

Legislative Council Panel on Transport
Subcommittee on matters relating to railways

Scheme Design of Shatin to Central Link
Supplementary Information

In response to Members' request on 16 February 2004 for further information on the estimated patronage of the Shatin to Central Link, the Corporation provides the following supplementary information.

Additional patronage generated by the Preferred Scheme

The Corporation estimates that under the Preferred Scheme, there will be an additional 62,000 passengers travelling on the KCR network per day in year 2016 in comparison with the Original Proposal. Details are as follows:

<u>Cross Harbour Passengers</u>	<u>Difference</u>	<u>Reasons</u>
East Rail (ER)	+103,000	East Rail passengers will increase as a result of the provision of a direct cross-harbour link.
Ma On Shan Rail (MOSR)	-15,000	Ma On Shan Rail passengers travelling to Hong Kong Island will need to interchange. It is therefore estimated that the passengers on Ma On Shan Rail will decrease.
East Kowloon Line	-61,000	East Kowloon Line passengers travelling to Hong Kong Island will also need to interchange, thus reducing its patronage.
<u>East-West Travelling Passengers</u>		
West Rail (WR), Ma On Shan Rail and East Kowloon Line	+35,000	Passengers will increase as Ma On Shan Rail will connect with West Rail in future and passengers travelling between New Territories East and New Territories West will not need to interchange at Hung Hom Station.
	Total : <u>+62,000</u>	

Reduction of interchange passengers at Hung Hom Station

The Corporation estimates that under the Preferred Scheme, the number of passengers who need to interchange at Hung Hom Station will be reduced from 636,000 to 337,000 per day in year 2016, representing a reduction of about 300,000 passengers in comparison with the Original Proposal. Details are as follows:

<u>Interchange</u>	<u>Increase/Decrease (No. of passengers per day)</u>			<u>Reasons</u>
	Original Proposal	Preferred Proposal	Difference	
MOSR/SCL ↔WR	260,000	124,000	-136,000	124,000 passengers will need to interchange between WR and SCL, while 136,000 passengers travelling between MOSR and WR are not required to interchange due to a direct link between MOSR and WR.
ER↔WR	251,000	109,000	-142,000	Some ER passengers who need to change to WR will use MOSR instead, thus reducing the number of interchanging passengers. For example, passengers will take MOSR to travel from Shatin to Tsim Sha Tsui and West Kowloon.
MOSR/SCL ↔ER	125,000	104,000	-21,000	111,000 ER cross-harbour passengers who need to change to MOSR/SCL will not be required to interchange. Some 90,000 passengers, who could use the direct cross-harbour service on MOSR/SCL according to the Original Proposal, will need to interchange. As a result, there will still be a net decrease of interchange passengers.
Total:	636,000	337,000	-299,000	