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**Transport and
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Clerk to Finance Committee
Legislative Council Finance Committee
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong
(Attn.: Ms. Ada LAU)

1 March 2021

Dear Ms LAU,

**Creation of two directorate posts in
the Railways Branch of the Electrical and Mechanical Services Department
to strengthen regulation on railway safety**

At its meeting on 20 November 2020, the Finance Committee requested the Administration to provide supplementary information regarding the captioned subject. The relevant information is enclosed for the Secretariat's reference.

Yours sincerely,

(Veronica TSE)
for Secretary for Transport and Housing

c.c.:
Electrical and Mechanical Services Department

(Attn.: Mr TSE Lok-him)

Supplementary information on FCR(2020-21)61 regarding the creation of two directorate posts in the Railways Branch of the Electrical and Mechanical Services Department to strengthen regulation on railway safety

- (a) The number of staff of the MTR Corporation Limited (“MTRCL”) who were punished for violating the relevant ordinances/guidelines in the security incidents involving MTRCL that took place last year.**

In the second half of 2019, there were a series of large scale public order events in Hong Kong and some of them turned into violent conflicts which posed significant impact on MTR services. Regarding the relevant security-related incidents, the Electrical and Mechanical Services Department (“EMSD”), in collaboration with other government departments concerned, will monitor the contingency arrangements of MTRCL and the progress of repairing its vandalised facilities in order to ensure that various interim measures and repair work will not affect the safety of stations and railways. EMSD, together with the relevant government departments and MTRCL, have also reviewed the safety equipment and measures of MTR train cars and stations, as well as the emergency evacuation and contingency plans with a view to ensuring public safety.

2. If staff of MTRCL have violated the company’s guidelines or have been convicted of breaking the law, MTRCL will follow up on the cases in accordance with the established procedures. EMSD does not have the figures on MTRCL’s staff who have been punished for violating the company’s guidelines or breaking the law.

- (b) The key performance indicators for the staff holding the proposed permanent posts and their supporting teams, including but not limited to:**
- (i) in respect of the number of railway lines with schedules for signalling system upgrading programmes, the expected substantial benefits brought by the proposed staff in monitoring and overseeing MTRCL’s implementation of the programmes, e.g. the number of months by which the completion of the programmes of individual railway lines may be advanced upon the creation of the proposed posts; and**
 - (ii) overseeing MTRCL in enhancing its governance.**

3. The two proposed Chief Engineer posts (Chief Engineer/Railways 3 (“CE/R3”) and Chief Engineer/Railways 4 (“CE/R4”)) will be mainly responsible for adopting the new audit approach to conduct a comprehensive audit on the Asset Management System (“AMS”) and the Safety Management System (“SMS”) of MTRCL’s entire railway system, and monitoring the safety aspects of MTRCL’s major asset replacement projects and other railway projects, including the Automated People Mover (“APM”) of the Three-Runway System (“3RS”), etc.

4. To step up regulation of railway safety, EMSD proposed to adopt a more direct, comprehensive and preventive audit approach on top of the previous compliance audit and incident-oriented approach. EMSD will expand the scope of sample checking and direct inspection to cover every major part of the railway system, in order to conduct more in-depth review on maintenance procedures and records as well as the entire management system, and make recommendations to MTRCL for follow-up actions. The newly developed audit work will cover all the existing 12 railway lines. EMSD will conduct audit on every major system (including signalling system, permanent way, power supply system, rolling stock system and SMS) for each railway line. The relevant audits are required to be conducted continuously and at regular intervals to ensure railway safety.

5. EMSD has put in place an established mechanism to measure the performance of various engineers. For the work of the proposed CE/R3, the measurements include whether the results of comprehensive audits can be effectively translated into improvement recommendations for MTRCL, the monitoring of the implementation of the improvement recommendations by MTRCL, the effectiveness of the improvement measures, etc.. For the work of the proposed CE/R4, EMSD will monitor whether the post to be created can effectively monitor railway asset upgrading works, including the new signalling system upgrading of the seven urban lines, power system replacement works of the urban lines, chiller replacement works, preparatory work of the Tung Chung Line Extension and the Tuen Mun South Extension, safety and reliability assessment of the full commissioning of Tuen Ma Line, etc..

6. After the creation of the two new Chief Engineer posts, there will be full implementation of the regulatory work for enhancing the monitoring of railway safety with a view to achieving the desired outcome. The monitoring of railway asset upgrading works and the relevant evaluation and testing prior to the commissioning of new railway projects will also be carried out more effectively to further safeguard railway safety.