

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Head: 42 Electrical and Mechanical Services Department

Subhead (No. & title):

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Development

Question:

- (a) How many incidents relating to the mechanical installations of Ngong Ping 360 have been reported to the Government since the opening of Ngong Ping 360? Please provide the monthly incident data and details. Among these incidents, how many were considered by the Department as serious incidents? What are the number of service interruptions at Ngong Ping 360 last year? Please provide the dates and reasons of every service interruption in the past.
- (b) What is the existing reporting mechanism for the incidents involving mechanical installation of Ngong Ping 360? Does the Government have any plan to review the mechanism and enhance public announcement of incident details in order to improve transparency? If yes, please provide the details such as the work schedule. If no, please explain the reasons.
- (c) In view of the rising trend of the number of incidents at Ngong Ping 360, would the Department provide additional resources and increase the number of inspections for the system? If yes, what are the details? If not, what are the reasons?

Asked by: Hon. CHAN Tanya

Reply:

- (a) Since Ngong Ping 360 commenced service in September 2006, the Electrical and Mechanical Services Department (EMSD) has received 23 reports of incidents, 16 of which were related to mechanical problems in Ngong Ping 360. One of these 23 incidents, in which a cabin plunged to the ground on 11 June 2007 due to negligence during annual examination, was considered as an incident related to the safety of Ngong Ping 360. For the others, they were service interruptions caused by equipment failure, functioning of fault alarm or operation problems. In 2011, four service interruptions of

Ngong Ping 360 were reported. The reported incidents/service interruptions of Ngong Ping 360 up to 31 January 2012 are tabulated below.

Date	Incidents/Service interruptions reported
<b>2006</b>	
30 September	An incorrect plug was used at Tung Chung Terminal, leading to improper functioning of the system.
8 October#	Inadequate clearance between the hauling rope and the shaft of the rope catcher at the tower, ground fault alarm activated.
15 October	Delay in pre-operational arrangement.
15 October	Inadequate cabin separation at Nei Lak Shan Angle Station.
27 October#	Fault occurred at a conveyor inside the Cabin Storage Area.
<b>2007</b>	
1 January#	A friction tire in Ngong Ping Terminal deflated.
3 January#	Fault occurred at a speed encoder in Airport Island Angle Station.
17 January	Not taking required procedures corresponding to humid weather.
9 April#	Insufficient tension in a friction belt in Airport Island Angle Station.
11 May#	Fault occurred at a damping roller in Tung Chung Terminal during operation.
11 June	During the annual examination, a cabin plunged to the ground due to negligence in the process.
<b>2008</b>	
19 March#	One of the friction belts in Ngong Ping Terminal dislodged.
29 March#	One of the friction belts in Ngong Ping Terminal dislodged.
11 April#	One of the friction belts in Nei Lak Shan Angle Station dislodged.
15 May#	Fault occurred at a speed encoder assembly in Nei Lak Shan Angle Station.
26 June#	Fault occurred at an electronic measurement device assembly in Nei Lak Shan Angle Station.
<b>2009</b>	
12 May	Ropes were overlapped, causing delay in the pre-operation preparation work.
9 October#	Repaired an overheated pulley assembly at Airport Island Angle Station.
<b>2011</b>	
2 January	Delay in the pre-operational works, adjustment of the transmission belt tension required at the Ngong Ping Terminal.
8 December#	Partial wear on the haul rope sheave lining in the Ngong Ping Terminal.
18 December#	Fault occurred at a roller bearing of the cabin transportation system in Tung Chung Terminal.
22 December#	Fault occurred at the cabin spacer of the Ngong Ping Terminal.
<b>2012</b>	
25 January#	Noise originated from the bearing of a haul rope sheave at the

