

Passenger throughput and loading of MTR heavy rail lines per hour per direction
during morning peak for critical links in 2014

Heavy rail line (critical link)	East Rail Line (Tai Wai to Kowloon Tong)	West Rail Line (Kam Sheung Road to Tsuen Wan West)	Ma On Shan Line (Che Kung Temple to Tai Wai)	Tseung Kwan O Line (Yau Tong to Quarry Bay)	Island Line (Tin Hau to Causeway Bay)	Kwun Tong Line (Shek Kip Mei to Prince Edward)	Tsuen Wan Line (Tsim Sha Tsui to Admiralty)	Disneyland Resort Line (Sunny Bay to Disneyland Resort)	Tung Chung Line (Olympic to Kowloon)	Airport Express (Tsing Yi to Airport)
Passenger throughput	58 700	36 600	15 200	45 200	53 700	48 100	52 300	1 800	22 800	2 500
Loading (6 ppsm)	71%	74%	57%	72%	67%	67%	70%	19%	61%	52%
Loading (4 ppsm)	100%	104%	80%	102%	94%	95%	98%	26%	85%	61%

Note:

- The MTRCL has implemented the “2+1” train service arrangement on Tseung Kwan O Line from 8 December 2014 during the morning and evening peak periods. For every group of three trains departing North Point Station, the first two trains will head to Po Lam Station while the third train will terminate at LOHAS Park Station. Under the “2+1” train service arrangement, the passenger loading with 6 ppsm has been reduced from 72% to 65%, while the passenger loading with 4 ppsm has been reduced from 102% to 91%.
- “ppsm” stands for persons (standing) per square meter.

Number of additional train trips per week of MTR lines in 2015 (as of October) (As compared to 2014)

MTR Line	East Rail Line	West Rail Line	Ma On Shan Line	Tseung Kwan O Line	Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tung Chung Line	Airport Express	Total additional train trips for heavy rail network	Total additional trips for Light Rail network
Additional trips in 2015	4	12	10	22	63	42	-	-	-	-	153	446

Number of incidents of railway service disruption due to equipment failure and human factor
from 2011 to October 2015

	Cause	8 – 30 minutes	31 minutes – 1 hour	Over 1 hour	Total
2011	Equipment failure	163	5	1	190
	Human factor	20	1	0	
2012	Equipment failure	122	4	3	146
	Human factor	16	0	1	
2013	Equipment failure	119	2	2	143
	Human factor	19	0	1	
2014	Equipment failure	129	7	4	160
	Human factor	19	0	1	
2015 (as of October)	Equipment failure	98	5	2	118
	Human factor	13	0	0	

Note: Apart from equipment failure and human factor, other causes of incidents include passengers' behaviours and other external factors (such as foreign objects damaging the railway components), but these causes fall out of the control of the MTRCL.

Record of train service disruptions of 31 Minutes or above
caused by equipment failure or human factor from 2011 to October 2015

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
2011				
4 January 7.16 am	East Rail Line	Human Factor	Power supply to a Hung Hom-bound train was disrupted when the train entered Tai Wo Station. Investigation revealed that the train captain failed to follow proper procedures to reset a minor trainborne equipment fault. The MTRCL temporarily suspended the captain from driving duty and strengthened training for staff after the incident.	34
17 February 8.00 am	East Rail Line	Equipment failure	A Lo Wu-bound train was withdrawn from service at Fo Tan Station because overhead line traction current supplies between Tai Wai Station and University Station were disrupted. Investigation found a faulty component of	34

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			traction supply equipment and it was replaced immediately.	
29 March 6.51 am	Disneyland Resort Line	Equipment failure	Train service of Disneyland Resort Line was suspended because of trainborne signalling computer failure. Investigation found two faulty components of trainborne signalling computer and they were replaced immediately.	116
1 August 4.26 pm	Light Rail	Equipment failure	A LRV was delayed at the junction between Tin Wing Road and Tin Shing Road and it was subsequently withdrawn from service upon arrival at Tin Yuet Stop because it sustained air leakage. Investigation found that an air hose was detached on the train and it was immediately fixed.	31
3 August 1.11 am	Tung Chung Line	Equipment failure	The last Tung Chung-bound train was delayed at Tai Ho Wan because of a failed track circuit. Due to the track circuit's remote location and there was no following passenger train available, it took maintenance personnel 28 minutes to reach the site to attend to the fault. Investigation found a faulty electronic card at the track	36

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			circuit and it was replaced immediately.	
11 September 12.26 pm	Light Rail	Equipment failure	Light Rail service between Goodview Stop and Siu Hei Stop was suspended because a jumper cable of the overhead line system was broken and it fouled train pantographs. The cable was immediately removed and service was resumed after maintenance personnel confirmed safety. The cable was reinstated during non-traffic hours.	35
14 November 9.53 am	Tung Chung Line	Equipment failure	Train service between Hong Kong and Kowloon Stations of Tung Chung Line was suspended because the computer which controlled the line's signalling system failed. The faulty components of the computer were immediately replaced.	39
2012				
19 April 12.42 am	Tsuen Wan Line	Equipment failure	A Central-bound train was blocked and delayed at Lai Chi Kok Station by the preceding maintenance train which sustained a fault on its trainborne traction supply	35

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			system. Investigation found faulty components at the trainborne traction supply system and they were immediately replaced.	
3 May 7.43 am	West Rail Line	Equipment failure	Traction current supply was disrupted due to some materials detached from the tunnel ceiling of West Rail Line and entangled in the overhead line and pantographs of a train passing through the section. Train service between Nam Cheong and Tsuen Wan West Stations of West Rail Line was thus suspended. Normal service resumed after removing most of the materials and confirming safety. All residues were cleared during non-traffic hours.	93
29 May 11.45 pm	Airport Express	Equipment failure	A Hong Kong Station-bound train on the Airport Express was withdrawn from service upon arrival at Sunny Bay Station because of antenna failure. Investigation confirmed that the antenna was faulty and it was immediately replaced.	35

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
14 June 7.20 pm	Light Rail	Human Factor	Light Rail service between Hung Shui Kiu Stop and Siu Hong Stop was suspended because two LRVs collided near Hung Shui Kiu Stop. Service was resumed after the site was cleared. Investigation confirmed driving misbehaviour of one of the captains and the MTRCL handled the train captain according to established internal disciplinary procedures. Training for staff was also strengthened.	71
9 July 10.52 am	Light Rail	Equipment failure	Light Rail service on Route 505 between San Wai Stop and Tuen Mun Stop was suspended because an overhead line insulator was broken and power supply was disrupted. Service was resumed after emergency maintenance work was conducted to replace the broken insulator.	98
25 July 3.12 pm	Tseung Kwan O Line	Equipment failure	Trains between Tseung Kwan O Station and Po Lam/LOHAS Park Station were disrupted due to signalling fault. The faulty crossover (a track component which allows switching of direction by trains) resumed normal after it was reset and faulty components were	39

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			replaced during non-traffic hours.	
14 September 6.53 pm	East Rail Line	Equipment failure	A Hung Hom-bound train failed to move after entering Tai Wai Station. Investigation found a faulty component of the brake equipment and it was immediately replaced.	40
3 October 8.15 am	Island Line	Equipment failure	Train service between Sheung Wan Station and Admiralty Stations was suspended because the metal cover of a temporary emergency ventilation duct protruded from the tunnel wall along a section of track where trains turn around at Sheung Wan Station terminus on the Island Line. The metal cover was removed and the structure frame was secured by maintenance personnel.	127
2013				
24 January 10.23 am	Tseung Kwan O Line	Equipment failure	Train service of Tseung Kwan O Line between North Point Station and Yau Tong Station was suspended because smoke emitted from a platform screen door at North Point Station which was caused by a fault on the	162

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			platform screen door electrical insulation. The insulation problem was immediately fixed.	
17 May 4.15 pm	Light Rail	Human Factor	<p>A LRV on Route 761P derailed between Hang Mei Tsuen Stop and Tong Fong Tsuen Stop and affected the power supply among Hang Mei Tsuen Stop, Tong Fong Tsuen Stop and Hung Shui Kiu Stop. Light Rail services between Hang Mei Tsuen Stop and Yuen Long Terminus Stop as well as between Tin Shui Wai Stop and Hung Shui Kiu Stop were suspended as a result.</p> <p>Investigation revealed that the captain was driving at a speed of 40.9 km/h, exceeding the speed limit of 15 km/h when turning the bend, while the LRV was confirmed to be functioning normally. The train captain was subsequently convicted of violating the offence of negligent act by employee under the “Mass Transit Railway Ordinance”. The MTRCL has also strengthened training for staff.</p>	727

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
27 June 6.52 pm	Tsuen Wan Line	Equipment failure	A Tsuen Wan-bound train was withdrawn from service at Tai Wo Hau Station because it sustained a fault on trainborne traction supply. Service between Lai King Station and Tsuen Wan Station was suspended as a result. Investigation found a faulty component of trainborne traction equipment and it was replaced.	38
4 October 8.50 pm	Tsuen Wan Line	Equipment failure	A Central-bound train was blocked and delayed between Tai Wo Hau Station and Kwai Hing Station by the preceding engineering train. Investigation found a faulty component of the locomotive and it was replaced.	33
16 December 12.42 pm	Tseung Kwan O Line	Equipment failure	The fastening wire of an overhead line support bracket near Tiu Keng Leng Station was broken which resulted in the suspension of train services on Tseung Kwan O Line and part of Kwun Tong Line. The broken equipment was replaced. The broken fastening wire was subsequently sent to an independent laboratory for tests and analyses. Test results indicated that the overhead line support bracket was installed improperly during construction which caused the breakage of the fastening wire. The	293

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			MTRCL has taken improvement measures including installing two support brackets in the location of the accident. There were only seven such brackets in the railway system and the MTRCL has checked the other six on the night of the accident and confirmed they were functioning normally.	
2014				
22 January 5.55 am	Light Rail	Equipment failure	Light Rail service of eight stops between Hang Mei Tsuen Stop and Yuen Long Stop was suspended because a faulty overhead line insulator affected traction current supplies. Investigation revealed the incident was caused by the mechanical failure of an insulator. The MTRCL has replaced the faulty insulator and commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened	157

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			quality guarantee and control procedures for the procurement of insulators.	
9 February 11.21 am	East Rail Line	Equipment failure	The overhead line insulator near University Station was damaged which interrupted the traction current supplies of Down Line between University Station and Tai Wai Station. Train service on the Down Line from Tai Po Market Station to Fo Tan Station was suspended for maintenance works. Train service of East Rail Line was maintained along the Up Line on a single-track dual-direction basis, but service was less frequent. Investigation revealed that the damaged insulator was defective which decreased its insulation function while increased the possibility of short circuit. The MTRCL replaced the faulty insulator and subsequently commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the	50

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	
18 February 4.18 pm	East Rail Line	Equipment failure	The fault of an overhead line insulator of the Up Line near Fanling Station affected traction current supplies in that section of East Rail Line. Train service on the Up Line between Tai Po Market Station and Lo Wu/Lok Ma Chau Station was suspended to facilitate maintenance works. Train service of East Rail Line was maintained along the Down Line on a single-track dual-direction basis, but service was less frequent. The MTRCL replaced the faulty insulator and subsequently commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	80

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
14 March 9.13 pm	Light Rail	Equipment failure	Light Rail service between Tuen Mun Stop and Kin On Stop/Choy Yee Bridge Stop was suspended because of a damaged overhead line insulator near Ho Tin Stop affecting power supply. The MTRCL replaced the faulty insulator and subsequently commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	83
23 April 5.55 pm	Kwun Tong Line	Equipment failure	Train service between Kwun Tong Station and Tiu Keng Leng Station was suspended because the computer controlling the signalling system of Kwun Tong Line failed. Normal train service was resumed after the computer was re-booted.	33
27 April	East Rail Line	Equipment	Due to a data transmission fault on the control system of East Rail Line which prevented the Operations Control	36

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
8.09 am		failure	Centre from performing the central control function, train service between Hung Hom Station and Lo Wu/Lok Ma Chau Stations was suspended as a prudent measure. Investigation found the router of the Integrated Control and Communication System faulty and it was replaced.	
2 May 8.47 pm	East Rail Line	Equipment failure	The signalling system of East Rail Line failed to function properly. Investigation found faulty components of the signalling system and they were replaced.	33
11 September 7.47 pm	Kwun Tong Line	Equipment failure	A Tiu Keng Leng-bound train was withdrawn from service at Prince Edward Station because it lost power. Normal train service was resumed after the defective train was moved to the siding of Yau Ma Tei Station. Investigation found a damaged component of the train control equipment at the underframe and it was replaced.	53
17 October 8.16 am	Tung Chung Line	Equipment failure	Tung Chung Line and Airport Express trains were delayed near Hong Kong Station because of a signalling fault near the station. Investigation found a faulty component of trackside signalling equipment and it was	37

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			replaced.	
21 November 2.05 pm	Light Rail	Human Factor	Light Rail services of Routes 507, 614 and 614P between Goodview Garden Stop and Tuen Mun Ferry Pier Stop were suspended because a Tin King-bound Route 507 LRV collided with a K52 bus at the junction of Wu Chui Road near Tuen Mun Ferry Pier Bus Terminus. Normal Light Rail service was resumed after the site was cleared.	168
29 November 7.56 am	Tsuen Wan Line	Equipment failure	Trains were delayed when approaching Mei Foo Station from Lai King Station because of a signalling fault near Lai King Station. Investigation found a faulty component of trackside signalling equipment and it was replaced.	31
9 December 10.58 pm	Island Line	Equipment failure	Train service between Tai Koo Station and Chai Wan Station was suspended because of a fault at the overhead line system near Heng Fa Chuen Station. Investigation found a damaged component of the overhead line equipment and it was replaced.	144

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
2015 (as of October)				
3 February 1.40 pm	East Rail Line	Equipment failure	Train service on East Rail Line was delayed because the brake of a Lo Wu-bound through train failed to function properly near Tai Po Market Station. East Rail Line service was resumed normal after a locomotive was arranged to push the through train to another platform at Tai Po Market Station. The through train proceeded to Guangzhou East Station after it was fixed.	83
4 March 8.30 pm	Tseung Kwan O Line	Equipment failure	Train service was delayed because the signalling system between Po Lam Station and Hang Hau Station was not running smoothly. Investigation found a faulty component of signalling equipment and it was immediately replaced.	31
21 March 3.30 pm	East Rail Line	Equipment failure	Concrete spilled from a work site on Oi Sen Path along the East Rail Line tunnel at Hung Hom Station when contractors were building noise enclosures for the Shatin-to-Central Link. The concrete was spilled to the East Rail Line track area and affected train service. Normal train	40

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			service was resumed after maintenance personnel cleared the track area. Contractors also secured the noise enclosure panels to prevent concrete from spilling again.	
26 June 12.45 pm	Airport Express	Equipment failure	An Asia World-Expo-bound train was withdrawn from service at Airport Station because of equipment failure. Passengers on board needed to alight and took the next train to Asia World-Expo Station to continue their journey. The Operations Control Centre arranged the defective train to proceed to Asia World-Expo Station for inspection at depot later. The train stopped moving when approaching Asia World-Expo Station and it took time for the MTRCL to move the train away. Investigation found a faulty component of the train's brake equipment and it was replaced.	35
30 June 8.30 pm	Tseung Kwan O Line	Equipment failure	Train service on Tseung Kwan O Line was delayed because the signalling system between Yau Tong Station and Tiu Keng Leng Station was not running smoothly. Investigation found a faulty component of the trackside	38

Date and Time	MTR Line affected	Cause	The course of events, investigation results, and follow-up action taken	Service disruption (min.)
			signalling equipment and it was replaced.	
30 September 7.50 am	West Rail Line	Equipment failure	Trains on West Rail Line were delayed when approaching East Tsim Sha Tsui Station from Hung Hom Station because of a signalling fault at East Tsim Sha Tsui Station. Investigation found a faulty component of signalling equipment and it was replaced.	38
15 October 7.05 pm	Tung Chung Line	Equipment failure	A Tung Chung Line train failed to move when it approached Kowloon Station because of a failure of the train's air pressure system. All passengers were arranged to leave the faulty train before the following train assisted it to leave the running line. Investigation found a detached component of the train's brake control equipment and it was rectified.	69

Rail cracks found in MTR Network from 2012 to November 2015

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
25 January 2012	East Rail Line	5 mm	Imperfection at right hand wing rail	Installed temporary support and replaced the track during non-traffic hours	Tekway	2.5 years	Crack was discovered during inspection in non-traffic hours. Maintenance work was conducted and the crack did not affect operational safety and train services on the following day, hence there was no proactive announcement.
17 April 2012	Kwun Tong Line	1 mm	Imperfection in plain rail during manufacturing	Track replaced before traffic hours of the	Tata Group	9.5 Years	Crack was discovered during inspection in non-traffic hours.

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
				following day			Maintenance work was conducted and the crack did not affect operational safety and train services on the following day, hence there was no proactive announcement.
8 October 2012	East Rail Line	5 mm	Pitting corrosion occurs at the bottom of plain rail	Installed temporary support and replaced the tracks during non-traffic hours	BaoGang	8 Years	Crack was discovered during inspection in non-traffic hours. Maintenance work was conducted and the crack did not affect operational safety and train services on the following day, hence

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
							there was no proactive announcement.
21 December 2012	Tsuen Wan Line	1 mm	Inclusion in plain rail prior to welding	Track replaced before traffic hours of the following day	Tata Group	12 Years	Crack was discovered during inspection in non-traffic hours. Maintenance work was conducted and the crack did not affect operational safety and train services on the following day, hence there was no proactive announcement.
30 December 2012	Kwun Tong Line	1 mm	Inclusion in plain rail prior to welding	Reduced train speed, installed temporary	Tata Group	5.5 Years	The breakage was discovered towards the end of traffic hours at night. After

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
				support and replaced the track during non-traffic hours			ensuring safety of train operation, the MTRCL arranged the trains to reduce speed when passing through the concerned track section and inform passengers of the train service disruption via public announcements at stations and on trains. The track was immediately replaced after service hours ended. As the incident occurred near the end of traffic hours and was rectified, it did not

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
							affect operational safety and train services on the following day, hence no proactive announcement was made.
12 February 2013	East Rail Line	1 mm	Imperfection at weld of right hand wing rail during manufacturing	Installed temporary support and replaced the track during non-traffic hours	Tekway	5 Years	Crack was discovered during inspection in non-traffic hours. Maintenance work was conducted and the crack did not affect operational safety and train services on the following day, hence there was no proactive announcement.

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
19 February 2013	Kwun Tong Line	1 mm	Inclusion in plain rail prior to welding	Reduced train speed, installed temporary support and replaced the tracks during non-traffic hours	Tata Group	2.5 Years	Crack was discovered during traffic hours and train services were affected. The MTRCL therefore proactively informed passengers through various channels (including the media).
6 March 2013	East Rail Line	5 mm	Inclusion in plain rail	Replaced the track before traffic hours of the following day	BaoGong	10.5 Years	Crack was discovered during inspection in non-traffic hours. Maintenance work was conducted and the crack did not affect operational safety and train services on the

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
							following day, hence there was no proactive announcement.
8 March 2014	Kwun Tong Line	4 mm	Inclusion in weld of plain rail	Reduced train speed, installed temporary support and replaced the tracks during non-traffic hours	Tata Group	11.5 Years	Crack was discovered during traffic hours and train services were affected. The MTRCL therefore proactively informed passengers through various channels (including the media).
3 September 2014	Kwun Tong Line	1 mm	Imperfection at weld of plain rail	Reduced train speed, installed temporary support and replaced the	Tata Group	3.5 Months	Crack was discovered during traffic hours and train services were affected. The MTRCL therefore

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
				track during non-traffic hours			proactively informed passengers through various channels (including the media).
8 October 2014	East Rail Line	7 mm	Imperfection at weld of plain rail	Reduced train speed, installed temporary support and replaced the track during non-traffic hours	BaoGong	5 Years	Crack was discovered during traffic hours and train services were affected. The MTRCL therefore proactively informed passengers through various channels (including the media).
28 February 2015	Kwun Tong Line	1-2 mm	Imperfection at weld of plain rail	Reduced train speed, installed temporary support and	Tata Group	4 Months	Crack was discovered during traffic hours and train services were affected. The

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
				replaced the track during non-traffic hours			MTRCL therefore proactively informed passengers through various channels (including the media).
30 May 2015	Tsuen Wan Line	6 mm	Imperfection at weld of plain rail	Reduced train speed, installed temporary support and replaced the track during non-traffic hours	Tata Group	1.5 Years	Crack was discovered during traffic hours and train services were affected. The MTRCL therefore proactively informed passengers through various channels (including the media).
12 July 2015	West Rail Line	1 mm	Imperfection at weld of plain rail	Installed temporary support and replaced the	Nippon	5.5 Years	Crack was discovered during inspection in non-traffic hours.

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
				tracks during non-traffic hours			Maintenance work was conducted and the crack did not affect operational safety and train services on the following day, hence there was no proactive announcement.
3 October 2015	East Rail Line	Less than 1 mm	Pitting corrosion occurs at the bottom of plain rail	Track replaced before traffic hours of the following day	BaoGong	10.5 Years	Crack was discovered during inspection in non-traffic hours. Maintenance work was conducted and the crack did not affect operational safety and train services on the following day, hence

Incident Date	MTR line affected	Width of crack	Causes / investigation results	Follow-up action taken	Manufacture of the track	Years of service when the incident occurred	Informed media or not
							there was no proactive announcement.
2 November 2015	Tsuen Wan Line	Less than 1 mm	Preliminary investigation: imperfection at weld in Rail Expansion Joint during manufacturing	Reduced train speed, installed temporary support and replaced the track during non-traffic hours	VAE	2 Years	Crack was discovered during traffic hours and train services were affected. The MTRCL therefore proactively informed passengers through various channels (including the media).

**Number of inspections conducted by EMSD personnel on different components of the railway system
from 2010 to 2015 (as of October)¹**

Year	Tracks	Trains	Power Supply (including overhead lines)	Signalling system	Others (including platform screen doors, electrical and mechanical equipment)
2010	9	45	13	17	61
2011	21	88	7	10	55
2012	6	60	12	9	49
2013	13	68	8	10	49
2014	30	69	35	38	44
2015(as of October)	49	52	42	41	72

¹ Different components of the railway system can be examined during each inspection.