

# 立法會 *Legislative Council*

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## **Report of the Subcommittee on Matters Relating to Railways for submission to the Panel on Transport**

### **Purpose**

This report gives an account of the work of the Subcommittee on Matters Relating to Railways during the 2019-2020 legislative session.

### **The Subcommittee**

2. The Panel on Transport ("the Panel") agreed at its meeting on 28 October 2016 to set up a Subcommittee on Matters Relating to Railways ("the Subcommittee"). The terms of reference and membership list of the Subcommittee are set out in **Appendices I and II** respectively.

3. Under the chairmanship of Hon LUK Chung-hung, the Subcommittee has discharged its functions according to its terms of reference and held six meetings (up to end-June 2020) with the Administration and the MTR Corporation Limited ("MTRCL").

### **Major work**

4. In the current session, the Subcommittee continued to follow up on various issues relating to the operation of existing railways and the implementation of new railway project. The discussion of the Subcommittee with the Administration and MTRCL are summarized in the ensuing paragraphs.

#### Operation of existing railways

*Measures and train service arrangements implemented by the MTR Corporation to cope with extensive public order events*

5. Since June 2019, protests broke out and rallies held across Hong Kong in response to the Government's proposed legislative amendments concerning the surrender of fugitive offenders. Members were very concerned about the disruption of the railway services during public order events ("POEs") as well as damages to station facilities caused by radical demonstrators. At the Subcommittee meeting held on 6 December 2019, the Administration together with representatives of MTRCL briefed members on the measures and train service arrangements implemented by MTRCL to cope with extensive POEs.

6. Some members asked about the justifications to close MTR stations during normal train service hours when the railway facilities including tracks were not affected by POEs. They questioned if such decisions involved directives from the Government or not. They also queried if MTRCL had tried to deter members of the public from participating in the demonstration held during the period. Enquiry was raised as to whether there was any record of police officers entering and exiting the MTR stations for discharging duties during the closure of the MTR stations due to POEs. The Subcommittee passed two motions urging MTRCL to, amongst others, thoroughly clean up those MTR stations in which tear gas had been fired in order to protect public health, and to make public all the closed-circuit television footage related to the "August 31 incident" so as to allay public concern.

7. Some other members held the view that vandalism which took place in various MTR stations should be condemned. While acknowledging the professionalism demonstrated by MTR staff when maintaining railway services during riots and the efficiency in repairing the damaged facilities by the maintenance staff, these members considered that the MTR system was too vulnerable to withstand any attack, and questioned why MTRCL did not work with the Police's Railway District in a timely manner to make corresponding deployment plans so as to better protect the station facilities. They also enquired about the measures to be taken to strengthen the security for both the existing stations and the new stations to be commissioned under Tuen Ma Line Phase 1.

8. MTRCL advised that the safety of passengers, staff and railway facilities was of utmost importance when providing railway service to the community. In response to sudden and emergency situations, MTRCL had no choice but to temporarily close certain stations for the sake of passengers and staff safety. Further, the Administration pointed out that the MTR staff had not undergone related training and did not have the

necessary safety equipment as well as statutory power to cope with violent incidents occurred at stations. MTRCL therefore had to call the Police for assistance with a view to ensuring the safety of passengers and staff. The Police had the power to take enforcement actions in a public place in the event that public order and public safety were threatened. MTRCL, as a major public transport operator, was duty-bound to fully cooperate with the Police in taking enforcement actions and case investigation. The Administration thus considered that MTRCL had taken appropriate actions to strengthen the safety of passengers and staff during large-scale POEs.

9. In response to members' concern over the security in MTR stations, MTRCL advised that a series of short-, medium- and long-term measures for enhancing station security were devised. As regards short-term measures, MTRCL had strengthened its manpower at stations during POEs and deployed more professional security staff to provide additional support, with about 1,500 additional staff deployed at stations during the peak of POEs, to ensure the safety of passengers and MTR staff. As for the medium-term measures, MTRCL would strengthen the station facilities and step up station security so that protestors could not break into the stations concerned after they were closed. In the long run, MTRCL would review comprehensively its railway system such that impact on passengers would be minimized in case violent incidents occurred again in the future.

#### *Upgrading of signalling system for railway lines*

10. The signalling system upgrade has been a matter of great concern to the Subcommittee. At the special meeting on 19 June 2020, the Subcommittee was briefed on the latest progress of upgrading signalling system of seven railway lines by MTRCL. Members were advised that due to the incident of the new signalling system testing on Tsuen Wan Line ("TWL") happened on 18 March 2019 and the associated follow-up actions, the overall signalling system upgrade programme would be postponed. The signalling upgrade for TWL would be completed by around 2023. Members expressed strong dissatisfaction over the delay, and were gravely concerned about the measures to be taken by MTRCL in the interim to relieve the crowdedness of railway services during peak hours. Members were also worried that the ageing problem of the existing signalling system would be intensified and asked about the measures to be put in place to enhance the existing signalling system.

11. MTRCL advised that the Corporation had put in place a stringent asset management system to set out appropriate procedures for the

maintenance of various components of the railway system, including signalling system equipment. Timely renewal of these components would be arranged with a view to ensuring smooth operation of the signalling system. The Corporation would continue to closely monitor the train capacity, and implement relevant measures, including provision of fare promotions, increase in train frequency and enhance crowd management etc., to ease crowdedness during peak hours.

*Enhancement of MTR facilities and customer experience*

12. The Subcommittee received an update from MTRCL on its efforts in enhancing station facilities and customer experience at the special meeting on 19 June 2020. While appreciating MTRCL's initiatives in this respect, some members called on MTRCL to enhance the accessibility of stations, such as liaising with the Hospital Authority to enhance the connectivity between public hospitals and MTR stations and retrofitting an external lift connecting the concourse of Lam Tin station and the street level. Noting that about 90% of the MTR stations had been vandalized during the public order events since June 2019, some members were concerned about the recovery of vandalized station facilities, in particular the Light Rail facilities.

13. MTRCL advised that Light Rail was an open system and the relevant facilities were more vulnerable to vandalism. MTRCL had been making its best endeavour to repair damaged facilities to minimize the impact on passengers, and appealed for passengers' understanding that spare parts had been in shortage due to their sharp increase in demand arising from repeated damage of the railway facilities. MTRCL would also strengthen the protective facilities at stations when carrying out the repair works. In response to some members' enquiry, MTRCL advised that it would ask for compensation of the damaged property from the parties concerned by means of civil claims.

*Major railway incidents*

14. The Subcommittee followed up with the Administration and MTRCL on two railway incidents happened respectively in September and October 2019, i.e. the derailment incident happened near Hung Hom Station on East Rail Line on 17 September 2019 ("the derailment incident") and the incident happened near Lai King Station on TWL where a train had hit the concrete buffer beside the railway track on 6 October 2019.

15. Members expressed grave concern over the derailment incident.

They were very dissatisfied that the track gauge widening were repetitively identified in regular measurements at the incident location but MTRCL did not strictly follow the established maintenance procedures to rectify the problem. Members asked about the measures to be put in place to enhance the knowledge of the maintenance staff. Some members took the view that not only the maintenance staff had a knowledge gap of the use of synthetic sleepers, but the guidance and supervision from the managerial staff responsible for track maintenance were also inadequate. They considered that the management of MTRCL who was not aware of the track gauge widening situation should also be held responsible for the derailment incident.

16. MTRCL admitted that the full team of MTRCL would be held responsible for the derailment incident. MTRCL would carefully implement the recommendations made by the Investigation Panel with a view to ensuring smooth and safe operation of the railway system. In particular, the Corporation would enhance change management for introducing new track technology, including staff competence enhancement to bridge any knowledge gap based on the lessons learnt.

17. In response to members' call for MTRCL to enhance its risk management system, the Administration responded that as the overseer of railway operation and the majority shareholder of MTRCL, it had requested MTRCL to improve its maintenance regime and system in addition to investigating the cause of the incident. Amongst others, the Administration had requested the Board of MTRCL, with the assistance of its Risk Committee, to enhance the Corporation's risk management in the light of the experience gained from the incident.

18. Noting that the incident near Lai King Station on TWL in October 2019 happened during the staging of POEs, a member opined that MTRCL should step up its publicity efforts to appeal to members of the public not to damage the railway facilities and endanger the safety of passengers.

*Staffing proposal to enhance monitoring of railway safety*

19. Members were briefed on the Administration's staffing proposal to create two permanent Chief Electrical and Mechanical / Electronics Engineer (D1) posts in the Railway Branch of the Electrical and Mechanical Services Department ("EMSD") to strengthen the regulation on the safety of railway services. Some members expressed reservation about the staffing proposal and questioned in what ways the creation of the two proposed directorate posts would enhance the monitoring of

railway safety.

20. The Administration explained that to address the expanding railway network, rising number of patronage, aging legacy infrastructure and the public's concern about a few relatively more serious railway incidents recently, the Government considered that it was necessary to put in much resources to carry out more comprehensive and direct audits on MTRCL's asset and safety management systems and to ensure that such monitoring work was on a par with international standards. Additional manpower for Railway Branch of EMSD was thus required in order to adopt a more proactive approach to enhance the inspection and monitoring on railway safety.

21. The staffing proposal was endorsed by the Establishment Subcommittee at its meeting held on 17 June 2020.

#### Implementation of new railway project

22. During this session, the Subcommittee continued to closely monitor the Administration and MTRCL's work in implementing the Shatin to Central Link ("SCL") project, which is funded by the Administration under the concession approach.<sup>1</sup>

#### *Shatin to Central Link*

23. SCL is a territory-wide strategic railway project. With a total length of 17 kilometres, it consists of (a) the Tai Wai to Hung Hom Section, and (b) the Hung Hom to Admiralty Section.<sup>2</sup>

24. The approved project estimate ("APE") for the entire SCL project is \$79,800 million in money-of-the-day ("MOD") prices. In February 2011, the Finance Committee ("FC") approved the funding applications for the advance railway and non-railway works at \$6,254.9 million and \$1,448.2 million in MOD prices respectively. In May 2012, FC

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<sup>1</sup> Under the concession approach, the Administration is responsible for the construction costs of the railway project whilst MTRCL is entrusted with the planning and design of the project. Upon completion of the construction, MTRCL will be granted a service concession for the operation of the railway line while the Administration will receive a service concession payment annually.

<sup>2</sup> The Tai Wai to Hung Hom Section will extend the existing Ma On Shan Line from Tai Wai to the West Rail Line via Southeast Kowloon to form the Tuen Ma Line; the Hung Hom to Admiralty Section will extend the existing East Rail Line across the harbour to Wan Chai North and Admiralty.

approved the funding applications for the remaining railway and non-railway works with a total of about \$71,400 million in MOD prices. Thereafter, the Administration and MTRCL entered into an agreement for entrusting construction, testing and commissioning of SCL to the latter at a cost of \$70,827 million. The Administration informed the Subcommittee in December 2016 that the revised cost of advance railway works of SCL would exceed APE by \$847.7 million, increasing from \$6,254.9 million to \$7,102.6 million in MOD prices. FC approved the additional funding application at its meeting on 17 June 2017. The APE for the entire SCL project was then adjusted upward from the original estimate of \$79,800 million to about \$80,700 million in MOD prices.

25. As advised by the Administration, MTRCL provided the latest cost estimate of the main works of the SCL project on 5 December 2017. MTRCL indicated a need of adjusting upward the entrustment cost of the main works of the SCL project, from \$70,827 million to \$87,328 million, i.e. an increase of about \$16,501 million.

26. The Highways Department ("HyD"), in collaboration with its monitoring and verification ("M&V") consultant, had held numerous meetings with MTRCL. After taking into account the views of HyD, MTRCL confirmed with the Government on 21 February 2020 that the entrustment cost estimate for the main construction works of the SCL should be revised to \$82,999.3 million. However, the Government considered that the justification submitted by MTRCL for the proposed additional project management cost (about \$1,371 million) insufficient<sup>3</sup> as there had been no material modifications to the scope of works, the entrustment activities and/or the entrustment programme of the entrustment agreement, and thus disagreed to any additional project management cost. For the above reason, the Government adjusted the revised entrustment cost estimate to \$81,628.3 million, which was an increase of \$10,801.3 million over the original entrustment cost, and in other words a reduction of about \$5,700 million compared with the estimate in 2017. After taking into account the original project reserve, expenses funded by other works projects, as well as the M&V

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<sup>3</sup> In accordance with the relevant clauses in the entrustment agreement concerning the increase or decrease of project management cost, if there is material modification to the scope of the works, the entrustment activities or the entrustment programme annexed to the entrustment agreement, or if there is any change in law, regulations or directions in respect of the works or the method of construction, and in the reasonable opinion of MTRCL or Government that such modification result in a material increase or decrease in the project management responsibility or costs of MTRCL, MTRCL and the Government shall negotiate in good faith to agree an increase or decrease in the project management cost.

consultancy fee and other Government expenses, it was necessary for the Government to increase the APE for the main works of SCL (i.e. 61TR and 62TR) by about \$10,063.8 million<sup>4</sup> in order to take forward the remaining works of the SCL project.

27. At the Subcommittee meeting on 3 March 2020, members were briefed on the Administration's proposal to increase the funding for the main works of SCL by about \$10,063.8 million as mentioned above. The Administration was urged to impose a cap on the construction cost of SCL and the Subcommittee passed a motion to that effect. Some members opined that the Administration should provide more explanations on the proposed increase in APE for the main works of SCL to justify the funding application. The Administration noted members' views and advised that based on its latest assessment, it was confident that the SCL project would be completed within the revised cost estimate.

28. Members noted that the Administration disagreed to the proposed additional project management cost of about \$1,371 million as it considered that the justification submitted by MTRCL insufficient. In this connection, members enquired that whether MTRCL would resolve the dispute concerning the funding obligations of the additional project management cost through legal means if both sides failed to reach a settlement over the abovesaid cost. Some members held strong views that MTRCL should not try to recover the cost from the Administration.

29. MTRCL advised that it might be too early to comment on the way forward as it was expected that the Corporation would enter into lengthy discussion with the Administration on how to address this matter in accordance with the Entrustment Agreement. At present, it was of utmost importance for the Corporation to continue to take forward the project with a view to commissioning SCL early. The Administration clarified that so far it had not yet entered into any legal proceedings with MTRCL in respect of the responsibility for funding of the costs associated with the Hung Hom Station Extension incidents.

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<sup>4</sup> Among the \$10,801.3 million increase in entrustment cost, about \$254.7 million was the sum of works entrusted by the other projects, including primarily Civil Engineering and Development Department's entrusted drainage works for the reconstruction and enhancement of the former Kai Tak Airport North Apron area, and the construction of a section of Road P2 and its associated road facilities at Wan Chai North area. As such, the sum to be borne by 61TR and 62TR is about \$10,546.6 million. This amount, plus the additional M&V consultancy fee of about \$44 million and expenses payable to other projects of about \$60 million, and minus the original project contingencies of about \$586.8 million, is the required increase in APE for 61TR and 62TR, totalling about \$10,063.8 million.



30. After consultation with the Subcommittee, the Administration submitted the funding proposal to the Public Works Subcommittee in May 2020, which was subsequently approved by the Finance Committee at its meeting on 12 June 2020. The APE for the construction works of the entire SCL project was now \$90,725.8 million.

31. The Subcommittee was briefed on the progress of the SCL project at the meetings on 6 December 2019, 3 March and 5 June 2020. According to the Administration, due to the series of incidents related to the quality of works of the Hung Hom Station Extension revealed in May 2018, the target commissioning date of Hung Hom to Tai Wai Section was once deferred to the end of 2021. To ensure the public enjoyment of the new railway as soon as possible, three new stations, namely Hin Keng Station, Diamond Hill Station Extension and Kai Tak Station were commissioned on 14 February 2020. The entire railway from Wu Kai Sha Station to Kai Tak Station is named Tuen Ma Line ("TML") Phase 1. After reviewing the latest progress, the Administration advised at the Subcommittee meeting on 5 June 2020 that MTRCL should be able to advance the commissioning of the remaining "Kai Tak to Hung Hom Section" to the third quarter of 2021.

32. Given the impact of site handover arrangement of Wan Chai Development Phase II, the complicated underground condition below Exhibition Centre Station, the settlement issue leading to a suspension of the excavation works at the Exhibition Centre Station, as well as to allow flexibility for the construction of new convention facilities above Exhibition Centre Station, the target commissioning date of the North South Corridor<sup>5</sup> had previously been revised to 2021. Since the East Rail Line is part of the North South Corridor, its signalling system has to be upgraded under SCL project. The Administration advised in December 2019 that since October 2019, there had been multiple damages to the East Rail Line facilities. The project team was thus unable to carry out the train test of new East Rail Line signalling system as scheduled. As the new signalling system for the East Rail Line was a critical activity under the North South Corridor, MTRCL considered that the commissioning date for Hung Hom to Admiralty Section had to be deferred to the first quarter of 2022.

33. Members expressed concern that the commissioning of TML and

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<sup>5</sup> North South Corridor is composed of the existing East Rail Line and the newly-built Hung Hom to Admiralty Section under SCL project. It will be renamed as the East Rail Line after commissioning.

Hung Hom to Admiralty Section would be further delayed due to the recent outbreak of the novel coronavirus and the vandalism of the railway facilities in case the social unrest persisted in the future. MTRCL advised that it had been exploring the feasibility of accelerating key activities with a view to ensuring that the overall progress of the SCL project would be on schedule.

34. Members were advised that MTRCL had agreed to fund, on an interim basis, the costs associated with the verification and assurance exercises and implementation of the suitable measures at and near the Hung Hom Station Extension and those relating to partial commissioning of TML, which was estimated to be around \$2 billion in total. Members expressed dissatisfaction that the provision of \$2 billion had included additional project management cost payable to MTRCL for carrying out the suitable measures at the Hung Hom Station Extension. Responding to members' enquiry as to whether MTRCL would recover the aforementioned \$2 billion from the Government, the Administration stressed that MTRCL should be responsible for the expenses in relation to the Hung Hom Station Extension incidents, including the expenses in relation to the partial commissioning of TML.

35. Members were also advised that upon the commissioning of TML, MTRCL would pursue the Corporation's rights against its contractor, Leighton Contractors (Asia) Limited ("Leighton"), in accordance with the contracts signed.

36. In addition to cost overrun and project delay, the quality of works of the SCL project was of considerable concern to the Subcommittee. In view that the redacted version of the Final Report of Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link Project ("the Final Report") was released on 12 May 2020, the Administration took the opportunity to brief the Subcommittee on the key findings and recommendations of the Final Report and the Government's response thereto at the Subcommittee meeting on 5 June 2020.

37. According to the Administration, the Commission of Inquiry into the Construction Works at and near the Hung Hom Station Extension under the Shatin to Central Link Project ("COI") fully satisfied with the consensus that with the "suitable measures" proposed in the Final Report on Holistic Assessment Strategy for the Hung Hom Station Extension and the Final Verification Study Report on As-constructed Conditions of the North Approach Tunnels ("NAT"), South Approach Tunnels ("SAT") and Hung Hom Stabling Sidings ("HHS") in place, the station box structure

and NAT, SAT and HHS structures would be safe and also fit for purpose. This notwithstanding, members found it unacceptable that MTRCL failed to implement the project in accordance with the standards and procedures specified in the relevant contracts. Most members were of strong view that the Administration should reduce the project management fees of SCL payable to MTRCL having regard to the serious deficiencies in MTRCL's management and supervision systems. Some members enquired whether the Administration would pursue the liabilities of MTRCL and Leighton through legal means.

38. According to the Administration, it would, based on the conclusions of the Final Report, study the responsibilities of MTRCL, and seriously follow up according to the Entrustment Agreement as and when appropriate. As for legal liability, the Buildings Department prosecuted Leighton under the Buildings Ordinance (Cap. 123) in May 2020. Since the case had entered the judicial process, the Administration advised that it was not appropriate to comment at this stage.

39. Noting that the Administration was examining the feasibility of establishing a new department specifically tasked to supervise and monitor the planning and delivery of railway projects following the direction recommended by COI, some members were concerned about the division of responsibilities between the proposed new department and the Railway Branch of EMSD. Some members called on the Administration to streamline the site supervision mechanism with support of technology solutions, and follow up on COI's recommendation regarding the ongoing monitoring of the station structure. The Administration noted members' views and would follow up with MTRCL in this regard.

#### *Tung Chung Line Extension*

40. As announced in the 2019 Policy Address, the Government would invite MTRCL to commence the detailed planning and design for three of the seven projects under the Railway Development Strategy 2014 ("RDS-2014"), including Tung Chung Line ("TCL") Extension, Tuen Mun South ("TMS") Extension and Northern Link (and Kwu Tung Station) in the coming year, so that work on these three railway project could commence as early as possible. In this session, the Subcommittee was briefed by the Administration on the proposed way forward of two of the three railway projects mentioned above, namely TCL Extension and TMS Extension, at the meetings on 5 May and 5 June 2020 respectively.

41. The TCL Extension mainly comprised Tung Chung West ("TCW") Extension and Tung Chung East ("TCE") Station. The TCW Extension was a 1.3-kilometre long extension from the existing Tung Chung Station of TCL to a new station at the TCW area; while the TCE Station was a new intermediate station between the existing Sunny Bay Station and Tung Chung Station of TCL.

42. Members in general expressed deep concern about the high estimated capital cost of the TCL Extension, which was about \$18.7 billion (in December 2016 prices) and were of the view that the Administration should provide more information to justify the high project cost. Noting that the TCL Extension project would be taken forward under the ownership approach, members enquired whether the estimated capital cost would be all borne by the Administration and whether funding would be applied from the Legislative Council to implement the TCL Extension project.

43. The Administration explained that the piling cost of the TCL Extension project would be higher than that in normal situation since the project area was located at a reclamation area and close to the seawall. Furthermore, TCE Station and the proposal to construct the remaining section of the Airport Railway Extended Overrun Tunnel were not included in the preliminary cost estimate of about \$6 billion for the TCW Extension stated in RDS-2014. The ratio for sharing the capital cost of the TCL Extension between the Government and MTRCL would depend on the detailed planning and design of the project, the property development rights to be granted to MTRCL and the profits arising therefrom. Members were assured that the Administration would carefully examine the project cost alongside the detailed planning and design process of the project.

44. Members noted with serious concern that the first population intake of TCE would take place in 2024, but TCL Extension project would not be completed until 2029. Expressing dissatisfaction that the provision of transport infrastructure at TCE area would lag behind the completion of housing developments thereat, members urged the Administration to expedite the implementation of the project and to provide adequate road-based public transport services to meet the need of the community prior to the commissioning of the TCL Extension. The Subcommittee passed a motion urging the Administration to construct a new light rail system linking Tung Chung Station, the proposed TCE Station, Cathay Pacific City, airport terminals, SkyCity, AsiaWorld-Expo and the Hong Kong Boundary Crossing Facilities Island of the Hong

Kong-Zhuhai-Macao Bridge, so as to facilitate Tung Chung residents to find employment nearby, without having to commute to the urban areas to work by taking the TCL.

45. The Administration advised that the works programme indicated in the paper was only preliminary. The Administration would strive for early completion of the project. Meanwhile, to satisfy the transport needs of Tung Chung residents, the Administration would provide adequate and proper road-based public services and had proposed to construct a new Road P1 to improve the transport network of North Lantau.

#### *Tuen Mun South Extension*

46. According to the Administration, the TMS Extension project would extend the West Rail Line ("WRL") from Tuen Mun Station southwards by about 2.4 kilometres, including the provision of a new station near Tuen Mun Ferry Pier and an intermediate station at Tuen Mun Area 16 ("A16"), to improve railway access to the community south of the Tuen Mun town centre.

47. Noting that there were already a total of 110 000 residents living within the area around the proposed TMS Station and the proposed A16 Station, members were concerned that if the proposed Northern Link and Hung Shui Kiu Station would also be connected to WRL, the crowdedness in train compartments of WRL during peak hours would be further aggravated. The Administration was urged to take specific measures to address the problem, and consider afresh members' proposals on new railway projects, including the Coastal Railway between Tuen Mun and Tsuen Wan, or the Tuen Mun-Tsuen Wan-Kwai Chung-Sha Tin Railway, to meet the future demand of the growing population in New Territories West. The Subcommittee passed a motion putting forward the relevant suggestions.

48. Members were advised that upon the full commissioning of TML, the signalling system of the WRL would be enhanced. New trains would be purchased to meet the operational need and thus the carrying capacity of WRL would be increased from 21 trains per hour per direction ("tphpd") to about 24 tphpd in 2021 the earliest, representing a cumulative increase of 37% in passenger carrying capacity as compared with that in 2015.

49. While noting members' suggestions on new railway proposals, the

Administration advised that the construction of the Coastal Railway between Tuen Mun and Tsuen Wan had been put on hold having regard to such factors as cost-effectiveness and catchment population. That said, the Transport and Housing Bureau ("THB") was planning to take forward the "Strategic Studies on Railways and Major Roads beyond 2030" ("RMR2030+ Studies"). In the RMR2030+ Studies, THB would take into account the findings of the "Studies related to artificial islands in the Central Waters" to be conducted by the Development Bureau, under which the feasibility of a new strategic road and railway network linking the artificial islands, Hong Kong Island, Lantau and the coastal area of Tuen Mun would be studied.

50. Concern was raised about the slow progress of the Administration in taking forward the TMS Extension project. The Administration was urged to compress the works programme, including the time spent on detail planning and design process and negotiation with MTRCL on the funding arrangement. The Administration advised that it would work with MTRCL to expedite the completion of the TMS Extension project. The Administration added that if the existing Tuen Mun Swimming Pool could be demolished before completing the construction of a new swimming pool, the target completion of the project would be advanced by 10 to 11 months.

51. Some members however relayed the concern of the Tuen Mun residents about the reprovisioning of Tuen Mun Swimming Pool. The Subcommittee passed another motion urging the Administration to, inter alia, demolish the existing swimming only after a new swimming pool had been constructed. The Administration advised that it would consult the local community in respect of the potential site for off-site reprovisioning of the Tuen Mun Swimming Pool in accordance with the established procedures. Similar to the existing Tuen Mun Swimming Pool, heated swimming facilities would also be provided in the new swimming pool.

### **Recommendation**

52. The Panel is invited to note the work of the Subcommittee.

**Panel on Transport**

**Subcommittee on matters relating to railways**

**Terms of Reference**

To follow up various issues relating to the planning and implementation of new railway projects, and the operation of existing railways as follows:

Planning and implementation of new railway projects

- (a) planning and financing of new railway projects;
- (b) environmental impact assessment of new railway projects;
- (c) resumption of land arising from the implementation of new railway projects under the Railways Ordinance (Cap. 519);
- (d) progress update on the implementation of new railway projects;
- (e) provision of supporting public infrastructure for new railway projects; and
- (f) co-ordination of public transport services arising from the commissioning of new railway lines.

Railway operation

- (a) performance of existing railway lines including train service performance and safety management;
- (b) maintenance programme; and
- (c) train service disruptions and breakdowns, and arrangements for handling emergency situations.

Matters relating to corporate governance of the post-merger corporation and fares, including review of the fare adjustment mechanism, should be dealt with by the Panel on Transport.

**Panel on Transport  
Subcommittee on Matters Relating to Railways**

**Membership list for 2019-2020 session\***

<b>Chairman</b>	Hon LUK Chung-hung, JP
<b>Deputy Chairman</b>	Hon CHAN Han-pan, BBS, JP
<b>Members</b>	<p>Hon Abraham SHEK Lai-him, GBS, JP  Hon Tommy CHEUNG Yu-yan, GBS, JP  Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  Hon Mrs Regina IP LAU Suk-yee, GBS, JP  Hon Claudia MO  Hon Michael TIEN Puk-sun, BBS, JP  Hon Frankie YICK Chi-ming, SBS, JP  Hon YIU Si-wing, BBS  Hon LEUNG Che-cheung, SBS, MH, JP  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 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 Tony TSE Wai-chuen, BBS</p> <p>(Total: 24 members)</p>
<b>Clerk</b>	Ms Sophie LAU
<b>Legal Adviser</b>	Mr Alvin CHUI

\* Changes in membership are set out in Annex to Appendix II



**Panel on Transport**  
**Subcommittee on Matters Relating to Railways**  
**Changes in membership**

<b>Member</b>	<b>Relevant date</b>
Hon Gary FAN Kwok-wai	Up to 16 December 2019
Hon AU Nok-hin	Up to 16 December 2019
Hon HO Kai-ming	Up to 31 May 2020