

立法會 *Legislative Council*

LC Paper No. CB(4)1216/14-15

Ref : CB4/PL/TP

Report of the Panel on Transport for submission to the Legislative Council

Purpose

This report gives an account of the work of the Panel on Transport ("the Panel") during the 2014-2015 legislative session. It will be tabled at the Council meeting on 8 July 2015 in accordance with Rule 77(14) of the Rules of Procedure.

The Panel

2. The Panel was formed by a resolution passed by the Legislative Council on 8 July 1998 and as amended on 20 December 2000, 9 October 2002, 11 July 2007 and 2 July 2008 for the purpose of monitoring and examining government policies and issues of public concern relating to transport matters. The terms of reference of the Panel are at **Appendix I**.

3. The Panel comprises 24 members, with Hon Michael TIEN Puk-sun and Hon TANG Ka-piu elected as Chairman and Deputy Chairman of the Panel respectively. The membership list of the Panel is at **Appendix II**.

Major Work

Railway matters

4. Railway plays a key role in Hong Kong's transport system strategy. A subcommittee was formed under the Panel to continue to follow up on matters relating to railway planning, implementation and operation¹. During the period from October 2014 to June 2015, the Subcommittee on

¹ According to the terms of reference of the subcommittee, matters relating to corporate governance of the post-merger the MTR Corporation Limited and fares should be dealt with by the Panel.

Matters Relating to Railways held a total of five meetings. The work of the Subcommittee between October 2014 and June 2015 is summarized in its report at **Appendix III**.

Public transport services

MTR fare adjustment for 2015

5. In May 2015, the MTR Corporation Limited ("MTRCL") announced that the overall MTR fare adjustment rate for 2015 was +4.3% under the Fare Adjustment Mechanism ("FAM") revised in 2013. The new MTR fares would take effect from 21 June 2015. The Panel discussed the matter on 12 May and 16 June 2015. Panel members expressed dissatisfaction that despite the handsome profit of over \$11.6 billion and the occurrence of a number of railway incidents in the past year, MTRCL still decided to increase MTR fares in 2015.

6. Given that FAM would be reviewed every five years according to the Operating Agreement signed between the Government and MTRCL in 2007, a number of members anyhow urged the Administration to advance the next review of FAM. MTRCL advised that the Administration had approached MTRCL regarding the advancement of the next FAM review. MTRCL was studying the matter and would revert to the Panel once a decision was made.

7. The Panel called on MTRCL to give back to passengers the full value of the additional revenue it would receive in the year from the 2015 fare adjustment by offering more fare concessions. The Panel noted that MTRCL would launch the "MTR Festive Discount" Promotion Scheme ("the Festive Scheme") on five public holidays and would extend the validity of existing promotional schemes. Some members requested MTRCL to extend the Festive Scheme to cover more public holidays and extend the "Early Bird Discount Promotion" to the evening rush hours and cover more stations. Some members considered that to save MTRCL's administrative cost for offering fare promotions, MTRCL should moderate the fare increase instead to benefit all MTR riders.

Early termination of employment contract of Mr Jay WALDER, former Chief Executive Officer of MTRCL

8. On 16 July 2014, MTRCL announced that Mr Jay WALDER would step down as Chief Executive Officer from 15 August 2014. In its 2014 Annual Report, MTRCL disclosed that Mr WALDER received \$5.8

million in base pay, allowances and benefits in kind for the period up to 15 August 2014. He also received a contractual settlement of \$15.7 million on the termination of his employment contract, in lieu of his 12-month notice period. The Panel held a meeting on 16 June 2015 requesting MTRCL to explain the justifications for the exit package of Mr WALDER.

9. It was recalled that Mr WALDER had been criticized by members for not having exercised sufficient supervision, professionalism and initiative to keep track of the status of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project to ensure its timely completion and within budget. Given the performance of Mr WALDER, some members expressed doubts on whether it was appropriate for MTRCL to pay a contractual settlement to him.

10. MTRCL explained that the early departure of Mr WALDER was a mutual agreement between MTRCL Board of Directors and him. In light of the challenges that laid ahead for MTRCL, Mr WALDER and MTRCL Board of Directors agreed that it would be beneficial for MTRCL to be taken forward under a leader who could provide a long term commitment to MTRCL. The payments made to Mr WALDER by MTRCL were agreed between him and MTRCL, making reference to the terms of his employment contract and how the provisions of the Employment Ordinance (Cap. 57) would have applied in other termination scenarios.

Public Transport Strategy Study

11. The Government has conducted three comprehensive transport studies ("CTS") in the past. The last study, i.e. the third study, was carried out in 1997 and completed in 1999 with the planning horizon extended to 2016. Based on the findings of this study, the Government formulated "Hong Kong Moving Ahead: A Transport Strategy for The Future" in 1999 focusing on the following five transport strategies –

- (a) Better integration of transport and land use planning;
- (b) Better use of railways as the backbone of our passenger transport system;
- (c) Better public transport services and facilities;
- (d) Better use of advanced technologies in transport management; and
- (e) Better environmental protection.

The Panel was briefed by the Administration that the various policy recommendations promulgated in 1999 had all been implemented. In view of the fact that the demand for public transport service had greatly changed following the development of new towns and implementation of new transport initiatives after the completion of the Third CTS ("CTS-3"), some members urged the Administration to carry out the Fourth CTS ("CTS-4") to make forward planning for the development of the transport system in the future, and to position various modes of public transport in a clearer and more specific way, so as to facilitate their healthy development.

12. At the last meeting of the Panel in the 2013-2014 session, members discussed the proposal to set up a subcommittee to discuss the future CTS in Hong Kong. On 17 July 2014, the Administration informed the Panel about its plan to commission a Public Transport Strategy Study ("PTSS"). The Administration explained that CTS-3 completed in 1999 had mapped out some broad directions with respect to the overall arrangement for the transport system and that these broad directions remained valid from the policy perspective. In late November 2014, the Panel was briefed on the work plan for PTSS.

13. Members noted that PTSS would comprise two parts, namely the Role and Positioning Review ("RPR") and Topical Study. RPR would examine the roles and positioning of public transport services other than heavy rail and a consultancy study would be commissioned, whereas the Topical Study would focus on eight topical issues that were of greater concern to the public transport trades or had been given priority as they were time-sensitive. It would be carried out by the Transport and Housing Bureau and Transport Department with existing resources. The Panel's support was requested by the Administration to create a supernumerary post of an Administrative Office Staff Grade C to oversee the implementation of PTSS.

14. While welcoming the Administration's plan to conduct PTSS, some members considered the scope of PTSS rather limited. They proposed that the Administration should conduct as early as possible CTS-4 because PTSS would not address issues like the cross-boundary transportation needs, provision of parking spaces to cope with the growth in vehicle numbers, policies on private cars and use of bicycle as a transportation means, operating right of feeder bus services to MTR stations and insufficient transport services on the Airport Island, etc.

15. The Administration explained that given that 90% of the total passenger trips were made through the public transport system in Hong Kong, there was a need to examine the roles and positioning of various public transport services to ensure that they would continue to complement each other in the wake of further expansion of the heavy rail network. The Administration stressed that the Railway Development Strategy 2014, which provided a framework for planning the further expansion of the railway network up to 2031, together with the conduct of PTSS, could by and large cover most major transport issues.

16. Other members expressed support for the Administration's staffing proposal and the conduct of PTSS, but they also proposed that the Administration should implement immediate measures to solve current transport problems like traffic congestion, insufficient parking facilities, inadequate transport facilities on the Airport Island and operational difficulties of public transport operators.

17. To complement the Administration's efforts to invite views from the transport trades and the public in conducting PTSS, the Panel decided to hold four special meetings in the 2014-2015 session to collect opinions from the trades and the public in respect of the roles and positioning of franchised buses, non-franchised buses ("NFBs"), minibuses and taxis.

Franchised bus service

18. The Panel noted that RPR of PTSS would examine the role and positioning of franchised bus service; and that issues such as how to further promote bus route rationalization and the feasibility of introducing new services and installing real-time bus arrival information systems would be covered. The Panel also understood that the scope of RPR was extensive and would touch on a number of issues of public interest or that would affect the business prospect of the public transport trades.

19. Deputations were invited to attend the special Panel meeting on franchised bus service on 9 February 2015. In brief, they expressed that the Government should ensure multi-modal choices for the passengers, provide support to the franchised bus operators to improve the facilities of transport interchanges and bus stops, introduce more bus-only lanes or bus priority measures, consider the livelihood of bus drivers when reviewing the roles and long-term development of franchised bus service and introduce more environmentally friendly modes of transport and "park and ride" facilities near railway stations. The deputations also urged the franchised bus operators to use information technology and

other advanced intelligent transport systems to manage bus service and to implement more user-friendly measures to cater for the needs of cyclists who might ride on buses with their bicycles.

20. Most Panel members echoed the above views and called on the Administration to study the issues concerned in RPR of PTSS. In addition, they also urged the Administration to explore how to improve operational efficiency, quality and competitiveness of franchised bus service, like introducing monthly pass concession, interchange concession or other concession schemes to attract passengers; better coordination among public transport services; and provision of facilities at bus termini to cater for the needs of bus drivers when taking rest breaks between bus journeys in order to safeguard operational safety.

Non-franchised bus service

21. There are currently over 7 000 NFBs in Hong Kong, providing different types of services comprising tour service, hotel service, student service, employees' service, international passenger service, residents' service and contract hire service. According to the Administration, RPR of PTSS would review the roles and positioning of various public transport services, including NFB service. The Panel noted that having regard to the opening of new infrastructures in the pipeline, the Administration would review whether there was a need to allow certain flexibility on NFB operation as appropriate to meet new service demand.

22. The Panel noted that to tackle the problem of shortage of school bus service, the Administration proposed to exempt private school buses from the requirement of sourcing second-hand vehicles in the market, so that schools could procure new vehicles as needed. Besides, the Administration also proposed to grant a new endorsement for "solely for student service" ("Sole SSE") to NFBs with a view to increasing the supply of school bus service.

23. At the special panel meeting held on 14 April 2015, most members and deputations attending the meeting expressed concerns over the proposed new endorsement. They urged the Administration to re-assess the need to grant Sole SSE so as to solve the difficulties of only 10-odd schools in procuring school bus service. Members were of the view that the crux of the problem laid with the rise in the operating costs of school bus service as well as a drop in the number of students using the service and the scattered distribution of students. It was suggested that measures like the use of contract hire service by those schools, the arrangement of

flexible school hours or the consolidation of bus routes of schools in the same district might help solve the problem. Other members proposed to allow NFBs to be issued with student service endorsement in order to increase the supply of school bus service. Also in the wake of increasing school bus fees over the past few years, some members urged the Administration to consider providing subsidy to students or school bus operators.

24. The Administration however explained that the insufficient supply of school bus service should ideally be left to the market. If the situation could be improved by enhanced communication between the transport trade and the education sector, there would then be no need for the Administration to pursue the proposal of granting Sole SSE.

25. Apart from school bus service, some members also urged the Administration to note the difficulties encountered by NFB operators, including the shortage of parking spaces and pick-up/drop-off areas as well as the shortage of drivers and experienced workers in providing maintenance service for NFBs, and to work out effective short-term and long-term measures to solve them.

Minibus services

26. The Panel also received public views on the topic of PTSS in respect of public light bus ("PLB") services at its special meeting on 5 May 2015. A majority of the deputations attending the meeting expressed the view that the seating capacity of PLBs should be increased from 16 to 20-24. They opined that an increase in the seating capacity of PLBs would enable PLBs to meet passenger demand and reduce waiting time during peak hours, improve the financial position of PLB companies and thereby alleviate the pressure for a fare increase, and increase the patronage of passengers with less adverse impact on the environment. Some deputations also expressed concern about the increasingly difficult operating environment faced by PLB trade attributable to a rise in operating costs and the shortage of drivers. They urged the Administration to consider measures that could promote the sustainable development of the trade.

27. While some members expressed support to the proposal of increasing the seating capacity of PLBs, other members considered that the suggestion should be carefully considered, taking into account its impact on different modes of transport. The Panel also urged the Administration to consider measures that could facilitate the operation

and development of PLB trade, such as relaxing certain prohibited zones and opening up new routes for PLBs.

Public Transport Strategy Study – Seating capacity of public light buses

28. On 12 May 2015, the Panel was briefed by the Administration on the progress of its preliminary assessment of the proposal put forth by the green minibus trade to increase the seating capacity of PLBs from 16 to 20-24. The Panel noted that since there were mixed views on the proposal, the Administration would conduct an in-depth study on the proposal under RPR of PTSS which would commence around mid-2015 and was expected to be completed in about two years' time.

29. Quite a number of members considered the time required by the Administration to study the proposal too long and urged the Administration to speed up the relevant process. They pointed out that the increase in seating capacity of PLBs would increase the passenger capacity and shorten the waiting time of passengers, but would not increase the usage of road surface. Some members suggested that the proposal could be implemented in phases with priority accorded to PLB routes with higher demand.

30. The Administration explained that they would review the role of PLBs, the viability of PLBs' operation and how the choices of public transport could be maintained under the Administration's policy of using railway as the backbone of public transport. It was stressed that unhealthy competition among the various public transport modes might not benefit passengers as it might adversely affect the quality of public transport services. The Administration indicated that the red minibus trade and frontline PLB drivers had expressed reservation on the proposal and suggested that the proposed increase in PLB's seating capacity should be carefully considered.

Road traffic management

Study of Road Traffic Congestion in Hong Kong

31. Road traffic congestion in the territory has all along been a major concern of the Panel. The Panel noted that the Administration had invited the Transport Advisory Committee ("TAC") in March 2014 to conduct a study of road traffic congestion in Hong Kong. The study aimed to identify various factors contributing to overall road traffic congestion; suggest short and medium-term measures at territorial level

to contain road traffic congestion; and flag up long-term measures for further study by the Administration. In December 2014, TAC submitted the "Report on Study of Road Traffic Congestion in Hong Kong" ("TAC Report") which suggested 12 short-, medium- and long-term measures to the Administration for consideration.

32. In May 2015, the Administration briefed members on its response to the 12 additional recommendations put forward by TAC Report. The Administration explained that private cars grew by 40% from 2003 to 2013, and this increase alone constituted about 87% of the total increase in vehicles. The total kilometres travelled by all vehicles, which was an indicator of vehicle usage, also recorded a 15% increase during the same period of time. It was noted that the Administration had tackled road traffic congestion by three on-going measures, i.e. improving transport infrastructure, expanding and improving the public transport system and managing road use. The Administration however admitted that in pursuing the above three measures, it faced a number of challenges like constraints on building more roads, conflicting or diversified views from stakeholders on traffic management measures and so on. The Panel noted that the 12 additional measures in TAC Report were meant to complement and work in conjunction with the on-going measures.

33. A number of members considered that to curb the growth in the number of private cars by merely increasing fees insufficient and the effect would be temporary. Some of them also considered that the measure of increasing private cars' first registration tax was penalizing some middle-class people who owned private cars due to a lack of convenient public transport modes.

34. The Administration advised that it would adopt a multi-pronged strategy to tackle road traffic congestion. Levying taxes was only one of the measures to solve the problem. Since the growth in public road could not catch up with the alarming growth rate of private cars and constructing new roads would also entail environmental and other problems, the Administration had to take some measures to discourage people using private cars.

35. Most members also expressed concern over the insufficient parking spaces, and called on the Administration to review its policy on parking spaces and promptly increase the supply of them because vehicles on the road in search of parking spaces also contributed to traffic congestion.

36. Some members supported the implementation of Electronic Road Pricing ("ERP") scheme and the park-and-ride scheme to relieve traffic congestion. It was considered that increasing private cars' first registration tax to slow down the growth rate of private cars would be unfair to those private car owners who only used private cars occasionally which would not cause traffic congestion, and that the implementation of ERP to solve the traffic congestion problem during peak hours in busy districts might be fairer. The Administration explained that due to reasons such as technology and reactions of relevant stakeholders, some past suggestions on relieving road traffic congestion like ERP had not been pursued and that the Administration would conduct a public engagement exercise relating to ERP within 2015.

37. Other members urged the Administration to improve the cycling and pedestrian facilities, in particular, shelters should be provided between MTR stations and large housing estates, to encourage more people walking to reduce the number of vehicles on roads. The Administration was also urged to formulate policies to encourage the use of bicycles. Agreeing that walking and cycling for short journeys outside urban areas should be encouraged, the Administration explained that since busy traffic would pose safety risks on cyclists and other road users, cycling in urban areas was not encouraged. The Administration would continue to use bus route rationalization to reduce the number of buses on roads. To attract passengers interchanged, the Administration had been working with bus operators to enhance the interchange facilities and provide fare concessions.

38. Some members also proposed to accord priority use of roads to public transport by adding more designated lanes for buses. Some members proposed that the Administration should improve the public transport service by enhancing the point-to-point bus service and take measures to reduce the incentive of the public to procure private cars.

Transport infrastructure

Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Reclamation and superstructures

39. The Panel was consulted on 16 January 2015 on the Administration's proposal to increase the approved project estimate ("APE") of Hong Kong-Zhuhai-Macao Bridge ("HZMB") Hong Kong Boundary Crossing Facilities ("HKBCF") – Reclamation and Superstructures by \$5,461.1 million from \$30,433.9 million to \$35,895.0

million in money-of-the day prices.

40. The Panel noted that the scope of superstructure works included mainly the reclamation to provide land for the development of HKBCF, construction of passenger and cargo clearance facilities, provision of transport facilities and road access for connecting HKBCF to HZMB Hong Kong Link Road, Tuen Mun-Chek Lap Kok Link and the Hong Kong International Airport, and other associated infrastructures and facilities, etc. Members also noted that the two reasons for the increase in APE for HZMB HKBCF project were higher-than-expected costs of superstructure works and increase in provision for price adjustment. The increase in cost was mainly due to the increasing prices of construction materials, in particular aggregates for reclamation and the increasing rental cost of heavy construction plant like piling plant, tower cranes and so on from mid-2011 to mid-2014.

41. Some members considered that given the complexity of the project and other factors beyond the control of the Administration, it would be difficult to make an accurate cost estimate on the project before implementation, in particular for projects to be completed in a period of years.

42. Most members expressed support for the funding proposal, and urged the Administration to have measures to avoid further increase in the project cost. A few members also expressed concern over the works progress of the project. The Panel was informed that according to the latest assessment, it would be very difficult for the entire HZMB project to be completed by end 2016.

Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung

43. The Panel was consulted by the Administration on the funding proposal to upgrade 703TH "Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung" ("the HH Project") to Category A at an estimated cost of \$1,774.4 million in money-of-the-day prices.

44. The Panel noted that the HH Project aimed to solve the current traffic congestion problem of some road sections of Hiram's Highway, which had already exceeded their existing design capacity. The Administration advised that after completion of the widening works, the existing two-lane uphill Kowloon bound road after passing the merging

point of the existing Hiram's Highway and New Hiram's Highway would be widened to a three-lane carriageway.

45. The Panel raised concern about the impact of the works of the HH Project on the natural environment where birds or wild animals resided in, the traffic flow in the course of constructing a vehicular bridge-cum-walkway across Ho Chung Channel and the visual impact of the noise barriers.

46. The Administration explained that the Highways Department ("HyD") had conducted a study to assess the environmental impact including ecological impact of the HH Project, which showed that it would not impose unacceptable impact on environment and ecology with the implementation of mitigation measures. As for the new bridge across Ho Chung Channel, the Panel noted that the contractor would first construct a new two-lane vehicular bridge-cum-walkway while maintaining traffic on the existing bridge. After the commissioning of the new one, the existing one would be demolished and replaced by a new one. The Panel was also assured that transparent and not so high panels would be used as far as practicable to abate noise.

47. The Panel expressed support for the Administration's funding proposal and the submission of it to PWSC for further consideration.

Widening of Tai Po Road (Sha Tin Section) – detailed design and site investigation

48. On 20 March 2015, the Panel was briefed on the Government's funding proposal for the detailed design and site investigation works of 861TH "Widening of Tai Po Road (Sha Tin Section)" ("Widening Project") at an estimated cost of \$43.2 million in money-of-the-day prices.

49. The Panel noted that the Government had been closely monitoring the traffic demand in Sha Tin and taking measures to tackle traffic congestion in the district. To relieve the traffic bottleneck near the New Town Plaza, the Government was constructing an additional traffic lane connecting Tai Po Road (Sha Tin Section) with Tsing Sha Highway near the Scenery Court. The relevant works were expected to be completed by mid-2015. After the completion of the above works, the Government would commence the works relevant to the widening of Tai Po Road (Sha Tin Section).

50. Some members queried whether the Widening Project could provide a long term solution or not to the traffic congestion problem at Tai Po Road (Sha Tin Section) and enquired about the progress of the construction of Trunk Road T4, which would serve as a bypass to the above road section, as a long-term measure to solve the traffic congestion in Sha Tin. The Panel was advised that in view of the objections by local residents, the Government was actively liaising with its consultants to study whether there would be other design alternatives, including whether a portion of the road could be constructed as a tunnel or not.

51. The Panel queried why it was necessary to include a provision of \$6.3 million for price adjustment for consultancy work when there was already a sum of \$3.4 million for contingencies. The Government advised the Panel that provision for price adjustment and contingences in the estimated cost of the proposed detailed design and associated site investigation works were to meet the possible additional costs arising from inflation and extra works of the consultancy and site investigation respectively in the course of implementing the Widening Project. Such inclusion was in line with the government's practice for contracts which lasted for more than one year. The Panel noted that the detailed design of the Widening Project would last for about 1.5 to two years.

52. The Panel indicated support for the Administration's funding proposal and the submission of it to the Public Works Subcommittee for further consideration. The Panel also urged for its early implementation.

"Universal Accessibility" Programme

53. The Panel had been closely monitoring measures to improve the pedestrian environment. On 25 November 2014, members were briefed by the Administration on the proposal to seek approval from the Finance Committee for an allocation of \$803.98 million in 2015-2016 for the block allocation Subhead 6101TX – "Universal Accessibility ("UA") Programme" under Capital Works Reserve Fund Head 706 – "Highways".

54. Members in general expressed support for the funding proposal. They considered that UA Programme would benefit the public and urged the Administration to speed up the funding arrangements and works schedule.

55. Notwithstanding this, some members expressed concern about those proposals which fell outside the ambit of UA Programme. They urged the Administration to monitor the status of those proposals and

suggested launching a separate programme to deal with them. The Administration explained that the implementation of those proposals would require the consent of the owners concerned. In the meantime, the Administration was of the view that it should first proceed with those proposals within the ambit of UA Programme.

56. Besides, the Panel also raised concern that there was a strong demand for retrofitting the lift facility at a footbridge connecting Sheung Shui MTR station and the North District Hospital. The Administration, however, advised that there were difficulties in implementing the proposal due to the need to seek consent from various parties; and that it was exploring measures to overcome them.

Other issues

57. The Panel received a briefing by the Secretary for Transport and Housing on the transport policy initiatives featuring in the Chief Executive's 2015 Policy Address on 16 January 2015.

58. The Panel was consulted on the proposed revision to fees and charges relating to road traffic in February 2015 and the application for toll increase by Tate's Cairn Tunnel Company Limited. The Panel also considered the following funding proposals in respect of –

- (a) proposed creation of one permanent post in the Vehicle Safety and Standards Division and upgrading of the post of Departmental Secretary in the Transport Department;
- (b) proposed extension of a supernumerary post in the Railway Development Office of HyD; and
- (c) replacement of tunnel lighting system in the Kai Tak Tunnel.

Meetings held

59. During the period between October 2014 and end of June 2015, the Panel held a total of 11 meetings. The Panel has scheduled another two meetings for 7 July and 17 July 2015.

Council Business Division 4

Legislative Council Secretariat

24 June 2015

Legislative Council

Panel on Transport

Terms of Reference

1. To monitor and examine Government policies and issues of public concern relating to transport.
2. To provide a forum for the exchange and dissemination of views on the above policy matters.
3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy area prior to their formal introduction to the Council or Finance Committee.
4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.
5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.

Legislative Council

Panel on Transport

Membership list for 2014 - 2015 session

Chairman	Hon Michael TIEN Puk-sun, BBS, JP
Deputy Chairman	Hon TANG Ka-piu, JP
Members	Hon LEE Cheuk-yan Hon James TO Kun-sun Hon CHAN Kam-lam, SBS, JP Hon WONG Kwok-hing, BBS, MH Hon Jeffrey LAM Kin-fung, GBS, JP Hon Ronny TONG Ka-wah, SC Hon CHAN Hak-kan, JP Hon Mrs Regina IP LAU Suk-yea, GBS, JP Hon Paul TSE Wai-chun, JP Hon LEUNG Kwok-hung Hon Albert CHAN Wai-yip Hon Claudia MO Hon Frankie YICK Chi-ming Hon WU Chi-wai, MH Hon Gary FAN Kwok-wai Hon CHAN Han-pan, JP Dr Hon KWOK Ka-ki Dr Hon Elizabeth QUAT, JP Hon POON Siu-ping, BBS, MH Ir Dr Hon LO Wai-kwok, BBS, MH, JP Hon Christopher CHUNG Shu-kun, BBS, MH, JP Hon Tony TSE Wai-chuen, BBS

(Total: 24 members)

Clerk Ms Sophie LAU

Legal Adviser Miss Evelyn LEE

立法會***Legislative Council***

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**Report of the Subcommittee on Matters Relating to Railways
for submission to the Panel on Transport**

Purpose

This report gives an account of the work of the Subcommittee on Matters Relating to Railways ("the Subcommittee") during the 2014-2015 legislative session.

The Subcommittee

2. The Panel on Transport ("the Panel") agreed by circulation in late October 2014 that the Subcommittee should continue its work in the 2014-2015 session to facilitate more focused discussion on matters relating to railways. The terms of reference and membership list of the Subcommittee are at **Appendices I and II** respectively.

3. Under the chairmanship of Hon CHAN Han-pan, the Subcommittee has discharged its functions according to its terms of reference and held five meetings (up to June 2015) with the Administration and the MTR Corporation Limited ("MTRCL").

Major work

4. In the current session, the Subcommittee has followed up on various issues relating to the planning and implementation of new railway projects, as well as the operation of existing railways. The discussions

of the Subcommittee with the Administration and MTRCL are summarized in the ensuing paragraphs.

A. Planning of new railway projects

Public consultation on the review and update of the Railway Development Strategy 2000

5. The Railway Development Strategy 2000 ("RDS-2000") was announced in May 2000, mapping out a plan for the expansion of Hong Kong's railway network up to year 2016. Consequently a number of railway projects have been completed and come into operation or are at different stages of implementation. Members noted that the Administration commissioned a consultant in March 2011 to conduct a study for the review and update of RDS-2000, with a view to updating the long-term railway development blueprint to meet the local transport needs up to year 2031. To recap, the Administration conducted the Stage 1 Public Engagement Exercise from April to July 2012 which featured conceptual schemes of three major regional railway corridors, namely the Hong Kong-Shenzhen Western Express Line, Northern Link and Coastal Railway between Tuen Mun and Tsuen Wan ("the Tuen Mun to Tsuen Wan Link"), for public discussion. Also, the Administration conducted the Stage 2 Public Engagement Exercise from February to May 2013 to collect public opinion on the seven local enhancement schemes for existing railway lines. The seven schemes included the North Island Line, Siu Sai Wan Line, South Island Line (West), Tuen Mun South Extension, Hung Shui Kiu Station, Tung Chung West Extension and Kwu Tung Station.

6. In March 2013, the Administration advised the Subcommittee that upon completion of the said Public Engagement Exercises, the consultant would collate the views of public, and the entire study would be completed in 2013. The Administration would then consider the consultant's final recommendations and explore the way forward for different railway projects.

Railway Development Strategy 2014

7. In October 2014, the Subcommittee was briefed by the

Administration on the Railway Development Strategy 2014 ("RDS-2014"), which was based on the findings and final recommendations of the abovementioned review and update of RDS-2000 consultancy study. RDS-2014 recommended that seven railway projects be completed in the planning horizon up to 2031 having regard to transport demand, cost-effectiveness and the development needs of New Development Areas and other new developments. The seven planned projects were Northern Link and Kwu Tung Station (combined as one); Tuen Mun South Extension; East Kowloon Line; Tung Chung West Extension; Hung Shui Kiu Station; South Island Line (West); and North Island Line. The proposed indicative implementation window for planning purpose and the preliminary cost estimates for the individual railway projects were set out in the table at **Appendix III**.

8. The Subcommittee members generally supported the development of the proposed East Kowloon Line because it would be able to alleviate the traffic congestion problem in East Kowloon and serve the major development projects planned in the vicinity of the East Kowloon area, like the one at Anderson Road Quarry. Nevertheless, some members were worried that after commissioning of the East Kowloon Line, the additional patronage would add pressure on Diamond Hill Station, the interchange station for the Shatin to Central Link ("SCL") and the Kwun Tong Line. Besides, they suggested adding a station between the proposed Po Tat Station of the East Kowloon Line and Po Lam Station of the Tseung Kwan O Line to benefit more Tseung Kwan O residents whose homes were not covered by rail network.

9. The Subcommittee supported the development of the North Island Line, which would be an extension of the Tung Chung Line and the Tseung Kwan O Line along the northern shore of the Hong Kong Island, and would not lead to significant disruption to the operation of the existing Island Line and affect the travel habits of the commuters. Given that the construction of the North Island Line was proposed to take place in 2021 for completion in 2026, some members suggested expediting the implementation of this railway project in order to relieve the crowdedness of the existing Island Line.

10. The Subcommittee noted that, like the North Island Line, the South Island Line (West) was proposed to take place in 2021 for

completion in 2026. Some members suggested expediting the implementation of this railway project or implementing it by phases to cover Aberdeen and Tin Wan first, so that residents of these areas could enjoy the benefits brought by railway service as early as possible. Notwithstanding this, some of the members expressed worry that the additional patronage to be brought by the proposed South Island Line (West) might create a bottleneck problem for HKU Station, the interchange station planned for the South Island Line (West) and West Island Line ("WIL"). In addition, they opined that the Administration should handle the objections from residents in the vicinity of Cyberport carefully.

11. Some of the Subcommittee members expressed regret that the Tuen Mun to Tsuen Wan Link was excluded in RDS-2014. They urged the Administration to reconsider the development of this railway project in future as railway development should not be demand-driven, but be forward-looking enough to drive new town development near the stations. The Administration explained that economic benefits of the proposed railway project had yet to be proven. Taking account of the future new development plans for North West New Territories and North New Territories, the Administration would examine the feasibility and the desirability of new transport infrastructures for meeting the additional transport demand. Apart from the Tuen Mun to Tsuen Wan Link, some Subcommittee members also expressed concern that the Siu Sai Wan Line was not included in RDS-2014. They suggested that the Administration should implement measures, such as constructing a light rail transit between Siu Sai Wan and Heng Fa Chuen to enhance the connectivity of these districts, and revisit the implementation of the Siu Sai Wan Line in future.

12. Some members opined that the railway projects set out in RDS-2014 would not only increase rail shares, but also adversely affect the sustainability of other transport modes, such as buses, mini-buses and taxis. They therefore urged the Administration to ensure that the public could enjoy efficient services with reasonable choices whereas the public transport operators could run a sustainable and profitable business. Also, some members suggested enhancing MTRCL's governance and reviewing the MTR Fare Adjustment Mechanism in view of the growing rail share.

B. Implementation of new railway projects

13. The Subcommittee has been monitoring closely the implementation of the five railway projects under construction, namely the Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"), SCL, WIL, South Island Line (East) ("SIL(E)") and Kwun Tong Line Extension ("KTE"). HKS of XRL and SCL are implemented under the concession approach¹ whereas WIL, SIL(E) and KTE are implemented under the ownership approach². The key information of the five railway projects is attached at **Appendix IV**.

Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

14. Subsequent to the announcement of MTRCL and the Administration in mid-April 2014 that it would be impossible to complete the construction of HKS of XRL by the original target of August 2015, the Subcommittee expressed grave concern over the delay of the works progress and the financial implications. The Subcommittee continued to monitor the progress of the implementation of HKS of XRL and urged the Administration and MTRCL to implement measures to mitigate the delay of the construction of HKS of XRL. Having noted the need to remove a significant quantity of rock, the complexity of the steel structure and low production rate for the steelworks of the West Kowloon Terminus ("WKT") (Contract 810A) and the labour shortage problem as presented by MTRCL, members in general were worried that the project might be further delayed. They expressed doubts on whether the revised commissioning target of 2017 was achievable or not.

15. The Subcommittee was informed by the Administration in November 2014 that MTRCL's estimated cost to complete for HKS of XRL would be \$71.52 billion, which was about \$6.5 billion more than the entrustment cost of \$65 billion, and also exceeded the approved project estimate of \$66.8 billion. The Highways Department ("HyD"), with the assistance of its monitoring and verification consultant ("M&V

¹ Under the concession approach, the Administration is responsible for the construction costs of the railway project whilst MTRCL is entrusted with the planning and design of the project. Upon completion of the construction, MTRCL will be granted a service concession for the operation of the railway line while the Administration will receive a service concession payment annually.

² Under the ownership approach, MTRCL is responsible for the financing, design, construction, operation and maintenance of the railway project, and will own the railway.

consultant"), had completed the assessment of MTRCL's cost to complete. However, HyD and its M&V consultant identified certain items which had not been included in the cost to complete or which would need to be reviewed to ensure adequate coverage in the risk allowances. MTRCL was asked to review again the cost to complete, which was expected to be completed in the second quarter of 2015. Members were worried that the amount of cost overrun would be further increased in future.

16. The Subcommittee also expressed much concern about the implementation of the arrangements for co-location of boundary control facilities ("the co-location arrangements") at WKT because it was very important to the realization of the intended purpose of HKS of XRL to be a timesaving express railway. Some members therefore urged the Administration to resolve the relevant legal and constitutional issues as quickly as possible. The Administration explained that they were actively studying the implementation of the co-location arrangements and discussing the issues with the Mainland counterparts, and aimed to implement the co-location arrangements at WKT upon the commissioning of HKS of XRL at the end of 2017.

Shatin to Central Link

17. The Subcommittee was briefed that there was a cumulative delay of at least 11 months for the Tai Wai to Hung Hom Section arising from archaeological discovery in To Kwa Wan and this Section was estimated to be commissioned in 2019. Members also noted that for the Hung Hom to Admiralty Section, the commissioning date would be deferred to 2021 to allow flexibility for the topside development of the convention centre at the Exhibition Station, and to cater for the reclamation works under Wan Chai Development Phase II and the construction of the Central-Wan Chai Bypass tunnel thereof. Members expressed worry that archaeological discovery at To Kwa Wan Station, discovery of a large metal object on the seabed in the vicinity of the old Wan Chai Ferry Pier and manpower shortage problem would further delay the construction progress of SCL. They therefore urged the Administration to speed up the project and suggested arranging the commissioning of SCL by phases.

18. Members expressed serious concern about the possible cost overrun of SCL project. The Subcommittee was thus briefed by

MTRCL on the financial situation of the construction of SCL. MTRCL advised that there would be an additional cost of at least \$4.1 billion for the Tai Wai to Hung Hom Section of SCL. The Subcommittee enquired whether the Administration or MTRCL should be responsible for the additional cost arising from SCL archaeological work and whether the Administration planned to seek approval from the Legislative Council ("LegCo") for additional funding for the project. The Administration explained that they were responsible for financing the construction of SCL and the archaeological work, including those costs incurred by project delay. Besides, given that the current contingency of SCL would not be sufficient to meet the additional expenditure arising from the archaeological and conservation works, the Transport and Housing Bureau would seek additional funding from LegCo together with the Development Bureau in due course.

West Island Line

19. The Subcommittee noted that WIL, together with HKU Station and Kennedy Town Station, was commissioned on 28 December 2014 whilst Sai Ying Pun Station (except Ki Ling Lane Entrance) was completed and opened on 29 March 2015. The Subcommittee was advised that owing to the impact of earlier construction works, the ground freezing works for the passenger adit between Ki Ling Lane entrance and First Street/Second Street entrance were still ongoing. The Subcommittee noted that the Ki Ling Lane entrance could be opened to the public in the fourth quarter of 2015. Members also noted that the latest capital cost of WIL was \$18.5 billion, which was higher than the originally estimated capital cost of \$15.4 billion.

20. Some members expressed concern about passenger safety in emergency cases at the lift-only entrances at WIL Stations, including fire evacuation procedures for handling more than 200 passengers at the refuge lift lobbies. MTRCL advised that extra fire and smoke protection devices such as refuge lift lobbies and fire curtains were designed to enhance passenger safety in emergency cases at HKU Station. In addition, some Subcommittee members expressed concern about water seepage problems at some locations of the three stations of WIL. MTRCL explained that the water seepage was mainly caused by underground water penetrating through construction joints of concrete

lining and that the Corporation had immediately carried out remedial measures by sealing up the linings in HKU Station.

South Island Line (East)

21. The Subcommittee noted that based on the current assessment, there were still risks to achieve the target commissioning of SIL(E) at the end of 2016. The Administration advised that MTRCL would need to expedite the remaining construction works of SIL(E) to achieve the target commissioning date. MTRCL also briefed members that the estimated cost of SIL(E) had increased from \$12.4 billion to \$15.2 billion. According to MTRCL, the capital cost of SIL(E) was likely to rise given the complexities of the construction works and the various difficulties and challenges encountered.

22. The Subcommittee expressed grave concern about the delay in the underpinning works beneath the Island Line tunnel at Admiralty Station, which was the major reason hampering the overall progress of the construction of SIL(E). MTRCL explained that despite the challenges encountered, they would strive their best to expedite the works progress of SIL(E), say working on a seven-day-a-week, 24-hour basis and deploying additional manpower and machinery.

Kwun Tong Line Extension

23. The Subcommittee received briefings by MTRCL on the progress of the construction of KTE. Members noted that as the excavation works for the platform tunnel connecting the East and West concourses of the Whampoa Station were still ongoing and in view of the uncertainties arising from the complex geological conditions, there were risks to achieve the target of commissioning in mid-2016. Noting the persistent delay of the excavation works at Whampoa Station of KTE, the Subcommittee suggested that MTRCL should report both the planned and actual progress of the works of KTE project to members for better monitoring.

24. Some Subcommittee members also expressed concern about the impact of the construction works of KTE on the public, in particular the residents in the vicinity of Whampoa Station. They were worried that

the temporary closure on section of Shung King Street traffic lane in mid-2015 for a few months would adversely affect the traffic condition nearby. MTRCL advised that the pedestrian walkway would remain open and emergency vehicular access would be maintained for emergency purposes. The Corporation was working closely with relevant government departments, local community and public transport operators to implement the temporary traffic management scheme with a view to minimizing the impact on nearby traffic and residents.

Reporting of the Administration

25. To enhance the reporting to LegCo on the progress update and financial situation of the construction of the aforesaid railway projects, the Administration has, starting from the current session, undertaken to submit quarterly reports to the Subcommittee instead of at six-month intervals.

C. Operation of existing railways

26. The Subcommittee continued to follow up with the Administration and MTRCL on issues relevant to operation of railways.

Railway safety

27. In February 2014, the Subcommittee was briefed that the East Rail Line incidents on 9 February and 18 February 2014 as well as the Light Rail incident on 22 January 2014 had been caused by faulty overhead line insulators. Subsequent to the incidents, MTRCL engaged an independent overhead line expert from overseas to conduct a comprehensive review of MTR overhead line system, covering key aspects like technical specifications, procurement, quality control, installation and repairs/maintenance.

28. In March 2015, the Administration and MTRCL completed the abovesaid review and advised the Subcommittee that Lloyd's Register Rail, the independent overseas expert appointed by MTRCL, considered the Corporation's practices in respect of the standard and design, installation and replacement mechanism of insulators appropriate. Notwithstanding this, MTRCL's independent expert suggested improving

the Corporation's procurement and quality control, and recommended improvement measures. Also, members noted that KEMA Nederland B.V., an independent expert appointed by the Electrical and Mechanical Services Department ("EMSD"), looked into MTRCL's independent expert's review and considered that the outcome of the review and various recommended improvement measures were in order. EMSD also considered that recommended improvement measures made by MTRCL's independent expert and EMSD's independent expert were in order. MTRCL had accepted all recommended improvement measures made by its independent expert, EMSD's independent expert and EMSD and improvement measures were being implemented.

29. Some Subcommittee members expressed worry that the underlying reasons for the incidents might be lack of experience or technical guidelines in the procurement and quality control of MTRCL. MTRCL explained that it had established a set of strict rules and regulations for its procurement and quality control. Given the large number of various types of components, MTRCL had been adopting a risk-based procurement management approach. Before the incidents, the product quality history of the concerned supplier was taken into account for the procurement of higher value or more important components. However, the same approach would be applied to the procurement of some components such as insulators, which were not expensive but had greater impact on railway service.

30. Besides, some members expressed dissatisfaction that the senior management of MTRCL was not held accountable for railway service disruptions and the current fine penalty system for serious service disruptions was considered inadequate to compensate the affected passengers for their loss in journey time as well as monetary losses. The Administration advised that the Board of MTRCL agreed to take into account the railway service performance when reviewing the remuneration packages of the senior management of MTRCL. Furthermore, the Administration would pass on the Subcommittee's suggestion on introducing more compensation mechanisms to the Board of MTRCL for consideration.

Other issues

Stray dog incident on the East Rail Line on 20 August 2014

31. The Subcommittee expressed concern about an incident occurring on the East Rail Line on 20 August 2014 in which a dog was found dead on the tracks. MTRCL was invited to brief members on the incident at the Subcommittee's meeting on 6 March 2015. Members noted from MTRCL's report an account of the incident and MTRCL's proposed improvement measures in consultation with the Agriculture, Fisheries and Conservation Department and animal welfare organizations. The three improvement measures included strengthening the boundary fencing along the railway line to prevent intrusion into the track area by dogs; enhancing training for front-line staff in handling intrusion by stray dogs into the track area; and adopting a more prudent approach when a dog was reported or confirmed to be found in the track area.

32. Some members expressed that many members of the public, in particular animal lovers, were unhappy about the incident. Some members also suggested improvement measures to avoid recurrence of similar incidents which might lead to disruption of railway service, say conducting more frequent inspections of the boundary fencing to prevent intrusion into track areas by dogs; developing an app that could allow the public to report to MTRCL gaps identified at the boundary fencing along railway lines; and installing sensors to detect dogs or other animals entering the track areas.

Proposed creation of two directorate posts in the Railways Branch of the Electrical and Mechanical Services Department to enhance monitoring of railway safety

33. The Administration consulted the Subcommittee on the proposal to create two permanent Chief Engineer (Chief Electrical and Mechanical Engineer/Chief Electronics Engineer) (D1) posts in the Railways Branch of EMSD to enhance safety inspection and monitoring of existing railway service and new railway projects. Whilst members in general expressed support for the proposal, some members requested the Administration to further explain about the differences between having and not having the said posts for the Railways Branch to regulate and oversee the safe

operation of the MTR system.

34. The Administration advised the Subcommittee that the current workload of the Railways Branch was heavy. There were only 16 staff in the Branch while the total route length of the railway network exceeded 200 kilometres. Under existing manpower, the Railways Branch had to carefully prioritize the tasks when discharging duties. With the creation of two directorate posts and nine non-directorate posts, safety inspection and monitoring of existing railway service and new railway projects would be enhanced. For instance, the safety inspection of the asset management work for railway system could be carried out more frequently and comprehensively.

Recommendation

35. The Panel is invited to note the work of the Subcommittee.

Council Business Division 4
Legislative Council Secretariat
19 June 2015

Panel on Transport

Subcommittee on matters relating to railways

Terms of Reference

To follow up various issues relating to the planning and implementation of new railway projects, and the operation of existing railways as follows:

Planning and implementation of new railway projects

- (a) planning and financing of new railway projects;
- (b) environmental impact assessment of new railway projects;
- (c) resumption of land arising from the implementation of new railway projects under the Railways Ordinance (Cap. 519);
- (d) progress update on the implementation of new railway projects;
- (e) provision of supporting public infrastructure for new railway projects; and
- (f) co-ordination of public transport services arising from the commissioning of new railway lines.

Railway operation

- (a) performance of existing railway lines including train service performance and safety management;
- (b) maintenance programme; and
- (c) train service disruptions and breakdowns, and arrangements for handling emergency situations.

Matters relating to corporate governance of the post-merger corporation and fares, including review of the fare adjustment mechanism, should be dealt with by the Panel on Transport.

Panel on Transport

Subcommittee on Matters Relating to Railways

Membership list for 2014-2015 session

Chairman	Hon CHAN Han-pan, JP
Deputy Chairman	Hon WONG Kwok-hing, BBS, MH
Members	Hon LEE Cheuk-yan Hon James TO Kun-sun Hon CHAN Kam-lam, SBS, JP Hon Ronny TONG Ka-wah, SC Hon CHAN Hak-kan, JP Hon Mrs Regina IP LAU Suk-ye, GBS, JP Hon Paul TSE Wai-chun, JP Hon LEUNG Kwok-hung Hon Claudia MO Hon Michael TIEN Puk-sun, BBS, JP Hon Frankie YICK Chi-ming Hon WU Chi-wai, MH Hon Gary FAN Kwok-wai Dr Hon Elizabeth QUAT, JP Hon TANG Ka-piu, JP Ir Dr Hon LO Wai-kwok, BBS, MH, JP Hon Christopher CHUNG Shu-kun, BBS, MH, JP Hon Tony TSE Wai-chuen, BBS
	(Total: 20 members)
Clerk	Ms Sophie LAU
Legal Adviser	Miss Evelyn LEE

Appendix III

Proposed indicative implementation programme and the preliminary cost estimates for railway projects under planning

Railway projects under planning	Indicative implementation window for planning purpose	Preliminary cost estimate (\$ billion, in 2013 prices)
(a) Northern Link and Kwu Tung Station	2018 – 2023*	23
(b) Tuen Mun South Extension	2019 – 2022	5.5
(c) East Kowloon Line	2019 – 2025*	27.5
(d) Tung Chung West Extension	2020 – 2024*	6
(e) Hung Shui Kiu Station	2021 – 2024*	3
(f) South Island Line (West)	2021 – 2026*	25
(g) North Island Line	2021 – 2026	20
Total		110

* Implementation of the schemes will be contingent upon the progress of the residential developments in the vicinity.

Key information of the five railway projects under construction

	Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	Shatin to Central Link	West Island Line	South Island Line (East)	Kwun Tong Line Extension
<i>Length of the rail line</i>	26 km	17 km	3 km	7 km	2.6 km
<i>Estimated construction cost</i>	\$66.8 billion	\$79.8 billion	\$15.4 billion	\$12.4 billion	\$5.3 billion
<i>The MTR Corporation Limited's ("MTRCL") latest estimated construction cost</i>	\$71.52 billion (<i>\$4.72 billion increased</i>)	At least \$4.1 billion increased	\$18.5 billion (<i>\$3.1 billion increased</i>)	\$15.2 billion (<i>\$2.8 billion increased</i>)	\$5.3 billion
<i>Funding arrangement</i>	Implemented under the concession approach Construction of the railway works: \$55 billion Construction of the non-railway works: \$11.8 billion Special ex-gratia payments in relation to the project: \$86 million	Implemented under the concession approach Protection works: \$695 million Advance works: \$7.7 billion Construction of the railway works – main works: \$65.4 billion Construction of the non-railway works – main works: \$5.98 billion	Implemented under the ownership approach Funded by a capital grant of \$12.7 billion	Implemented under the ownership approach MTRCL granted the property development right of the ex-Wong Chuk Hang Estate to bridge the funding gap of \$9.9 billion	Implemented under the ownership approach MTRCL granted the property development right of ex-Valley Road Estate Phase 1 site to bridge the funding gap of \$3.3 billion

	Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	Shatin to Central Link	West Island Line	South Island Line (East)	Kwun Tong Line Extension
<i>Works commenced in</i>	2010	2012	2009	2011	2011
<i>Original target commissioning dates</i>	2015	December 2018: Tai Wai to Hung Hom Section December 2020: Hung Hom to Admiralty Section	August 2014	December 2015	August 2015
<i>Target opening</i>	End of 2017	2019: Tai Wai to Hung Hom Section 2021: Hung Hom to Admiralty Section	HKU Station and Kennedy Town Station were opened on 28 December 2014 Sai Ying Pun Station (except Ki Ling Lane Entrance) was opened on 29 March 2015 Ki Ling Lane entrance would be opened to the public in the fourth quarter of 2015	End of 2016	Mid-2016
<i>Journey time</i>	Between Hong Kong and Futian, Shenzhen: 14 minutes Between Hong Kong and Shenzhen North: 23 minutes	Between Wu Kai Sha and Admiralty: 36 minutes Between Tai Wai and Diamond Hill: 6 minutes Between Tai Wai and Kai Tak: 8 minutes	Between Sheung Wan and Kennedy Town: less than 10 minutes	Between Admiralty and South Horizons: 10 minutes	Between Mong Kok and Whampoa: 5 minutes

	Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	Shatin to Central Link	West Island Line	South Island Line (East)	Kwun Tong Line Extension
	Between Hong Kong and Guangzhou South: 48 minutes	Between Hung Hom and Admiralty: 5 minutes Between Tai Wai and Admiralty: 17 minutes Between Lo Wu and Admiralty: 50 minutes			

Updated as at May 2015