Legal fees expected to be high

**The players**

**Committee of Inquiry (COI)**
- Chairman: Mr Tan Siong Yong, Chief Justice of Singapore
- Professor Lim Hong Kong
- Mr Sam Wu, Director of Finance
- Ms Saw Phah Huw, SMRT’s former head
- Mr Chew How Hong, LTA chief executive
- Mr Koh Yong Guan, SMRT chairman
- Ms Saw Phah Huw, SMRT’s former chief executive

**Likely issues**

**Technical issues**
- Could excessive vibration along sections of tunnels have caused the rail claws, which secure the third rail to the support structure, to disengage?

**Likely issues**

**Non-technical issues**
- Are the incident management protocols for train disruptions good enough?

**What could have happened**
- Metal grip called ‘tongue’ snapped and kept alignment of the third rail, which spans powered to passing trains.
- When the clamps fell off, portions of the third rail could have gone askew. This could have seriously injured a collector shoe which grinds under the third rail.
- Additional support struts and concrete ties have been put in place to keep the track in place and prevent the clamps from falling off.

**Legal fees expected to be high**

Legal fees expected to be higher than most lawyers and their hourly rate is at least N$100 per hour. Senior Counsel Cavinder Bull of Drew & Napier, while the Land Transport Authority (LTA) is expected to be high.

Lawyer Gloria James-Civetta, that need to be answered.

SMRT would be between $1 million and $2 million, as the Senior Counsel would be assisted by about two to three assistants for the case.

Courts the Subordinate

The Subordinate Court is the legal entity that is the focal point should be on the need for a master programme in urban transport management at the National University of Singapore’s Faculty of Engineering. A speed restriction of 40kmh was imposed on trains running along the FST sections. LTA also worked with both operators, SMRT and TransMRT, to improve incident management measures, including offering commuters free use of all bus services calling at designated bus stops and interchanges close to the stations in the event of an extended SMRT service disruption.

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