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Panel on Transport

**Subcommittee on Matters Relating to Railways
meeting on 5 July 2013**

**Background brief on the West Island Line and
the South Island Line (East)**

Purpose

This paper provides background information on the West Island Line ("WIL") and the South Island Line (East) ("SIL(E)") projects. It also summarises the major views and concerns expressed by members of the Subcommittee on Matters Relating to Railways ("the Subcommittee") on both projects.

Background

WIL

2. WIL is an extension of the existing MTR Island Line, from Sheung Wan Station to Kennedy Town with two intermediate stations at Sai Ying Pun and near the University of Hong Kong. The alignment plan is in **Appendix I**. WIL is designed to provide fast and reliable railway service to the Western District. It will also provide convenient pedestrian passages between the Mid-levels and the waterfront at Des Voeux Road West through the unpaid zones within the station premises. With the new railway line, passengers will be able to reach Sheung Wan from Kennedy Town in 8 minutes, as compared with 15 to 25 minutes by using road transport during peak hours. On 26 October 2007, the Administration gazetted the railway scheme for WIL. The construction of WIL has commenced in July 2009 and is expected to complete in

2014.

SIL(E)

3. SIL(E) is a 7-kilometre long medium capacity railway running from South to North of Hong Kong Island. It starts from South Horizons on Ap Lei Chau to Admiralty via Lei Tung, Wong Chuk Hang and Ocean Park. SIL(E) will serve the 350 000 people living and working in the Southern District. At present, travelling by road-based transport between South Horizons and Admiralty takes about 25 to 45 minutes during rush hours. With the commissioning of SIL(E), the travelling time will be about 10 minutes. The alignment is in **Appendix II**. The railway scheme was gazetted on 24 July 2009 in accordance with the Railways Ordinance (Cap. 519). Construction works has commenced in May 2011 for completion in 2015.

4. In the wake of the commissioning of WIL and SIL(E) in 2014 and 2015 respectively, the Administration plans to brief the Subcommittee on the Transport Department's re-organisation plan for public transport services at the meeting to be held on 5 July 2013.

Major concerns raised by the Subcommittee

5. Members have discussed WIL and SIL(E) projects at the Subcommittee meetings in the fourth and fifth Legislative Councils. Members' major concerns about WIL and SIL(E) projects, including *financing arrangements, railway facilities, railway station design, environmental measures, ventilation shafts, railway systems and impact of construction works*, are summarised in the ensuing paragraphs.

Both WIL and SIL(E)

Financing arrangements

6. For the discussions about the financing arrangements for WIL, the Subcommittee members noted that WIL was funded by the Administration's capital grant of \$12.7 billion. They in general expressed grave concern whether the MTR Corporation Limited ("MTRCL") had under-estimated the revenue of WIL and over-estimated the funding support required. The Administration pointed out that the increase in population and employment projection for 2016 according to the latest forecast would slow down, which also had an impact on the

revenue from WIL. In addition, the Administration further advised that a claw-back mechanism was introduced so that any over estimation of capital expenditure, escalation costs and land costs would be reimbursed to the Administration with interest.

7. The Subcommittee noted the financing arrangements for SIL(E) project, in particular the capital cost of \$12.4 billion for SIL(E) and granting MTRCL the property development right for the ex-Wong Chuk Hang Estate site to bridge the funding gap of \$9.9 billion of the project. A site plan of the former estate is in **Appendix III**. MTRCL planned to implement the residential development of the site in 3 phases, with the first phase to be completed in 2020 and the rest two phases in 2022 and 2024. Some members opined that MTRCL would benefit a lot from the property development right of the ex-Wong Chuk Hang Estate. They expressed concern about the adoption of rail-plus-property development model and opined that the Administration should consider providing capital grant to MTRCL to bridge the funding gap of SIL(E) project, instead of granting premium land for property development. Some members further commented that the depot and above-depot developments carried out by MTRCL had brought huge profits to the Corporation in the past. MTRCL's profits derived from property developments should be included in the formula of its fare adjustment mechanism.

8. According to the Administration, not only can the financing arrangements for both WIL and SIL(E) enable the railway corporations to meet the huge expenditure for railway infrastructures, but also maintain the fare at a level affordable to the general public. MTRCL has yet to set the fares of WIL and SIL(E), which will be announced nearer the time of the commencement of their operations. The Administration announced in May 2013 that the "MTR City Saver", one of MTRCL's fare concessions to medium or long-distance frequent travellers, will also cover WIL and SIL(E) stations. Users of the "MTR City Saver" can travel 40 trips between any two stations within the designated urban area in 30 days at a price of \$400 and no deposit for this ticket is required.

Railway facilities

9. MTRCL briefed the Subcommittee on their new facilities of new railway projects, including WIL and SIL(E), at the meeting on 13 January 2012. To cater for the needs of persons with disabilities or special needs, there would be at least one barrier-free access, for example, equipped with a passenger lift or a ramp, in each WIL and SIL(E) station

to help passengers in need enter or leave a station conveniently. Tactile guide paths and tactile station layout maps with audible device would be provided in all WIL and SIL(E) stations. Escalator audible warning signals would be installed in all stations to serve the needs of passengers with impaired vision. To meet the needs of visually impaired passengers and in anticipation of the increase in the average age of passengers, the height of the hanging signs in MTR stations would be increased to allow better legibility of the sign messages.

10. The Subcommittee also noted that a new set of user-friendly ticket machines with added functions would be adopted in WIL and SIL(E) stations to provide passengers with greater convenience. Public toilets would be provided for WIL and SIL(E) stations for the convenience of the travelling public. To enhance the safety of passengers at platform, platform screen doors or automatic platform gates would be provided in WIL and SIL(E) stations. LCD monitors would be installed in the concourses and platforms of WIL and SIL(E) stations. The new passenger information displays would also provide a larger screen for information display and allow greater flexibility in the provision of useful passenger information, such as time, weather, time till next train, service disruption information and operational promotion videos.

Railway station design

11. MTRCL briefed the Subcommittee on the MTR Station Art Programme at the meeting on 4 January 2013. According to MTRCL, the "art in MTR" concept had been introduced since 1998 to enhance the travelling environment and showcase the diversity of cultural and historical characteristics of local districts. The Subcommittee noted that the MTR Station Art Programme would be introduced for WIL and SIL(E). According to MTRCL, views of the local residents had been incorporated into the design of WIL starting from the preliminary conceptual stage to ensure the railway was tailored to meet the needs of the community. The art activities of WIL, including "Our Memories of the Western District" Photography Competition, "Our Impressions of Western District" Workshops and Tours, and MTR New Railway Lines Art in Station 2012, were launched. As regards SIL(E), the public art programme included two core themes: "Inspiration of Southern District" and "Integration into Southern District".

12. Some members also considered that MTRCL should provide a less commercial environment inside stations by reducing the number of advertising light boxes at MTR stations to give more space for display of

art pieces. Furthermore, apart from visual art, MTRCL should consider the display of other forms of art. Some members were of the view that the elements of art should be incorporated into the architectural appearances of stations and viaducts and also functional objects in stations such as benches or signage. The television screens in the concourse and trackside should be considered for promoting the activities or programmes of local art-related organisations free of charge.

Environmental measures

13. The Subcommittee noted the environmental measures for MTRCL's new railway projects, WIL and SIL(E) included. MTRCL would introduce a number of environmentally-friendly designs and measures for WIL and SIL(E) to enhance energy efficiency. These include energy efficiency considerations in the design of railway alignment and ventilation system, the establishment of the Comprehensive Energy Consumption Monitoring System and regenerative braking system, and the reduction in power loss resulting from power transmission, distribution and conversion. Some members called for improvements to be made to reduce the noise of running trains. MTRCL advised that it would adopt appropriate measures to mitigate noise impact and ensure that the noise level was within the statutory limits under the Noise Control Ordinance (Cap. 400). Members also suggested that consideration should be given to constructing noise barriers where appropriate.

WIL only

Ventilation shafts

14. The Subcommittee noted that ventilation shafts were essential facilities of an underground railway system to allow air circulation. The design of the ventilation system in railway tunnel was different from vehicle tunnel. Railway would not cause pollution and ventilation shafts would not emit harmful gases. The quality of the air from railway ventilation shafts was same as the air outside the ventilation shafts, inside the tunnel and inside the station public areas. MTRCL had submitted the Environmental Impact Assessment ("EIA") report to the Environmental Protection Department ("EPD"), which confirmed that the air quality during the operation stage would not be affected by the ventilation shafts. The EIA report was approved by EPD in December 2008.

15. Members, however, urged the Administration / MTRCL to strive for removing the ventilation shafts on Hill Road and Bonham Road from WIL project design. The Subcommittee passed the following motion:

"That this Subcommittee strongly requests the Government and the MTRCL to designate the option of not constructing ventilation shafts at Hill Road and Bonham Road as a preference in awarding works contracts for the Sai Ying Pun and University Stations of the West Island Line to the contractors."

SIL(E) only

Railway systems

16. The Subcommittee noted that Fully Automatic Operation ("FAO") would be introduced for the operation of SIL(E). FAO would support the signalling system with automatic recovery function, enabling operational control from trains, stations and the Operations Control Centre ("OCC"). Under the operation of FAO system, preparation for train service including function tests before service, setting trains in motion, speed control, train stopping, as well as door opening and closing would be fully automatic under the control of OCC with preset commands. FAO was being adopted in some of the railway lines in overseas cities, such as Paris, London, Barcelona, Vancouver, Detroit, Seoul and Taipei. The Disneyland Resort Line of MTR had also been operated under FAO since its service commencement in 2005. Some members, however, expressed concern on passenger safety during emergency under FAO system. The Administration assured members that before the commissioning of SIL(E), it would request MTRCL to provide detailed contingency plans to handle service disruptions for the review of the Electrical and Mechanical Services Department.

17. The Subcommittee also noted that the headway of SIL(E) services would be similar to other existing MTR lines with a peak hour headway of around 3 minutes. In addition, SIL(E) would be operated with a 3-car configuration with a capacity of about 20,000 passengers per hour in each direction, in order to meet the transport needs in the Southern District. Some members expressed concern that the passenger handling capacity would be insufficient and enquired the feasibility of replacing the 3-car configuration by 4-car configuration. MTRCL advised that the 3-car configuration was built to suit the geographical constrain, provide train service with headway similar to urban lines, and operate efficient train service.

Impact of construction works

18. The Subcommittee noted that the proposed viaduct section of SIL(E) would run adjacent to the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex ("JCRC") at Wang Chuk Hang. The parents of service recipients and representatives of JCRC had requested for noise enclosure to be erected for the section adjacent to JCRC, the viaduct structure to be lowered and be moved farther away from the complex to minimise the potential impact on the centre brought about by the railway. After communications made with the parents and representatives of JCRC and months of efforts on the detailed design, MTRCL came up with revisions to the original scheme to meet the concerns of JCRC.

Relevant questions raised at Council meetings

19. Hon Andrew CHENG Kar-foo showed concern about the ventilation shaft of WIL at the Council meeting of 29 October 2008. Hon TANG Ka-piu expressed concern over new MTR fares and concessions on 8 May 2013. The questions and the Administration's response are given in **Appendices IV and V** respectively.





Latest development

20. The Administration plans to brief the Subcommittee on the Transport Department's re-organisation plan for public transport services required in the wake of the commissioning of the above two railway lines at the meeting to be held on 5 July 2013.

Relevant papers

21. A list of relevant papers is in **Appendix VI**.

圖例
LEGEND

-  現有鐵路路線
EXISTING RAIL LINE
-  擬建鐵路路線
PROPOSED RAIL LINE
-  現有鐵路車站
EXISTING RAILWAY STATION
-  擬建鐵路車站
PROPOSED RAILWAY STATION



維多利亞港
VICTORIA HARBOUR

附錄I
Appendix I



擬建西港島線
PROPOSED WEST ISLAND LINE

現有港島線
EXISTING ISLAND LINE

石塘咀
SHEK TONG TSUI

上環
SHEUNG WAN

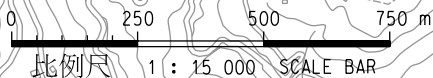
堅尼地城
KENNEDY TOWN

現有上環站
EXISTING SHEUNG WAN STATION

擬建在西營盤的
鐵路車站
PROPOSED RAILWAY STATION AT SAI YING PUN

擬建在香港大學附近的
鐵路車站
PROPOSED RAILWAY STATION NEAR THE UNIVERSITY OF HONG KONG

擬建在堅尼地城的
鐵路車站
PROPOSED RAILWAY STATION AT KENNEDY TOWN



圖則名稱 drawing title

基本工程計劃項目第1QR號 - 西港島線 - 財務資助

CWP ITEM NO. 1QR - WEST ISLAND LINE - FUNDING SUPPORT

設計 designed
M. K. LI Signed 18/5/09

繪圖 drawn
H. K. TSANG Signed 18/5/09

核對 checked
M. K. LI Signed 18/5/09

核准 approved Signed 18/5/09
MATTHEW P. K. HO

圖號 drawing no.
HRWWIL003-LP0005

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鐵路拓展處 RAILWAY DEVELOPMENT OFFICE



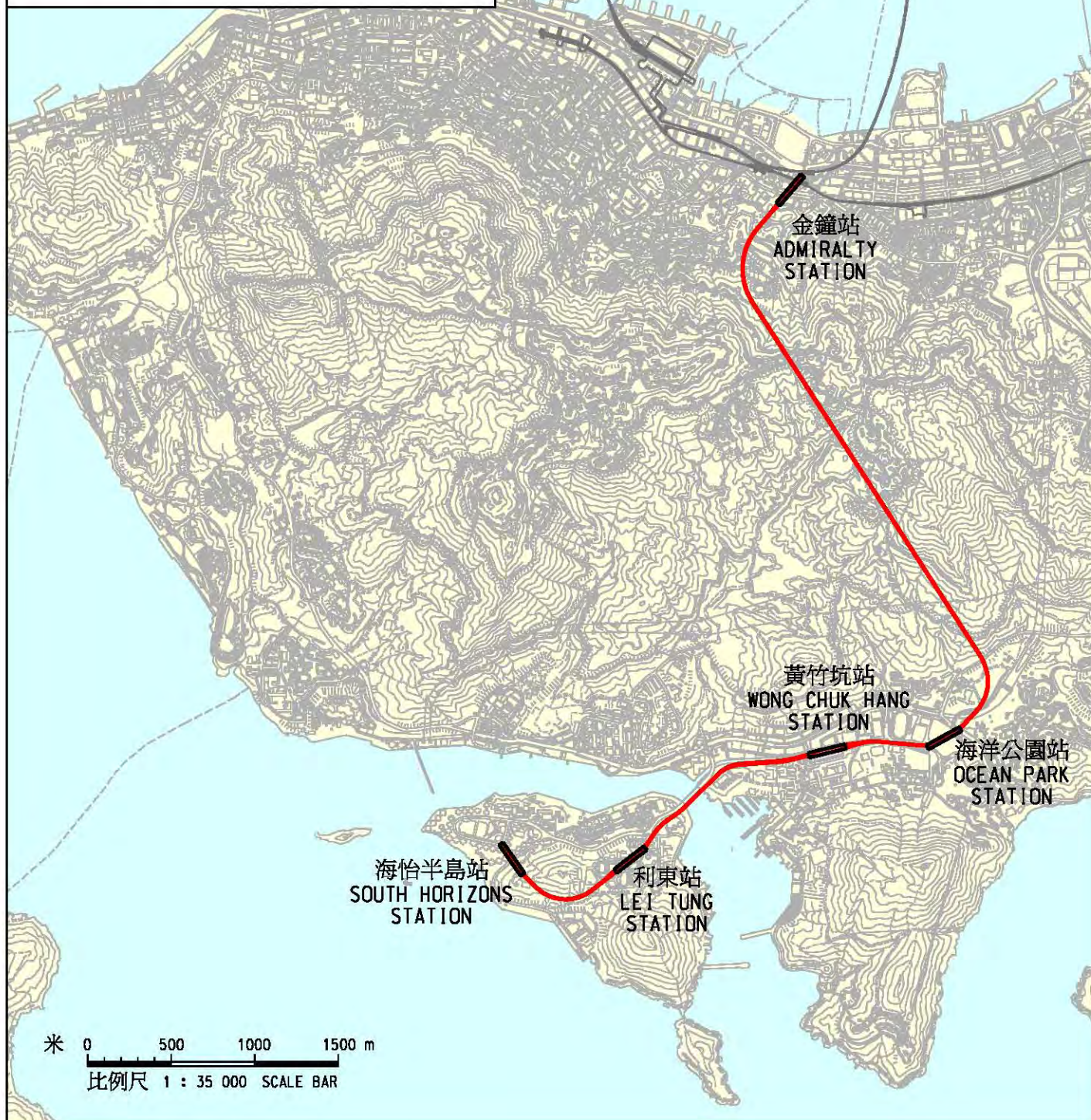
路政署
HIGHWAYS DEPARTMENT

圖例
LEGEND

— 現有鐵路路線
EXISTING RAIL LINE

— 擬建南港島線（東段）
PROPOSED SOUTH ISLAND LINE (EAST)

附錄II
Appendix II



南港島線（東段）

SOUTH ISLAND LINE (SIL) (EAST)



圖則名稱 drawing title

南港島線 (東段)
擬設於前黃竹坑邨用地物業發展 — 位置圖
South Island Line (East)
Proposed Property Development at
Ex-Wong Chuk Hang Estate Site - Location Plan

Press Releases

LCQ16: Ventilation shaft of West Hong Kong Island Line

Following is a question by the Hon Andrew Cheng Kar-foo and a written reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (October 29):

Question:

I have received complaints from residents of the Central and Western District that the vent shaft of the West Hong Kong Island Line proposed to be built by the MTR Corporation Limited (MTRCL) at Hill Road will cause noise and air pollution nuisance to residents nearby. In this connection, will the Government inform this Council whether:

(a) it has found out from MTRCL the impact of the vent shaft on the local environment, including the environmental impact data in terms of air quality and noise, etc.; if not, of the reasons for that; and

(b) it has suggested to MTRCL to relocate the vent shaft to another area; if it has, of the relevant details and the relocation cost involved; if not, the reasons for that?

Reply:

President,

The West Island Line (WIL) is an extension of the existing MTR Island Line from Sheung Wan to Kennedy Town with two intermediate stations at Sai Ying Pun and the University of Hong Kong. The MTRCL is now working on the detailed design of the WIL. According to its Project Proposal, there will be a ventilation shaft at Hill Road to serve the station at the University of Hong Kong. My reply to the questions regarding this proposed ventilation shaft is as follows:

a) Ventilation shafts are an integral part of an underground railway system. It will enable air exchanges inside the stations and tunnels with the outside areas. As the trains are powered by electricity, combustion of fossil fuels is not required and hence no harmful or hazardous gases are discharged. Furthermore, the rail tracks and tunnels are washed regularly in order to maintain the cleanliness of the railway.

Apart from that, the MTRCL has conducted air quality tests by setting up a monitoring point at an existing ventilation shaft of the Central Station. The dust level obtained from the monitoring point is very close to those readings obtained from a nearby roadside air quality station set up by the Environmental Protection Department (EPD). This has demonstrated that air exhausted from the ventilation shaft does not cause any adverse impacts on the air quality of the surrounding areas.

In accordance with the Environmental Impact Assessment (EIA)

Ordinance, the MTRCL has submitted the EIA report of the WIL to the EPD, and the report has been made available for public inspection. The report has addressed the key environmental impacts during the construction and operation of the WIL, including air quality, noise, etc. According to the report, the air quality inside railway stations and train compartments during peak hours complies with the Level 1 standard of the "Practice Note for Managing Air Quality in Air-conditioned Public Transport Facilities- Railways" issued by the EPD, i.e. the hourly average of carbon dioxide concentration should be less than 2,500 parts per million (ppm). This indicates that the quality of air exhausted from the stations and the tunnels through the ventilation shaft is good.

As far as noise is concerned, the operation of ventilation shafts has to comply with the requirements stipulated in the Noise Control Ordinance. The stations and the plant rooms that house the ventilation fans of the WIL are in general far below ground with some distance away from the ventilation shaft. Moreover, given that the exhaust air speed is not high and suitable acoustic systems are installed, the noise impact to the public in the vicinity is insignificant and is in compliance with the requirements under the EIA Ordinance.

As regards visual impact, the MTRCL will strive to reduce the scale of the ventilation shaft. Its outlook appearance will be designed to blend with the surroundings so that any visual impact will be minimized.

The Transport and Housing Bureau and the MTRCL have been in close liaison with the Central and Western District Council (C&WDC) and the residents. In order to ease residents' concerns about the proposed ventilation shaft, many briefings and site visits, including visits to ventilation facilities of current stations have been arranged for the members of the C&WDC and the residents.

b) Locations of ventilation shafts are constrained by the design and alignment of the railways. As the Western District is a densely populated area, it is difficult to find suitable locations for the railway facilities. The MTRCL has studied various alternative locations near Hill Road for setting up the ventilation shaft. The results of the study are attached (see Annex).

The above studies mainly concern technical problems and the impact on the residents rather than cost increase which may incur, which is not the major factor in the consideration. After assessing the various factors, the proposed location under the flyover at Hill Road is the more preferable option. As aforesaid, the MTRCL will make every effort to enhance the ventilation shaft structure and to design its external appearance to blend with the surroundings, with a view to minimizing any visual impacts.

Ends/Wednesday, October 29, 2008
Issued at HKT 12:46

NNNN

Annex: The results of the study by the MTRCL on various alternative locations near Hill Road for setting up the ventilation shaft

Alternative Locations Studied	Findings
Slope near Haking Wong Building of the University of Hong Kong, Pokfulam Road	This proposed location is situated on a slope. For the construction of a ventilation shaft, an access road near the slope has to be occupied as works area requiring a prolonged closure of a portion of the access road inside the University of Hong Kong campus. Besides, this proposal presents a major technical problem as the ventilation shaft has to penetrate through the foundation of the retaining wall in front of the slope.
Des Voeux Road West near roundabout for trams at Whitty Street	Since this proposed location is situated over 350m away from the University of Hong Kong Station, the ventilation effect will be limited. Moreover, substantial excavation along Hill Road, Queens Road West and Des Voeux Road West involving utilities and pipes diversion will be required for the construction of adits between the station and the ventilation shaft. It will cause significant adverse traffic impact during construction.
Temporary parking area at Shing Sai Road	Since this proposed location is situated over 400m away from the University of Hong Kong Station, the ventilation effect will be limited. Given that it is also the proposed reprovisioning site for the existing Kennedy Town Swimming Pool, there is no extra space for any ventilation shaft.
Inside Hill Road Garden	The sitting-out area will be significantly reduced due to the occupancy of the ventilation shaft in this proposed location. The residents nearby have objected to this proposal. In addition, this proposal cannot ease the concern to remove the ventilation

	shaft from Hill Road.
Open space at Pokfulam Road near Yam Pak Building	This location has been proposed to house an electrical and mechanical building for the University of Hong Kong Station. There is no extra space.

Press Releases

LCQ18: New MTR fares and concessions

Following is a question by the Hon Tang Ka-piu and a written reply by the Secretary for Transport and Housing, Professor Anthony Cheung Bing-leung, in the Legislative Council today (May 8):

Question:

The Government announced earlier that the review on MTR's Fare Adjustment Mechanism jointly conducted by the Government and the MTR Corporation Limited (MTRCL) had been completed, and the new mechanism and the new fares would take effect in June this year. MTRCL will also launch new concessionary schemes, including the "MTR City Saver" ticket (City Saver ticket) scheme and the "Monthly Pass Extra" scheme, etc. In this connection, will the Government inform this Council if it knows:

(a) the new fares for the following five types of MTR journeys, and how the fare paid by a passenger who commutes 44 times each month on the same journey using an Octopus card compares with the fare paid by him using an adult Single Journey ticket;

- (i) from MTR Tung Chung Station to other MTR stations;
- (ii) from MTR Sheung Shui Station to other MTR stations;
- (iii) from MTR Wu Kai Sha Station to other MTR stations;
- (iv) from MTR Tuen Mun Station to other MTR stations; and
- (v) from MTR Tin Shui Wai Station to other MTR stations;

(b) given that after the MTR fare increases in 2010, there were situations in which the Octopus fares for 100 fare combinations were higher than their corresponding Single Journey fares, and such situations continued in 2012, whether such situations will continue after the implementation of the new fares in June this year; if so, of the reasons for that, as well as the fare combinations for which such situations will occur, and whether the authorities will instruct MTRCL to make improvement;

(c) given that holders of City Saver tickets, set at a price of \$400 each, are entitled to 40 rides within 30 days (i.e., the average fare per ride needs to exceed \$10 for the ticket holder to really enjoy a concession), but there is no limit on the number of rides for other monthly passes, of the justifications for MTRCL capping the number of rides for City Saver tickets; and of the number of fare combinations with fares exceeding \$10 after the implementation of the new fares (set out the details in a table);

(d) given the cap on the number of rides for City Saver tickets, whether passengers using City Saver tickets need to buy another Octopus card to pay for the fares of shorter journeys in order to benefit from City Saver tickets; if they need to, of the number of additional Octopus cards expected to be issued by MTRCL as a result;

(e) given that the Government has indicated that City Saver tickets will also cover all the stations of the additional railway lines (including South Island Line (East) and West Island Line) to be constructed in the urban area, of the details of the relevant fares;

(f) given that quite a number of members of the public who have to work across districts have relayed to me that it is difficult for them to benefit from the City Saver ticket scheme and the "Monthly Pass Extra" scheme (e.g. passengers who take MTR from Ma On Shan to Hong Kong Island must buy several monthly passes in order to enjoy price concessions, and passengers who travel between Tseung Kwan O and Shatin also cannot benefit from City Saver tickets), of the remedial measures taken by MTRCL, and whether it will consider introducing territory-wide monthly passes; if it will, of the details; if not, how it will enable members of the public who have to work across districts to enjoy price concessions; and

(g) given that MTRCL indicated last year that it would give back to MTR passengers within one year the additional income of \$670 million generated by fare increases, of the actual amount that MTRCL has hitherto given back to its passengers through various concessionary schemes, and the number of passengers benefitted so far?

Reply:

President,

The Government and the MTR Corporation Limited (MTRCL) jointly conducted the review on the Fare Adjustment Mechanism (FAM) in accordance with the Operating Agreement (OA) signed by both parties in 2007. The outcome of the review on FAM was announced on April 16, 2013 and the new FAM will take effect from June this year.

The Government submitted a Legislative Council (LegCo) Brief to the LegCo when the outcome of the review on FAM was announced. The LegCo Brief outlines various arrangements under the new FAM. They include (1) the existing direct-drive FAM formula will be retained, with the calculation of the Productivity Factor value being subject to a new, objective and transparent methodology. With the adoption of the new methodology, the Productivity Factor value will be increased to 0.6%, as compared to the original 0.1%. The overall fare adjustment rate for 2013 will be +2.7%, lower than the original rate of +3.2%; (2) new ticket schemes, i.e. "MTR City Saver", "Tung Chung - Nam Cheong Monthly Pass Extra" and "Monthly Pass Extra" scheme, will be introduced to offer more significant fare concessions to medium or long-distance frequent travellers; (3) a "profit sharing" mechanism; (4) an affordability cap; and (5) a "service performance" arrangement.

My reply to the Hon Tang Ka-piu's question is as follows:

(a) Based on the overall fare adjustment rate of +2.7%, the MTRCL is now in the process of calculating adjustments to individual fares. As there are over 40 000 individual fares and there is a need to ensure that all adjustments to individual fares must

equal the weighted average adjustment rate, the process of adjusting fares is complicated and the work has yet to be completed. After the completion of internal process, the MTRCL is required to provide the Government with two certificates issued by independent third party experts to certify that its fare adjustment is in compliance with the requirement under the OA before new fares are implemented. Therefore, the MTRCL is unable to provide the outcome of adjustments to individual fares for making comparisons at the moment.

In accordance with the requirement under the OA, the MTRCL will submit detailed information of the fare adjustments (including Octopus fares and Single Journey Ticket fares) to the LegCo Panel on Transport and the Transport Advisory Committee three weeks prior to implementation of the new fares.

(b) In calculating individual fares, the MTRCL has all along applied the following guiding principles:

- (1) adjustments to Octopus fares are in units of 10 cents; and
- (2) adjustments to Single Journey Ticket fares are in units of 50 cents (as MTR Ticket Issuing Machines accept coins with value of 50 cents, 1 dollar, 2 dollars, 5 dollars and 10 dollars).

The MTRCL advised that due to the differences in the units of adjustment to Octopus fares and Single Journey Ticket fares, the percentage increase of some Single Journey Ticket fares (most of which are Elderly or Child Concessionary Single Journey Tickets) would be quite high with a 50 cents adjustment when the above principles are applied in the calculation of individual fares. Thus, the MTRCL often decided not to adjust these Single Journey Ticket fares.

However, such arrangement has created a phenomenon that some Octopus fares are higher than the corresponding Single Journey Ticket fares. The Government has expressed its concerns over these cases to the MTRCL. In response, the MTRCL advised that it will proactively follow up. It further pointed out that if the Single Journey Ticket fares are adjusted to a level higher than the Octopus fares in one go, the increase rate may be too high and the public may not accept. The MTRCL plans to address these cases in the coming few years, with a view that Octopus fares would not be higher than the corresponding Single Journey Ticket fares eventually.

As mentioned in part (a) of the reply, the MTRCL is now in the process of calculating adjustments to individual fares and the work has yet to be completed. The MTRCL is unable to provide the outcome of adjustments to individual fares at the moment.

(c), (d) and (e) Users of the "MTR City Saver" can travel 40 trips between any two stations within the designated urban area in 30 days at a price of \$400. No deposit for this ticket is required. The designated area includes all stations on Tsuen Wan Line, Island Line, Kwun Tong Line and Tseung Kwan O Line, as well as the urban stations of Tung Chung Line, East Rail Line and West Rail Line (please refer to Annex 1). The "MTR City Saver" will also cover stations of all future local railway lines located in the urban area, including West Island Line, South Island Line (East) and Kwun Tong Line Extension. The MTRCL has yet to set

the fares of these new railway lines. The fares of new railway lines will be announced nearer the time of their openings.

The MTRCL also advised that, unlike the existing monthly passes of other railway lines, the "MTR City Saver" will be available for sale every day and users will not be restricted to use the ticket within a particular calendar month. A passenger can purchase another "MTR City Saver" immediately after he finishes the 40 trips within any 30 days.

The new "MTR City Saver" will adopt a new smart ticket system which is different from the existing Octopus Card. It will be used independently and not in conjunction with an Octopus Card. Currently, some 95% of MTR passengers use Octopus Cards to pay their fares. As such, users of the "MTR City Saver" may still use their Octopus Cards to pay fares for other MTR journeys according to their travelling needs.

As regards the number of journeys with fares in excess of \$10 following the implementation of new fares, as mentioned in part (a), the MTRCL is now in the process of calculating adjustments to individual fares and the work has yet to be completed. The MTRCL is unable to provide the outcome of adjustments to individual fares at the moment.

(f) Passengers travelling between the New Territories and urban areas can be benefitted from the new "Monthly Pass Extra" scheme. They can enjoy unlimited rides between the designated stations on a designated railway line within a calendar month, as well as a 25% discount for any onward domestic journeys beyond with the "Monthly Pass Extra".

For example, passengers travelling from Ma On Shan Station to Admiralty Station can purchase the new "Sheung Shui - East Tsim Sha Tsui Monthly Pass Extra" to enjoy unlimited rides on the East Rail Line and Ma On Shan Line in a calendar month, and enjoy a 25% discount on every onward journey to Admiralty Station. Similarly, a passenger commuting between Tseung Kwan O Station and Sha Tin Station can enjoy similar benefit vide similar means. Passengers do not need to purchase two or more monthly passes to enjoy the concessions.

Under the new FAM, apart from the "Monthly Pass Extra", passengers using Octopus Cards to travel between the New Territories and urban areas can also benefit from other promotions, such as the "10% Same Day Second Trip Discount" promotion under the profit sharing mechanism and service performance arrangement. The MTRCL advised that the monthly passes of various railway lines and the new "MTR City Saver" have covered all domestic railway lines (except Disneyland Resort Line), and benefit medium or long-distance frequent travellers. The MTRCL has no plan to launch a monthly pass for the entire railway network.

(g) An update on the usage of the \$670 million fare concessions offered by the MTRCL in 2012 is set out in Annex 2.

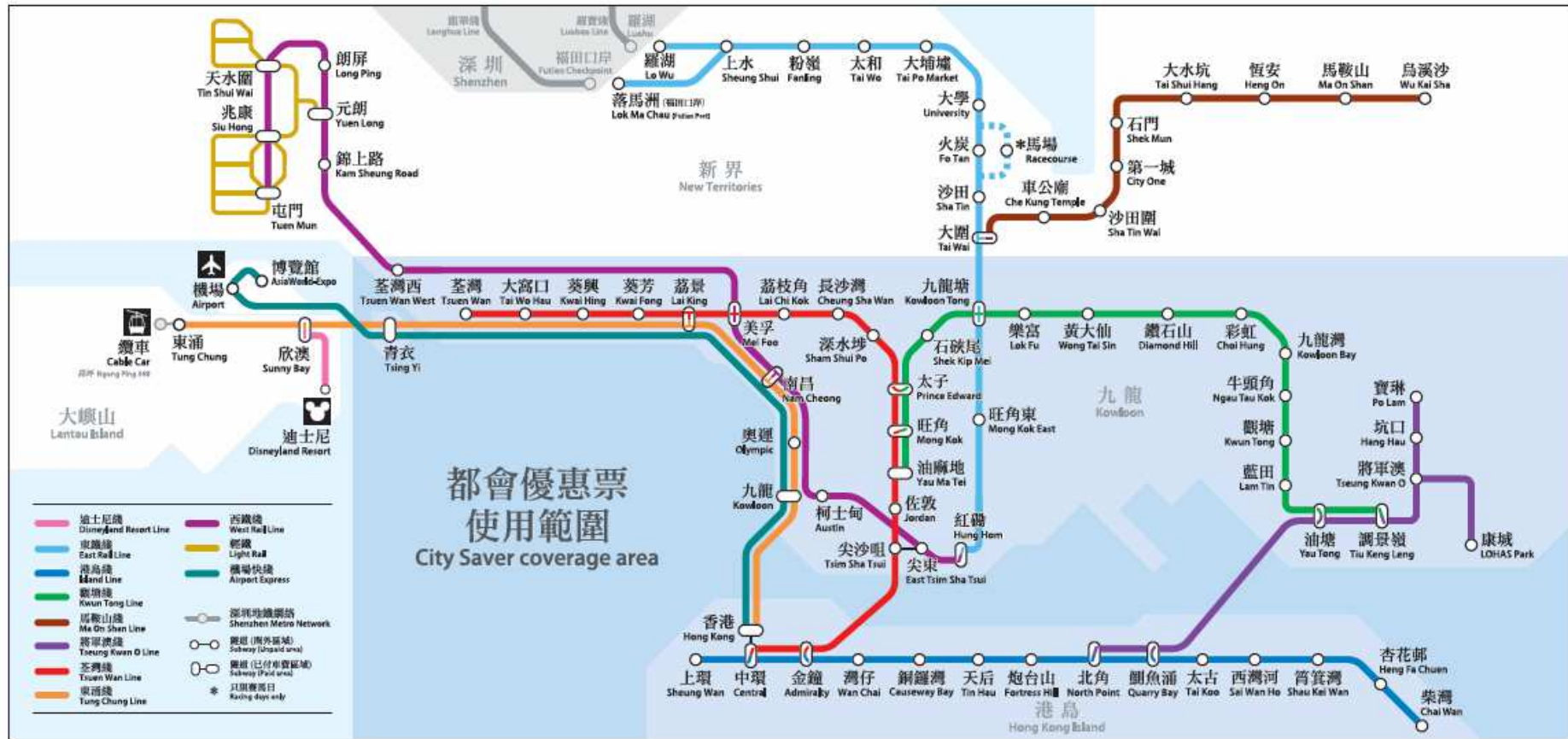
According to MTRCL's estimation, as at June 30, 2013, there will be a carry forward of an unspent sum of around \$200 million committed from 2012 fare concessions scheme. All unspent sum

will continue to be spent through offering concessions under the 10% Same Day Second Trip Discount. The promotional period is expected to be extended for around five months.

Ends/Wednesday, May 8, 2013
Issued at HKT 12:01

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Coverage of Stations under the MTR City Saver



Annex 2

An update on the fare concessions scheme offered by the MTRCL in 2012

Fare concessions (concession period)	Amount of fare concessions (\$million)	Passenger trips benefitted (million)
“Ride 10 Get 1 Free” (18 June 2012 to 30 December 2012)	Around 170	Around 14 (this is the number of free tickets redeemed)
Free Child Travel on Saturdays, Sundays and Public Holidays (28 July 2012 to 30 December 2012)	Around 40	Around 10
“10% Same Day Second Trip Discount” (31 December 2012 to 30 June 2013)	Around 240 (projected as at 30 June 2013)	Around 3.2 per day
Others (including Tung Chung – Hong Kong Monthly Pass, \$20 MTR shops coupon for Monthly Pass purchaser, and other interchange concessions, etc.)	Around 20	Not applicable ^{Note 1}
Total	Around 470 (projected as at 30 June 2013) ^{Note 2}	

Note 1: As fare concessions of different natures and promotional periods are included under “Others”, it is difficult to compile the statistics of passenger trips benefitted.

Note 2: According to MTRCL’s estimation, as at 30 June 2013, there will be a carry forward of an unspent sum of around \$200 million committed from 2012 fare concessions scheme. All unspent sum will continue to be spent through offering concessions under the 10% Same Day Second Trip Discount. The promotional period is expected to be extended for around five months.

Appendix VI

Panel on Transport Subcommittee on Matters Relating to Railways

List of relevant papers on the West Island Line and the South Island Line (East)

West Island Line

Date of meeting	Committee	Minutes/Paper	LC Paper No.
31.3.2009	Subcommittee on Matters Relating to Railways	Legislative Council Brief – Mass Transit Railway West Island Line – Authorization of Scheme following receipt of objections	http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331-thb090324-e.pdf
		Minutes	LC Paper No. CB(1)1544/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf
1.6.2009	Subcommittee on Matters Relating to Railways	Administration's paper on Funding Support and Essential Public Infrastructure Works of the MTR West Island Line	LC Paper No. CB(1)1758/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601cb1-1758-1-e.pdf
		Legislative Council Brief - Mass Transit Railway West Island Line Funding Arrangement	File Reference: THB(T)CR11/1016/99 http://www.legco.gov.hk/yr08-

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			09/english/panels/tp/tp_rdp/papers/tp_rdp0601-thbter11101699-e.pdf
		Joint reply from the Administration and the MTR Corporation Limited to issues raised at the meeting on 31 March 2009	LC Paper No. CB(1)1758/08-09(02) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0601cb1-1758-2-e.pdf
		Minutes	LC Paper No. CB(1)284/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090601.pdf
4.6.2009	Subcommittee on Matters Relating to Railways	Administration's paper on West Island Line - Assessment of Funding Gap	LC Paper No. CB(1)1804/08-09(05) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-5-e.pdf
		Administration's paper on West Island Line - Checking of Project Estimate	LC Paper No. CB(1)1804/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-3-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on West Island Line - Comparison of 2007 and 2009 Estimate	LC Paper No. CB(1)1804/08-09(04) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-4-e.pdf
		Administration's paper on West Island Line - Use of Explosives	LC Paper No. CB(1)1804/08-09(02) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-2-e.pdf
		Administration's paper on West Island Line - Ventilation Shafts	LC Paper No. CB(1)1804/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0604cb1-1804-1-e.pdf
		Minutes	LC Paper No. CB(1)741/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090604.pdf
10.6.2009	Public Works Subcommittee	West Island Line - funding support	PWSC(2009-10)50 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/pap

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			ers/p09-50e.pdf
		West Island Line - essential public infrastructure works	PWSC(2009-10)51 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/papers/p09-51e.pdf
		Minutes	LC Paper No. PWSC134/08-09 http://www.legco.gov.hk/yr08-09/english/fc/pwsc/minutes/pwsc20090610.pdf
3.7.2009	Finance Committee	Minutes	LC Paper No. FC8/09-10 http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703.pdf LC Paper No. FC10/09-10 http://www.legco.gov.hk/yr08-09/english/fc/fc/minutes/fc20090703a.pdf
9.2.2010	Subcommittee on Matters Relating to Railways	Administration's paper on West Island Line project	LC Paper No. CB(1)1018/09-10(03) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp020

Date of meeting	Committee	Minutes/Paper	LC Paper No.
			9cb1-1018-3-e.pdf
		Background brief on the West Island Line project	LC Paper No. CB(1)1050/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0209cb1-1050-e.pdf
		Minutes	LC Paper No. CB(1)1386/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.pdf

South Island Line (East)

Date of meeting	Committee	Minutes/Paper	LC Paper No.
11.1.2008	Subcommittee on Matters Relating to Railways	Administration's paper on the Mass Transit Railway South Island Line	File Ref.: THB(T)CR 17/1016/99 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbtcr17101699-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's paper on land use planning in Southern District and projected patronage of South Island Line (East) and assessment of impact of South Island Line (East) on other public transport modes	LC Paper No. CB(1)520/07-08(03) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0111cb1-520-3-e.pdf
		Background brief on Mass Transit Railway - South Island Line	LC Paper No. CB(1)521/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0111cb1-521-e.pdf
		Minutes	LC Paper No. CB(1)954/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080111.pdf
2.5.2008	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line	LC Paper No. CB(1)1376/07-08(02) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0502cb1-1376-2-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)1747/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080502.pdf
16.1.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line	LC Paper No. CB(1)557/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0116cb1-557-3-e.pdf
		Minutes	LC Paper No. CB(1)1146/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090116.pdf
15.5.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line	LC Paper No. CB(1)1519/08-09(01) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0515cb1-1519-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)2605/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090515.pdf
17.9.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line (East)	LC Paper No. CB(1)2582/08-09(03) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-3-e.pdf
		Administration's response to the major concerns raised by Subcommittee members and deputations at the meeting on 15 May 2009	LC Paper No. CB(1)2602/08-09(01) http://www.legco.gov.hk/yr08-09/chinese/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2602-1-ec.pdf
		Minutes	LC Paper No. CB(1)920/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
4.12.2009	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line (East)	LC Paper No. CB(1)522/09-10(05) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp1204cb1-522-5-e.pdf
		Minutes	LC Paper No. CB(1)1016/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20091204.pdf
9.2.2010	Subcommittee on Matters Relating to Railways	Administration's paper on progress report on South Island Line (East)	LC Paper No. CB(1)1018/09-10(04) http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/papers/tp_rdp0209cb1-1018-4-e.pdf
		Minutes	LC Paper No. CB(1)1386/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/tp_rdp/minutes/rdp20100209.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
17.6.2011	Subcommittee on Matters Relating to Railways	Legislative Council Brief on the South Island Line (East) funding arrangement	http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/papers/tp_rdp-thb201105a-e.pdf
		Minutes	LC Paper No. CB(1)414/11-12 http://www.legco.gov.hk/yr10-11/english/panels/tp/tp_rdp/minutes/rdp20110617.pdf
4.1.2013	Subcommittee on Matters Relating to Railways	MTRCL's paper on the New railway system for the South Island Line (East)	LC Paper No. CB(1)363/12-13(03) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0104cb1-363-3-e.pdf
		Background brief on the South Island Line (East)	LC Paper No. CB(1)363/12-13(04) http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/papers/tp_rdp0104cb1-363-4-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)522/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/tp_rdp/minutes/rdp20130104.pdf

West Island Line and South Island Line (East)

Date of meeting	Committee	Minutes/Paper	LC Paper No.
13.1.2012	Subcommittee on Matters Relating to Railways	MTRCL's paper on the design of next generation of railway stations and update on retrofitting platform screen doors	LC Paper No. CB(1)785/11-12(03) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0113cb1-785-3-e.pdf
		Minutes	LC Paper No. CB(1)2461/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120113.pdf
22.5.2012	Subcommittee on Matters Relating to Railways	Administration's paper on the environmental measures for new railway projects	LC Paper No. CB(1)1832/11-12(01) http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/papers/tp_rdp0522cb1-1832-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes	LC Paper No. CB(1)2542/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/tp_rdp/minutes/rdp20120522.pdf

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