

**LegCo Panel on Transport  
Subcommittee on Matters Relating to Railway**

**Progress Update on Ma On Shan Rail**

The purpose of this paper is to update members on the progress of Ma On Shan to Tai Wai Rail Link (MOS Rail).

**Railway works**

2. MOS Rail is an 11.4-km rail connecting Wu Kai Sha at Ma On Shan with KCR East Rail at Tai Wai Station. Upon its commissioning, passengers on MOS Rail can interchange with the KCR East Rail at Tai Wai Station.

3. The physical construction of all structures and facilities essential to railway operation has been completed. Some minor external road works are still in progress and would be completed by early December.

4. All railway systems including signalling, traction power supply, tracks and communications have been tested and commissioned satisfactorily. Enhancements based on experience learnt from the West Rail have all been incorporated, resulting in obvious benefits to the reliability and stability of the MOS Rail trial operation. All electric trains of MOS Rail have passed the 1000 Km fault-free test runs successfully.

5. All statutory inspections of railway facilities including those by Fire Services Department, Buildings Department, Water Services Department, Drainage Services Department and Environmental Protection Department are mostly completed. The Hong Kong Railway Inspectorate (HKRI) will carry out final inspections in late November to confirm that the MOS Rail is in a safe and sound condition.

**Public Transport Interchanges**

6. The Public Transport Interchange (PTI) at Wu Kai Sha is over 90% complete. Trial run for the PTI with franchised buses and Green Mini Buses has been conducted and inspections by Government will commence shortly. It is expected that the PTI will commission at the same time as MOS Rail opening.

7. The PTI at Tai Wai is about 85% complete. Installation of electrical and mechanical systems and construction of underground drainpipes are in progress. Before this new PTI is completed in March 2005, the existing PTI will continue its service. The current taxi drop-off bay inside the bus terminus area will be revamped to be a taxi pick-up and drop-off point to serve additional passenger demands. An assessment has been conducted by the Kowloon-Canton Railway Corporation (KCRC) and confirmed that with the continued service of the existing PTI, the late opening of the new PTI will have insignificant traffic impacts.

### **Pedestrian Directional Signs**

8. Directional signs will be provided at areas within 500 metres away from a station to direct passengers from nearby amenities to the station. The design of all these signs will be in compliance with the Transport Planning Design Manual. Installation is in progress and will be completed before commissioning of MOS Rail in December.

### **Landscaping works**

9. As part of the landscaping plan, more than 5,500 trees will be planted along MOS Rail. These trees will mostly be planted along the railway under the viaduct. Some will be planted along adjacent roads or around the stations. More than 90% of the planting work has now been completed.

10. To echo with the Azalea Festival of Ma On Shan, the Corporation has also committed to planting more than 30,000 Azalea along MOS Rail from Heng On Station to Villa Athena.

### **Environmental Issues and monitoring**

11. KCRC's Environmental Monitoring and Audit programmes during construction phase are on going. The impact arising from the construction works is minimal as construction works are substantially completed.

12. All installation works of noise reduction measures along the alignment have been completed, including multi-plenum noise containment system at rail track level coupled with noise barriers or noise

enclosures at critical locations. 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 of 11.00 pm to 07.00 am are 55 dB(A) to 60 dB(A), averaging over intervals of 30 minutes. Results of joint measurements of noise level with the Environmental Protection Department have confirmed that the train noise levels upon commissioning of the railway will be in compliance with the Noise Control Ordinance.

### **Operational Readiness**

13. Trial Operation commenced on 28 September. The average punctuality and service delivery of trains has maintained at levels between 99% and 100%. Based on the good progress achieved so far, the Trial Operation stage is expected to be completed on 25 November. For the seven days commencing 19 November 2004, trains will be running the full service timetable, starting from 0530 in the morning and closing at around 0130 after midnight. Trial operation will also be carried out in the evening of 20 November 2004 to test the reliability of the systems for overnight services on special festivals<sup>1</sup>.

14. Various drills and exercises are being conducted, some jointly with various Government Departments, to build up the capability of staff in the handling of incidents and emergencies.

### **Conclusion**

15. Based on the project progress and operational readiness as reported above, the Corporation is of the view that MOS Rail can commence passenger operation by end this year.

Kowloon-Canton Railway Corporation  
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<sup>1</sup> KCRC's railway services will provide overnight services on special festivals including Christmas Eve, New Year Eve and Chinese New Year Eve. Before the commissioning of MOS Rail, there is a need to test the reliability of its overnight services.