

## **Legislative Council Panel on Transport**

### **Tseung Kwan O Extension (Phase II) Progress Update and Fares**

#### **Introduction**

This paper briefs Members on the progress and fares of the MTR Tseung Kwan O Extension (Phase II), which is expected to commence service in mid-2009.

#### **Project Progress**

2. A new station in Tseung Kwan O Area 86 has been included at the planning stage of the Tseung Kwan O Extension in 1997 to meet the transport need of a residential development under planning and the Tseung Kwan O Industrial Estate. The location map of the new station is at **Annex I**.

3. The construction of the 3.5km Tseung Kwan O Extension (Phase II) commenced in 2006. It bifurcates at Tseung Kwan O Station, running south to LOHAS Park Station. The journey time between Tseung Kwan O Station and LOHAS Park Station is around 4 minutes. At present, the civil structure and facilities of the new station have been completed. Trial run also commenced in end 2008 and is progressing well. LOHAS Park Station is scheduled to open in mid-2009.

4. A public transport interchange will be provided at LOHAS Park Station for other public transport modes such as franchised buses, public light buses and taxis to operate and serve passengers.

## **Train Operation Details**

5. After the opening of LOHAS Park Station, trains from Po Lam/ Hang Hau Stations continue to go directly to Yau Tong, Quarry Bay and North Point Stations. No interchange is needed. For trains from North Point during peak hours, the first three out of every 4 trains will terminate at Po Lam Station while the fourth train will terminate at LOHAS Park Station. During off-peak hours, all trains from North Point will terminate at Po Lam Station. Trains will shuttle between LOHAS Park Station and Tiu Keng Leng Station and passengers to/from LOHAS Park Station and North Point Station can interchange at Tseung Kwan O Station.

6. With the commencement of service of Tseung Kwan O Extension (Phase II), the frequency of trains running between Tseung Kwan O Station and North Point Station during peak hours will be enhanced from 2 minutes 40 seconds per train to 2 minutes 30 seconds per train (i.e. number of trains increased from 22 to 24 in every hour). This arrangement can help to ease the morning peak situation at Yau Tong Station where Kwun Tong Line passengers interchange to Tseung Kwan O Line towards North Point. The enhanced frequency during peak hours will benefit most of the Tseung Kwan O Line passengers. As one out of every four trains will run between North Point Station and LOHAS Park Station, the headway of trains for Po Lam Station and Hau Hang Station will change from 2 minutes 40 seconds at present, to 2 minutes 30 seconds/ 2 minutes 30 seconds / 5 minutes (i.e. shortest headway of 2 minutes 30 seconds, 5 minutes at most). Train frequency will remain unchanged during off-peak hours. For LOHAS Park Station,

train frequency will be 10 minutes per train during peak hours and 12 minutes per train during off-peak hours.

7. The train service arrangement for Tseung Kwan O Line after the opening of LOHAS Park Station is summarized as follows:

Period	Service Headway (Minutes)		
	North Point/ Tseung Kwan O	Tseung Kwan O/ Po Lam	Tseung Kwan O/ LOHAS Park
Peak (Weekdays)	2.5	2.5/2.5/5	10
Off-peak (Weekdays)	4	4	12
Sunday/ Public Holiday	5	5	12

### **Operational Readiness**

8. Most of the safety inspections for Tseung Kwan O Extension (Phase II) by relevant Government departments have been completed, and there remains some fine-tuning works which is now under progress. Trial operation will be carried out before the opening of the new station to ensure smooth operation. The Corporation has also provided comprehensive training for staff to prepare for the opening of the new extension and station.

9. In the light of the new arrangements to Tseung Kwan O Line service, the Corporation will provide information to passengers at platforms and concourses of all Tseung Kwan O Line stations about train

service arrangements during peak/off-peak hours and interchange arrangements. Information will also be publicized through the media and in the MTR network such that the public can get to know about the services of the new extension. At the initial stage of operation of the new station, the Corporation will deploy additional manpower at Tseung Kwan O Line stations and trains to provide assistance to passengers.

## Fares

10. As Tseung Kwan O Extension (Phase II) is an extension of the MTR system, it follows the existing fare structure. The fares for LOHAS Park Station to other stations are the same as that of Po Lam Station. A summary of fares to and from LOHAS Park Station to certain stations of other MTR lines is shown below:

<b>To / From LOHAS Park Station</b>	<b>Octopus</b>			<b>Single Journey Ticket</b>	
	Adult	Concession	Student	Adult	Concession
Po Lam	\$3.6	\$2.3	\$2.3	\$4.0	\$3.0
Kwun Tong	\$5.4	\$2.8	\$2.8	\$6.0	\$3.0
Central	\$11.2	\$5.4	\$5.4	\$11.5	\$5.5
Tsim Sha Tsui	\$8.0	\$3.6	\$3.6	\$8.5	\$4.0
Tsuen Wan	\$9.5	\$4.8	\$4.8	\$10.5	\$5.0
Wu Kai Sha	\$12.7	\$5.9	\$5.9	\$14.0	\$6.5
Sheung Shui	\$14.0	\$6.6	\$6.6	\$15.5	\$7.0
Tung Chung	\$18.0	\$9.0	\$9.0	\$20.5	\$10.0
Yuen Long	\$19.0	\$9.1	\$9.1	\$20.5	\$9.5

The fare table showing fares for LOHAS Park Station to/from other MTR stations is attached at **Annex II**.

### **Publicity and Promotion**

11. In order to enable the public to familiarize with the new service arrangements of LOHAS Park Station, the Corporation will launch a series of publicity programmes, including visits to LOHAS Park Station, distribution of leaflets, video broadcasting at MTR stations to introduce the features of the new station, etc.

### **Conclusion**

12. Members are invited to note the Tseung Kwan O Extension (Phase II) service and fares as set out in this paper.

MTR Corporation

March 2009

**Location and Layout of the LOHAS PARK Station Terminus**



**Annex II****Fare Table for LOHAS Park Station**

	Octopus			Single Journey ticket	
	Adult	Concession	Student	Adult	Concession
<b>Island Line</b>					
Sheung Wan	11.2	5.4	5.4	11.5	5.5
Central	11.2	5.4	5.4	11.5	5.5
Admiralty	11.2	5.4	5.4	11.5	5.5
Wan Chai	11.2	5.4	5.4	11.5	5.5
Causeway Bay	11.2	5.4	5.4	11.5	5.5
Tin Hau	11.2	5.4	5.4	11.5	5.5
Fortress Hill	11.2	5.4	5.4	11.5	5.5
North Point	9.5	4.8	4.8	10.5	5.0
Quarry Bay	9.5	4.8	4.8	10.5	5.0
Tai Koo	9.5	4.8	4.8	10.5	5.0
Sai Wan Ho	11.2	5.4	5.4	11.5	5.5
Shau Kei Wan	11.2	5.4	5.4	11.5	5.5
Heng Fa Chuen	11.2	5.4	5.4	11.5	5.5
Chai Wan	11.2	5.4	5.4	11.5	5.5
<b>Tsuen Wan Line</b>					
Tsim Sha Tsui	8.0	3.6	3.6	8.5	4.0
Jordan	8.0	3.6	3.6	8.5	4.0
Yau Ma Tei	8.0	3.6	3.6	8.5	4.0
Mong Kok	8.0	3.6	3.6	8.5	4.0
Prince Edward	8.0	3.6	3.6	8.5	4.0
Sham Shui Po	8.0	3.6	3.6	8.5	4.0
Cheung Sha Wan	8.0	3.6	3.6	8.5	4.0
Lai Chi Kok	8.0	3.6	3.6	8.5	4.0
Mei Foo	8.0	3.6	3.6	8.5	4.0
Lai King	9.5	4.8	4.8	10.5	5.0
Kwai Fong	9.5	4.8	4.8	10.5	5.0
Kwai Hing	9.5	4.8	4.8	10.5	5.0
Tai Wo Hau	9.5	4.8	4.8	10.5	5.0
Tsuen Wan	9.5	4.8	4.8	10.5	5.0

	Octopus			Single Journey ticket	
	Adult	Concession	Student	Adult	Concession
<b>Kwun Tong Line</b>					
Shek Kip Mei	8.0	3.6	3.6	8.5	4.0
Kowloon Tong	8.0	3.6	3.6	8.5	4.0
Lok Fu	8.0	3.6	3.6	8.5	4.0
Wong Tai Sin	8.0	3.6	3.6	8.5	4.0
Diamond Hill	6.6	3.3	3.3	7.5	4.0
Choi Hung	6.6	3.3	3.3	7.5	4.0
Kowloon Bay	6.6	3.3	3.3	7.5	4.0
Ngau Tau Kok	6.6	3.3	3.3	7.5	4.0
Kwun Tong	5.4	2.8	2.8	6.0	3.0
Lam Tin	5.4	2.8	2.8	6.0	3.0
Yau Tong	4.4	2.3	2.3	5.0	3.0
Tiu Keng Leng	4.4	2.3	2.3	5.0	3.0
<b>Tseung Kwan O Line</b>					
Po Lam	3.6	2.3	2.3	4.0	3.0
Hang Hau	3.6	2.3	2.3	4.0	3.0
Tseung Kwan O	3.6	2.3	2.3	4.0	3.0
Tiu Keng Leng	4.4	2.3	2.3	5.0	3.0
Yau Tong	4.4	2.3	2.3	5.0	3.0
Quarry Bay	9.5	4.8	4.8	10.5	5.0
North Point	9.5	4.8	4.8	10.5	5.0
<b>Tung Chung Line</b>					
Hong Kong	11.2	5.4	5.4	11.5	5.5
Kowloon	8.0	3.6	3.6	8.5	4.0
Olympic	8.0	3.6	3.6	8.5	4.0
Nam Cheong	8.0	3.6	3.6	8.5	4.0
Lai King	9.5	4.8	4.8	10.5	5.0
Tsing Yi	9.5	4.8	4.8	10.5	5.0
Sunny Bay	16.2	8.1	8.1	18.0	9.0
Tung Chung	18.0	9.0	9.0	20.5	10.0
<b>Disneyland Resort Line</b>					
Disneyland Resort	20.7	10.4	10.4	23.5	11.5



	Octopus			Single Journey ticket	
	Adult	Concession	Student	Adult	Concession
<b>West Rail line</b>					
Nam Cheong	8.0	3.6	3.6	8.5	4.0
Mei Foo	8.0	3.6	3.6	8.5	4.0
Tsuen Wan West	9.4	4.3	4.3	11.0	5.0
Kam Sheung Road	17.6	8.4	8.4	19.0	9.0
Yuen Long	19.0	9.1	9.1	20.5	9.5
Long Ping	19.0	9.1	9.1	20.5	9.5
Tin Shui Wai	19.0	9.1	9.1	20.5	9.5
Siu Hong	19.0	9.1	9.1	20.5	9.5
Tuen Mun	19.0	9.1	9.1	20.5	9.5
<b>East Rail Line</b>					
East Tsim Sha Tsui	8.0	3.6	3.6	8.5	4.0
Hung Hom	8.7	3.8	3.8	9.0	4.0
Mong Kok East	8.7	3.8	3.8	9.0	4.0
Kowloon Tong	8.0	3.6	3.6	8.5	4.0
Tai Wai	10.1	4.6	4.6	11.5	5.0
Sha Tin	10.1	4.6	4.6	11.5	5.0
Fo Tan	10.5	4.9	4.9	12.0	5.5
Racecourse	17.3	8.3	8.3	19.5	9.0
University	11.0	5.1	5.1	12.5	5.5
Tai Po Market	12.8	6.0	6.0	14.5	6.5
Tai Wo	12.8	6.0	6.0	14.5	6.5
Fanling	14.0	6.6	6.6	15.5	7.0
Sheung Shui	14.0	6.6	6.6	15.5	7.0
Lo Wu	39.3	19.3	34.9	41.5	20.5
Lok Ma Chau	39.3	19.3	34.9	41.5	20.5
<b>Ma On Shan Line</b>					
Che Kung Temple	10.2	4.7	4.7	11.5	5.5
Sha Tin Wai	10.2	4.7	4.7	11.5	5.5
City One	10.2	4.7	4.7	11.5	5.5
Shek Mun	10.2	4.7	4.7	11.5	5.5
Tai Shui Hang	12.7	5.9	5.9	14.0	6.5
Heng On	12.7	5.9	5.9	14.0	6.5
Ma On Shan	12.7	5.9	5.9	14.0	6.5
Wu Kai Sha	12.7	5.9	5.9	14.0	6.5