengthening of the diaphragm walls or the platform slabs were necessary. MTRCL responded that it would complete the feasibility study on the partial commissioningof Tuen Ma Line as early as possible.	
024247– 024743	Chairman Dr KWOK Ka-ki MTRCL Administration	<p>Dr KWOK expressed strong dissatisfaction on the deficiencies in RISC Forms and questioned the defective rate of coupler connections of Hung Hom Station extension according to the binomial table. MTRCL clarified the assumption in the binomial table and advised that the overall integrity of the diaphragm walls and platform slabs had to be ascertained based on the results of detailed structural analysis in the third stage of the Holistic Assessment Strategy.</p> <p>In response to Dr KWOK's opinion on the determinations reached by COI, the Administration advised that members might wish to refer to Chapter 9 of the Interim Report, in which COI had already explained its conclusions with regard to the structural safety of the Hung Hom Station Extension diaphragm wall and platform slab in great detail.</p>	
<i>Agenda Item V – Any other business</i>			
024744 – 024753	Chairman	Closing remarks	

Council Business Division 4  
Legislative Council Secretariat  
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