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中區政府合署



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9 March 2010

Ms Debbie YAU
Clerk to Panel on Economic Development
Legislative Council Secretariat
Legislative Council Building
8 Jackson Road
Central, Hong Kong

Dear Ms Yau,

Panel on Economic Development

Follow-up to the meeting on 22 February 2010 “Issues relating to the operation of the Ngong Ping ropeway”

Thank you for your letter of 24 February 2010. As requested by members at the captioned meeting, we provide the following information for the Panel's reference:

- (a) Since commencement of the Ngong Ping ropeway in September 2006 up to June 2007, i.e. during the 9-month period under the management of the former Skyrail-ITM (Hong Kong) Limited (Skyrail), there were 10 incidents of operation-related service suspension which required activation of the notification mechanism. From re-opening of the ropeway on 31 December 2007 to present (2 March 2010), during the 26-month period under the management of Ngong Ping 360 Limited, there were 7 incidents of operation-related stoppage which required activation of the notification mechanism. Details are at Annex 1.

- (b) On 11 December 2009, the Electrical and Mechanical Services Department (EMSD) issued a warning letter to Ngong Ping 360 Limited reiterating the need to comply with the established mechanism for making incident reports to EMSD. A copy of the letter is at Annex 2.
- (c) As regards the arrangements relating to the MTRC's acquisition of Skyrail, MTRC has already responded to the enquiry vide an information paper to the Panel on 22 October 2007 (see Annex 3).

Yours sincerely,



(Mrs Winifred CHUNG)

for Secretary for Commerce and Economic Development

Ngong Ping Ropeway Stoppage Record

Under the management of Skyrail-ITM (Hong Kong) Limited
(9-month period from September 2006 to June 2007)

Date	Stoppage Duration	Reason
30 September 2006	10:35 – 11:26 (51 minutes)	An incorrect plug was used at Tung Chung Terminal, leading to improper functioning of the system.
8 October 2006	16:48 – 17:46 (58 minutes)	Inadequate clearance between the hauling rope and the shaft of the rope catcher at the tower, ground fault alarm was activated.
15 October 2006	10:00 – 10:59 (59 minutes)	Delay in pre-operational arrangement
15 October 2006	18:05 – 19:00 (55 minutes)	Inadequate cabin separation at Nei Lak Shan Angle Station
27 October 2006	10:00 – 14:20 (4 hours 20 minutes)	Fault occurred at a conveyor inside the Cabin Storage Area
1 January 2007	16:14 – 17:26 (1 hour 12 minutes)	A friction tire in Ngong Ping Terminal deflated
3 January 2007	18:20 – 19:38 (1 hour 18 minutes)	Fault occurred at a speed encoder in Airport Island Angle Station
17 January 2007	12:05 – 18:25 (6 hours 20 minutes)	Not taking required procedures corresponding to humid weather
9 April 2007	18:05 – 18:56 (51 minutes)	Insufficient tension in a friction belt in Airport Island Angle Station
11 May 2007	11:06 – 13:06 (2 hours)	Fault occurred at a damping roller in Tung Chung Terminal during operation

Under the management of Ngong Ping 360 Limited
(26-month period from 31 December 2007 to 2 March 2010)

Date	Stoppage Duration	Reason
19 March 2008	15:39 – 16:34 (55 minutes)	One of the friction belts in Ngong Ping Terminal dislodged.
29 March 2008	14:59 – 15:29 (30 minutes)	One of the friction belts in Ngong Ping Terminal dislodged.
11 April 2008	12:20 – 13:48 (1 hour 28 minutes) Note : 14:17 close of service (service resumed on 12 April)	One of the friction belts in Nei Lak Shan Angle Station dislodged.
15 May 2008	10:38 – 11:38 (1 hour)	Fault occurred at a speed encoder assembly in Nei Lak Shan Angle Station
26 June 2008	14:05 – 14:40 (35 minutes)	Fault occurred at an electronic measurement device assembly in Nei Lak Shan Angle Station
12 May 2009	10:00 – 14:00 (4 hours)	Ropes were overlapped, causing delay in the pre-operation preparation work
9 Oct 2009	11:40 – 12:00 (20 minutes) (cable car stopped boarding during 11:10-11:40, while the ropeway continued to operate to alight passengers)	Repaired an overheated pulley assembly at Airport Island Angle Station

Electrical and Mechanical Services Department
2 March 2010

機電工程署



EMSD

香港特別行政區政府 機電工程署
香港九龍啟業街3號Electrical and Mechanical Services Department
Government of the Hong Kong Special Administrative Region
3 Kai Shing Street, Kowloon, Hong Kong
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Our reference 本署檔號:

(11) in EM GL/03/10 SF11 (R8)

Your reference 來函檔號:

Telephone 電話號碼: 2808 3861

Facsimile 傳真號碼: 2577 4901

11 December 2009

BY FAX AND POST
(2109 2030)Ngong Ping 360 Ltd.
11 Tat Tung Road
Tung Chung, Lantau.
(Attn.: Mr. YT LI)

Dear Sir,

Ngong Ping ropeway**Damage of rescue carrier on 18 November 2009**

I refer to the report of rescue carrier damage submitted through e-mail on 27 November 2009 and your letter ref. 100-09-73 in HG102 dated 8 December 2009 enclosing photos on the damages of the rescue carrier sustained during the rescue drill on 18 November 2009.

Further to our letter to you on 2 December 2009, you are warned that the deviation from the established enhanced reporting arrangement is unacceptable.

To ensure that incidents involving rescue carrier are reported in timely and reliable manner, you are hereby required, pursuant to regulation 12(1)(h) of the Aerial Ropeways (Operation and Maintenance) Regulations, Cap. 211A, to report to this Department of the following events:-

- (a) any failure, with the cause other than normal tear and wear, of the rescue carrier (incl. carrier at Tower 3 and Tower 7) and its associated equipment (incl. rescue winch and rescue rope at Tower 3);
- (b) the rescue carrier (incl. carrier at Tower 3 and Tower 7) and its associated equipment (incl. rescue winch and rescue rope at Tower 3) is not kept in safe state of repair when the ropeway is in operation.

The report shall be given to this Department within 12 hours or before ropeway operate for public use.

Thus, you are required to inform all competent persons and controllers under your employment of the details of the above occurrence reporting arrangement.

Furthermore, from your report dated on 8 December 2009, we learnt that the rescue carrier sustained damages at various positions, and there are doubts on whether the rescue carrier was in a condition that it was safe to operate on 19 and 20 November 2009. We shall look into this as part of our investigation into this incident.

Yours faithfully,



(Arthur KH WONG)
for Director of Electrical and Mechanical Services

c.c.		
MTRCL	(Attn : Mr. Jacob KAM)	2993 7272
file :	EM/GL/03/10 SF1	

For 22 October 2007

Legislative Council Panel on Economic Development
MTR Corporation's arrangement with Skyrail

Purpose

This paper aims to respond to the further questions raised by the Honourable Fred Li in his letter to the Chairman of the Panel dated 8 October 2007 on the MTR Corporation acquiring Skyrail-ITM (Hong Kong) Limited.

Transfer of the Ngong Ping 360 Management

2. As it has pointed out in its previous paper to the Panel submitted on 3 October 2007, the MTR Corporation had no intention to mislead Panel members or the public in its representation on how it planned to take over operation and management of Ngong Ping 360.
3. In accepting the Government-appointed Expert Panel's recommendations for improvements, the MTR Corporation had decided to take over the management and operation of the Ngong Ping cable car system with the aim of ensuring a high level of confidence in its performance.
4. After carefully considering all the factors including the importance of reopening the cableway as soon as possible, the contractual terms with Skyrail, the stability of the trained staff and the implication of protracted negotiation or mitigation, it was concluded that the acquisition of Skyrail-ITM (Hong Kong) Limited was the simplest and most effective way to achieve the objective of transferring management of the cable car system.
5. Such a move would enable the MTR Corporation to quickly proceed with the implementation of the required improvements and re-test the system to facilitate an early reopening of the Ngong Ping 360 cable car system. This arrangement would be in the interest of the Corporation, its shareholders as well as other stakeholders such as the

tourism industry as a whole, Ngong Ping Village tenants and the employees.

6. In its announcement on 18 September, the MTR Corporation could not disclose details of the agreement because of a confidentiality clause in the agreement with Skyrail.

7. The MTR Corporation hopes members can appreciate it is common market practice for parties involved in the signing of commercial contracts not to disclose the content of such contracts to protect the interests of the signatories.

Conclusion

8. Again, the MTR Corporation reiterates it had no intention to mislead Panel members on the means through which it took over management of Ngong Ping 360 and it hopes members support the decision, which allowed the Corporation to change the management at the earliest time to facilitate early re-testing and a timely re-opening of the Ngong Ping 360 cable car system.

9. The MTR Corporation notes the concerns that members have expressed on this matter and thank them for their views. The Corporation will keep these views in mind to prevent misunderstandings in the future.

MTR Corporation
18 October 2007