

Annex

From 2005 to the first quarter of 2010, railway delays of respective MTR lines lasting between 8 and 30 minutes, more than 30 minutes to one hour and over one hour are set out at Table 1 to Table 3.

Table 1: Delays of 8 minutes to 30 minutes							
	2005	2006	2007		2008	2009	2010 First Quarter
			Before 2 Dec	From 2 to 31 Dec			
Kwun Tong Line	27	25	31	2	21	20	5
Tsuen Wan Line	26	13	11	2	17	12	7
Island Line	28	13	13	0	11	7	1
Tseung Kwan O Line	5	5	2	0	10	14	6
Airport Express	17	15	7	1	8	11	0
Tung Chung Line	27	16	15	0	22	12	7
Disneyland Resort Line	9	8	4	0	1	4	0
East Rail Line	120	112	69	2	55	66	11
Ma On Shan Line	29	13	2	0	6	3	1
West Rail Line	15	12	8	0	14	12	3
Light Rail	17	21	56	0	57	66	14
Subtotal			218	7			
Total	320	253	225		222	227	55

Table 2: Delays of more than 30 minutes to one hour							
	2005	2006	2007		2008	2009	2010 First Quarter
			Before 2 Dec	From 2 to 31 Dec			
Kwun Tong Line	1	1	0	0	0	0	0
Tsuen Wan Line	1	0	0	0	1	2	0
Island Line	0	0	1	0	1	0	0
Tseung Kwan O Line	0	2	0	0	1	1	0
Airport Express	1	0	0	1	0	0	0
Tung Chung Line	1	1	1	0	0	0	0
Disneyland Resort Line	1	1	0	0	1	1	0
East Rail Line	0	3	2	1	6	7	3
Ma On Shan Line	0	0	0	0	1	1	0
West Rail Line	2	1	0	0	1	0	0
Light Rail	0	0	2	0	1	1	2
Subtotal			6	2			
Total	7	9	8		13	13	5

Table 3: Delays of over one hour							
	2005	2006	2007		2008	2009	2010 First Quarter
			Before 2 Dec	From 2 to 31 Dec			
Kwun Tong Line	0	0	0	0	1	1	0
Tsuen Wan Line	0	0	0	0	0	0	0
Island Line	1	0	0	0	0	1	0
Tseung Kwan O Line	0	0	0	0	0	0	0
Airport Express	1	0	0	0	0	0	0
Tung Chung Line	0	0	0	0	0	0	0
Disneyland Resort Line	0	0	0	0	0	0	0
East Rail Line	0	0	0	0	1	2	0
Ma On Shan Line	0	0	0	0	0	0	0
West Rail Line	0	0	1	0	0	0	0
Light Rail	0	0	0	0	3	2	0
Subtotal			1	0			
Total	2	0	1		5	6	0

- * The total number of delays of over one hour in 2008 and 2009 is higher than that between 2005 and 2007 mainly because of the increase in delays involving Passenger Action and External Events.

From 2005 to the first quarter of 2010, the breakdown of MTR's railway delays between 8 and 30 minutes, more than 30 minutes to one hour and over one hour, based on the reasons causing the delays, are set out at Table 4 to Table 6 respectively.

Table 4: Delays of 8 minutes to 30 minutes							
Causes/ year	2005	2006	2007		2008	2009	2010 First Quarter
			Before 2 Dec	From 2 to 31 Dec			
	Pre-merger MTR and KCR	Pre-merger MTR and KCR	Pre-merger MTR and KCR	MTR (After Merger)	MTR	MTR	MTR
Equipment Failure	237	165	148	6	130	126	34
Human Factor	11	6	5	0	18	16	5
Passenger Action and External Event	72	82	65	1	74	85	16
Other factors	0	0	0	0	0	0	0
Total	320	253	218	7	222	227	55

Table 5: Delays of more than 30 minutes to one hour							
Cause/ year	2005	2006	2007		2008	2009	2010 First Quarter
			Before 2 Dec	From 2 to 31 Dec			
	Pre-merger MTR and KCR	Pre-merger MTR and KCR	Pre-merger MTR and KCR	MTR (After Merger)	MTR	MTR	MTR
Equipment Failure	5	6	3	1	10	6	0
Human Factor	2	0	0	0	0	1	1
Passenger Action and External Event	0	3	3	1	3	6	4
Other factors	0	0	0	0	0	0	0
Total	7	9	6	2	13	13	5

Table 6: Delays of over one hour							
Cause/ year	2005	2006	2007		2008	2009	2010 First Quarter
			Before 2 Dec	From 2 to 31 Dec			
	Pre-merger MTR and KCR	Pre-merger MTR and KCR	Pre-merger MTR and KCR	MTR (After Merger)	MTR	MTR	MTR
Equipment Failure	1	0	1	0	1	1	0
Human Factor	0	0	0	0	1	0	0
Passenger Action and External Event	1	0	0	0	3	5	0
Other factors	0	0	0	0	0	0	0
Total	2	0	1	0	5	6	0