

Legislative Council Panel on Transport

Lok Ma Chau Spur Line Fares

Introduction

This paper serves to brief Members on the operational readiness and the fare of the LMC Spur Line which will open for revenue operation in mid 2007.

The Spur Line

2. The 7.4 km Spur Line will provide East Rail passengers an alternate crossing to the Mainland with a direct access to Line 4 of the metro system in Shenzhen. It branches off the main line north of Sheung Shui Station, into a tunnel below Long Valley and Kwu Tung before emerging at Chau Tau, to run north on a viaduct terminating at the south embankment of Shenzhen River. A location map of the Lok Ma Chau Terminus is at Annex I.

3. The terminal building was constructed to enable complete segregation between departing and arriving passengers inside the terminal building. Lifts are provided to connect all levels of the three-storey terminal building. The building connects with the control point on the Mainland side by a two-level pedestrian bridge across Shenzhen River, which is provided with air-conditioning and travellators.

4. Trains are operated at level 2 of the terminal building. Passengers departing from Hong Kong will proceed to level 1 of the terminal building for immigration and customs clearance, and exit the building using the lower level of the pedestrian bridge. Arriving passengers use the upper level of the pedestrian bridge to enter level 2 of the terminal building for immigration and customs clearance before boarding a train at the same level.

5. To enhance accessibility for the disabled, facilities such as wide ticket gates, Braille maps, tactile paths, induction loop and lowered ticket

vending/add value machine will also be provided at the new station.

6. For passenger convenience, there will be a restaurant and a wide variety of shops including duty-free outlets at all three levels of the terminal building. The surrounding wetland enhanced and permanently maintained by KCRC will be available for viewing by passengers passing through a large waiting area at level 3.

Operational Readiness

7. The physical works of all structures and facilities for service operation have been completed. All railway systems have been tested and commissioned satisfactorily.

8. Trial operation has been successfully completed with a full schedule of trains running to Lok Ma Chau Terminus. The Hong Kong Railway Inspectorate has conducted the final inspection and confirmed that the Spur Line is in a safe and sound condition.

Service Features

9. East Rail trains heading north for the boundary will diverge north of Sheung Shui Station either for the Lo Wu crossing or the Lok Ma Chau crossing. In general, there will be 10-12 trains to Lo Wu and 5-6 trains to Lok Ma Chau every hour. The operating hours of Spur Line will tie in with those of the control point to ensure that all passengers arriving by the last cross boundary train can cross the boundary.

10. Trains for Lok Ma Chau will call at all East Rail Stations from East Tsim Sha Tsui to Sheung Shui. No interchange will be required when boarding any train for Lok Ma Chau. At all East Rail stations, there will be LED displays and broadcast on the platform to inform northbound passengers of the destination of the next arriving train. At Sheung Shui Station where trains will diverge to either Lo Wu or Lok Ma Chau, additional LED displays have been installed on the northbound platform for every doorway to indicate the

destination of the train. Moreover, in-train announcements on the destination of the train will be arranged for northbound trains heading to Sheung Shui Station.

11. The journey time from Sheung Shui to Lok Ma Chau will be about 6 minutes while that from East Tsim Sha Tsui will be about 44 minutes. After crossing the boundary, passengers can take Shenzhen Metro Line 4 or change to Shenzhen Metro Line 1 at Huizhan Zhongxin Station to the Futian and Nanshan districts. Taking a Lok Ma Chau train will shorten the travelling time to areas west of Lo Wu.

12. There will be publicity and passenger awareness programmes to familiarize customers with the Lok Ma Chau Terminal. As a useful reference to the passengers crossing the boundary, KCRC will also produce a connectivity guide with the details of facilities available on the Mainland side. During the first three months of operations, KCRC will deploy Ambassadors at Lok Ma Chau and Sheung Shui stations to assist passengers in using the new service.

Fare Setting

13. The core market that Lok Ma Chau Spur Line is designed to serve is those travelling between ER catchment and Western Shenzhen (Futian, Nanshan and Baoan). To this market Lok Ma Chau Spur Line would offer a faster journey compared to other modes of transport.

14. As the Spur Line is an extension of the East Rail system, it follows the existing fare structure. In setting the Lok Ma Chau fares, the Corporation has taken into account key parameters including passenger acceptance, market competition and the project cost. The Corporation's policy is to set competitive fares in the market that it operates, within the statutory framework of prudent commercial principles as required by the law, while at the same time, provide value-for-money services to the travelling public.

15. The decision on fare setting is that the Lok Ma Chau fares be the same as Lo Wu fares. (The fare tables are at Annex II). People who work in the terminal building, or live in the nearby Lok Ma Chau Village and Ha Wan

Village, will enjoy a special discount under the “railcard scheme” similar to that offered at Lo Wu.

16. All the destination based promotional packages available at Lo Wu such as HK – Connect Transport Combo, Ocean Park – KCR Value Added Combo, KCR Railbus to Disneyland, New World First Ferry - KCR “Macau” Premium Package and Take KCR – Fly via HK Group Package will be extended to Lok Ma Chau Terminal. KCRC will also continue to explore new packages specific to Lok Ma Chau spur line users with an aim to enhancing customer experience and offering them more value for money.

Kowloon-Canton Railway Corporation
May 2007

Annex I

附件 I



Annex II**LMC Adult Octopus Fare**

From / To LMC	\$
East Tsim Sha Tsui	\$34.8
Hung Hom – Kowloon Tong	\$31.3
Tai Wai – Shatin	\$24.2
Fotan	\$22.1
University	\$21.8
Tai Po - Tai Wo	\$20.8
Fanling – Sheung Shui	\$18.8
Ma On Shan Rail	\$24.2

LMC Single Ride Fare

From / To LMC7	\$
East Tsim Sha Tsui	\$36.5
Hung Hom – Kowloon Tong	\$33
Tai Wai – Shatin	\$25.5
Fotan	\$23.5
University	\$23
Tai Po - Tai Wo	\$22
Fanling – Sheung Shui	\$20
Ma On Shan Rail	\$25.5