

**Legislative Council Panel on Transport  
Subcommittee on Matters relating to Railways**

**Progress update on Ma On Shan Rail and Tsim Sha Tsui Extension  
and  
Better Co-ordination of Public Transport Services arising from  
the Commissioning of the two railways**

**Purpose**

The East Rail Extensions ("ERE") is expected to be commissioned by end 2004. This paper informs Members of the progress of the ERE and the Administration's plan to consult the public about the proposed public transport service plan to tie in with the opening of ERE.

**Background**

2. The ERE comprises the Tsim Sha Tsui Extension ("TSTE") and Ma On Shan Railway ("MOSR") as follows:

- (a) TSTE – an extension of East Rail southwards by 1.1 kilometre underground to Tsim Sha Tsui East from the existing railway terminus at Hung Hom. The extension, a journey on which will take only 1.5 minutes, will provide convenient access to the busy Tsim Sha Tsui district and a direct link to the MTR system. The project is scheduled for completion by end 2004; and
- (b) MOSR – a new Ma On Shan to Tai Wai Rail Link connecting with the existing East Rail ("ER") at Tai Wai Station. Running a total length of 11.4 kilometres, the new rail line will have nine stations, namely Tai Wai, Che Kung Temple, Sha Tin Wai, City One, Shek Mun, Tai Shui Hang, Heng On, Ma On Shan and Wu Kai Sha. MOSR is targeted for commissioning by end 2004. During the initial stage of its operation, the frequency of MOSR will be at about 2.5 minutes, and the carrying capacity will be as high as 32,000 passengers per hour per direction.

Annex A  
Annex B

3. The rail alignments and station arrangements of TSTE and MOSR are set out in Annex A. The progress report on the ERE as prepared by KCRC, is attached in Annex B.

4. The ERE will substantially reduce the traveling time of commuters as illustrated below :

	<b>Journey time by ERE</b>
<u>From Sha Tin Station</u>	
To - Tsim Sha Tsui	17 mins.
- Central*	28 mins.
<u>From Ma On Shan Town Centre</u>	
To - Kowloon Tong	20 mins.
- Cheung Sha Wan <sup>#</sup>	32 mins.
- Mong Kok	22 mins.
- Tsim Sha Tsui	28 mins.
- Central*	39 mins.

\* *Interchange with MTR at Tsim Sha Tsui.*

<sup>#</sup> *Interchange with MTR at Kowloon Tong*

5. The TSTE will provide a second point of interchange between the East Rail and the MTR system. To enhance smooth transfer of passengers, the new East Tsim Sha Tsui Station will be linked to the MTR Tsim Sha Tsui Station at Nathan Road by fully air-conditioned pedestrian subways ("the interchange subway") equipped with travelators. The new interchange subway will offer railway passengers a grade-separated, safe and direct connection between the two stations.

6. To facilitate better connectivity to MOSR, two new public transport interchanges ("PTIs") will be provided at Tai Wai and Wu Kai Sha. Cycle park facilities will be provided in the vicinity of nine MOSR stations

whilst walk links will be made available for convenient access to the stations.

### **Public Transport Service Plan**

7. Our transport objective is to provide a safe, efficient, reliable and environmentally friendly transport system which meets the economic, social and recreational needs of the community, and is capable of supporting sustainability and the future development of Hong Kong. The transport strategy is to place emphasis on rail transport and the co-ordination of public transport services. Priority will be accorded to the railways which are to form the backbone of our public transport system. Franchised buses will continue to be major transport service providers in areas not conveniently served by the railways, and their role in providing feeder services to the railway stations will be strengthened. The other modes including public light buses (“PLBs”), taxis and non-franchised buses will continue to supplement the railways and franchised buses. The different public transport services will be better co-ordinated to enhance network efficiency, maintain reasonable fares, relieve congestion and address environmental concerns.

8. At present, Ma On Shan Town Centre is mainly served by buses, green minibuses (“GMBs”) and residents’ services (“RS”). When opened, the MOSR will increase the capacity of external public transport services for Ma On Shan New Town by 34%. The MOSR will provide fast, reliable and convenient service to passengers in particular those traveling to or from the urban areas. There will be substantial changes to the travel pattern of passengers, some of whom are expected to switch to the MOSR.

9. Transport Department (“TD”) has examined the possible changes to passengers’ travel pattern. It is noted that some passengers will require feeder services to the nearest rail stations. At the same time, the utilization of some existing bus and GMB routes is expected to decrease in varying degrees upon opening of MOSR. On the basis of the findings,

changes will need to be made to the public transport services in response to the opening of MOSR, taking into account relevant factors including -

- (a) the broad transport policy framework described in paragraph 7 above;
- (b) the provision of feeder services to ensure good connectivity of the MOSR for easy access by passengers;
- (c) the maintenance of an efficient public transport network by rationalising and improving co-ordination of public transport services to better match changing demand and minimize wasteful competition;
- (d) the maintenance of viable networks of franchised bus and GMB services; and
- (e) the maintenance of healthy competition among service providers to ensure commuter choice.

10. The public transport service adjustments will include re-routing of some existing routes to better feed passengers to the MOSR stations, and frequency adjustments or route modification/cancellation for overlapping services. It is expected that the service changes will help reduce bus trips in the busy urban areas and hence relieve traffic congestion and reduce roadside emission.

### **Consultation and Implementation**

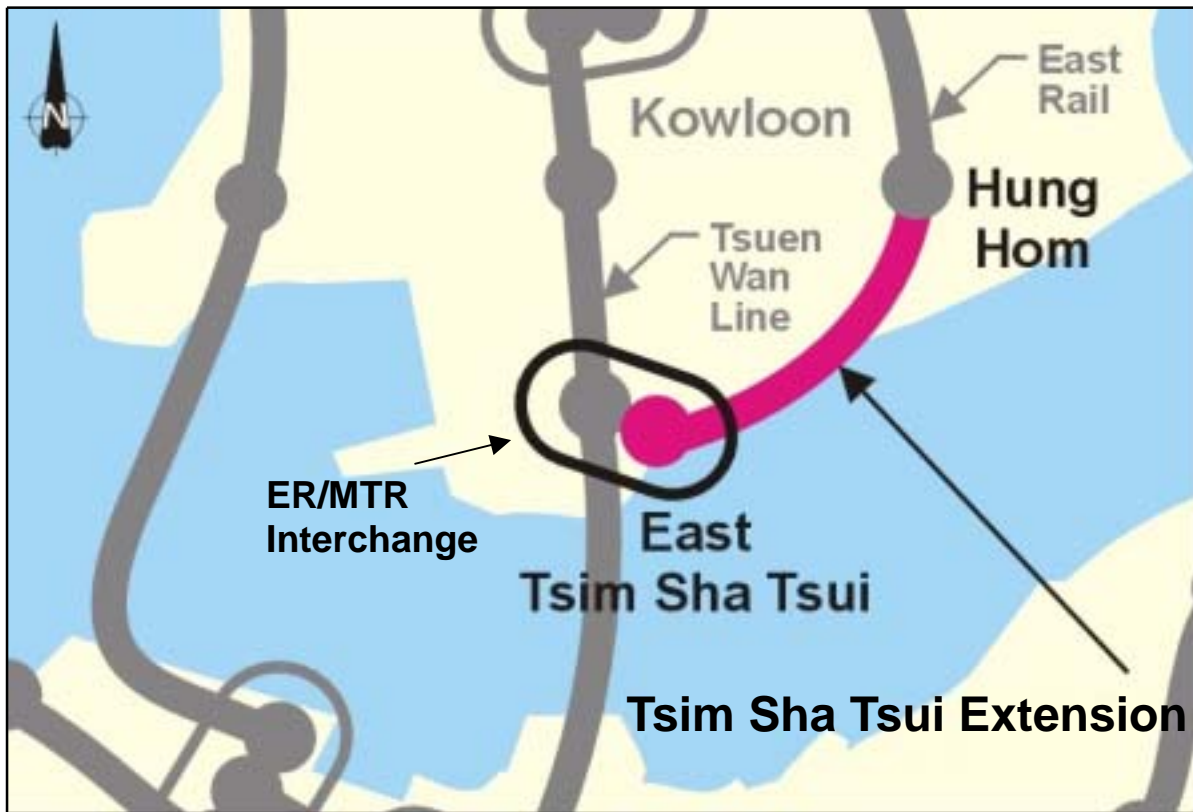
11. The relevant District Councils ("DCs") will be consulted on the public transport service plan starting from February / March this year. TD will set up working groups with DC members and local representatives to examine and discuss details of the arrangements. The target is to finalize

the public transport service plan in mid 2004 so that adequate publicity can be mounted before opening of the MOSR.

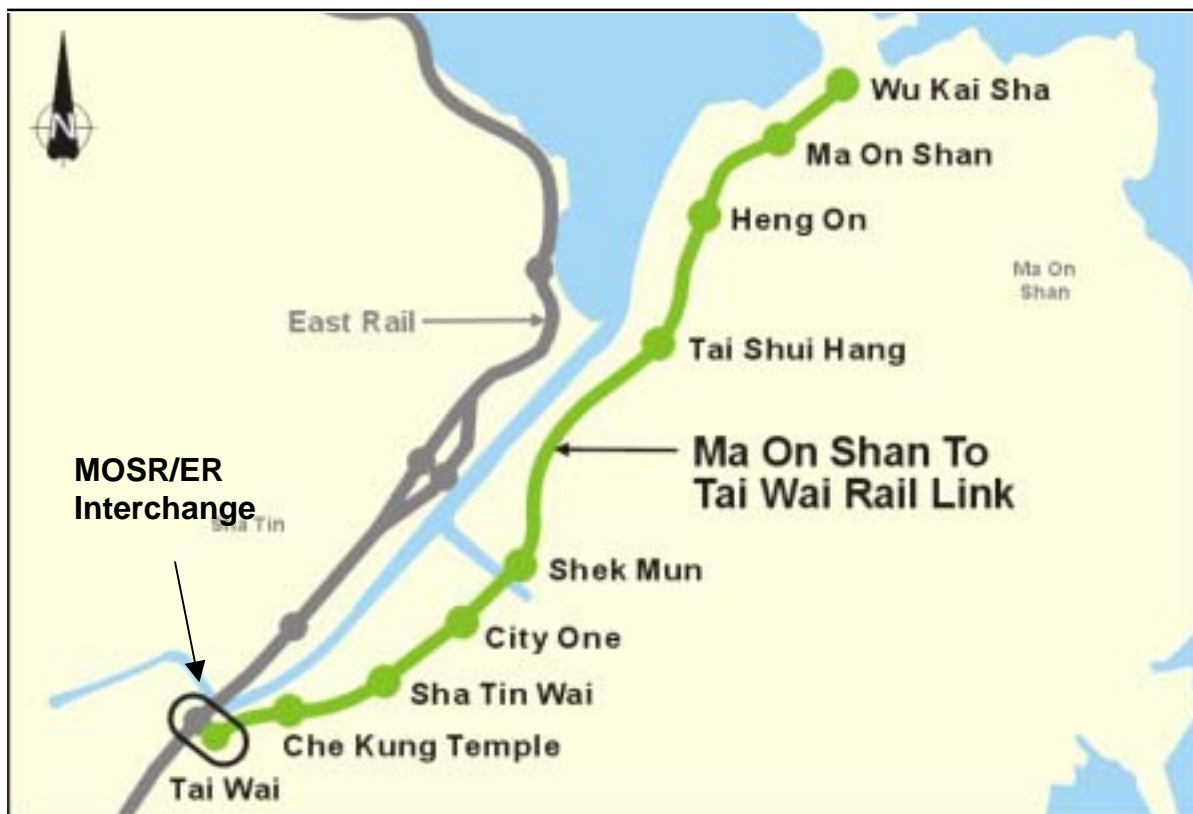
12. The public transport service plan will be implemented in a progressive manner. Upon the commissioning of MOSR, the recommended new and modified bus services and also GMB services will be introduced to ensure good connectivity with the MOSR, while other changes will be made gradually in the light of on-the-ground observation to ensure smooth implementation and avoid confusion. If necessary, refinements may be made to the phased implementation programme and other service adjustments may be implemented in consultation with the concerned parties having regard to the actual situation on the ground. There will be comprehensive publicity before implementation of the changes.

13. To ensure smooth commissioning of the MOSR and implementation of public transport service plan, a service hotline will be provided upon opening of the MOSR and it will be widely publicized. KCRC will ensure smooth train operations and arrange to make available spare buses. The franchised bus companies will also ensure that there are adequate spare buses on standby during the initial period of MOSR commissioning. In addition, TD will conduct site observations to monitor the actual situation and activate its Emergency Transport Co-ordination Centre to co-ordinate arrangements as appropriate.

### (I) Tsim Sha Tsui Extension



### (II) Ma On Shan Rail



**Progress Update on Ma On Shan to Tai Wai Rail Link  
And KCR Extension from Hung Hom to Tsim Sha Tsui**

The progress of Ma On Shan to Tai Wai Rail Link (MOS Rail) and the KCR Extension from Hung Hom to Tsim Sha Tsui (TST Extension) is set out below.

**General Progress**

2. Works commenced in early 2001. Progress has been satisfactory so far. By the end of 2003, civil construction of the railway facilities is largely complete and both projects have progressed to the railway systems installation phase. Testing and commissioning activities are scheduled for the second quarter of 2004, with target commissioning of the rail links by end 2004.

3. Manpower participating in the project now reaches 5,200 in total.

**Ma On Shan to Tai Wai Rail Link (MOS Rail)**

4. The 11.4 km-railway is 90% complete overall after 38 months of construction.

Civil Works

5. All nine stations were topped out in the beginning of 2003. Steel roofs over the open station platforms have been erected. Building services installation and architectural fitting out works in the stations are 85% and 89% complete respectively. Permanent electricity power supply from CLP are now available for follow-on testing and commissioning activities.

6. The new Tai Wai Station concourse was opened to the public on 24 December 2003. East Rail passengers are now diverted to the new concourse area such that the old concourse could be closed for modification to meet the MOS Rail requirements. New flap gates and ticket issuing machines similar to those of West Rail are now in use.

7. All structural works for the new Tai Wai Maintenance Centre are complete and building services installation is in progress. Depot equipment installation has commenced.

8. The viaduct decks were completed in April 2003. Erection of noise enclosures at the City One, Heng On and Wu Kai Sha stations are close to completion. Installation of trackside walkway and central plenum is in progress.

#### Railway Systems

9. All tracks have been laid between Tai Wai and Wu Kai Sha. Works trains are operated along the tracks for trackside cabling and equipment installation. 85% of the overhead line system has been installed, for target energisation in April 2004 to allow testing of the signalling system and passenger trains.

10. Eight of the entire eighteen trains required for Ma On Shan Rail have been delivered to Hong Kong. These new trains are now undergoing tests on East Rail. The remaining trains are expected to arrive by May 2004.



## **Tsim Sha Tsui Extension**

11. Construction of the 1.1-km long extension south of Hung Hom Station to a new KCR station in East Tsim Sha Tsui is 80% complete overall.

### **Civil Works**

12. The structure of the new East Tsim Sha Tsui Station is substantially complete. Building services installation and architectural fitting out works are in progress.

13. The railway tunnel between Hung Hom Station and East Tsim Sha Tsui Station was topped out in April 2003. Reinstatement of the Salisbury Road along the tunnel alignment is being carried out in stages. The new elevated Salisbury Road in front of the International Mail Centre was opened in August 2003.

14. Following the completion of the Mody Road pedestrian subway structure, the section of Mody Road between Nathan Road and Bristol Avenue was reinstated and re-opened to traffic in late October 2003. The temporary hoarding along the shop fronts have been removed.

### **Railway Systems**

15. The East Rail tracks have been extended to the East Tsim Sha Tsui Station. The remaining trackwork in the overrun tunnel south of the station will be progressively completed in February 2004.

16. Installation of trackside railway systems commenced in early December 2003 while installation of equipment inside the station is progressing

at full speed. It is anticipated that testing and commissioning will commence in March 2004 as scheduled.

Kowloon-Canton Railway Corporation  
December 2003