

**MTR Completed Investigation on the 3<sup>rd</sup> April Incident  
at Express Rail Link Shek Kong Stabling Sidings**

The MTR Corporation today (28 May 2018) submitted the results of its investigation to the Government regarding the 3 April 2018 incident at the Shek Kong Stabling Sidings (“SSS”) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) (“XRL”).

On 3 April 2018, it was found that four wheels on two bogies of the last car of an XRL train had shifted out of position on No. 4 maintenance track (“RMS Track No.4”) at the Running Maintenance Shed of SSS after a test run. The incident did not cause any injury and RMS Track No.4 was immediately suspended for use. With the confirmation from experts that the incident did not have any correlation with the trains, the rail including the mainline and RMS Tracks No. 1 – 3 which are all in good conditions, trial running resumed on 13 April 2018 while the use of RMS Track No. 4 continued to be suspended.

The Corporation has set up an investigation panel (“the Panel”) which carried out a detailed investigation to identify the cause of the incident, with involvement of experts from the XRL rolling stock supplier and an independent railway expert. The train and rail concerned have been confirmed to be in good order when the incident happened. While all four maintenance tracks rest on I-beam assembly structures to enable maintenance staff to carry out any necessary works underneath the trains, RMS Track No.4 is the only maintenance track which has a very short curved section of 6.6 metres, out of its total length of 435 metres. The other three maintenance tracks are straight tracks.

Both the Panel and independent railway expert are of the view that the unique track configuration of RMS Track No. 4 has a direct bearing on the incident. Relatively high lateral forces have been exerted on the I-beam assembly structure, as trains passed this curved section of RMS Track No. 4 even at a very low speed. The actual lateral forces generated by the trains at this curved section had exceeded the original design assumptions adopted and, over time, led to the I-beam assembly structure experiencing some deformation and hence widening the track gauges. The four wheels shifted out of position as a result.

The Panel has interviewed the detailed design consultant responsible for the design of the I-beam assembly structure supporting the maintenance tracks at RMS. It was identified that the consultant had assumed the lateral forces imposed on the short curved section of RMS Track No.4 would be insignificantly small and therefore adopted the same design for the I-beam assembly structure for all of the four maintenance tracks at RMS.

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The Panel and the independent railway expert concluded the incident was due to a site-specific issue unique to RMS Track No.4. RMS Tracks No. 1 – 3 are all straight tracks. No I-beam assembly structure is present on the mainline track of XRL, which is supported robustly on concrete slabs or concrete tie structures and designed in accordance with established international standards for high speed rail. After the incident, the Corporation has checked all tracks of the XRL, including the mainline and other maintenance tracks, and confirmed they are in good order.

The Corporation is now working on an improvement scheme to strengthen the track supporting system at the curved section of RMS Track No.4. The I-beam assembly structure at the location would be replaced with two reinforced concrete walls under the rails to withstand the actual lateral forces while still allowing maintenance works to be carried out underneath the trains.

The trial operations for the systems and facilities of XRL began on 1 April 2018. One of the objectives of trial operations is to find out areas that require modifications or improvements, particularly in the operations and integration of various systems such as rolling stock, signalling, power supply, rails, ticketing and fire services equipment, and allow staff to get familiar with the operational procedures, so as to ensure operational readiness to meet the target of commencing passenger service in September 2018. Drills and exercises will also be carried out during the trial operations to ensure operations would be safe and smooth when XRL opens.

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#### About MTR Corporation

MTR Corporation is regarded as one of the world's leading railway operators for safety, reliability, customer service and cost efficiency. In its home base of Hong Kong, the Corporation operates ten commuter railway lines, a Light Rail network and a high-speed Airport Express link on which about 5.8 million passenger trips are made on a normal week day. Another 6.5 million passenger trips are made on the rail services it operates outside Hong Kong in the Mainland of China, the United Kingdom, Sweden and Australia. In addition, the Corporation is involved in a range of railway construction projects as well as railway consultancy and contracting services around the world. Leveraging on its railway expertise, the Corporation is involved in the development of transit-related residential and commercial property projects, property management, shopping malls leasing and management, advertising media and telecommunication services.

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