



Transport

Research Office
Legislative Council Secretariat

Statistical Highlights

ISSH07/17-18

MTR train service performance

Figure 1 – Usage of public transport in Hong Kong

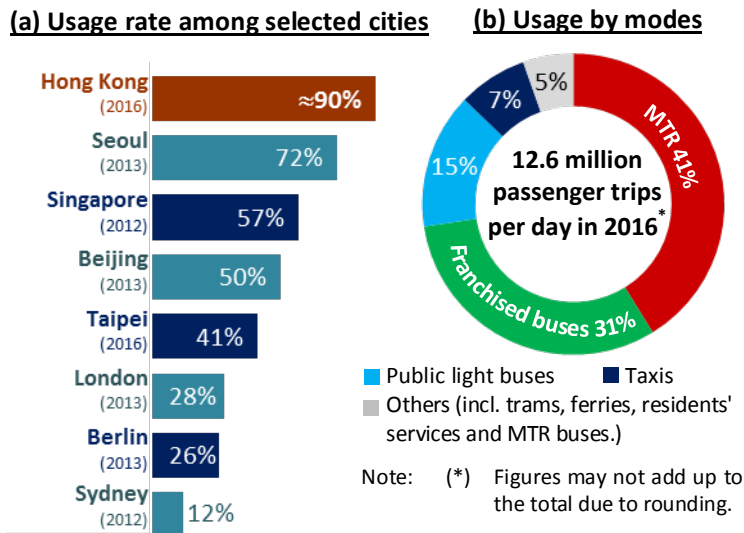


Figure 2 – Number of average daily public transport passenger trips by selected modes, 2007-2016

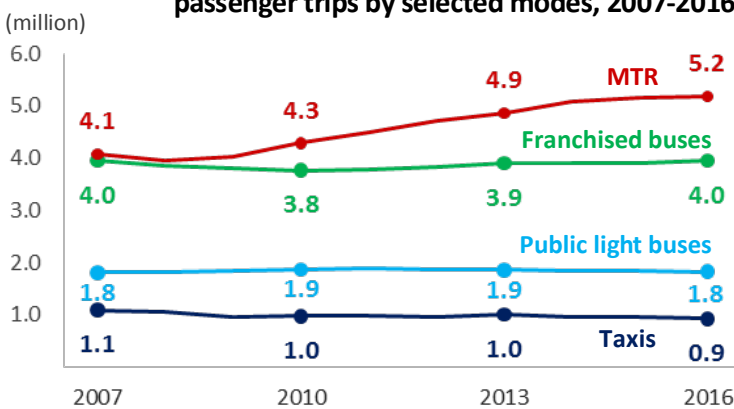
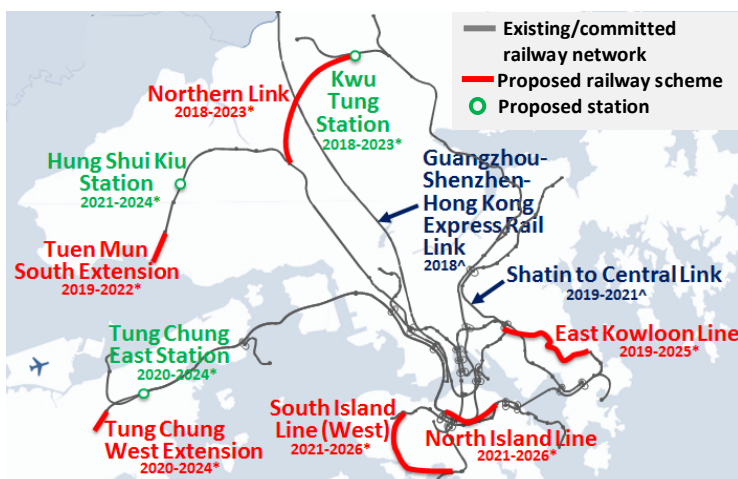


Figure 3 – Proposed railway network in 2031



Notes: (*) The indicative implementation schedules for the proposed railway schemes and stations.
(^) The expected completion dates for the committed railway networks.

Highlights

- Public transport is the most dominant mode of commuting in Hong Kong, and its usage rate has been among the highest for major cities in the world (Figure 1a). In 2016, the total number of daily public transport passenger trips in Hong Kong exceeded 12 million. MTR was the most heavily used mode of public transport, carrying over five million passengers and accounting for 41% of all trips made on public transport each day (Figure 1b).
- Being the busiest public transport mode, MTR has experienced a steady increase in its daily patronage over the past decade (Figure 2). This contrasted with the stagnant or negative growth in the daily patronage of other commonly used public transport modes in Hong Kong.
- Against the above, MTR has been the backbone of public transport system in Hong Kong, comprising 11 heavy rail lines and 12 Light Rail routes. Looking ahead, upon the completion of the two new railway projects currently under construction (i.e. the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) and the Shatin to Central Link), in tandem with the implementation of railway proposals recommended in the Railway Development Strategy 2014, about 75% of the population in Hong Kong will be brought into MTR's catchment areas by 2031 (Figure 3).
- As MTR expands, there are concerns over how its operator, the MTR Corporation Limited ("MTRCL"), maintains the network service quality particularly in view of the recent frequent service breakdowns and crowdedness of train compartments during peak period.

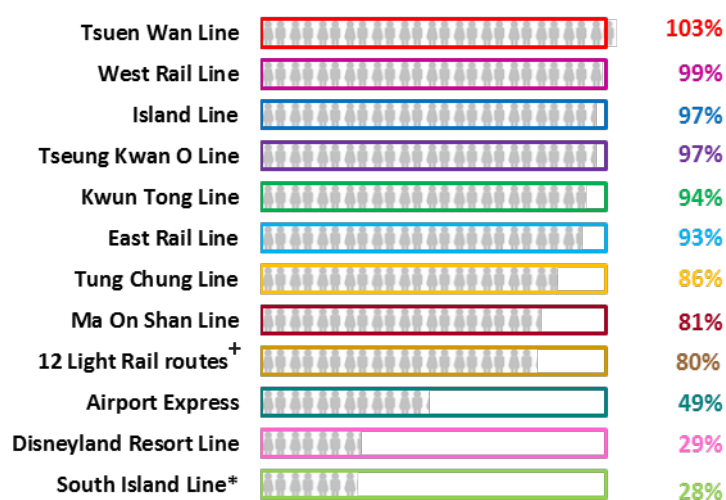
MTR train service performance (cont'd)

Figure 4 – Number of disruptions occurred in MTR, Highlights 2008-2016

Delays	2008	2009	2010	2011	2012	2013	2014	2015	2016
8-30 min*	222 (93%)	227 (92%)	263 (95%)	286 (95%)	240 (94%)	238 (94%)	253 (93%)	215 (93%)	204 (92%)
>30 min*	18 (8%)	19 (8%)	15 (5%)	14 (5%)	14 (6%)	16 (6%)	20 (7%)	17 (7%)	18 (8%)
Total (≥8 min)	240	246	278	300	254	254	273	232	222

Note: (*) Figures in brackets denote the percentage shares in the total number of incidents with delays ≥ 8 minutes.

Figure 5 – Loading of critical links of heavy rail lines[^] and the busiest sections of Light Rail routes⁺ during morning peak hours, 2016



Notes: (^) Loading per hour per direction under the passenger density standard of 4 persons standing per sq m ("ppsm").

(+) Average loading per direction in the busiest hour under the passenger density standard of about 6-7 ppsm.

(*) The South Island Line was commissioned on 28 December 2016.

Figure 6 – Expected completion time of new signalling systems, 2018-2026



As shown in **Figure 4**, the total number of MTR service delays has generally been on a declining trend since peaking at 300 in 2011. The improvement was largely attributable to the decrease in the number of delays of 8-30 minutes over the period. Serious service disruptions with delays of more than 30 minutes, as a proportion of the total number of delays, increased from 5% (or 14 incidents) in 2011 to 8% (or 18 incidents) in 2016.

Crowdedness of train compartments during peak periods is another concern for the quality of MTR services. As shown in **Figure 5**, the loading during morning peak hours for most of the heavy rail lines and Light Rail routes was rather high in 2016, ranging from 80% to 103%. Among those, the loading of Tsuen Wan Line exceeded 100% at 103%.

MTRCL has adopted a number of relief measures, which include replacing the signalling systems of eight heavy rail lines to increase their respective carrying capacity. According to MTRCL, most of the signalling replacement works can only be carried out during non-operating hours every day, and the whole project will be completed in phases starting from 2018 (**Figure 6**). The last signalling replacement works are expected to be completed by 2026.

Data sources: Latest figures from the Transport Department, the Transport and Housing Bureau, LTA Academy and 中華民國交通部.

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