

Legislative Council Panel on Transport
Subcommittee on matters relating to railways

Disneyland Resort Line Progress Update and Fares

Introduction

This paper briefs Members on the service of the MTR Disneyland Resort Line (DRL) which serves to provide a rail shuttle between Sunny Bay and the upcoming Hong Kong Disneyland Theme Park, which will be open on 12 September 2005.

Background

2. DRL is an extension of the existing MTR system which connects the existing Tung Chung Line (TCL) to the Hong Kong Disneyland Theme Park located at Penny's Bay of Lantau Island. Construction works of DRL commenced in 2002. All civil works completed in November 2004, with ongoing works including the completion of architectural finishes works, testing and commissioning of electrical and mechanical facilities, system integration and interface testing. All these works are targeted to be completed by May 2005 to prepare DRL for passenger service.

3. The 3.5km DRL consists of two stations, namely Sunny Bay Station and Disneyland Resort Station, which are linked by the 850m long Tai Yam Teng Tunnel and adjacent at-grade section of the railway. A route map of DRL is attached at Annex I.

4. Sunny Bay Station is a new station on the existing Tung Chung Line. Passengers travelling from any stations of the MTR system will be able to interchange onto the DRL with a simple cross-platform arrangement whilst over-track footbridges inside the station are provided for those passengers interchanging from the DRL back to the urban areas.

5. The Disneyland Resort Station is the terminus of the DRL. It has a combined concourse and platform in the form of an open landscaped arena, providing easy access to the Hong Kong Disneyland which is adjacent to the Station.

Operational Features

6. Both Sunny Bay and Disneyland Resort Stations are of an open-air design to commensurate with the Theme Park. Both stations are equipped with standard station facilities as well as facilities for the disabled including lifts, tactile guide paths and bi-directional wide gates, etc.

7. To blend in with the unique design, platforms of the two stations are fitted with platform gates which function in a similar manner as platform screen doors in existing MTR system.

8. The DRL is designed to adopt fully automatic operation (FAO) as its operating mode, which is similar to the Automatic People Mover of the Hong Kong International Airport as well as a number of rapid transit system lines around the world.

9. Train-borne communications equipment is installed to enable direct communication between passengers and station staff. Additional staff will be deployed to render assistance to passengers upon the opening of the new line.

Commissioning and Service Information

10. The testing and commissioning of the new line has been progressing well. It is expected that the line will be open before the grand opening of the Hong Kong Disneyland on 12 September 2005 to provide visitors with a unique value for money rail journey.

11. Operational hours of the DRL will start around 6 : 00 am to 1 : 00 am on the following day. The first and last trains of DRL will be scheduled to facilitate passengers interchanging with other MTR lines.

12. The DRL will operate with 4-car trains. Each car will be able to accommodate 180 passengers. Running on headway from 4 to 10 minutes, the Line is expected to carry a total up to 10,800 passengers per hour in each direction during peak hours.

13. It takes 3.5 minutes to travel between Sunny Bay Station and Disneyland Resort Station, whilst journey times between the Sunny Bay Station and other MTR stations in the territory are as follows:

To/From Sunny Bay Station	Journey Time (minutes)
Disneyland Resort Station	3.5
Tsing Yi Station / Tung Chung Station	6
Lai King Station	9
Nam Cheong Station	13
Kowloon Station	17
Hong Kong Station	20
Kowloon Tong Station	25
Yau Tong Station	43

Fares

14. As DRL is an extension of the MTR system, it follows the existing fare structure. In considering the fares, factors including the economic situation, operating condition, public affordability, market competition as well as the nature of the trips were taken into account with a view to providing value for money service to passengers.

15. A summary of DRL fares to and from Disneyland Resort Station is shown below:

To / From Disneyland Resort Station	Adult		Concession	
	Octopus	Single Ride	Octopus	Single Ride
Sunny Bay	\$5.6	\$6	\$2.9	\$3
Tung Chung and Tsing Yi	\$12.6	\$14	\$6.4	\$7
Sham Shui Po to Tsuen Wan Nam Cheong	\$15.1	\$17	\$7.6	\$8.5
Prince Edward to Tsim Sha Tsui Shek Kip Mei to Diamond Hill Kowloon and Olympic	\$18.1	\$20	\$9.1	\$10
Choi Hung to Lam Tin	\$20.1	\$23	\$10.1	\$11.5
Sheung Wan to Chai Wan Hong Kong Yau Tong to Po Lam	\$23.1	\$26	\$11.6	\$13

The MTR Fare table including the two new stations is attached at Annex II.

Communications

16. Details of the new railway service will be publicized through the mass media and in the MTR network.

17. To familiarize the travelling public with the features and service of DRL, a series of public awareness programme including visits, distribution of leaflets, video on DRL features aired in MTR stations, etc. will also be launched.

Conclusion

18. Members are invited to note the DRL service as set out in this paper.

MTR Corporation Limited
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地鐵路綫圖

MTR system map



成人八達通車費表 Adult Octopus Faretable

Table with columns for Destination Station (終點站) and Origin Station (起點站), and rows for various MTR lines including Island Line, Tsuen Wan Line, Kwun Tong Line, Tung Chung Line & Disneyland Resort Line, and Tseung Kwan O Line. Each cell contains a fare value.

特惠八達通車費表 Concessionary Octopus Faretable

Annex II (Table 2)

Table with columns for Destination Station, Origin Station, and various MTR lines (Island Line, Tsuen Wan Line, Kwun Tong Line, Tung Chung Line & Disneyland Resort Line, Tseung Kwan O Line). Rows list specific stations and their corresponding fare values.