

立法會 *Legislative Council*

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

Purpose

This report gives an account of the work of the Subcommittee on Matters Relating to Railways during the 2020-2021 legislative session.

The Subcommittee

2. The Panel on Transport ("the Panel") agreed at its meeting on 15 October 2020 to set up a Subcommittee on Matters Relating to Railways ("the Subcommittee"). The terms of reference and membership list of the Subcommittee are set out in **Appendices I and II** respectively.

3. Under the chairmanship of Hon CHAN Han-pan, the Subcommittee has discharged its functions according to its terms of reference and held five meetings (up to end-August 2021) with the Administration and representatives of the MTR Corporation Limited ("MTRCL").

Major work

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

Operation of existing railways

Upgrading signalling system for railway lines

5. The signalling system upgrade has been a matter of concern to the Subcommittee. At the meeting on 9 April 2021, the Subcommittee was briefed by MTRCL on the latest progress of upgrading signalling system of seven railway lines. Members were advised that the new software design and development team appointed by the contractor had completed development of the verification procedures of the new signalling system software and confirmed the relevant processes and detailed requirements. Following that would be testing and confirmation of software performance item-by-item.

6. MTRCL advised that as the software review work of the new signalling system had to be carried out on-site in the software testing laboratory in Toronto, Canada, the local outbreak and thus the measures to contain the pandemic, such as city closure, had severely affected the work progress. Nevertheless, MTRCL had been urging the contractor to follow-up at full speed, and making every effort to continue with the relevant work on the new software development process. In the interest of time, MTRCL had in parallel commenced the installation of hardware signalling system equipment on various railway lines as well as the preparation work for setting up a new signalling system integrated testing platform in Tsing Yi Station. The target to complete the replacement of signalling system upgrading work of Tsuen Wan Line in 2023 was highly challenging. MTRCL estimated that the new signalling system of Island Line would commence service in about 1.5 years the earliest following the launch of new signalling system on Tsuen Wan Line. Whereas the new signalling system in Kwun Tong Line and Tseung Kwan O Line would commence service in around two years the earliest after the new system on Island Line was launched.

7. In response to members' enquiries about the implementation of recovery measures as well as the follow-up action against the contractor concerned after the incident of the new signalling system testing on Tsuen Wan Line on 18 March 2019, MTRCL advised that the Corporation had reached an agreement with the contractor concerned on the contract terms, which covered aspects relating to compensation and the extra workload arising from the incident. It had also urged the contractor to deploy additional manpower to expedite the software revamping process. The contractor had also appointed an independent consultant for software quality assurance and would review and improve the whole revamping process continuously. The additional expenses incurred by the implementation of recovery measures would be supported by MTRCL's

internal resources.

8. MTRCL further advised that it would spare no effort to ascertain the safety and reliability of the new signalling system software having regard to the inadequacies of the contractor as identified after the incident. MTRCL and the contractor had agreed that the Warm-standby Computer C would not be used when the new signalling system of Tsuen Wan Line as well as other railway lines commenced service. Upon completion of the software verification and rectification for the new signalling system, MTRCL would conduct repeated testing and fully utilize the new signalling system integrated testing platform to perform more scenario simulation tests as far as practicable.

Enhanced monitoring, control and regulatory strategies for new railway projects and operating railways, and proposed establishment of the Railways Department

9. Members were briefed on 5 February 2021 on the Administration's enhanced monitoring and control strategies for adoption in new railway projects during the design, construction, and testing and commissioning stages. Such included (a) enhanced project supervision and communication platforms; (b) strengthened monitoring and checking levels; (c) a new Project Safety Review ("PSR") process; (d) proactive reporting and early warning mechanisms; (e) project delivery performance monitoring of MTRCL; and (f) building-up of collaborative culture, as well as enhanced regulatory regime for railway operation. Members was also consulted on the Administration's proposal to establish the Railways Department ("RD") under the Transport and Housing Bureau ("THB") and its staffing proposal with a view to strengthening its supervision of railway planning and project delivery as well as the regulation of railway safety.

10. Referring to members' request to clarify the duties of the directorate and non-directorate establishment for the proposed RD, the Administration advised that the establishment of the proposed RD would entail the creation of three new permanent directorate posts and the conversion of one supernumerary directorate post into a permanent post. As far as non-directorate support was concerned, the Administration advised that a total of 61 new posts would be created to take up the new tasks with respect to the new PSR process, strengthened Safety Performance Monitoring System, strengthened monitoring and checking and other departmental administrative and accounting duties arising from the establishment of the proposed RD.

11. In response to a member's question whether the new Director of

Railways ("D of R") would have the authority to investigate into any railway matters, and whether the Administration would undertake that the holder of the D of R post would be a seasoned professional in railway fields, the Administration assured members that the new D of R would have the full support of the Government including THB so that the holder of the post would be able to discharge his/her duties effectively and to conduct in-depth investigation into railway incidents. Two offices, namely Railway Regulation Office ("RD/RRO") and Railway Development Office ("RD/RDO"), were proposed to be established under the new RD, and would be respectively responsible for the regulation of the safe operation of railway systems and the monitoring of the implementation of new railway projects.

12. In respect of a member's enquiry about how the proposed RD would expedite the implementation and lower the construction cost of new railway projects including the Northern Link ("NOL") and the Tung Chung Line Extension projects, the Administration advised that the RD/RDO would be responsible for monitoring the project programme and cost during the planning, design and construction stages of new railway projects. Prior to the finalization of a new railway project, THB and the new RD, together with other relevant bureaux/departments, would examine the project estimate and programme in detail. Having noted the community's call for compressing the programme and lowering the construction cost of new railway projects, the Administration undertook to further enhance monitoring and control on construction safety, quality, programme and cost aspects of railway projects.

13. Referring to a member's opinion that the monitoring of the performance of MTRCL by the Administration was limited by the Operating Agreement and the project/entrustment agreement(s) of the railway lines concerned signed between the Government and MTRCL, the Administration responded that the scope and timeframe of the monitoring and regulatory work to be undertaken by the proposed RD would be significantly enhanced. The proposed enhanced monitoring and regulatory strategies would be forward-looking with an early warning mechanism in place. In the course of implementing new railway projects, the Administration would enhance its monitoring and control, in particular on the inspection of critical tests and procedures which could not be repeated when the system was commissioned. Furthermore, the Administration would not rule out the possibility of revising the clauses of the Operating Agreement and any other project/entrustment agreement(s) to be signed between the Government and MTRCL in future, so that penalty could be imposed on MTRCL on the grounds of unsatisfactory performance. The Administration considered that the proposed

initiatives covering different stages of the whole project life cycle were comprehensive and would lay a good foundation for the implementation and operation of future railway projects.

14. In view of the past railway incidents relating to the construction of the Shatin to Central Link ("SCL") where some of the MTR staff did not escalate major issues/incidents internally and report to the Administration in a timely manner, the Administration proposed to enhance collaborative culture between the Government and MTRCL for new railway projects. Noting that the use of New Engineering Contract ("NEC") form had brought benefits to public works projects in terms of time, quality and cost, the Administration considered that the adoption of collaborative form of contracts should be promoted to facilitate the building-up of collaborative culture among relevant parties during the implementation of new railway projects.

15. The Administration believed that the proposed amalgamation of Highways Department ("HyD")/Railways Development Office (the project delivery arm) and Electrical and Mechanical Services Department("EMSD")/Railways Branch (the regulatory arm) would bring about synergy effects, so that monitoring and control over various engineering fields including civil infrastructure, permanent way, rolling stock and signalling system would be enhanced throughout the whole project life cycle, thereby benefiting the future railway development of Hong Kong.

16. Some members expressed support for the Administration's proposal, while some had reservation on the proposed establishment of RD. As revealed in the final report submitted by the Expert Adviser Team ("EAT") on SCL Project, a number of irregularities had been covering aspects relating to quality assurance, settlement issues, design-related matters and project management. It was considered that the irregularities as identified in the construction of SCL were attributable to factors such as implementation of too many new railway projects simultaneously by MTRCL, expansion of overseas railway business of MTRCL and the monopoly of MTRCL in the provision of railway services in Hong Kong, and such could not be properly addressed through the establishment of RD. The Administration was also asked to amend the relevant legislation so that other railway operators could be introduced into the market.

17. The Administration explained that about 40 new posts would be created under the RD/RRO to take up the additional duties arising from the proposed enhanced railway safety regulatory regime, namely the implementation of a new PSR process, the strengthened Safety

Performance Monitoring System and the extended Comprehensive and Direct Assessment of MTRCL's asset and safety management system. Given that railways accounted for about 40% of all trips made on public transport each day, and the potential impact of railway incidents on people's living was significant, the Administration considered it necessary to further enhance the safety and reliability performance of MTRCL's operating railways. Since the work of the Departmental Secretary would be placed under RD/RRO, about 11 out of the 40 odd new posts would be responsible for providing administrative and information technology support to the new RD.

18. The Administration also advised that the measures to be taken for the building-up of collaborative culture between the Government and MTRCL would include the adoption of NEC form in works projects which had been widely promoted globally and locally. NEC was a contract form that emphasized cooperation and mutual trust between contracting parties. Specifically, the Administration would work with MTRCL to establish common short-term and long-term objectives at different project stages.

19. The Administration explained that instead of focusing on the monitoring and control of one single railway project, the new RD would strengthen the monitoring and regulation of new railway projects and operating railways throughout the whole life cycle of railways in the planning, construction, operation, and asset replacement stages. Also, the new department would adopt a forward-looking attitude, taking into account a number of factors including social and technological developments when taking forward the railway projects and also identify in early stage the potentially critical issues and the associated risks for timely follow-up actions. To safeguard the long-term safety of operating railways, the relevant staff would attend the railway safety related tests which could not be repeated when the system was commissioned and ensure proper documentation of the critical safety-related records.

Implementation of new railway project

Shatin to Central Link

20. The SCL is a territory-wide strategic railway project. With a total length of 17 kilometres, it consists of (a) the Tai Wai to Hung Hom Section, and (b) the Hung Hom to Admiralty Section.¹ During this session, the

¹ The Tai Wai to Hung Hom Section will extend the existing Ma On Shan Line from Tai Wai to the West Rail Line via Southeast Kowloon to form the Tuen Ma Line; the Hung Hom to Admiralty Section will extend the existing East Rail Line across the

Subcommittee continued to closely monitor the Administration and MTRCL's work in implementing SCL project, which is funded by the Administration under the concession approach.²

21. In February 2011, the Finance Committee ("FC") approved the funding applications for the advance railway (i.e. 63TR) and non-railway works (i.e. 64TR) at \$6,254.9 million and \$1,448.2 million in money-of-the-day ("MOD") prices respectively. In May 2012, FC approved the funding applications for the remaining railway (i.e. 61TR) and non-railway works (i.e. 62TR) with a total of about \$71,400 million in MOD prices. Thereafter, the Administration and MTRCL entered into an agreement for entrusting construction, testing and commissioning of SCL to the latter at a cost of \$70,827 million. The Administration informed the Subcommittee in December 2016 that the revised cost of advance railway works of SCL (i.e. 63TR) would exceed Approved Project Estimate ("APE") by \$847.7 million, increasing from \$6,254.9 million to \$7,102.6 million in MOD prices. FC approved the additional funding application at its meeting on 17 June 2017.

22. FC further approved additional funding application for the remaining railway and non-railway works of SCL (i.e. 61TR and 62TR) by increasing their APE from \$65,433.3 million to \$74,130.1 million and from \$5983.1 million to \$7,350.1 million respectively in June 2020. The APE for the entire SCL project was then adjusted upward from the original estimate of \$79,800 million to about \$90,730 million in MOD prices.

23. HyD, in collaboration with its monitoring and verification ("M&V") consultant, had held numerous meetings with MTRCL. After taken into account the views of HyD, MTRCL confirmed with the Government on 21 February 2020 that the entrustment cost estimate for the main construction works of the SCL should be revised to \$82,999.3 million. However, the Government considered that the justification submitted by MTRCL for the proposed additional project management cost (about \$1,371 million) insufficient³ as there had been no material modifications to the scope of

harbour to Wan Chai North and Admiralty.

² Under the concession approach, the Administration is responsible for the construction costs of the railway project whilst MTRCL is entrusted with the planning and design of the project. Upon completion of the construction, MTRCL will be granted a service concession for the operation of the railway line while the Administration will receive a service concession payment annually.

³ In accordance with the relevant clauses in the entrustment agreement concerning the increase or decrease of project management cost, if there is material modification to the scope of the works, the entrustment activities or the entrustment programme

works, the entrustment activities and/or the entrustment programme of the entrustment agreement, and thus disagreed to any additional project management cost. For the above reason, the Government adjusted the revised entrustment cost estimate to \$81,628.3 million, which was an increase of \$10,801.3 million over the original entrustment cost, and in other words a reduction of about \$5,700 million compared with the estimate in 2017. After taken into account the original project reserve, expenses funded by other works projects, as well as the M&V consultancy fee and other Government expenses, it was necessary for the Government to increase the APE for the main works of SCL (i.e. 61TR and 62TR) by about \$10,063.8 million⁴ in order to take forward the remaining works of the SCL project.

24. At the Subcommittee meetings on 15 January 2021, 5 February 2021 and 4 June 2021, members were briefed on the progress of the main construction works of SCL. The Tuen Ma Line ("TML") had commissioned on 27 June 2021 for service. According to the Administration, with work of the cross harbour tunnel section substantially completed, MTRCL was testing the signalling system.

25. Members were gravely concerned about the incident of the new signalling system testing on East Rail Line ("EAL") happened during non-traffic hours in May 2020, especially the delayed notification from MTRCL to the Administration. MTRCL advised that it submitted the Investigation Panel Report and the Technical Investigation Report prepared by the Investigation Panel and MTRCL respectively to the Government in January 2021. After vetting the reports and based on the involvement in the tests over the months, the Government approved in February 2021 that the new EAL signalling system with nine-car trains

annexed to the entrustment agreement, or if there is any change in law, regulations or directions in respect of the works or the method of construction, and in the reasonable opinion of MTRCL or Government that such modification result in a material increase or decrease in the project management responsibility or costs of MTRCL, MTRCL and the Government shall negotiate in good faith to agree an increase or decrease in the project management cost.

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

could be put into service. The EAL was being operated with a mixed fleet of new 9-car trains and old 12-car trains, and with the progressive replacement of old 12-car trains by the new 9-car trains. As to whether the target commissioning date for "Hung Hom to Admiralty Section" could be maintained as the first quarter of 2022, members noted that the effectiveness of progress recovery measures was most critical. HyD and the MTRCL were assessing the implication of the suspension of new EAL signalling system on the commissioning date for "Hung Hom to Admiralty Section" and investigating feasible measures to make progress.

26. About the funding obligations of the proposed additional project management cost of SCL project which was about \$1,371 million, the Administration reiterated its position at the meeting in January 2021 that it disagreed to any additional project management cost as the justifications submitted by MTRCL was insufficient. MTRCL supplemented that the matter was being handled in accordance with the established mechanism and the discussion with Administration was still underway. MTRCL would inform the public on the outcome of discussion in due course.

27. The Administration briefed members on the Final Report and the progress for implementing its recommendations at the meeting in April 2021, including the quality assurance for the Hung Hom Station Extension ("HUH") and other SCL stations, improvements to project management and design of railway projects, and enhancement of settle monitoring and control.

28. In the light of the EAT's observations set out in its final report, a member enquired whether the Administration would continue to take forward new railway projects under the concession approach. The Administration advised that both the concession approach and the ownership approach had their own advantages. For future railway projects to be implemented under the concession approach (if any), MTRCL would be required under the Entrustment Agreement concerned to report any major issues/incidents proactively at an appropriate timeframe so that the issues/incidents could be brought to the attention of the Project Board for timely follow-up actions as appropriate.

29. Referring to a member's enquiry if any party would be liable for criminal prosecution for the irregularities in the construction works of the HUH, the Administration advised that for matters involving suspected misconduct or criminal act, the Administration had referred them to the relevant law enforcement agencies for follow-up. It was understood that the Buildings Department prosecuted the contractor concerned under Cap. 123. Since the case had entered the judicial process, it was not

appropriate for the Administration to comment at this stage.

30. The Administration further responded that pursuant to the Entrustment Agreement of SCL, should it be established that MTRCL had not fulfilled the obligation as stipulated in the Agreement thus causing a loss to the Government, the Government would reserve the rights to pursue the responsibilities of MTRCL. Given that the SCL project was yet to complete, the Administration would ensure proper documentation of the construction works concerned for taking follow-up actions against MTRCL as and when appropriate.

Northern Link (and Kwu Tung Station)

31. The Northern Link ("NOL") is one of the seven recommended railway schemes in the Railway Development Strategy 2014 ("RDS-2014"), comprising the construction of Kwu Tung ("KTU") Station and a 10.7-kilometre long railway link between the existing Kam Sheung Road ("KSR") Station of WRL and KTU Station. MTRCL was invited to submit a proposal for NOL under the ownership approach. The Subcommittee was briefed by the Administration on the proposed way forward of NOL project at the meeting on 15 January 2021.

32. According to MTRCL's proposal, the construction of NOL would be carried out in two phases. Phase 1 would be KTU Station on the Lok Ma Chau Spur Line; and Phase 2 would be the NOL Main Line between KSR Station and KTU Station, with three intermediate stations at San Tin, Ngau Tam Mei and Au Tau. The construction of NOL Phase 1 may commence in 2023 for completion in 2027 to support the first substantial population intake of the public housing in Kwu Tung North ("KTN") New Development Area ("NDA"), while the construction of NOL Phase 2 may commence in 2025 for completion in 2034 to provide impetus for growth in the area covering San Tin, Ngau Tam Mei and Au Tau. The estimated costs of NOL Phase 1 and Phase 2 would be about \$3.5 billion and \$58.5 billion (in December 2015 prices).

33. Members in general supported the NOL project, while at the same time expressed deep concern about the long lead time required for taking forward the NOL project. The Administration was urged to compress the construction time of the project, say by carrying out NOL Phase 1 and Phase 2 concurrently, in order to meet the transport need of the first population intake of public housing units in KTN NDA in 2026. Some members questioned the major progress made over the past few years since MTRCL submitted the proposal in 2016. Some members were also concerned about the high construction cost of the project and doubted

whether the Administration could only engage MTRCL in the implementation of new railway projects or not, and the Administration was encouraged to consider other corporations for future railway projects.

34. The Administration advised that after receiving the proposal, the Administration would have to evaluate the proposal and clarify with MTRCL on a number of issues to ensure that the proposal was practically feasible and financially viable, with a view to submitting the proposal to the Executive Council for approval the soonest possible. The population intake of public housing units in KTN NDA would commence progressively from 2026 onwards. By the time when KTU Station was expected to be commissioned in 2027, about 7 400 public housing units (i.e. about one quarter) would have been completed. The Administration would explore with MTRCL on the ways to expedite the implementation of NOL Phase 1. Besides, the works programme of NOL Phase 2 indicated in the paper was only preliminary. Subject to the detailed planning and design of the project, the Administration would strive to shorten the construction time of NOL Phase 2.

35. In response to members' enquiry, the Administration explained that the purpose of granting property development rights to MTRCL under the "Railway-plus-Property" development model in previous projects was to subsidize the entire operation cycle of a new railway line. Suitable sites in the vicinity of KTU Station had been identified and it was proposed that the property development rights of the sites concerned should be granted to MTRCL under the "Railway-plus-Property" model to bridge the funding gap of the KTU Station and the detailed planning and design of NOL Phase 2. Prior to the construction of NOL Phase 1, the Administration and its independent consultant would examine the cost estimates submitted by MTRCL to ascertain necessary funding support.

Hung Shui Kiu ("HSK") Station

36. The Subcommittee was briefed by the Administration on the proposal of the HSK Station on 4 June 2021. Members noted that HSK Station is one of the seven recommended railway schemes in RDS-2014. The HSK Station will be on the WRL between the existing Tin Shui Wai Station and Siu Hong Station, primarily to serve the transport need of future Hung Shui Kiu/Ha Tsuen ("HSK/HT") NDA which, upon full development, will accommodate a total population of 218 000. MTRCL was invited to submit a proposal for the HSK Station under the ownership approach in May 2019. To tie in with the development programme of HSK/HT NDA,

the construction of HSK Station may commence in 2024 for completion in 2030. The estimated capital costs of the HSK Station are about \$4.1 billion (in December 2018's prices).

37. Several members considered the construction cost of \$4.1 billion expensive as only a new station would be constructed along an existing railway line. Some members were dissatisfied that the HSK Station project was implemented seven years after the RDS-2014 had been announced. The Administration advised that railway projects involved huge investment. The Government had to be prudent in planning future railway projects having regard to population, construction cost and other development programme. The Administration had been implementing the railway projects recommended under the RDS-2014 progressively. The estimated construction cost for HSK Station was only a preliminary estimate.

38. Members pointed out that HSK Station could not tie in with the timetable of developments nearby and that the commissioning target by 2030 seemed to be contradictory to the "infrastructure-led, capacity creating" planning approach. The Administration advised that the primary function of HSK Station was to serve the population of HSK/HT NDA of which major population intake would only start in 2030. Before 2030, other public transport would be sufficient to satisfy the need of new population of around 4 000. It was considered more cost-effective to serve the first batch population intake with other modes of public transport before the completion of the HSK Station.

39. The Administration further advised that to reduce the impact on the existing railway line and ensure normal operation of the WRL, the construction of the HSK Station would be carried out during non-traffic hours. Certain advance works would commence beforehand to shorten the construction time as far as possible. The train services for the WRL would be reviewed upon completion of the HSK Station. To encourage the general public to use public transportation, the Administration would proactively consider providing concessions under the Park & Ride Scheme for the HSK Station.

Commissioning arrangements of Tuen Ma Line ("TML")

40. Members were briefed the opening arrangements for the TML at the meeting on 4 June 2021 before its commissioning on 27 June 2021. Members noted that the TML is about 56 km long, connecting Wu Kai Sha Station and Tuen Mun Station, with 27 stations in total. End-to-end journey time is about 73 minutes. Two new stations, i.e. Sung Wong Toi

Station and To Kwa Wan Station and two new platforms at the existing Ho Man Tin Station and the HUH will be commissioned, linking up the original Ma On Shan Line and WRL. Fare structure for the new stations along the TML follows that of the existing domestic services provided by MTRCL, which is determined basically on distance.

41. A few members noted with concern that passengers travelling on TML upon its full commissioning would have to pay more for some journeys than those travelling further. For example, passengers travelling from Hung Hom to Hin Keng stations would be charged \$3.4 more than those travelling one station further to Tai Wai. MTRCL advised that alongside distance, the fare structure of new railway line would also take into account market factors including convenience and journey time, and in some cases historical factors. Upon the full commissioning of TML, passengers would have more options on travelling routes. This might create irregularities under the existing TML fare structure. MTRCL pledged that the issue would be addressed through the Fare Adjustment Exercise over the coming years.

42. Responding to members' enquiry about public transport reorganization plan after the full commissioning of TML, the Administration advised that the Transport Department ("TD") expected that the travelling patterns for public transport modal choices of residents living in the vicinity of the TML new stations would change upon the full commissioning of TML. TD considered it necessary to review and, subject to the actual passenger demand, adjust the existing public transport services in the district concerned and had submitted an information paper in this regard to the relevant District Councils for reference.

Recommendation

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

Panel on Transport

Subcommittee on matters relating to railways

Terms of Reference

To follow up on overall planning of railways (Note 2), and various issues relating to the planning and implementation of new railway projects, and the operation of existing railways as follows:

- (a) implementation progress of "Railway Development Strategy 2014";
- (b) overall planning and financing of new railway projects;
- (c) environmental impact assessment of new railway projects;
- (d) resumption of land arising from the implementation of new railway projects under the Railways Ordinance (Cap. 519);
- (e) progress update on the implementation of new railway projects;
- (f) provision of supporting public infrastructure for new railway projects;
- (g) co-ordination of other public transport services consequent to the commissioning of new railway lines and related matters;
- (h) performance of existing railway lines including train service performance and safety management;
- (i) maintenance programme; and
- (j) train service disruptions and breakdowns, and arrangements for handling emergency situations.

Note 1: Matters relating to corporate governance of the post-merger corporation and fares, including review of the fare adjustment mechanism, should be dealt with by the Panel on Transport.

Note 2: According to the "Third Comprehensive Transport Study" conducted in 1997, railways would form the backbone of the passenger transport system. Railway developments would thus have considerable impact on the overall community and people's livelihood. At the Transport Panel meeting on 20 November 2020, members expressed the view that the Subcommittee on Matters Relating to Railways should not only follow up on the operation of individual railways, but should also focus on the overall planning of railway developments and time table of the implementation.

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

Membership list for 2020-2021 session*

Chairman	Hon CHAN Han-pan, BBS, JP
Deputy Chairman	Hon LUK Chung-hung, JP
Members	Hon Abraham SHEK Lai-him, GBS, JP Hon Tommy CHEUNG Yu-yan, GBS, JP Dr Hon Priscilla LEUNG Mei-fun, SBS, JP Hon Mrs Regina IP LAU Suk-ye, GBM, GBS, JP Hon Michael TIEN Puk-sun, BBS, JP Hon Frankie YICK Chi-ming, SBS, JP Hon YIU Si-wing, SBS Hon POON Siu-ping, BBS, MH Ir Dr Hon LO Wai-kwok, GBS, MH, JP Hon Wilson OR Chong-shing, MH Hon LAU Kwok-fan, MH, JP Hon Tony TSE Wai-chuen, BBS, JP

(Total: 14 members)

Clerk	Ms Sophie LAU
Legal Adviser	Mr Alvin CHUI

* Changes in membership

Panel on Transport
Subcommittee on Matters Relating to Railways
Changes in membership
(Year 2020-2021)

Member	Relevant date
Dr Hon CHENG Chung-tai	Up to 25 August 2021

For **changes in LegCo Membership**, please refer to the link below:
(<https://www.legco.gov.hk/general/english/members/yr16-20/notes.htm>)