立法會
Legislative Council

LC Paper No. CB(1)1072/10-11(08)

Ref. : CB1/PS/1/09

Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 21 January 2011

Updated background brief on installation of platform screen doors and automatic platform gates at railway stations

Purpose

This paper provides background information on the installation of platform screen doors[1] (PSDs) and automatic platform gates[2] (APGs) at railway stations. It also summarizes the discussions held by the Subcommittee on Matters Relating to Railways (the Subcommittee) on the subject.

Background

2. To enhance passenger safety, the then Mass Transit Railway (MTR) Corporation started in mid-1996 to examine the feasibility of retrofitting PSDs at existing MTR stations which were built in the 1970s and 1980s. Following successful completion of the trial installation at Choi Hung Station and taking into consideration of public views, MTR Corporation decided in 1999 to proceed with the PSD Retrofitting Programme at all 74 platforms of 30 underground stations on the Tsuen Wan Line, Kwun Tong Line, and Island Line in phases. The PSD retrofitting programme was completed in the first half of 2006 at a cost of $2 billion.

3. However, there are eight at-grade or aboveground stations in the pre-merger MTR system, namely Tsuen Wan, Kwai Fong, Kwai Hing, Heng Fa Chuen, Chai Wan, Kowloon Bay, Ngau Tau Kok and Kwun Tong Stations, which are provided with natural ventilation only. Due to

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1 Platform screen doors are full height, total barriers between the station floor and ceiling.

2 Automatic platform gates are chest-height sliding doors at the edge of railway platforms to prevent passengers from falling off the platform edge onto the railway tracks.

structural constraints of these stations, retrofitting of PSDs might involve installation of ventilation and air-conditioning systems. In 2006, MTR Corporation commenced a feasibility study on retrofitting PSDs, platform gates or any other alternatives at the eight at grade or aboveground stations. In January 2008, based on the outcome of the feasibility study, the MTR Corporation Limited (MTRCL) decided to proceed with the retrofitting of APGs at these stations. The retrofitting works are expected to be completed by the end of 2012 at a cost of about $300 million.

4. For the Kowloon Canton Railway network, the station platforms of East Rail Line (ERL) and Ma On Shan Rail Line are of an open environment relying on natural ventilation. Some platforms are curved and some are straight, all are without PSDs (except the East Tsim Sha Tsui Station). The pre-merger KCR Corporation (KCRC) had conducted technical studies and pointed out that, before retrofitting of APGs could be considered for the ERL stations, an automatic mechanical gap filler (MGF) system would first be installed at platforms with wide gaps between a train and a curved edge. Without installation of MGFs, such wide platform gaps might pose a risk to boarding and alighting passengers if APGs were provided. A trial on MGF was conducted at Lo Wu Station from July 2008 to the end of 2009. MTRCL is collating and analyzing the data collected to assess the MGF system's performance and implication on train service.

Financial arrangement for the retrofitting works of platform screen doors and automatic platform gates

5. Contribution from passengers to the capital cost of PSD retrofitting programme is needed. Since July 2000, contribution from passengers is arranged through the collection of $0.1 per Octopus MTR journey from passengers. The collection of the $0.1 passenger contribution will continue until it reaches $1 billion (i.e. half of the capital cost of the project).

6. For retrofitting of APGs at the eight at-grade or aboveground stations, MTRCL adopted the same financial arrangement for the PSD retrofitting programme at underground stations, i.e. half of the capital cost will be funded by charging $0.1 to each Octopus ride in the system. This will be achieved through the extension of the charging period under the existing scheme. The rest of the capital cost will be funded by MTRCL.

7. By June 2010, $775 million had been collected by MTRCL. According to the Administration, based on the financial records of the past few years, it is projected that the 10-cent collection arrangement will

continue until 2017.

Progress of retrofitting of automatic platform gates

8. The works of retrofitting APGs at the eight aboveground and at-grade stations started in 2010, and are expected to be completed by the end of 2011, one year earlier than originally scheduled. The progress of works (as at November 2010) is as follows -

<table>
<tr><td colspan="3">Detailed design</td><td>Completed</td></tr>
<tr><td colspan="3">On-site prototype test</td><td>Completed</td></tr>
<tr><td colspan="3">Manufacturing of APGs</td><td>Ongoing</td></tr>
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<tr><td rowspan="7">Commencement of retrofitting works at various stations</td><td rowspan="2">Island Line</td><td>Hang Fa Chuen Station</td><td rowspan="2">Commenced in April 2010</td></tr>
<tr><td>Chai Wan Station</td></tr>
<tr><td rowspan="2">Kwun Tong Line</td><td>Kowloon Bay Station</td><td rowspan="4">Commenced in July 2010</td></tr>
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<tr><td colspan="3">Completion of all retrofitting works</td><td>End 2011</td></tr>
</table>

Discussions of the Subcommittee on the installation of platform screen doors and automatic platform gates

9. The Subcommittee has been following up on the funding arrangements for the PSD retrofitting programme, the progress of works, and the feasibility of retrofitting PSDs or APGs at the remaining stations. These issues were discussed at the Subcommittee meetings on 6 May and 13 June 2005, 4 May 2007, 27 March and 21 November 2008, and 16 January 2009.

Funding arrangements for the PSD retrofitting programme

10. At the meetings on 6 May and 13 June 2005, some members expressed concern about the collection of $0.1 per Octopus MTR journey as funding assistance for the PSD retrofitting programme. They considered it unfair that passengers should bear the cost of retrofitting PSDs which were necessary to be installed for passenger safety, and it was unreasonable that the additional charge would not cease even upon completion of the PSD retrofitting programme in 2006. They held the view that given its huge profits, MTR Corporation should not be collecting $0.1 per passenger per journey for a considerably long period of time for the retrofitting of PSDs.

11. MTR Corporation explained that the additional charge was intended to fund part of the substantial cost involved in retrofitting PSDs which was not covered in the original investment plan of the urban lines of MTR. MTR Corporation estimated that the $0.1 per journey contribution from Octopus passengers would help defray about half of the total cost of the project over the life cycle of PSDs. MTR Corporation pointed out that the PSD retrofitting programme was a highly expensive project at a capital cost of $2 billion. Contribution from passengers, which amounted to half of the cost, was $1 billion. MTR Corporation estimated that, without taking into account the time value of money[3] and changes in patronage, it took about 15 years counting from July 2000 to collect $1 billion from passengers.

Timetable for the installation of PSDs or APGs at all railway stations

12. The Subcommittee was concerned about the progress in the retrofitting of PSDs or APGs at all railway stations, in order to protect passengers, especially the visually impaired and young children, from falling onto the rail tracks. At the Subcommittee meeting on 4 May 2007, members requested concrete timetables to be provided by the two pre-merger railway corporations on the installation of PSDs or APGs at the remaining railway stations where PSDs or APGs still had not been installed.

13. The MTR Corporation informed members that based on its preliminary study, it would take about five years to complete the retrofitting of APGs at the eight at-grade and aboveground stations. KCRC informed

[3] "Time value of money" is the idea that a dollar now is worth more than a dollar in the future, even after adjusting for inflation, because a dollar now can earn interest or other appreciation until the time the dollar in the future would be received.

members that the installation of MGFs at Lo Wu Station would not be completed until end of 2008, and another five years would be required to install APGs at all KCRC stations if this was proven to be technically feasible.

14. In the light of the information provided by the two railway corporations, the Subcommittee passed a motion at the meeting on 4 May 2007 requesting the pre-merger MTR Corporation and KCRC to complete the installation of PSDs or APGs at all railway stations by 2012 and 2013 respectively.

15. At its meeting on 27 March 2008, the Subcommittee requested MTRCL to expedite the APG retrofitting programme at the eight at-grade and aboveground stations, and to provide details of the programme to facilitate the monitoring by the Subcommittee. MTRCL advised in its supplementary information paper provided to the Subcommittee that the installation of APGs at the eight at-grade and aboveground stations would be completed progressively between the second and the fourth quarter of 2012.

16. At its meeting on 21 November 2008, the Subcommittee expressed major concern about the progress of the installation of APGs at ERL stations, and criticized MTRCL for failing to provide a completion date for the installation works. The Subcommittee urged the Administration to ascertain with MTRCL the new completion date for installation of APGs at ERL stations, if 2013 was confirmed no longer feasible. At the meeting on 21 November 2008, the Subcommittee passed the following motion -

> "That this Subcommittee expresses strong dissatisfaction with and condemnation of the failure of the Government and MTRCL to fulfil their promise to provide a concrete timetable for the installation of platform screen doors; and strongly requests the Government to press MTRCL to expedite the installation of platform screen doors."

To follow up the matter, the Subcommittee conducted a site visit on 13 December 2008 to Lo Wu Station to observe the on-going trial on MGFs and the relevant technical issues.

17. When the subject was further discussed at the Subcommittee meeting on 16 January 2009, MTRCL explained that if APGs were provided without installation of MGFs, the wide platform gaps between a train and a curved edge at the ERL stations might pose a risk to boarding and alighting passengers. MTRCL informed members that sufficient test

data for analysis and assessment on the performance of MGFs would be ready by September 2009, and the full review would be completed by the end of 2009.

Council Questions

18. Hon Andrew CHENG and Hon WONG Sing-chi each asked a question about the retrofitting of PSDs and APGs at MTR stations at the Council meetings on 17 March and 3 November 2010 respectively. The questions and the Administration's replies are attached at **Appendix I** for members' reference.

Latest developments

19. The Administration and MTRCL will provide a progress report on the retrofitting programme of APGs on ERL at the next Subcommittee meeting on 21 January 2011.

Relevant papers

20. A list of relevant papers is at **Appendix II**.

Council Business Division 1
Legislative Council Secretariat
18 January 2011

Appendix I

Press Releases

ATTACHMENTS

- Annex

LCQ6: Platform screen doors and automatic platform gates in MTR stations

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Following is a question by the Hon Andrew Cheng and a reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (March 17):

Question:

At present, all underground stations of the MTR Corporation Limited ("MTRCL") have been retrofitted with platform screen doors ("PSDs"), and the works of retrofitting automatic platform gates ("APGs") at eight at-grade and above-ground MTR stations will also be completed in 2011. Due to the design of the platforms along the East Rail Line, the retrofitting of APGs may render passengers unable to see the width of the platform gap clearly, thus posing danger. The trial of the mechanical gap filler ("MGF") system carried out by MTRCL for its study to solve this problem was completed in October last year, and a comprehensive review was expected to be completed at the end of last year or early this year. Moreover, in January this year, an incident occurred at Shau Kei Wan MTR Station in which the glass pane of a PSD cracked. In this connection, will the Government inform this Council whether it knows:

(a) apart from the above incident, other incidents involving cracking of PSD glass panes or failures of PSDs have occurred at the underground stations since the completion of the works of retrofitting PSDs in 2006; whether MTRCL or its predecessor, MTR Corporation Limited, has conducted any investigation into these incidents; if such investigations had been conducted, of the progress and outcome; if not, the reasons for that;

(b) at present, MTRCL has put in place a mechanism to test and inspect the quality, safety and operation of PSDs and APGs regularly; if so, of the details; if not, the reasons for that; what measures MTRCL has put in place to prevent the recurrence of incidents of cracking of PSD glass panes; and

(c) MTRCL has completed the comprehensive review of the MGF system; if so, of the outcome; if not, the reasons for that, and whether there is any specific timetable for the retrofitting of PSDs or APGs at the stations along the East Rail Line and the Ma On Shan Line; if so, of the details; if not, the reasons for that?

Reply:

President,

(a) Platform Screen Doors (PSDs) were retrofitted at 30 underground stations on the MTR Kwun Tong Line, Tsuen Wan Line and Island Line from 1999 to 2006. Since completion of the project in 2006, PSD operation in the MTR network has been smooth with only a few incidents recorded. From 2006 to the present, there have been four cases of broken PSD glass panels and five cases of cracks being found on individual panels (details of the nine cases are in the attached table). As the glass panels are made of toughened safety glass, no injuries resulted from breakage of glass panels of PSDs.

After every incident, MTR Corporation Limited (MTRCL) would follow up and conduct investigation into the cause of the incident. Investigation revealed that most of the incidents were caused by human factors, such as the glass being hit by

hard objects, while others were caused by impurity in the glass panels.

(b) The toughened safety glass panels currently used for PSDs are manufactured by specialist glass manufacturers. The manufacturing process adopts stringent standards and the glass panels are subject to rigid tests. In general, the raw materials used to manufacture toughened safety glass contain some natural impurities (for example nickel sulphide). To ensure product quality as far as possible, each toughened safety glass panel must undergo a heat soak test under a high temperature of 290 degrees Celsius for eight hours before they can be validated and leave the factory. After these tests, the manufacturers would issue certificates which would be examined by the suppliers. This method of testing has been recognised in the market as an effective way to test the quality of glass. Nevertheless, this cannot completely rule out that tiny impurities may still exist in individual glass panels, creating vulnerable points for cracks or breakage if the glass panel is hit at a certain angle or from a certain direction. However, one characteristic of toughened safety glass is that when broken, it will shatter into small pieces with rounded edges, and so the broken glass itself will not cause harm to passers-by.

MTRCL has in place a robust maintenance regime to ensure the smooth operation and good condition of PSDs. Each day, station staff will conduct function test and visual check of PSDs before the start of train service. In addition, maintenance contractors conduct quarterly inspections of PSD glass panels, replacing the panels when cracks or damage are identified. As regards PSD operation, regular maintenance and testing at varying levels are carried out quarterly, half-yearly, annually and five-yearly to ensure continued smooth operation. MTRCL has all along reminded staff and contractors to carefully inspect and test PSDs according to established timing and procedures.

(c) MTRCL is in the process of arranging for the installation of Automatic Platform Gates (APGs) at eight above-ground stations on the Island, Kwun Tong and Tsuen Wan Lines. Retrofitting APGs at platforms of an operating railway line involves highly complicated works including major modifications to the platform structure, ventilation system and earthing protection system. Concrete breaking and installation works have to be carried out during the very tight non-operating hours in the night time so that disruption to railway service could be minimised. MTRCL is also conscious of the noise issue in association with the works and will hence work closely with the contractor in controlling noise generated. Temporary mitigation measures such as erecting noise barriers will be implemented during the works to mitigate possible noise nuisance caused to nearby residents and this will inevitably further reduce the time available for the installation works every night. MTRCL understands that both Members of the Legislative Council and the general public would like to see the completion of retrofitting of APGs as soon as possible. Therefore, when MTRCL awarded the contract for the project in January 2009, the contractor has been asked to look at the possibility of speeding up the programme. In planning the detailed implementation programme, the contractor and MTRCL's project management team determined that some works can be done simultaneously to shorten the works period. MTRCL has announced in May 2009 that the installation work will be completed one year earlier than originally scheduled, i.e. in 2011.

For East Rail Line, there are platforms with relatively greater curvatures and wider platform gaps at some stations. The problem of wide platform gaps has to be properly resolved before Automatic Platform Gates (APGs) are installed at stations along the line in order to reduce the risk of passengers inadvertently stepping into the platform gaps because of sight line obstructions caused by the APGs. If APGs

are to be considered to be installed on the East Rail Line, Mechanical Gap Fillers (MGFs) have to be installed at platforms first to reduce the risk of passengers stepping into the platform gaps when they are boarding and alighting. Therefore, the pre-merger Kowloon-Canton Railway Corporation decided to study the effect of installing MGFs at station platforms with wider gaps first. The design and operation of MGFs has to interface with the train signalling system, the MGF plates will automatically extend after the arrival of a train before the train doors are opened, and automatically retract into the platform edge after the train doors are closed and before the train departs to ensure passenger safety. The MGF system is new and has never been used in Hong Kong. In fact, it is also uncommon in other railway systems internationally. As such, MTRCL needs to develop a MGF system that is suitable for East Rail Line and conduct on-site trial at platforms during train service hours to test its effect.

The trial was conducted at Lo Wu Station in three phases. In the first phase, MTRCL installed MGFs at one boarding and alighting position of each of Platforms 3 and 4 of Lo Wu Station for initial mechanical testing. The second phase of the trial was to test the effect of MGFs operating together with the signalling system at a total of 10 boarding and alighting positions at Platforms 3 and 4. In the last phase, MTRCL installed MGFs at a total of 98 boarding and alighting positions at four platforms at Lo Wu Station where platform gaps are relatively wider to conduct function and reliability test during service hours (for example to test whether the MGFs extend and retract to reduce the platform gaps every single time according to requirement, and to test the fault rate of the MGF system during operation) and collect test data in order to assess the performance of the system. The whole trial commenced in July 2008 and was completed at the end of last year.

The MGF system needs to have a sophisticated interface with various railway systems, such as signalling and train control, etc. Due to safety consideration, when a train comes to a complete stop at a station, MGFs would extend from the platform edge, and only after the system verifies that the MGFs are extended would the train doors open. After boarding and alighting of passengers, the train doors would have to be securely closed before the MGFs start retracting. Trains would depart only when the system verifies that the whole process has been completed. During the trial, MTRCL found that, since elaborate verifications for the communications between the MGF system and the various railway systems are required, additional platform dwell time and lengthening of total journey time are incurred. MTRCL is now collating and analysing the data collected to assess the system's performance and implication on train service.

We understand the public's views on the installation of APGs at platforms. However, before installing any facilities in the railway system, considerations have to be given to the operational safety of and implications on railway services. We will continue to follow up closely with MTRCL on the review of the trial on MGF system.

Ends/Wednesday, March 17, 2010
Issued at HKT 16:26

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Annex

MTR Platform Screen Door incidents
(2006 - January 2010)

Date	Station	Damage of glass panel	Cause
18-6-2006	Airport	Cracks found	Human factor
6-10-2006	Yau Ma Tei	Glass panel broken	Human factor
27-11-2006	Tseung Kwan O	Glass panel broken	Impurity contained in glass
12 -1- 2007	Shek Kip Mei	Cracks found	Human factor
22-3-2007	Central	Cracks found	Human factor
18-10-2007	Admiralty	Cracks found	Human factor
21-4-2008	Tiu Keng Leng	Glass panel broken	Impurity contained in glass
11-4-2009	Tsing Yi	Cracks found	Human factor
27-1-2010	Shau Kei Wan	Glass panel broken	Impurity contained in glass

Press Releases

ATTACHMENTS

- Appendix 1
- Appendix 2

LCQ14: Retrofitting of Platform Screen Doors and Automatic Platform Gates at MTR stations

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Following is a question by the Hon Wong Sing-chi and a written reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (November 3):

Question:

Since July 3, 2000, the then Mass Transit Railway (MTR) Corporation and the MTR Corporation Limited (MTRCL) have respectively collected an extra charge of $0.1 for each Octopus journey from passengers (the collection arrangement) to fund the project of retrofitting platform screen doors or automatic platform gates at 30 underground stations as well as eight aboveground and at-grade stations (the retrofitting project). The expenditure of the retrofitting project is about $2.3 billion, half of which is contributed by passengers through the collection arrangement, and MTRCL had collected $730 million as at the end of 2009. In this connection, will the Government inform this Council:

(a) given that in their reply to a question raised by a Member of this Council on June 9, 2010, the authorities stated that according to the estimate by MTRCL with reference to its financial records of the past few years, the collection arrangement will continue until 2017 to enable full recovery of the retrofitting project cost, whether the Government knows if there is any change to the cost of the retrofitting project at present; if there is, of the latest estimation and the reasons for such a change, as well as when the collection arrangement will last;

(b) whether it knows the accrued amount collected by MTRCL to date through the collection arrangement; whether the amount is sufficient to cover half of the expenditure of the retrofitting project; if so, of the progress and timetable of the retrofitting project; if not, whether MTRCL will revise its original option of sharing half of the project cost only and put in more resources to speed up the progress of the retrofitting project in order to protect passengers' safety;

(c) whether it knows the details of the works which MTRCL decided in 2008 to carry out at the eight aboveground and at-grade stations of the pre-merger MTR system, including the progress, timetable and expenditure, etc. of the works (list by the name of the stations); and

(d) of the number of accidents of passengers falling onto rail tracks due to various reasons in each of the past five years and the number of passengers involved; among them, the number of accidents which happened at stations without platform screen doors or automatic platform gates as well as the number and percentage of passengers involved?

Reply:

President,

For the various parts of the question, our reply is set out below:

(a) and (b) The pre-merger MTR Corporation Limited (MTRCL) announced in early 1999 the retrofitting of platform screen doors (PSDs) at 30 underground stations. The retrofitting

programme was completed in 2006. As the works required a high capital cost of $2 billion which was not covered in the original investment plan of the MTR urban lines, after discussion with the Legislative Council, half of the project cost would be borne by MTRCL while the remaining half of the project cost (i.e. $1 billion) would be met through collecting 10 cents per trip from passengers using Octopus card. As such, collection of the 10 cents per trip from passengers using Octopus card travelling on the pre-merger MTR lines began in July 2000 and the arrangement will continue until the cost of $1 billion is recovered in full.

In 2008, MTRCL decided to retrofit automatic platform gates (APGs) at the eight aboveground and at-grade stations in the former MTR system. These stations are Heng Fa Chuen, Chai Wan, Kwai Fong, Kwai Hing, Tsuen Wan, Kowloon Bay, Ngau Tau Kok and Kwun Tong Stations. The cost of the retrofitting works is about $300 million, half of which would continue to be borne by passengers using Octopus card through collecting 10 cents per trip and the other half would be borne by MTRCL.

By June 2010, $775 million had been collected by MTRCL. Based on the financial records of the past few years, it is projected that the 10-cent collection arrangement will continue until 2017, which is the same as the projection announced previously.

(c) The works of retrofitting APGs at the eight aboveground and at-grade stations started in 2010, and are expected to be completed by the end of 2011, one year earlier than originally scheduled. The progress of the works is tabulated in appendix 1.

According to MTRCL, the contracts for the aforementioned works with an overall cost of $300 million do not have cost breakdown by stations.

(d) Passenger-on-track cases include accidents in which passengers fall onto the track (e.g. under the influence of alcohol or medicine, due to sickness etc); suicides and attempted suicides; and trespasses onto the track (e.g. passengers trying to retrieve items fallen onto the track, crossing the track to the platform on the other side etc). Over the past five years, all such cases happened at stations without PSDs (Note). The number of cases is set out in appendix 2.

(Note) The cases for 2006 include two cases involving contractor staff at stations with PSDs. One was a case of a contractor staff fallen onto the track by accident, and the other was a trespass onto the track involving 10 contractor staff.

Ends/Wednesday, November 3, 2010
Issued at HKT 14:49

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Appendix 1: Progress of the works of retrofitting automatic platform gates ("APGs") at the eight MTR aboveground and at-grade stations

<table>
<tr><td colspan="3">Detailed design</td><td>Completed</td></tr>
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</table>

Appendix 2: Number of MTR Passenger-on-track cases over the past five years

	Fallen onto the track by accident	Suicide and attempted suicide	Trespassing onto the track	Total
2006 [Note]	24 (25)	10 (10)	44 (54)	78 (89)
2007	15 (16)	10 (10)	51 (53)	76 (79)
2008	13 (14)	7 (8)	40 (45)	60 (67)
2009	20 (20)	19 (20)	59 (72)	98 (112)
2010 (up to September)	15 (16)	4 (4)	46 (59)	65 (79)
Total	87 (91)	50 (52)	240 (283)	377 (426)

(Numbers in brackets represent the number of persons involved. Some cases involved more than one person.)

[Note] The cases for 2006 include two cases involving contractor staff at stations with platform screen doors. One was a case of a contractor staff fallen onto the track by accident, and the other was a trespass onto the track involving ten contactor staff.

Appendix II

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
6.5.2005	Subcommittee on Matters Relating to Railways	Information paper provided by the MTR Corporation Limited	LC Paper No. CB(1)1406/04-05(03) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp0506cb1-1406-3e.pdf
		Minutes of the meeting	LC Paper No. CB(1)1968/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/minutes/rd050506.pdf
13.6.2005	Subcommittee on Matters Relating to Railways	Information paper provided by the MTR Corporation Limited	LC Paper No. CB(1)1722/04-05(03) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp0613cb1-1722-3e.pdf
		Minutes of the meeting	LC Paper No. CB(1)2199/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/minutes/rd050613.pdf
4.5.2007	Subcommittee on Matters Relating to Railways	Background Brief on retrofitting of platform screen doors and automatic platform gates at railway stations	LC Paper No. CB(1)1448/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/papers/tp_rdp0504cb1-1448-e.pdf
		Minutes of the meeting	LC Paper No. CB(1)2056/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/tp_rdp/minutes/rd070504.pd

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			f
27.3.2008	Subcommittee on Matters Relating to Railways	Background brief on certain matters raised by the Bills Committee on Rail Merger Bill	LC Paper No. CB(1)1037/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1037-e.pdf
		Minutes of the meeting	LC Paper No. CB(1)1374/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf
		Administration's letter on progress update on matters arising from the Rail Merger Bill, attaching a paper from MTR Corporation Limited on the progress of the related matters (Annex 2)	LC Paper No. CB(1)545/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0111cb1-545-1-e.pdf
		Paper on retrofitting of automatic platform gates at 8 MTR at-grade and aboveground stations from MTR Corporation Limited (Follow-up paper)	LC Paper No. CB(1)1398/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1398-1-e.pdf
21.11.2008	Subcommittee on Matters Relating to Railways	Updated background brief on installation of platform screen doors and automatic platform gates at railway stations	LC Paper No. CB(1)211/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp1121cb1-211-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Information paper provided by the MTR Corporation Limited	LC Paper No. CB(1)209/08-09(05) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp1121cb1-209-5-e.pdf
		Minutes of the meeting	LC Paper No. CB(1)588/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20081121.pdf
16.1.2009	Subcommittee on Matters Relating to Railways	Information paper provided by the MTR Corporation Limited	LC Paper No. CB(1)557/08-09(05) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0116cb1-557-5-e.pdf
		Minutes of the meeting	LC Paper No. CB(1)1146/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090116.pdf

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