

**Legislative Council
Panel on Transport**

Progress report on noise monitoring of Ma On Shan Rail

PURPOSE

The LegCo Panel on Transport in its meeting on 17 December 2004 requested Kowloon-Canton Railway Corporation to submit a progress report on the noise issue related to Ma On Shan Rail (MOS Rail) one month after its commissioning. This paper aims to report on the progress of noise monitoring for MOS Rail.

2. MOS Rail was commissioned on 21 December 2004 to provide residents with effective railway service. Passengers can travel between stations along MOS Rail and interchange with East Rail.

STATUTORY REQUIREMENTS

3. Noise from trains is controlled by parameters published in the Technical Memorandum (TM) of the Noise Control Ordinance (NCO). The TM prescribes the Acceptable Noise Levels (ANL's) associated with different times of the day and the Area Sensitivity Rating of the location. For areas along the MOS Rail, the ANL's during the period from 11 pm to 7 am on the following day are either 55 dB(A) or 60 dB(A), averaging over intervals of 30 minutes.

4. Moreover, under the Environmental Permit granted by the Environmental Protection Department (EPD) for the works of MOS Rail, the Corporation is required to conduct operational train noise monitoring for identified Noise Sensitive Receivers (NSR) for a year to ensure that the noise levels of MOS Rail fall within the criteria.

NOISE MITIGATION MEASURES

5. To ensure that the noise levels of MOS Rail comply with the NCO requirements, the Corporation has adopted a host of noise mitigation measures at both the train cars and the tracks to minimize the noise at source. These include: putting noise absorbing lining under the car, beneath the walkways along the tracks and on the inside of the parapets; adding “skirts” to train vehicles; and installing floating slab track and rubber bearings. For sections of MOS Rail which lie closely to residential blocks, additional measures were implemented which included adding noise absorbers, extending the walkways and the parapets. The train noise monitoring conducted by the Corporation and EPD before the commissioning of MOS Rail indicated that the noise levels of MOS Rail were within the statutory limit.

NOISE MONITORING

6. In accordance with the requirements of the Environmental Permit, the Corporation has conducted noise monitoring five times since the commissioning of MOS Rail for the NSRs. Results indicated that the noise levels were still within the statutory limit of 55dB(A) after the commencement of MOS Rail service.

7. In response to the concerns raised by some residents of Iris Garden, the Corporation has also conducted monitoring of noise level since the commissioning of MOS Rail. The level registered by the Corporation was 56dB(A), which is well within the statutory requirements of 60dB(A).

TRAIN LIGHT

8. The Corporation has noted that in a few very specific locations where the statutory noise limits are complied with, light coming from the trains would cause disturbance to some residential units because of their close proximity to the railway. The Corporation will install additional 2-metre high visual barriers at the following locations to improve the

situation:

- (a) The parapet of the southbound viaduct over Sha Tin Wai Road for a distance of about 100 metres, and
- (b) The parapet of the southbound viaduct over Sha Tin Road for a distance of about 90 metres.

9. The works will commence in March/April 2005 and will be carried out during non-traffic hours to avoid any impact on the railway service. Lifting methods from road level with temporary traffic management schemes will be adopted. It is expected to take six weeks to complete the works.

CONCLUSION

10. The Corporation will continue to ensure MOS Rail's continuous compliance with the statutory limit. EPD will also closely monitor the MOS Rail about this.

Kowloon-Canton Railway Corporation
February 2005