

Letterhead of TRANSPORT BUREAU GOVERNMENT SECRETARIAT

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8 February, 1999

Mrs. Vivian Kam
Clerk to LegCo Panel on Transport
Legislative Council Secretariat
3/F, Citibank Tower
Hong Kong

Dear Mrs. Kam,

LegCo Panel on Transport

**Supplementary Information on
the Second Railway Development Study**

At the last LegCo Panel on Transport meeting on 22 January 1999, members requested our Bureau to provide statistics to substantiate the findings of the Second Railway Development Study (RDS-2) consultants that a second rail link from Shatin to Kowloon is unlikely to be required before 2011. I would like to provide the following supplementary information for members' information.

According to a recent survey conducted by the Kowloon-Canton Railway Corporation (KCRC) in October 1998, there were about 46,000 to 50,000 passengers travelled southbound through the East Rail Tai Wai to Kowloon Tong corridor per hour during the morning peak hours. The current passenger volume is within the existing capacity of the KCRC East Rail of 70,000 passengers per hour per direction (pphpd).

The RDS-2 consultants, based on the planned population growth and development in the North East New Territories and Ma On Shan, estimate that the peak hour passenger volume along the Tai Wai to Kowloon Tong corridor will increase to around 70,000 pphpd in 2006 and to 80,000 pphpd in 2011.

With the signalling improvement and upgrading of rolling stock currently being implemented for East Rail, the capacity of the East Rail will be increased to about 90,000 pphpd before 2006. These figures are summarized in the table below:

Year	East Rail Capacity (pphpd)	Actual/Forecast Passenger Volume* (pphpd)
1998	70,000	50,000
2006	90,000	70,000
2011	90,000	80,000

*Forecast Passenger Volume is based on a high growth development scenario under the Territorial Development Strategy Review (with a total territorial population of 8.9 millions in 2016)

Based on the above estimates, the RDS-2 consultants are of the view that a second rail link from Shatin to Kowloon is unlikely to be required before 2011. However, these are only the interim findings of the RDS-2. In the next stage of the study, the consultants will consider in greater details the need and timing for the second rail link from Shatin to Kowloon in the context of the overall railway network expansion plan.

Yours sincerely,

(Mrs Agnes Allcock)
for Secretary for Transport