

立法會 *Legislative Council*

LC Paper No. CB(4)311/20-21

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the Administration)

Ref: CB4/PS/1/16

Panel on Transport

Subcommittee on Matters Relating to Railways

Minutes of meeting on Tuesday, 5 May 2020, at 10:45 am in Conference Room 1 of the Legislative Council Complex

Members present : Hon LUK Chung-hung, JP (Chairman)
Hon CHAN Han-pan, BBS, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
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 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 Tony TSE Wai-chuen, BBS

Members attending : Hon KWONG Chun-yu

Member absent : Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon YIU Si-wing, BBS

Public Officers attending : **Agenda item IV**

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

Mrs Sharon YIP LEE Hang-ye, 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 NGAI Hon-wah
Government Engineer / Railway
Development (2)
Highways Department

Mr Patrick WONG Chi-kwong

Assistant Commissioner / Bus & Railway
Transport Department

Mr LEE Chi-shing
Chief Engineer / Traffic Survey & Support
Transport Department

Agenda item V

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/Railway/Supernumerary 2
Electrical & Mechanical Services Department

Mr Patrick WONG Chi-kwong
Assistant Commissioner/ Bus & Railway
Transport Department

**Attendance by
invitation** :

Agenda item V

MTR Corporation Limited

Dr Tony LEE Kar-yun
Operations Director

Mr Sammy WONG
Chief of Operating

Mr Lu WONG
Acting Chief of Operations Engineering

Mr Eric LEE Ka-chun
General Manager – Public Affairs

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

Staff in attendance : Ms Jacqueline LAW
Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

I. Information papers issued since the meeting on 3 March 2020
(LC Paper Nos. CB(4)367/19-20(01)-(03), CB(4)372/19-20(01)-(06)
and CB(4)497/19-20(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 3 March 2020.

II. Items for discussion at the next meeting
(LC Paper Nos. CB(4)438/19-20(01) – (02))

2. Members agreed to discuss the following items at the next meeting to be held on Friday, 5 June 2020 at 8:30 am:

- (a) Progress update of the construction of Shatin to Central Link;
- (b) Progress update of upgrade of signalling system for railway lines;
and
- (c) Progress update on enhancement of MTR facilities.

(Post-meeting note: At the request of the Administration and with the concurrence of the Chairman, an additional item "Tuen Mun South Extension" had been included for discussion at the above meeting.)

Action

III. Matters arising from the last meeting on 3 March 2020
(LC Paper Nos. CB(4)369/19-20(01)-(02))

3. The Subcommittee deliberated (index of proceedings at **Annex I**).

Motions

4. The Chairman said that two motions relating to "funding application for increase in approved project estimate for the main works of Shatin to Central Link" raised at the meeting on 3 March 2020 were not put to vote at that meeting due to insufficient time. The Chairman referred members to the following motion moved by Mr Michael TIEN –

"本委員會促請政府就沙中線項目成本封頂，即在今次撥款後，不會再申請追加撥款。"

(Translation)

"This Subcommittee urges the Government to impose a cap on the cost of the Shatin to Central Link project, i.e. not to apply for additional funding again after the current funding application is approved."

5. The Chairman put the motion to vote and ordered a division. Of the members present for voting, 10 members voted for the motion, no member voted against the motion and five members abstained from voting (details of division were in the **Annex II**). The Chairman declared that the motion was carried.

6. The Chairman then referred members to the motion moved by Mr Jeremy TAM –

"由於港鐵公司管理不善，導致沙中線鐵路工程不停延誤，以及出現巨額超支；有鑑於此，本委員會認為沙中線超支款項不應由公帑承擔，港鐵公司應自行承擔超支費用；因此，本會反對是次把61TR號工程計劃及62TR號的核准工程預算費用提高100億6,380萬元(按付款當日價格計算)的超支撥款建議。"

(Translation)

Action

"Due to the mismanagement by the MTR Corporation Limited ("MTRCL"), the Shatin to Central Link ("SCL") railway project has experienced persistent delays and huge cost overruns; in view of this, this Subcommittee considers that the cost overruns of the SCL project should not be covered by public funds, and should instead be borne by MTRCL out of its own resources; as such, this Subcommittee opposes the funding proposal to increase the approved project estimates of 61TR and 62TR by about \$10,063.8 million (in money-of-the-day prices) for meeting the cost overruns."

7. The Chairman put the motion to vote and ordered a division. Of the members present for voting, seven members voted for the motion, eleven members voted against the motion and no member abstained from voting (details of division were in the **Annex III**). The Chairman declared that the motion was not carried.

(Post-meeting note: The Chinese and English versions of the Administration's response to the motion passed were circulated to members on 1 June and 22 June 2020 respectively vide LC Paper No. CB(4)654/19-20(01).)

IV. Tung Chung Line Extension (LC Paper Nos. CB(4)438/19-20(03)-(04))

8. At the invitation of the Chairman, Secretary for Transport and Housing briefed members on the proposed way forward of Tung Chung Line Extension project. Government Engineer / Railway Development (2) of Highways Department briefed members on the proposed scope of the projects with the aid of a powerpoint presentation (LC Paper No. CB(4)536/19-20(01)). The Subcommittee deliberated (index of proceedings at **Annex I**).

Declaration of interests

9. Ir Dr LO Wai-kwok declared that he was a member of the Board of the Airport Authority Hong Kong.

Motion

Action

10. The Chairman advised that one motion was received in relation to the agenda item under discussion. The Chairman then referred members to the following motion moved by Mr Michael TIEN -

"鑑於東涌東站建造費昂貴，同時有龐大發展空間，本委員會敦促政府要求港鐵與機管局商討合作，善用該站，政府在不使用任何公帑或授予發展權的前題下，建造無人駕駛智能輕型鐵路系統，貫通東涌東站、東涌站、國泰城、機場大廈、航天城、亞博及港珠澳大橋香港口岸人工島，從而方便東涌居民就近就業，不必乘搭已接近飽和的東涌綫前往市區，或轉接經市區往機場鄰近地點工作。"

(Translation)

"Given that Tung Chung East Station entails a substantial construction cost and at the same time provides huge room for development, this Subcommittee urges the Government to request the MTR Corporation Limited to discuss and collaborate with the Airport Authority and to make good use of the Station; in this regard, the Government should, without using any public funds or granting development rights, construct a fully automated intelligent light rail system linking Tung Chung East Station, Tung Chung 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 Tung Chung Line which has nearly reached saturation or detour to the urban areas for commuting to their place of work near the airport."

11. The Chairman put the motion to vote and ordered a division. Of the members present for voting, eight members voted for the motion, no member voted against the motion and one member abstained from voting (details of division were in the **Annex IV**). The Chairman declared that the motion was carried.

(Post-meeting note: The Chinese and English versions of the Administration's response to the motion passed were circulated to members on 1 June and 22 June 2020 respectively vide LC Paper No. CB(4)654/19-20(01).)

Action

V. Derailment Incident at Hung Hom Station on East Rail Line on 17 September 2019 and Incident near Lai King Station on Tsuen Wan Line on 6 October 2019

(LC Paper Nos. CB(4)438/19-20(05)-(06), CB(4)395/19-20(01) and CB(4)503/19-20(01))

12. At the invitation of the Chairman, Operations Director of MTR Corporation Limited ("MTRCL") and Acting Chief of Operations Engineering of MTRCL briefed members on the derailment incident at Hung Hom Station on East Rail Line on 17 September 2019 and the incident near Lai King Station on Tsuen Wan Line on 6 October 2019 with the aid of a powerpoint presentation (LC Paper No. CB(4)536/19-20(02)). The Subcommittee deliberated (index of proceedings at **Annex I**).

(At 12:44 pm, the Chairman extended the meeting for 15 minutes to 1:00 pm to allow sufficient time for discussion.)

VI. Any other business

13. There being no other business, the meeting ended at 1:01 pm.

Council Business Division 4
Legislative Council Secretariat
21 December 2020

Panel on Transport

Subcommittee on Matters Relating to Railways

**Proceedings of the meeting
held on Tuesday, 5 May 2020, at 10:45 am
in Conference Room 1 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Information papers issued since the meeting on 3 March 2020</i>			
000509 – 000935	Chairman Ms Tanya CHAN Mr Jeremy TAM The Clerk	<p>Members noted the information papers issued since the last regular meeting.</p> <p>Mr TAM enquired about the handling of members' letters in which questions on railway matters were raised for the Administration's written response. He also enquired whether his letter requesting information on the derailment incident at Hung Hom Station on East Rail Line on 17 September 2019 (LC Paper No. CB(4)503/19-20(01)) would be tabled at the meeting and had been referred to the Administration for response. The Chairman and the Clerk responded in this regard.</p> <p>Ms CHAN said that the Administration should send a copy of its written response to members' letters to the Secretariat for circulation to members.</p>	
<i>Agenda Item II – Items for discussion at the next meeting</i>			
000936 – 001221	Chairman Ms Tanya CHAN Mr LAM Cheuk-ting	<p>Members agreed on the items for discussion at the next regular meeting.</p> <p>Ms CHAN's enquiry and the Chairman's response regarding the arrangement for the discussion of the Final Report of Commission of Inquiry into the Construction Works at and near Hung Hom Station Extension under the Shatin to Central Link Project ("Final Report"), which was expected to be released in the coming week.</p> <p>Mr LAM's suggestion and the Chairman's response regarding the holding of a special meeting in order that members would have sufficient time for discussing the outstanding items.</p>	
<i>Agenda Item III –Matters arising from the last meeting on 3 March 2020</i>			
001222 – 001518	Chairman Mr Michael TIEN Mr Jeremy TAM	Voting on motions relating to funding application for increase in approved project estimate for the main works of Shatin to Central Link ("SCL") raised at the meeting on 3 March 2020 which were not voted on at that meeting due to insufficient	

Time marker	Speaker	Subject(s)	Action required
		time.	
<i>Agenda Item IV –Tung Chung Line Extension</i>			
001519 – 003453	Chairman Administration	Briefing by the Administration with the aid of a powerpoint presentation [LC Paper Nos. CB(4)438/19-20(03) and CB(4)536/19-20(01)].	
003453 – 003920	Chairman Ms Claudia MO Mr Michael TIEN Administration	<p>Ms MO expressed deep concern about the high estimated capital cost of the Tung Chung Line ("TCL") Extension, which was about \$18.7 billion (in December 2016 prices). She further pointed out that the preliminary cost estimate of Tung Chung West ("TCW") Extension stated in the Railway Development Strategy 2014 ("RDS-2014") was only about \$6 billion (in 2013 prices).</p> <p>The Administration advised that the preliminary cost estimates for individual railway proposals stated in RDS-2014 were only indicative and were expressed in 2013 prices. Furthermore, Tung Chung East ("TCE") Station was not included in the preliminary cost estimate of about \$6 billion for the TCW Extension in RDS-2014. The Administration had invited the MTR Corporation Limited ("MTRCL") to proceed with the detailed planning and design of the TCL Extension project. The Administration together with its consultant would carefully examine the cost estimate along with the development of the detailed design as well as any key change in development parameters.</p> <p>In response to Ms MO's enquiry about the comparison of cost estimates between the Kwun Tong Line Extension and the proposed TCL Extension, the Administration advised that apart from a 1.3-kilometre long extension from the existing Tung Chung Station of TCL to a new station at the TCW area, the TCL Extension Project Proposal submitted by MTRCL also included the re-alignment of an existing TCL tracks of about 1.2-kilometre long to tie in with the proposed TCE Station. Hence, the Administration considered that it might not be appropriate to directly compare the cost estimates of the Kwun Tong Line Extension and the proposed TCL Extension.</p>	
003921 – 004230	Chairman Ms Tanya CHAN Administration	Ms CHAN opined that compared with the construction cost per kilometre of other local and overseas railway projects, the proposed TCL Extension appeared to be costly. She requested	

Time marker	Speaker	Subject(s)	Action required
		<p>the Administration to provide more information to justify the high project cost, and provide a breakdown on the construction cost of individual works included in the Project Proposal. She also enquired when the funding application would be submitted to the Legislative Council ("LegCo") to take forward the project.</p> <p>The Administration advised that the piling cost of the TCL Extension project would be higher than that in general situation since the project area was located at reclamation area and close to the seawall. Nevertheless, the Administration stressed that it would carefully examine the project cost alongside the detailed planning and design process of the project.</p> <p>Besides, the Administration would consult the public, including LegCo and the relevant District Councils, when the details of the project such as the railway alignment, design and cost estimate were available. Upon finalization of the details of the project, the Administration would seek the support of the Executive Council with a view to taking forward the project.</p> <p>In reply to Ms CHAN's enquiry, the Administration advised that the TCL Extension project would be taken forward using the ownership approach.</p>	
004231 – 004603	Chairman Mr Tony TSE Administration	<p>Mr TSE noted with concern that the first batch of new population at TCE area, amounting to around 31 000 public housing residents, was expected to move in starting from early 2024, but the TCL Extension project would not be completed until 2029. He called on the Administration to provide adequate road-based public transport services to meet the need of the community prior to the commissioning of the TCL Extension. He also urged the Administration to provide more justifications for the high estimated capital cost of the project, step up the site investigation work in order to avoid the need to increase the approved cost estimate owing to unforeseen ground conditions found during the construction stage and avoid implementing several new railway schemes simultaneously.</p> <p>The Administration responded that to satisfy the transport needs of Tung Chung residents, the Administration would endeavour to provide</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>adequate and proper road-based public transport services. A new Road P1 was also proposed to improve the transport network of North Lantau.</p> <p>The Administration noted members' concern on the Administration's coordination on the implementation of new railway schemes.</p>	
004604 – 004956	Chairman Mr Michael TIEN Administration	<p>Mr TIEN opined that the traffic congestion problem in Tung Chung was serious and the road-based public transport services would not be able to meet the outbound transport needs of the residents concerned. He elaborated on his motion to be proposed under this agenda item, urging the Administration to discuss and collaborate with the Airport Authority Hong Kong ("AAHK") to construct a light rail system linking the proposed TCE Station and the Airport Island.</p> <p>The Administration responded that it understood that AAHK was undertaking a joint study with MTRCL on other types of transportation facilities with a view to enhancing the connectivity between Tung Chung and the Airport Island.</p>	
004957 – 005330	Chairman Ir Dr LO Wai-kwok Administration	<p>Declaration of interest</p> <p>Ir Dr LO expressed support for the proposed TCL Extension project and considered that the construction of the remaining section of AREOT was necessary. Noting that the first population intake of the public housing developments in TCE area was expected in 2024 but the TCL Extension project was targeted for completion by 2029, Ir Dr LO asked if it was possible to compress the works programme of the project so that the TCE Station would be commissioned early.</p> <p>The Administration advised that the works programme of TCL Extension project indicated in the paper was only preliminary, the Administration would strive for early completion of the project.</p> <p>Ir Dr LO was very concerned about the implementation timetable for the remaining six railway schemes recommended under RDS-2014. The Administration advised that MTRCL had submitted proposals for the five railway projects of Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, TCL Extension and North Island Line to the</p>	

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		<p>Government, and that relevant bureaux/departments had evaluated the proposals and requested MTRCL to provide additional information and details. As mentioned in the 2019 Policy Address, the Administration would invite MTRCL to commence the detailed planning and design for the TCL Extension, the Tuen Mun South Extension and the Northern Link in the coming year, so that work on these three railway projects could commence as early as possible.</p>	
005331 – 005652	Chairman Mr CHAN Han-pan Administration	<p>Mr CHAN expressed deep concern that the provision of transport infrastructure at TCE area would lag behind the completion of housing developments thereat. The Administration responded that it was very concerned about the transport needs of the new population of TCE. In addition to expediting the project, a set of measures for providing appropriate road-based public services to the residents concerned need to be in place to serve the residents there.</p> <p>Mr CHAN also raised concern about the high estimated capital cost of the TCL Extension. The Administration reiterated that together with its consultant, the Administration would carefully examine the construction and operating costs of the project submitted by MTRCL.</p> <p>Mr CHAN was dissatisfied that the Administration did not respond to the suggestion jointly raised by Mr Holden CHOW and himself on constructing a light rail or monorail system connecting Tung Chung and the Airport Island. The Administration reiterated that AAHK was proceeding with a joint study with MTRCL on other types of transportation facilities with a view to enhancing the connectivity between Tung Chung and the Airport Island.</p>	
005653 – 010023	Chairman Mr LAM Cheuk-ting Administration	<p>Mr LAM asked how the Administration would convince LegCo and the public that MTRCL and the Highways Department were competent to monitor the implementation of TCL Extension, such that the spate of incidents relating to the construction of SCL would not occur again.</p> <p>The Administration advised that it was studying the Final Report in detail. The Administration would learn from experience and enhance the monitoring and audit of the delivery of new railway projects. In addition, the Administration would study the</p>	

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		<p>feasibility of a new department specifically tasked to handle and supervise railway planning and delivery matters.</p> <p>Mr LAM was discontent that except for the above proposal, the Administration did not put in place concrete measures to avoid the recurrence of similar incidents relating to the quality of construction works of SCL project. The Administration responded that more details on enhancement measures would be announced when the Final Report and the relevant Administration's response were released.</p>	
010024 – 010405	Chairman Mr Jeremy TAM Administration	<p>Mr TAM enquired about the construction cost of the remaining section of AREOT.</p> <p>The Administration advised that only the construction costs for the protection works of the proposed overrun tunnel for the North Island Line ("NIL") which overlapped with AREOT and the associated NIL portion in the combined ventilation building were included in the provision of \$18.7 billion for the TCL Extension project and the amount was estimated to be about \$1.5 billion.</p> <p>Noting that upon completion of the extended overrun tunnels of TCL and Airport Express Line, the maximum design carrying capacities of the two lines would be increased from 18 trains per hour per direction ("tphpd") to 24 tphpd. Mr TAM queried why the Administration did not review the need for AREOT and undertake the relevant works at an earlier time.</p> <p>The Administration explained that AREOT was included in the project scope of the Airport Railway as phase 2 works. However, according to the assessment during the construction of the Airport Railway in the 1990s, there was no imminent need for the AREOT. Having regard to the current situation and passenger demand, the Administration considered that it was an opportune time to construct the remaining section of AREOT in tandem with the TCL Extension project.</p>	
010406 – 010712	Chairman Mr POON Siu-ping Administration	<p>Mr POON indicated support for the TCL Extension project. Pointing out that the first population intake of TCE would take place in 2024, but TCE Station would not be commissioned until 2029, Mr POON enquired about the measures to be put in</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>place to address the transport needs of the residents concerned in the interim.</p> <p>The Administration advised that generally speaking, to satisfy the travelling needs of the residents in new towns such as Tung Chung, the Transport Department ("TD") would liaise with the Housing Authority or the private developer concerned for the provision of public transport facilities including bus termini or public transport interchanges to the new town concerned. In the meantime, TD would review the proposals on introduction of new routes as well as adjustment of the existing franchised bus service frequency under the annual Route Planning Programme in order to enhance road-based public transport network of the district.</p>	
010713 – 011019	Chairman Dr CHENG Chung-tai Administration	<p>Dr CHENG was dissatisfied that the estimated capital cost of the TCL Extension in money-of-the-day prices was not available for members' consideration. He was also concerned about measures to address the transport needs of TCE residents prior to the commissioning of the TCL Extension and wondered how the Administration would convince the franchised bus operators to provide service only within the interim period between 2024 and 2029.</p> <p>The Administration reiterated its plan to construct a new Road P1 and measures to enhance franchised bus services to satisfy the travelling needs of the future TCE residents. With reference to the previous practice, the Administration would liaise with the concerned public transport operators on the provision of road-based public transport services in the Tung Chung New Town Extension and work out a phasing-in/phasing-out arrangement for different public transport modes before and after the commissioning of TCL Extension.</p>	
011020 – 011418	Chairman Mr CHU Hoi-dick Administration	<p>Mr CHU noted from the Administration's paper that the TCL Extension project would be taken forward using the ownership approach under which the Government would provide funding support to bridge the funding gap for financially non-viable railway projects. Mr CHU sought information on the estimated amount of funding to be borne by MTRCL and the Government respectively.</p> <p>The Administration advised that the funding arrangement of the TCL Extension project was yet</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>to be confirmed.</p> <p>Noting that the construction of AREOT (Remaining Section) would be completed three years later than that of TCE and TCW stations and associated railways under the TCL Extension project, Mr CHU enquired about the reasons for that.</p> <p>The Administration responded that the construction site of the AREOT (Remaining Section) was located at Lung Wo Road, which was a busy road section in Central, Hong Kong. As diversion of major underground utilities was required, more time would be needed to complete the works.</p> <p>Pointing out that the fare level of TCL was higher than that of the East Rail Line (Hung Hom to Sheung Shui section), Mr CHU urged the Administration to take measures to lower the fare level of TCL so as to ease the fare burden of Tung Chung residents. In response, the Administration pointed out that the fare level of individual railway lines was affected by a number of factors, including the operating cost, efficiency as well as the historical background of the railway line concerned.</p>	
011419 – 011812	Chairman Administration	<p>Noting that the TCL Extension project would be taken forward under the ownership approach, the Chairman urged the Administration to compress the capital cost so that no funding support from the Government would be required.</p> <p>The Chairman noted with concern that the time required for MTRCL to carry out the detail planning and design of the project was about three years. He asked whether the discussion between the Administration and MTRCL on estimates in respect of patronage, fare revenue and profits from property development rights could be expedited.</p> <p>The Administration advised that in preparing relevant agreements for commissioning of a new railway line, the Administration would take into account a number of factors including estimates on patronage and fare revenue, topside property development rights, outcome of environmental impact assessment and comments received from public consultation. The Administration would have to consider the above factors to proceed with the detailed planning and design of the project as well.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>In reply to the Chairman's enquiry about the feasibility of partial commissioning of TCL Extension, the Administration advised that since the new railway alignment proposed for TCE Station would form part of the TCL upon completion of the project, the feasibility of first commissioning TCW Station had to be further reviewed in detail.</p>	
011813 – 012138	Chairman Dr Helena WONG Administration	<p>Referring to the Administration's paper, Dr WONG enquired whether the estimate capital cost of about \$18.7 billion would be all borne by the Administration.</p> <p>The Administration advised that implementation approach for and funding arrangement of a new railway project were two separate issues. Under the ownership approach, revenue arising from property development could be regarded as one of the funding sources to support the implementation of the new railway project. For financially non-viable projects, the Administration might need to provide funding support to bridge the funding gap. The Government's funding support, if required, would depend on the relevant revenue and costs to be estimated during the detailed planning and design of the project.</p> <p>Dr WONG also asked whether the Administration would apply funding from LegCo to take forward the TCL Extension project. The Administration advised that it would depend on the detailed planning and design and the resultant capital cost of the project.</p>	
012139 – 012328	Chairman Mr Michael TIEN Ir Dr LO Wai-kwok	<p>Voting on motion proposed by Mr TIEN.</p> <p>Ir Dr LO said that he had abstained from voting as he was a member of the Board of Airport Authority Hong Kong.</p>	
<i>Agenda Item V –Derailment Incident at Hung Hom Station on East Rail Line on 17 September 2019 and Incident near Lai King Station on Tsuen Wan Line on 6 October 2019</i>			
012329 – 012757	Chairman Administration	Briefing by the Administration [LC Paper No. CB(4)438/19-20(05)].	
012758 – 013634	Chairman MTRCL	Briefing by MTRCL with the aid of a powerpoint presentation [LC Paper No. CB(4)536/19-20(02)].	

Time marker	Speaker	Subject(s)	Action required
013635 – 013832	Chairman Mr LAM Cheuk-ting	Mr LAM was dissatisfied that the Secretary for Transport and Housing and the Under Secretary for Transport and Housing did not attend the meeting to respond to members' concern given the seriousness of the derailment incident at Hung Hom Station on East Rail Line on 17 September 2019 ("derailment incident").	
013833 – 014300	Chairman Mr Michael TIEN MTRCL	<p>Mr TIEN considered that the cause of the derailment incident should be attributed to the deficiency in the culture of accountability in MTRCL. In his view, two staff members had to be held accountable for the derailment incident, namely the General Manager – Infrastructure Maintenance and the Supervisor for track maintenance. Noting that the former had been posted to another department, Mr TIEN asked whether the latter had remained in the same position.</p> <p>MTRCL apologized to the passengers affected in the incident. MTRCL advised that having regard to the duties and corresponding responsibilities of the staff member concerned, the Corporation would take appropriate follow-up actions in accordance with the established procedures of the Corporation. The relevant procedures with respect to the handling of the staff member concerned were still on-going.</p>	
014301 – 014634	Chairman Dr Helena WONG MTRCL	<p>Noting that MTRCL Maintenance Team had a knowledge gap of the effect of the special combination of circumstances at the turnout in question and the senior management of MTRCL was not aware of the situation as it was not escalated, Dr WONG asked about the measures to be put in place to enhance the knowledge of the maintenance staff, including the number of timber sleepers to be replaced with synthetic sleepers, and whether the problems associated with fixing screws would occur again. She also asked about the reasons for not requiring an immediate escalation to senior management for attention in case similar problems were identified.</p> <p>MTRCL responded that following the five recommendations made by the Investigation Panel, MTRCL would enhance change management of introducing new track technology, including staff competence enhancement to bridge any knowledge gap based on the lessons learnt. Moreover, it</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>would explore and implement new technology to enable real-time monitoring of track gauge and track integrity in traffic hours for maintenance and necessary escalation to senior management for attention in a timely manner.</p>	
014635 – 014949	Chairman Mr LAM Cheuk-ting Administration	<p>Referring to paragraphs 9 and 15 of the Administration's paper which respectively mentioned that follow-up measures of the Maintenance Team to inspect and rectify the track gauge in the Hung Hom area, and to prepare reports, had not always been conducted strictly in accordance with the MTRCL procedures, Mr LAM queried if the management of railway assets and track maintenance of MTRCL were on a par with international standards as stated in paragraph 8 of the Administration's paper.</p> <p>MTRCL responded that the requirements set out in the MTRCL's Asset Management System in respect of management of railway assets and track maintenance were in line with international standards. However, the incident revealed that there were deficiencies in the implementation of such requirements by the Maintenance Team.</p> <p>Mr LAM further asked whether the three fixing screws concerned were failed during or before the incident.</p> <p>MTRCL advised that the Investigation Panel believed that it was the first time for the dynamic track gauge widened beyond a critical level, so that the fixing screws concerned were failed at the time of the incident.</p> <p>Mr LAM expressed dissatisfaction that no detailed checking on the condition of the fixing screws concerned had been conducted even though the track gauge widening was repetitively identified by MTRCL in regular measurements at the incident location.</p> <p>MTRCL explained that they had carefully implemented the five recommendations made by the Investigation Panel to improve its maintenance regime.</p>	
014950 – 015342	Chairman Mr Jeremy TAM MTRCL	<p>In response to Mr TAM's questions raised in his letter dated 20 April 2020 to the Administration [LC Paper No. CB(4)503/19-20(01)], MTRCL</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>pointed out that the elongated and enlarged screw holes found on the two sleepers at the incident location were caused by the unexpected excessive lateral force being applied to the rail under train operation instead of the drilling process. The drilling of screw holes was carried out on site and relevant guidelines were established to ensure that the screw holes on sleepers had complied with the relevant standards. Given that the depth of a screw hole was only 10 or more millimetres, MTRCL was of the view that the use of fixing equipment to assist the drilling works was not necessary.</p>	
015343 – 015650	<p>Chairman Mr KWONG Chun-yu MTRCL</p>	<p>Mr KWONG criticized the current penalty mechanism for MTR service disruptions and expressed strong dissatisfaction that the senior management involved in the past railway incidents could still receive substantial amount of bonus after leaving office. He opined that MTRCL had put the safety of passengers at risk and asked whether the senior management of MTRCL would be held accountable for the derailment incident.</p> <p>MTRCL responded that it had all along been taking each and every railway incident seriously. The full team of MTRCL including the frontline staff, the managerial staff responsible for maintenance and the management would be held responsible for the incident.</p> <p>Mr KWONG asked whether MTRCL would guarantee that similar accidents would not occur again. MTRCL responded that appropriate staffing arrangements had been made having regard to the position and responsibility of the staff members involved in the incident. It would carefully implement the recommendations made by the Investigation Panel with a view to ensuring a smooth and safe operation of railway system.</p>	
015651 – 020029	<p>Chairman Ms Claudia MO MTRCL Administration</p>	<p>Ms MO said that to her understanding, the train captains involved in the incident happened near Lai King Station on Tsuen Wan Line on 6 October 2019 were authorized by the Operations Control Centre ("OCC") to jump the red signal light, causing the train concerned hit the concrete buffer at the end of the railway track. In view of the above, Ms MO sought explanations as to why the OCC staff concerned needed not to be held responsible for the incident.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>Given that relevant legal proceedings were on-going, MTRCL considered it not appropriate to comment on the details further. The Administration added that according to the information available, the train concerned was authorized by OCC to enter the crossover area but not to jump the red signal light thereat. MTRCL undertook to fully implement the follow-up actions identified in its report and apologized again to the passengers affected.</p>	
020030– 020424	Chairman Ir Dr LO Wai-kwok Administration MTRCL	<p>Ir Dr LO mentioned that when discussing Tseung Kwan O Line service disruption on 16 December 2013 at the Subcommittee meeting held in December 2013, he already proposed to MTRCL to enhance its risk management system. He asked whether MTRCL would consider enhancing the current risk management system in view of lessons learnt from the derailment accident.</p> <p>The Administration responded that as the regulator of railway service 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. To this end, the Secretary for Transport and Housing had given a notice in writing to the MTRCL pursuant to section 28 of the Mass Transit Railway Ordinance (Cap. 556), requesting the Corporation to, amongst others, submit a report on the implementation of measures to improve the management of track maintenance. In the meantime, the Administration in its capacity as the majority shareholder of MTRCL had requested the Board, with the assistance of its Risk Committee, to enhance the Corporation's risk management based on the lessons learnt. MTRCL supplemented that it would enhance change management of introducing new track technology, with a view to better assessing the risks involved.</p>	
020425 – 020804	Chairman Dr CHENG Chung-tai MTRCL	<p>Dr CHENG opined that according to the investigation findings, the management of MTRCL who was not aware of the track gauge widening situation should also be held responsible for the derailment incident. He asked whether MTRCL admitted that the derailment incident was caused by human error.</p> <p>MTRCL responded that the Maintenance Team had</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>over-relied on their experience to observe the trend of track gauge widening and admitted that there was deficiency in the management of maintenance work. MTRCL reiterated that the full team of MTRCL would be held responsible for the incident. In the light of the experience gained from the incident, MTRCL would put in place improvement measures for enhancing the reporting system and track maintenance to ensure railway safety.</p>	
020805 – 021113	Chairman Mr POON Siu-ping MTRCL	<p>Mr POON enquired about the follow-up actions to be taken by the MTRCL Board and if any of the managerial staff of MTRCL would be held responsible for the derailment incident.</p> <p>MTRCL replied that it would spare no effort in implementing the improvement measures to meet the requirement of the Administration. MTRCL would also follow up on the Board's recommendations concerning the enhancement of the risk management system.</p> <p>Mr POON noted that new equipment for monitoring of track gauge and track integrity in traffic hours was delivered in February 2020 and was undergoing trial. He enquired about the progress of the trial and whether the new equipment would be used in railway lines other than East Rail Line.</p> <p>MTRCL replied that the trial was in good progress and would consider using the new equipment in other railway lines having regard to the outcome of the trial.</p> <p>In reply to Mr POON's enquiry about the training of maintenance staff, MTRCL advised that apart from the maintenance staff employed by MTRCL, experienced staff from the relevant contractors would also take part in track maintenance. MTRCL reiterated that it would enhance change management of introducing new technology, including staff competence enhancement to bridge any knowledge gap based on the lessons learnt.</p>	
021114 – 021458	Chairman MTRCL	<p>Pointing out that the synthetic sleepers had been introduced by MTRCL 10 years ago, the Chairman queried that not only the maintenance staff had a knowledge gap of the use of synthetic sleepers, but the guidance and supervision from the managerial</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>staff responsible for track maintenance were also inadequate. The Chairman relayed the concern of some frontline staff that a number of maintenance shortfalls were reported to management but had not been dealt with due to manpower shortage and limited resources. The Chairman further asked whether MTRCL would learn its lessons from the incident and put in more resources and manpower on track maintenance, including deploying managerial staff for on-site supervision.</p> <p>MTRCL admitted that the full team of MTRCL responsible for track maintenance had a knowledge gap of the effect of the special combination of circumstances at the turnout concerned. Nevertheless, similar problems had not been encountered since the synthetic sleepers were introduced 10 years ago. MTRCL stressed that it would carefully implement the five recommendations made by the Investigation Panel so that sufficient guidelines and resources would be provided to the staff.</p>	
021459 – 021855	Chairman Deputy Chairman MTRCL	<p>The Deputy Chairman noted that the incident near Lai King Station on Tsuen Wan Line on 6 October 2019 during the staging of public order events, where train services continued to be adjusted within a short span of time and the train departing from Lai King Station to Mei Foo Station had to pass through a special route. While criticizing MTRCL's shortfalls in its maintenance work, he also condemned the violent acts against MTR stations which had seriously affected the normal railway operations and eventually gave rise to the incident concerned. The Deputy Chairman asked whether MTRCL would step up its publicity efforts to appeal to members of the public not to damage the railway facilities and endanger the safety of passengers.</p> <p>MTRCL responded that safety was of the utmost importance to MTR operations. As the operator of railway services in Hong Kong, MTRCL would endeavour to ensure the safety of passengers, staff and railway facilities.</p>	
<i>Agenda Item V – Any other business</i>			
021856 – 021953	Chairman Mr Jeremy TAM	<p>Closing remarks.</p> <p>Mr TAM's enquiry about the Administration's written response to his letters. The Chairman's</p>	

Time marker	Speaker	Subject(s)	Action required
		response.	

Council Business Division 4
Legislative Council Secretariat
21 December 2020

點名表決 DIVISION: 1
日期 DATE: 05/05/2020
時間 TIME: 10:54:59 上午 AM

動議 MOTION: 田北辰議員就"增加沙田至中環綫主要工程核准工程預算的撥款申請"動議的議案
Motion moved by Hon Michael TIEN Puk-sun on "Funding application for increase in approved project estimate for the main works of Shatin to Central Link"

動議人 MOVED BY:

出席 Present : 17
投票 Vote : 15
贊成 Yes : 10
反對 No : 0
棄權 Abstain : 5
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
陸頌雄	LUK Chung-hung	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	贊成	YES
石禮謙	Abraham SHEK	出席	PRESENT	楊岳橋	Alvin YEUNG		
張宇人	Tommy CHEUNG			朱凱迪	CHU Hoi-dick	棄權	ABSTAIN
梁美芬	Dr Priscilla LEUNG			何君堯	Dr Junius HO		
葉劉淑儀	Mrs Regina IP			何啟明	HO Kai-ming	贊成	YES
毛孟靜	Claudia MO	棄權	ABSTAIN	林卓廷	LAM Cheuk-ting	棄權	ABSTAIN
田北辰	Michael TIEN	贊成	YES	柯創盛	Wilson OR	贊成	YES
易志明	Frankie YICK			陳淑莊	Tanya CHAN	棄權	ABSTAIN
姚思榮	YIU Si-wing	贊成	YES	劉國勳	LAU Kwok-fan	贊成	YES
陳恒鑾	CHAN Han-pan	贊成	YES	鄭松泰	Dr CHENG Chung-tai		
梁志祥	LEUNG Che-cheung	贊成	YES	譚文豪	Jeremy TAM	棄權	ABSTAIN
黃碧雲	Dr Helena WONG			謝偉銓	Tony TSE	贊成	YES
潘兆平	POON Siu-ping	贊成	YES				

秘書 CLERK



點名表決 DIVISION: 2
日期 DATE: 05/05/2020
時間 TIME: 10:56:11 上午 AM

動議 MOTION: 譚文豪議員就"增加沙田至中環綫主要工程核准工程預算的撥款申請"動議的議案
Motion moved by Hon Jeremy TAM Man-ho on "Funding application for increase in approved project estimate for the main works of Shatin to Central Link"

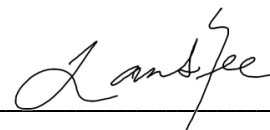
動議人 MOVED BY:

出席 Present : 19
投票 Vote : 18
贊成 Yes : 7
反對 No : 11
棄權 Abstain : 0
結果 Result : 否決 Negatived

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
陸頌雄	LUK Chung-hung	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	反對	NO
石禮謙	Abraham SHEK	反對	NO	楊岳橋	Alvin YEUNG	贊成	YES
張宇人	Tommy CHEUNG			朱凱迪	CHU Hoi-dick	贊成	YES
梁美芬	Dr Priscilla LEUNG			何君堯	Dr Junius HO		
葉劉淑儀	Mrs Regina IP			何啟明	HO Kai-ming	反對	NO
毛孟靜	Claudia MO	贊成	YES	林卓廷	LAM Cheuk-ting	贊成	YES
田北辰	Michael TIEN	反對	NO	柯創盛	Wilson OR	反對	NO
易志明	Frankie YICK			陳淑莊	Tanya CHAN	贊成	YES
姚思榮	YIU Si-wing	反對	NO	劉國勳	LAU Kwok-fan	反對	NO
陳恒鑾	CHAN Han-pan	反對	NO	鄭松泰	Dr CHENG Chung-tai	贊成	YES
梁志祥	LEUNG Che-cheung	反對	NO	譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG			謝偉銓	Tony TSE	反對	NO
潘兆平	POON Siu-ping	反對	NO				

秘書 CLERK



點名表決 DIVISION: 3
日期 DATE: 05/05/2020
時間 TIME: 12:04:26 下午 PM

動議 MOTION: 田北辰議員就"東涌綫延綫"動議的議案
Motion moved by Hon Michael TIEN Puk-sun on "Tung Chung Line Extension"

動議人 MOVED BY:

出席 Present : 10
投票 Vote : 9
贊成 Yes : 8
反對 No : 0
棄權 Abstain : 1
結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
陸頌雄	LUK Chung-hung	出席	PRESENT	盧偉國	Ir Dr LO Wai-kwok	棄權	ABSTAIN
石禮謙	Abraham SHEK			楊岳橋	Alvin YEUNG		
張宇人	Tommy CHEUNG			朱凱迪	CHU Hoi-dick		
梁美芬	Dr Priscilla LEUNG			何君堯	Dr Junius HO	贊成	YES
葉劉淑儀	Mrs Regina IP			何啟明	HO Kai-ming		
毛孟靜	Claudia MO	贊成	YES	林卓廷	LAM Cheuk-ting	贊成	YES
田北辰	Michael TIEN	贊成	YES	Wilson OR			
易志明	Frankie YICK			柯創盛	Tanya CHAN		
姚思榮	YIU Si-wing			劉國勳	LAU Kwok-fan		
陳恒鑾	CHAN Han-pan			鄭松泰	Dr CHENG Chung-tai	贊成	YES
梁志祥	LEUNG Che-cheung			譚文豪	Jeremy TAM	贊成	YES
黃碧雲	Dr Helena WONG	贊成	YES	謝偉銓	Tony TSE		
潘兆平	POON Siu-ping	贊成	YES				

秘書 CLERK

