

# 立法會

## *Legislative Council*

LC Paper No. CB(4)915/19-20  
(These minutes have been seen by  
the Administration)

Ref: CB4/PS/1/16

### **Panel on Transport**

#### **Subcommittee on Matters Relating to Railways**

#### **Minutes of special meeting on Friday, 19 June 2020, at 9:00 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
  - Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
  - Hon Claudia MO
  - Hon Michael TIEN Puk-sun, BBS, 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
  - Dr Hon CHENG Chung-tai
  - Hon Jeremy TAM Man-ho
  - Hon Tony TSE Wai-chuen, BBS
- Members absent** :
- Hon Tommy CHEUNG Yu-yan, GBS, JP
  - Hon Mrs Regina IP LAU Suk-ye, GBS, JP

Hon Frankie YICK Chi-ming, SBS, JP  
Hon LAU Kwok-fan, MH

**Public Officers  
attending** : **Agenda item II**

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

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/ Railways/Supernumerary 2  
Electrical & Mechanical Services Department

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

**Agenda item III**

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

**Attendance by  
invitation :**

**Agenda item II**

MTR Corporation Limited

Dr Tony LEE Kar-yun  
Operations Director

Mr Sammy WONG Kwan-wai  
Chief of Operating

Mr Lu WONG Ho-leung  
Deputy Chief of Operations Engineering

Mr LEUNG Chi-lap  
Head of E&M Construction

Mr Eric LEE Ka-chun  
General Manager – Public Affairs

**Agenda item III**

Dr Tony LEE Kar-yun  
Operations Director

Mr Sammy WONG Kwan-wai  
Chief of Operating

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

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**I. Matters arising from the meeting on 5 June 2020**  
(LC Paper No. CB(4)719/19-20(01))

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

Motion

2. The Chairman advised that a motion on "Progress update of the construction of the Shatin to Central Link" raised at the meeting on 5 June 2020 was not voted on at that meeting due to insufficient time. The Chairman referred members to the following motion moved by Mr Michael TIEN –

"鑑於沙中綫紅磡站調查委員會最終報告批評沙中綫工程出現「嚴重失誤」，港鐵需為此負責，本委員會促請政府於整個沙中綫項目中，按比例剔除原本向港鐵支付紅磡站的管理費。

此外，鑑於東鐵綫墮軌事故頻仍，本委員會促請港鐵於 2022 年年底前，於沙中綫南北綫全綫完成安裝自動月台閘門。"

(Translation)

"Given that 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 ("SCL") Project has criticized that there were "serious deficiencies" in the SCL project, for which the MTR Corporation Limited ("MTRCL") should be held responsible, this Subcommittee urges the Government to deduct, on a pro rata basis, from the project management fees of the entire SCL project the amount originally payable to MTRCL for the works at Hung Hom Station.

In addition, in view of the frequent occurrence of incidents of passengers falling onto the railway tracks on the East Rail

Action

Line, this Subcommittee urges MTRCL to complete the retrofitting of automatic platform gates for the entire North South Line of SCL by the end of 2022."

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

*(Post-meeting note: the wording of the motion passed was issued to members vide LC Paper No. CB(4)749/19-20(01) on 24 June 2020.)*

**II. Progress update on Upgrading Signalling System for Railway Lines**

(LC Paper Nos. CB(4)646/19-20(05) – (06))

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

5. At the invitation of the Chairman, the Secretary for Transport and Housing ("STH") briefed members on the progress update on upgrading signalling system for railway lines.

*(Post-meeting note: The speaking note of STH was issued to members vide LC Paper No. CB(4)737/19-20(01) on 19 June 2020.)*

6. At the invitation of the Chairman, Deputy Chief of Operations Engineering and Head of E&M Construction of MTR Corporation Limited ("MTRCL") briefed members respectively on the progress update on upgrading signalling system for railway lines and the incidents of the East Rail Line new signalling system testing and drill exercises with the aid of powerpoint presentations (LC Paper Nos. CB(4)736/19-20(01) – (02)).

7. On a member's request, MTRCL undertook to provide the following information:

- (a) the measures to be taken to expedite the replacement of the signalling system of Kwun Tong Line; and
- (b) the compensation, if any, to be offered to the public in view of the serious delay of the signalling upgrade programme.

Action

(*Post-meeting note: the Chinese and English versions of the Administration's response were circulated to members vide LC Paper No. CB(4)851/19-20(01) on 4 and 28 August 2020 respectively.*)

Motion

8. The Chairman advised that a motion was received from Mr Michael TIEN in relation to the agenda item under discussion. The Chairman referred members to the following motion moved by Mr TIEN –

"為了增加約 1 成載客量，港鐵採用供應商的信號系統，並使用主、副和備用電腦系統。據本人了解，該供應商過往 20 多年，均只供應主、副信號系統，現時為港鐵而新設的系統，嚴重缺乏運行經驗，容易出現事故，故 2019 年 3 月荃灣綫金鐘站撞車，正是涉及訊系統轉換問題。

鑑於使用主、副和備用電腦系統安全效能成疑，本委員會促請政府，要求港鐵在所有綫路，全面棄用該系統。"

(Translation)

"In order to increase the train capacity by about 10%, the MTR Corporation Limited ("MTRCL") adopts a new signalling system developed by a supplier, which is operated on main, stand-by and back-up sector computers. I have learnt that in the past two decades or so, the supplier concerned has developed signalling systems with main and stand-by sector computers only and has had a serious lack of experience in operating the new system currently developed for MTRCL, which may easily lead to accidents. The train collision which occurred at Admiralty Station on Tsuen Wan Line in March 2019 is one example involving the switch-over between sector computers of signalling systems.

Given that the safety performance of the main, stand-by and back-up sector computers is questionable, this Subcommittee urges the Government to request MRTCL to completely abandon the use of the signalling system in question on all its railway lines."

9. The Chairman put the motion to vote and ordered a division. Of the members present for voting, two members voted for the motion, three members voted against the motion, and two members abstained from voting

Action

(details of division were in the **Annex III**). The Chairman declared that the motion was not carried.

**III. Progress update on enhancement of MTR facilities and customer experience**

(LC Paper Nos. CB(4)646/19-20(07) – (08))

10. At the invitation of the Chairman, Chief of Operating of MTRCL briefed members on the progress update on enhancement of MTR facilities and customer experience with the aid of a powerpoint presentation (LC Paper No. CB(4)736/19-20(03)). The Subcommittee deliberated (index of proceedings at **Annex I**)

*(At 10:15 am, the Chairman extended the meeting for 15 minutes to 10:35 am to allow sufficient time for discussion.)*

11. On a member's request, the Administration undertook to explain the technical difficulties in constructing an external lift at MTR Lam Tin Station.

*(Post-meeting note: the Chinese and English versions of the Administration's response were circulated to members vide LC Paper No. CB(4)851/19-20(01) on 4 and 28 August 2020 respectively.)*

**IV. Any other business**

12. There being no other business, the meeting ended at 10:36 am.

Council Business Division 4  
Legislative Council Secretariat  
29 September 2020

## Panel on Transport

## Subcommittee on Matters Relating to Railways

**Proceedings of the special meeting  
on Friday, 19 June 2020, at 9:00 am  
in Conference Room 1 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I – Matters arising from the meeting on 5 June 2020</i>			
000949 – 001204	Chairman Mr Michael TIEN	Voting on the motion proposed by Mr TIEN at the meeting on 5 June 2020 but was not voted on due to insufficient time.	
<i>Agenda Item II – Progress update on Upgrading Signalling System for Railway Lines</i>			
001205 – 001903	Chairman Mr LAM Cheuk-ting Administration	Briefing by the Administration [LC Paper No. CB(4)646/19-20(05)].  Mr LAM's request on issuing the speaking note of the Secretary for Transport and Housing to members for reference, and the Administration's response.	
001904 – 002805	Chairman MTRCL	Briefing by the MTR Corporation Limited ("MTRCL") with the aid of a powerpoint presentation [LC Paper Nos. CB(4)736/19-20(01) – (02)].	
002806 – 003210	Chairman Ms Claudia MO Administration MTRCL	<p>Noting that the estimated lead time for completing the signalling upgrade of Tsuen Wan Line ("TWL") would be about three years, Ms MO was concerned about the timetable of the signalling upgrade programme for the other six railway lines. MTRCL advised that the signalling upgrade for TWL was targeted for completion in around 2023. As estimated at this moment, the new signalling system of the Island Line would commence service in about 18 months' time (around 2024/2025) following the launch of the new signalling system on TWL. The new signalling system of Kwun Tong Line ("KTL") and Tseung Kwan O Line would commence service within two years (around 2026/2027) after the new system of Island Line was launched.</p> <p>Ms MO noted that MTRCL had expanded the functions of the Independent Safety Assessor ("ISA") to cover certification of safety for on-site train tests. She asked whether the approach of engaging external consultant to promote assurance on safety would become a norm. MTRCL replied that safety had been the Corporation's top priority</p>	



Time marker	Speaker	Subject(s)	Action required
		<p>which would never be compromised. MTRCL would strive for enhancing the monitoring of the work of the contractor, its engineering staff and ISA. The new signalling system would be put into service only after the approval of the Electrical and Mechanical Services Department ("EMSD") and other relevant government departments had been sought.</p> <p>In response to Ms MO's concern about the patronage, the Administration and MTRCL advised that MTR had been providing service to an average of 5.5 million passenger journeys a day over the past years. Due to the adverse impact of coronavirus disease 2019 pandemic, the patronage in recent months had declined by more than 20% as compared to that of last year.</p>	
003211 – 003638	Chairman Mr Wilson OR MTRCL Mr LAM Cheuk-ting	<p>Mr OR expressed disappointment and dissatisfaction over the delay of the signalling upgrade programme. He asked if any MTRCL staff would be held accountable for the delay. MTRCL responded that the whole MTRCL had been working together to accomplish the signalling system replacement project. The MTRCL team would spare no efforts to improve its service taking into account the experience gained in each incident and project.</p> <p>Expressing concern that a number of railway incidents happened on KTL in the past few years were caused by signalling system fault, Mr OR urged MTRCL to complete the signalling system upgrade of KTL as early as possible.</p> <p>MTRCL responded that it would make its best endeavour to strive for improvement based on the experience gained. In recent years, MTRCL had devoted a substantial amount of resources to its asset management system with a view to ensuring smooth operation of the existing signalling system. MTRCL would continue to monitor closely the train capacity and implement relevant measures, including enhancing crowd management, to ease crowdedness during peak hours. The signalling replacement works on KTL would be done in the light of the experience gained from TWL in a bid to speed up the relevant works.</p> <p>In view of the crowdedness of train compartments on KTL, Mr OR asked about the progress of</p>	MTRCL (paragraph 7 of the minutes referred.)

Time marker	Speaker	Subject(s)	Action required
		<p>signalling system upgrade of the railway line and asked about the measures to be taken to expedite the replacement of the signalling system of KTL. He further asked MTRCL about the compensation, if any, to be offered to the public in view of the serious delay of the signalling upgrade programme. Without such information on hand, MTRCL would provide the supplementary information in writing upon Mr OR's request.</p> <p>Mr LAM expressed dissatisfaction over MTRCL's response to Mr OR's enquiry.</p>	
003639 – 004130	Chairman Mr Michael TIEN Administration MTRCL	<p>Pointing out that signalling systems were generally operated on the Primary and Hot-standby Computer Systems (i.e. Computers A and B), Mr TIEN was very concerned about the safety of the Warm-standby Computer System, i.e. back-up system / Computer C, which was a unique and non-standard design of the signalling system contractor. Mr TIEN asked how MTRCL would assure the public the safety of the new signalling system, including the safe operation of the back-up system.</p> <p>MTRCL advised that it would work together with the contractor to focus on enhancing the software development process and work instructions as well as the software verification and rectification process. The new signalling system for TWL would mainly operate on the Primary and Hot-standby Computer Systems upon service commencement. The inclusion of a back-up system in the new signalling system would be further studied having regard to the experience of signalling replacement works for TWL.</p> <p>Mr TIEN opined that MTRCL should abandon the back-up system if its safety could not be ascertained.</p> <p>The Administration advised that as the regulator of railway services in Hong Kong, the Administration concurred that the inclusion of Computer C warranted a comprehensive review. The new signalling system for TWL would operate on the Primary and Hot-standby Computer Systems upon service commencement, such that the train service could be enhanced early. Similar to TWL, the inclusion of Computer C in the new signalling system of the other six railway lines would be</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>further explored at a later stage. The Administration stressed that Computer C would not be put into passenger service if the system was not safe.</p>	
004131 – 004532	<p>Chairman Mr LAM Cheuk-ting MTRCL</p>	<p>Mr LAM was strongly dissatisfied about the delay of the signalling upgrade programme and the absence of a table in the MTRCL's paper setting out the expected completion of the signalling replacement works of different railway lines. He was worried that the ageing problem of the existing signalling system would be intensified, eventually causing more railway incidents.</p> <p>MTRCL responded 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 existing signalling system.</p>	
004533 – 005019	<p>Chairman Deputy Chairman Administration MTRCL</p>	<p>The Deputy Chairman enquired whether the Administration would consider reviewing rigorously the overall corporate governance of MTRCL in view of the recent spate of incidents. The Administration replied that it would continue to closely monitor the performance of MTRCL to ensure railway safety.</p> <p>In reply to the Deputy Chairman's enquiry about the interim measures to ease the passenger flow of TWL before the new signalling system commenced service, MTRCL reiterated that it would continue to closely monitor the train capacity and implement relevant measures to ease crowdedness during peak hours. The Administration added that according to MTRCL's observation, the current train service could meet passenger demand. That said, the Administration would mobilize other public transport modes to enhance services as and when necessary in order to meet the passenger demand.</p> <p>The Deputy Chairman was very concerned about the impact of the incidents of the new signalling system testing on East Rail Line on the full commissioning of the Shatin to Central Link. MTRCL and the Administration advised that the target commissioning of the remaining "Kai Tak to</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>Hung Hom" Section had been advanced to the third quarter of 2021, while the commissioning date for Hung Hom to Admiralty Section would remain to be the first quarter of 2022.</p>	
005020 – 005453	Chairman Administration MTRCL	<p>Noting that there were deficiencies on the side of the contractor in causing the delay of the signalling upgrade programme, the Chairman enquired which party would be responsible for the additional costs arising from the delay and the implementation of the suggested improvement measures subsequent to the TWL new signalling system testing incident.</p> <p>The Administration responded that the relevant costs would be absorbed by MTRCL. MTRCL further advised that it would follow up the matter with the contractor in accordance with the clauses of the relevant contract. The Administration supplemented that as the majority shareholder of MTRCL, it would, through the MTRCL's Board and its Risk Committee, review the TWL new signalling system testing incident and the respective obligations of MTRCL and the contractor in respect of the costs incurred.</p>	
005454 – 005926	Chairman Mr POON Siu-ping MTRCL	<p>Mr POON enquired whether any legal measures would be taken against the contractor, such as imposing penalty, having regard to the impact arising from the delay in signalling upgrade programme.</p> <p>MTRCL reiterated that it had requested the contractor to revamp the software development process and work instructions. Taking safety as the top priority, the software verification and rectification process should not be hastened. MTRCL would follow up the responsibilities and obligations on the part of the contractor in accordance with the clauses of the relevant contract.</p> <p>In response to Mr POON's enquiry, MTRCL advised that the contractor of the signalling upgrade programme for the seven railway lines was different from that for the East Rail Line. Mr POON further enquired about the contingency arrangement in the event that the contractor failed to deliver the signalling replacement project. MTRCL replied that it had been following up with the contractor regarding the implementation of the improvement measures. The Corporation would</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>determine the responsibilities on the part of the contractor in accordance with the clauses of the relevant contract.</p>	
<p>005927 – 010501</p>	<p>Chairman Mr Jeremy TAM Administration MTRCL</p>	<p>Mr TAM noted that representatives of EMSD and MTRCL who attended the meeting were not members of the Investigation Panel set up by MTRCL for investigating into the TWL new signalling system testing incident. He was dissatisfied that there was no engineering experts in signalling system attended the meeting to respond to members' enquiry. The Administration explained that EMSD had conducted an independent investigation into the causes of the incident. The Operations Director of MTRCL did not join the Investigation Panel since he had participated in the signalling system upgrade works.</p> <p>Mr TAM was concerned whether simulation tests to the maximum extent possible had been conducted prior to the on-site tests of the new signalling system. Referring to the Administration's response to his letter on the TWL new signalling system testing incident (LC Paper No. CB(4)692/19-20(01)), Mr TAM noted that according to the Investigation Panel, Computer C failed to re-create the "Conflict Zone Data" properly after taking over as the Primary Computer System and controlled the train operations. In this connection, he queried why safety documentation could be issued to MTRCL for proceeding to the on-site tests.</p> <p>The Administration responded that verification and validation of simulation results of Computer C, which was a non-standard design of the contractor as mentioned before, was not required in accordance with international standards. Notwithstanding the fact that the computer simulation tests conducted had complied with international standards, implementation error in the software for Computer C was found, causing the said train collision incident. MTRCL advised that following the recommendations of the Investigation Panel, MTRCL would upgrade the MTRCL Training Simulator in Hong Kong currently set up for training purposes to perform more scenario simulation tests where practicable. Also, a joint safety Test and Commissioning Panel would be established with the contractor to manage</p>	

Time marker	Speaker	Subject(s)	Action required
		the on-site testing and explore together with the Investigation Panel's experts different options, including the merits of developing the Warm-backup Computer System by phases.	
010502 – 010939	Chairman Ir Dr LO Wai-kwok MTRCL	<p>Ir Dr LO considered it unacceptable that the safety-interlocking function of the back-up system was not effective at the time of the TWL new signalling system testing incident.</p> <p>Noting that the contractor had completed the new development process and work instructions for the software following the recommendations of the Investigation Panel, Ir Dr LO enquired whether MTRCL was satisfied with the results and whether the programming errors of the original software had been rectified. He further enquired about the measures to be taken by MTRCL in the meantime to enhance the existing signalling system given that the completion of the signalling upgrade for TWL would be delayed until 2023.</p> <p>MTRCL responded that there were inadequacies on the side of the contractor in areas of software development and finetuning, and quality assurance. The newly designed software development process would be able to plug the loopholes and MTRCL would verify and rectify the software under the new process. Prior to the commencement of service of the new signalling system, MTRCL would ensure the safe and smooth operation of the existing signalling system according to the asset management system, so that the current train service could be maintained to meet passenger needs.</p>	
010940 – 011245	Chairman Mr Michael TIEN	<p>Discussion on voting arrangements.</p> <p>Voting on motion proposed by Mr TIEN.</p>	
<i>Agenda Item III – Progress update on enhancement of MTR facilities and customer experience</i>			
011246 – 011402	Chairman Administration	Briefing by the Administration [LC Paper No. CB(4)646/19-20(07)].	
011403 – 011901	Chairman MTRCL	Briefing by MTRCL with the aid of a powerpoint presentation [LC Paper No. CB(4)736/19-20(03)].	
011902 – 011923	Chairman	Extension of meeting by 15 minutes.	

Time marker	Speaker	Subject(s)	Action required
011924 – 012228	Chairman Ir Dr LO Wai-kwok MTRCL	<p>Ir Dr LO commended MTRCL's effort in retrofitting passenger toilets and baby-caring rooms at various MTR interchange stations.</p> <p>In the light of the first and second 10-year Hospital Development Plans, Ir Dr LO called on MTRCL to take the opportunity to liaise with the Hospital Authority to enhance the connectivity between MTR stations and public hospitals, with a view to facilitating access by patients, elderly and children. MTRCL responded that it would carefully explore different measures to enhance the accessibility of MTR stations for the convenience of passengers.</p>	
012229 – 012537	Chairman Mr Tony TSE MTRCL	<p>In view of the repeated vandalism of various railway facilities during public order events ("POEs"), Mr TSE enquired what measures would be taken to minimize the possible vandalism in MTR stations in the course of enhancing station facilities, including leveraging on new technology to enhance the station security. He further asked about the follow-up actions against the demonstrators who vandalized the railway facilities.</p> <p>MTRCL responded that as the operator of railway service in Hong Kong, the Corporation endeavoured to protect the railway facilities so that passengers would be able to continue with their journeys. MTRCL hoped that members of the public would work together to cherish the Hong Kong's railway system. MTRCL had strengthened the protective facilities at stations when carrying out the repair works. In response to Mr TSE's concern, MTRCL would ask for compensation from the parties concerned by means of civil claims.</p>	
012538 – 012846	Chairman Mr Jeremy TAM MTRCL Administration	<p>Mr TAM enquired about the progress of enhancing the barrier-free facilities at Lam Tin Station. MTRCL advised that at present, there was one barrier-free access at Lam Tin Station. Given the physical constraint of the station, which was built on the hillside, it was very difficult to provide barrier-free facilities at other exits of the station. MTRCL would continue to listen to the community's views and strived to improve the accessibility of MTR stations as far as practicable. The Administration added that the relevant government departments would render assistance in this matter as and when appropriate.</p> <p>Mr TAM further enquired about the proposal of</p>	Admin (paragraph 11 of the minutes referred.)

Time marker	Speaker	Subject(s)	Action required
		<p>resuming land near Lei On Court to facilitate the retrofitting of an external lift connecting the concourse of Lam Tin Station and street level. The Administration undertook to provide information on the technical difficulties in constructing an external lift at Lam Tin Station after the meeting.</p>	
012847 – 013201	Chairman Mr POON Siu-ping MTRCL	<p>Noting from Annex 1 of the MTRCL's paper that the repair work of the Light Rail Platform Octopus Processor would not be completed until the first quarter of 2021, Mr POON enquired for the reasons.</p> <p>MTRCL responded 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 the damaged facilities and appealed to passengers' understanding that certain spare parts had been in shortage due to their sharp increase in demand arising from repeated damage of railway facilities. At present, over 900 of some 1 300 Octopus Processors had resumed normal operations and that should be able to meet passenger needs.</p> <p>As to Mr POON's enquiry about the smart service to be introduced on Light Rail, MTRCL advised that to promote smart mobility, MTRCL strived to facilitate passengers to obtain information on train and other transport services through mobile devices or other channels. In particular, "Light Rail Next Train Information" showing real-time arrival schedules of Light Rail would be introduced to the MTR Mobile App later this year.</p>	
013202 – 013529	Chairman MTRCL	<p>The Chairman expressed dissatisfaction that MTRCL had replaced the Customer Service Centres with the Smart Customer Service Centres at certain new MTR stations where passengers could only speak to the customer service assistants via video calls. He queried if MTRCL was intended to reduce manpower and requested the Corporation to switch back to the original service arrangement.</p> <p>In response to the Chairman's enquiry, MTRCL advised that there were about six to eight stations equipped with the Smart Customer Service Centres. MTRCL explained that under the new initiatives, the customer service assistants, who would now patrol around the stations, would reach out to the</p>	



<b>Time marker</b>	<b>Speaker</b>	<b>Subject(s)</b>	<b>Action required</b>
		passengers proactively and provided them with assistance as needed.	
013530 – 013904	Chairman Dr Helena WONG MTRCL Administration	<p>Dr WONG was dissatisfied that MTR trains had bypassed Admiralty and Wan Chai stations without prior notice on 1 July 2019. She asked about the principles governing the train service arrangements during large scale POEs and queried if MTRCL was simply following the Police's directive when adjusting the train services.</p> <p>MTRCL noted Dr WONG's view and responded that the Corporation would endeavour to announce the adjustments in train services during POEs in advance so that passengers could plan their trips early. The Administration added that the Police had the authority to advise on the necessary adjustments in road-based traffic as well as rail service in response to sudden and emergent situations.</p>	
<i>Agenda Item IV – Any other business</i>			
013905- 013942	Chairman	Closing remarks.	

點名表決 DIVISION: 1  
日期 DATE: 19/06/2020  
時間 TIME: 09:08:11 上午 AM

動議 MOTION: 田北辰議員就"沙田至中環綫工程的最新進展"動議的議案  
Motion moved by Hon Michael TIEN Puk-sun on "Progress update of the construction of Shatin to Central Link"

動議人 MOVED BY:

出席 Present : 8  
投票 Vote : 7  
贊成 Yes : 7  
反對 No : 0  
棄權 Abstain : 0  
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	潘兆平	POON Siu-ping		
石禮謙	Abraham SHEK			盧偉國	Ir Dr LO Wai-kwok		
張宇人	Tommy CHEUNG			楊岳橋	Alvin YEUNG	贊成	YES
梁美芬	Dr Priscilla LEUNG			朱凱迪	CHU Hoi-dick		
葉劉淑儀	Mrs Regina IP			何君堯	Dr Junius HO		
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	Wilson OR	贊成	YES
易志明	Frankie YICK			陳淑莊	Tanya CHAN		
姚思榮	YIU Si-wing			劉國勳	LAU Kwok-fan		
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		
黃碧雲	Dr Helena WONG			謝偉銓	Tony TSE		

點名表決 DIVISION: 2  
日期 DATE: 19/06/2020  
時間 TIME: 10:08:56 上午 AM

動議 MOTION: 田北辰議員就"提升鐵路綫信號系統的最新進展"動議的議案  
Motions moved by Hon Michael TIEN Puk-sun on Progress update on Upgrading Signalling System for Railway Lines

動議人 MOVED BY:

出席 Present : 8  
投票 Vote : 7  
贊成 Yes : 2  
反對 No : 3  
棄權 Abstain : 2  
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	潘兆平	POON Siu-ping	贊成	YES
石禮謙	Abraham SHEK	反對	NO	盧偉國	Ir Dr LO Wai-kwok	反對	NO
張宇人	Tommy CHEUNG			楊岳橋	Alvin YEUNG		
梁美芬	Dr Priscilla LEUNG			朱凱迪	CHU Hoi-dick	棄權	ABSTAIN
葉劉淑儀	Mrs Regina IP			何君堯	Dr Junius HO		
毛孟靜	Claudia MO			林卓廷	LAM Cheuk-ting		
田北辰	Michael TIEN	贊成	YES	柯創盛	Wilson OR		
易志明	Frankie YICK			陳淑莊	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		
梁志祥	LEUNG Che-cheung			譚文豪	Jeremy TAM	棄權	ABSTAIN
黃碧雲	Dr Helena WONG			謝偉銓	Tony TSE	反對	NO

秘書 CLERK

