

政府總部  
運輸及房屋局  
運輸科  
香港添馬添美道 2 號  
政府總部東翼



**Transport and  
Housing Bureau**  
**Government Secretariat**  
**Transport Branch**

East Wing, Central Government Offices,  
2 Tim Mei Avenue,  
Tamar, Hong Kong

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[English translation]

Tel. no.: 3509 8190  
Fax no.: 2868 5261

Council Business Division  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road, Central  
Hong Kong  
(Attn: Ms Sophie LAU)  
(Fax: 2840 0716)

8 May 2019

Dear Ms LAU,

**Request for the Government's follow-up on the retrofitting of  
automatic platform gates for the East Rail Line**

Thank you for your letter of 26 April 2019 conveying the captioned request from Dr Hon Elizabeth QUAT. Our response is set out below.

The MTR Corporation Limited ("MTRCL") has been reminding passengers of their safety in different ways. At present, the MTRCL has various safety facilities provided on the platform of the East Rail Line ("EAL"), including yellow lines and warning signs on the platform, and broadcasts given at stations warning passengers not to stand beyond the yellow line. Depending on the circumstances, station assistants have been arranged to help passengers board and alight the trains. Staff members at each station of the EAL also closely monitor the boarding and alighting situations of the platform.

On publicity and education, the MTRCL published a brochure on "Travel safely every day in the MTR!", giving detailed safety instructions for travelling on railways (including those with platform screen doors and those

without). The brochure is well illustrated and easy to understand. It is also convenient for teachers and parents to instill safety knowledge to children.

Notwithstanding the above, to further prevent passengers from trespassing on railway tracks, the MTRCL promised to retrofit the automatic platform gates (“APGs”) at the stations of the EAL; and awarded the relevant works contract in May 2016. Before the commencement of the retrofitting works, each platform has to be strengthened and the equipment rooms for the relevant signaling system and facilities should be constructed. To avoid interruption to normal train services, most of the works must be carried out overnight after normal train service hours. The platform strengthening works under the EAL and the construction of the equipment rooms for the signaling and communication systems are substantially complete. Post-completion works including reinstatement of platform floor and rectification of defects are underway.

On the other hand, in view of the different door locations of the new trains under the EAL upon commissioning of the Shatin to Central Link (“SCL”) and the existing trains, and to match the door locations of the new trains, the MTRCL can only commence retrofitting works for the APGs after the EAL is operated entirely by new trains. The MTRCL pointed out that given passengers’ concern about the new trains and their carrying capacity, replacement for trains will be made progressively upon commissioning of the SCL and when diversion of passenger flow transferred to the Kwun Tong Line via Diamond Hill Station has taken effect. Upon completion of train replacement, installation works for the APGs will commence as soon as possible in order to match the cross-harbour extension of the EAL from Hung Hom to Admiralty.

Yours sincerely,

[Chinese version signed]

(PANG Ka-yu)

for Secretary for Transport and Housing

c.c.:

Highways Department

(Attn: Mr Jonathan LEUNG) (Fax: 2187 2971)