

CONTROLLING OFFICER'S REPLY

THB(T)219

(Question Serial No. 4614)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Department will enhance safety inspection and supervision of railway service provided by the MTR Corporation Limited (MTRCL). On this aspect, please advise this Committee:

- (a) The number of inspections for each railway line from 2015 up to end February 2016; and
- (b) In each year from 2015 to end February 2016, the number of inspections conducted by the staff members of the Electrical and Mechanical Services Department (EMSD) and other government departments on various parts (including tracks, trains, overhead lines, signalling systems, etc.) of the railway system, the departments responsible for the inspections, the details of inspections and the standards adopted.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 59)

Reply:

- (a) The number of inspections conducted by the EMSD for each railway line (existing and under construction) from 2015 up to end February 2016 are set out below:

	Number of Inspections	
	2015	2016 up to end February
Existing Railway Lines		
Island Line	21	3
Kwun Tong Line	27	1
Tsuen Wan Line	13	3
Tseung Kwan O Line	10	2

	Number of Inspections	
	2015	2016 up to end February
East Rail Line	21	1
West Rail Line	10	2
Ma On Shan Line	6	0
Airport Express Line/Tung Chung Line/ Disneyland Resort Line	26	3
Light Rail	10	3
Automated People Mover in the Airport	4	1
New Railway Projects		
West Island Line	3	2
Kwun Tong Line Extension	7	5
South Island Line (East)	14	3
Shatin to Central Link	31	7
Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong section)	5	0
Total:	208	36

- (b) The EMSD is the statutory regulatory authority on railway safety. It adopts a risk-based approach in monitoring the safety of the MTR service. The EMSD will step up inspections on the safety-critical components of the railway system, railway equipment with higher safety risks, or facilities with higher rates of failure. Under the Mass Transit Railway Ordinance (Cap 556) and the Mass Transit Railway Regulation (Cap 556A), the EMSD may enter the railway premises of the MTRCL to conduct inspection for the sake of ensuring railway safety and investigation of railway incidents; and request the MTRCL to submit information or documents.

To ensure that its maintenance work is in line with international standard, the MTRCL has formulated guidelines in respect of the maintenance of different railway components on the basis of the standards recognised by the international railway industry or recommended by railway component manufacturers. In the course of inspection, the EMSD will examine, in particular, whether the MTRCL has strictly adhered to these established guidelines in performing the maintenance work, and will look through the work log of maintenance staff of the MTRCL. Besides, the EMSD will conduct functional tests on high risk components (particularly safety-critical components) to ensure normal operation.

The inspection figures for various components of railway systems by the EMSD personnel from 2015 up to end February 2016 are set out below:

Year	Tracks	Trains	Power Supply (including overhead lines)	Signalling system	Others (including platform screen doors, electrical and mechanical equipment)
2015	53	83	64	51	83
2016 (up to end February)	6	12	14	8	21

To enhance safety inspection and supervision of railway service provided by the MTRCL and its implementation of new railway projects, the Government has enhanced the manpower of the EMSD through the creation of 11 new posts in its Railways Branch starting from 2015-16. Nine of these new posts are professional or technical grade posts, two of which are Chief Engineers at the directorate level. Since the creation of these new posts, the EMSD has stepped up its inspection of the railway system and strategically deployed its resources to cope with the increasing service need in various areas on a need basis. For instance, in order to suit the programme of the new railway projects, the EMSD has purposely increased its inspection frequency in the first two months of 2016. For the inspection by railway lines as indicated in part (a), the total number of inspections carried out by the EMSD from January to February 2016 is 36, which is more than double of the figures within the same period of time in 2015 (15 inspections in total). For the inspection by various parts of the railway system as indicated in part (b), the total number of inspections carried out by the EMSD from January to February 2016 is 61, three times the number within the same period of time in 2015 (20 inspections in total). It is envisaged that following the completion of some new railway projects in 2016, the number of inspections conducted each month will be suitably adjusted so that the resources can be deployed to other areas e.g. auditing of railway safety systems.

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