Examination of Estimates of Expenditure 2012-13

CONTROLLING OFFICER'S REPLY TO INITIAL WRITTEN QUESTION

Reply Serial No.

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Question Serial No.

3486

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				
2006	A				
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.				
2007	The state of the s				
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.				
2008					
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.				
2009					
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.				
2011	·				
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.				
2012					
25 January#	Noise originated from the bearing of a haul rope sheave at the				

 Airport	Island	Angle	Station,	requiring	a detailed	checking	and
repair.							

denotes service interruptions related to mechanical problems.

- (b) Before Ngong Ping 360 commenced service in September 2006, EMSD had established with the Ngong Ping 360 Limited (the Company) a reporting mechanism to monitor the operation and maintenance of the ropeway. Accordingly, the Company is required to inform EMSD verbally of the following incidents within 30 minutes of occurrence, followed by written report within 24 hours:
 - (i) Death or injury within the ropeway area;
 - (ii) Failure of major components;
 - (iii) Fire or landslide; and
 - (iv) Any prolonged stoppage for more than 30 minutes.

According to the current notification mechanism, the Company will inform the public through electronic media if its cable car service is expected to be delayed or suspended for 30 minutes or more.

In the light of the incident that occurred on 25 January 2012, relevant government departments have been supervising and assisting the Company in conducting a comprehensive review on its contingency measures, communication mechanism, rescue plan and transportation arrangements. Such work is targeted for completion before the resumption of operation of the ropeway.

(c) Taking into account the recent incidents occurred at Ngong Ping 360, EMSD will review the findings of the latest investigation upon its completion and will enhance monitoring actions where necessary through redeployment of available resources.

Signature C	Dans.
Name in block letters	CHAN Fan
Post Title	Director of Electrical and Mechanical Services
Date	12 March 2012