

**Legislative Council Panel on Transport  
Subcommittee on Matters Relating to Railways**

**Operating Arrangements for the Tuen Ma Line**

(Translation)

**Introduction**

The Tuen Ma Line (“TML”) under the Shatin to Central Link (“SCL”) project will be commissioned on 27 June 2021. This paper informs Members of the operating arrangements for the TML.

**Background**

2. The SCL project consists of two Sections:
  - (a) the Tai Wai to Hung Hom Section comprising the stations of Tai Wai, Hin Keng, expanded Diamond Hill, Kai Tak, Sung Wong Toi, To Kwa Wan, Ho Man Tin and expanded Hung Hom. This section will join the original Ma On Shan Line and the existing West Rail Line to form the TML, while the TML Phase 1 (“TML1”), comprising the section between Tai Wai and Kai Tak, was commissioned in February 2020; and
  - (b) the Hung Hom to Admiralty Section comprising the stations of expanded Hung Hom, Exhibition Centre and expanded Admiralty – this is an extension of the East Rail Line from Hung Hom across the Victoria Harbour to Wan Chai North and Admiralty.

The alignment of the TML and updated MTRCL route map are at **Annex 1**.

3. The SCL is funded and owned by the Government under the concession approach. In preparation for the commissioning of the TML, the Government, the Kowloon-Canton Railway Corporation (“KCRC”) and the MTR Corporation Limited (“MTRCL”) make an arrangement similar to that of the commissioning of the TML1 in February 2020. Prior to the

commissioning of the TML, the Government will vest the TML in KCRC which is wholly owned by the Government and then KCRC will grant the right to operate the TML to MTRCL under the service concession approach. Also, the Government will sign an amendment to the Operating Agreement (“AOA”) with MTRCL which set out the management, operation and maintenance requirements for the TML. The Government, KCRC and MTRCL will soon finalise and sign, to the extent any of them is a party, the Vesting Deed, the Deed of Assignment, the Supplemental Service Concession Agreement (“SSCA”) and the AOA. Details of the above documents are at **Annex 2**.

### **Pre-commissioning Preparations**

4. The TML is approximately 56km long, connecting Wu Kai Sha Station and Tuen Mun Station (27 stations in total, with end-to-end journey time of about 73 minutes), which will be the longest railway line in Hong Kong. MTRCL has conducted trial operation and completed all the major drills and exercises in conjunction with relevant emergency and rescue departments on different scenarios that might occur during the operation of the TML to ensure that the entire railway system is safe and sound. After testing, acceptance and checking over the past months, the Electrical and Mechanical Services Department (“EMSD”) confirmed on 28 May 2021 that the TML was in “safe and sound” condition. On the same date, the Government announced that the TML will be commissioned on 27 June 2021. Two new stations (i.e. Sung Wong Toi Station and To Kwa Wan Station) and two new platforms at the existing Ho Man Tin Station and the Hung Hom Station Extension will be commissioned, linking up the original Ma On Shan Line/TML1 and West Rail Line.

5. As in the practice before the commissioning of other new railway extensions in recent years, MTRCL will arrange the whole fleet of trains to run on the full line according to the daily train schedule during traffic hours in the final stage, so as to provide the public with reliable, stable and smooth riding experience when the TML full line is commissioned. To facilitate such arrangement, the new TML platforms at Hung Hom Station will be opened one week before the full commissioning (i.e. 20 June 2021). From that day onwards, trains of the West Rail Line will use the new platforms of

Hung Hom Station to pick up and drop off passengers, while trains will run on the full TML for final preparation, but no passenger service will be provided between Hung Hom Station and Kai Tak Station. From that day onwards, Hung Hom Station will have new East Rail Line/West Rail Line interchange arrangements and interchange passages. MTRCL will add large signage and deploy additional staff to assist passengers. For details of the new stations of the TML and the interchange arrangements between the East Rail Line and the TML at Hung Hom Station provided by MTRCL, please refer to **Annex 3**.

### **Train Services**

6. Straddling from Wu Kai Sha Station to Tuen Mun Station, the TML has 6 interchange stations, including Tai Wai, Diamond Hill, Ho Man Tin, Hung Hom, Nam Cheong and Mei Foo Stations, connecting the East Rail Line, the West Rail Line, the Kwun Tong Line, the Tung Chung Line and the Tsuen Wan Line. Passengers will have more options to interchange between railway lines in addition to the current major interchange stations such as Kowloon Tong, Prince Edward and Mong Kok. Passengers travelling on the existing TML1 and West Rail Line will be able to travel directly between Tuen Mun and Wu Kai Sha Stations via the TML without interchange. The two new stations, namely Sung Wong Toi Station and To Kwa Wan Station, will allow passengers to access the new catchment areas of Kowloon City and To Kwa Wan.

7. The train frequency of the TML will be about 3 minutes during peak hours, and around 5.5 – 7 minutes during non-peak hours. Upon the commissioning of the TML, it only takes about 15 minutes from New Territories East (such as Tai Wai) to Sung Wong Toi Station and To Kwa Wan Station; and it only takes about 30 minutes from New Territories West (such as Yuen Long) to To Kwa Wan Station and Sung Wong Toi Station. Ho Man Tin Station will also serve as a new interchange station between the TML and the Kwun Tong Line, providing passengers with more convenience. With improved connectivity upon the commissioning of the TML, passengers will benefit from reduced train travelling time (e.g. the journey time between Hung Hom Station and Diamond Hill Station will be reduced from about 20 minutes to 12 minutes). According to the estimates

of MTRCL, upon the full commissioning of the TML, the current peak flow in the morning peak on the East Rail Line will be relieved. The rate is expected to be about 18%<sup>1</sup>.

## **Fares**

8. Fare structure for the new stations along the TML (i.e. Sung Wong Toi Station and To Kwa Wan Station) follows that of the existing domestic services provided by MTRCL, which is determined basically based on distance. MTRCL will also offer various fare concessions and interchange discounts. For details of the TML fares and concessions, please refer to the Legislative Council Panel on Transport paper submitted by MTRCL.

## **Public Transport Service Arrangements**

9. The commissioning of the TML will provide an additional option of railway service for passengers travelling between the New Territories and Kowloon. To tie in with the commissioning of the TML, the Transport Department (“TD”) plans to enhance Kowloon Green Minibus route 25A (Tung Tau Village - Kowloon Tong (Suffolk Road) Public Transport Interchange) to whole-day service from the first day of the commissioning, and adjust its routing to connect Sung Wong Toi Station to facilitate passengers from neighboring areas to interchange with railway services. In addition, there are over 20 franchised bus routes and over 10 green minibus routes plying via Prince Edward Road/Ma Tau Wai Road where passengers of those routes may interchange with the TML at Sung Wong Toi/To Kwa Wan Stations.

10. After the commissioning of the TML, TD will closely monitor the operation of existing public transport services along the TML, and adjust public transport services in relevant areas when necessary according to actual passengers’ demand.

<sup>1</sup> Calculated based on expected passenger flow between Tai Wai and Kowloon Tong Stations which is the link with the highest passenger demand in the busiest hour in the morning for East Rail Line.

## **Publicity and Promotion**

11. In order to raise public awareness towards the TML full commissioning, MTRCL will launch a multi-pronged publicity campaign on the TML service through different channels including station advertisements, social media, location-based publicities, and television commercial, etc. Infotainment videos will be shared via in-station TV and different media channels so as to attract the public to use the TML.

12. In addition to paid advertising, there are also various community engagement plans. Open days will be held at To Kwa Wan Station and Sung Wong Toi Station two weeks before the commissioning. The public may visit the stations at designated slots on the day. Information about the full TML will continue to be disseminated through a dedicated website, publicity materials (e.g. station leaflets), as well as media briefings so as to familiarise the public with the transport arrangements and station facilities in the new stations. In view of the changing situation of the COVID-19 pandemic, MTRCL will make contingency plan for the abovementioned public events.

13. With the theme of “A new way to start your journey”, the “Tuen Ma Line – Renews the City’s Vitality” Programme will take participants on a tour to rediscover the To Kwa Wan and Kowloon City districts, as the soon-to-be open To Kwa Wan and Sung Wong Toi Stations bring the two districts into the railway network. A series of tours will be led by the cultural ambassadors and experienced tour guides to introduce to participants the heritage and cultural diversity of the districts.

## **Economic Benefits**

14. The full commissioning of the TML would allow passengers to access to the new catchment areas of To Kwa Wan and Kowloon City districts via the expanded railway network more conveniently. It would not only shorten the commuting time of passengers, but would also help improve connectivity of the districts concerned.

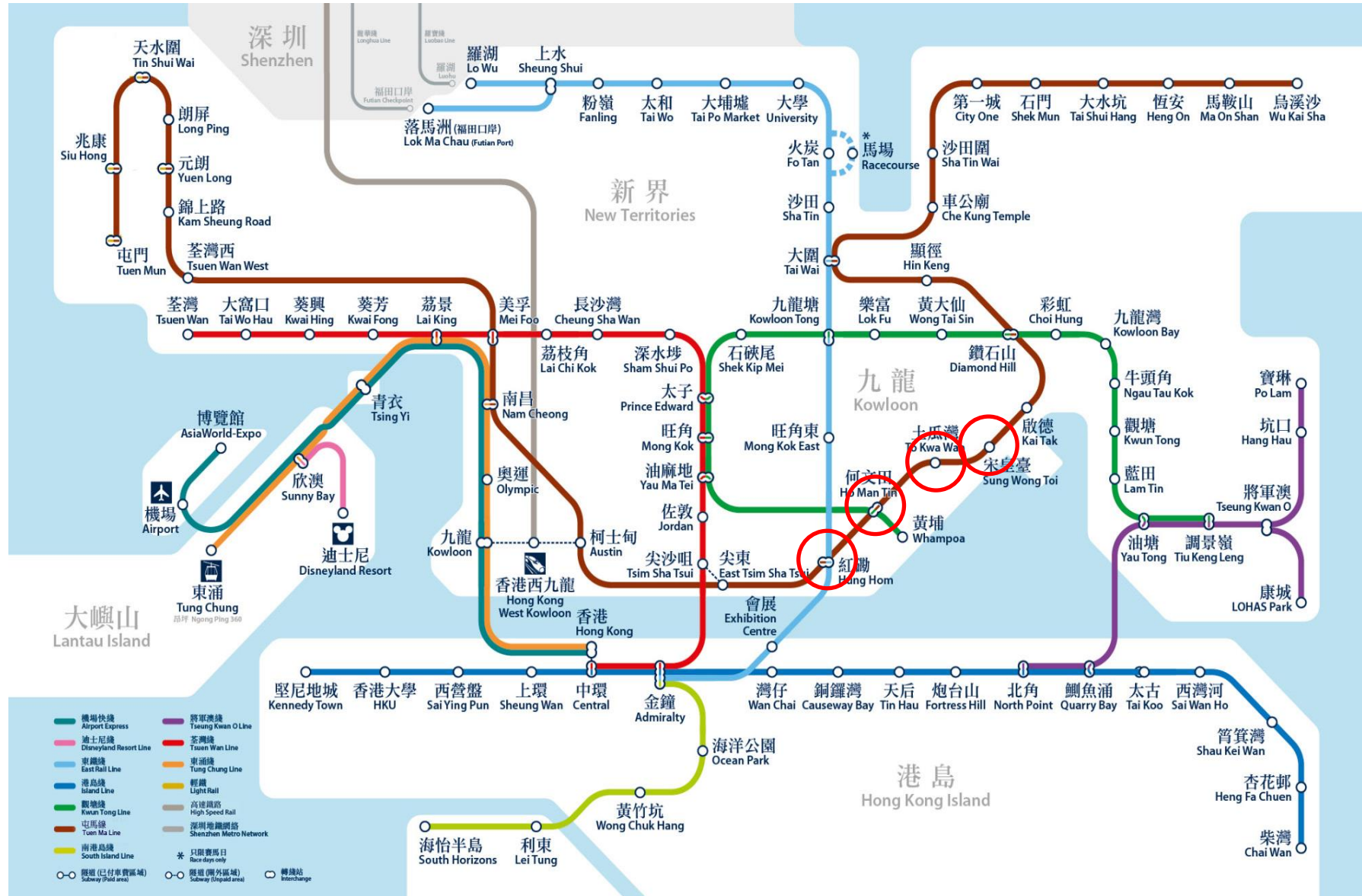
## **Conclusion**

15. Members are invited to note the operating arrangements for the TML.

**Transport and Housing Bureau  
May 2021**

# 港鐵路線圖 (於沙田至中環線通車後)

## MTR Route Map (Upon Commissioning of Shatin to Central Link)



資料來源：香港鐵路有限公司  
Source : MTR Corporation Limited

- 屯馬線 TML
- 屯馬線的新站及新月台  
New stations and new platforms of the TML

## **Vesting Deed and Deed of Assignment**

On 6 February 2018, the Chief Executive in Council decided that the land or interests or other rights in respect of land for the operation of the SCL should be vested in, and the movable assets of the SCL should be assigned to, KCRC at nominal value. The Government has finalised the negotiation with KCRC on the terms of the Vesting Deed and the Deed of Assignment for the TML. The salient terms include a 50-year term for the vesting of the land, a break clause conferring on the Government the right to take back the land and the other rights in respect of land/movable assets where appropriate, a nominal premium at the prevailing standard rate of \$1,000 for the land, and a nominal consideration of \$1 for the TML movable assets and the rights of the Government in and to the TML movable assets. Intangible assets, such as bonds, guarantees, intellectual property rights, product/third party contractors' and third party warranties and collateral deeds will not be assigned to KCRC but will be held by either MTRCL and/or the Government as appropriate.

## **SSCA and AOA**

2. For the full commissioning of the TML, KCRC and MTRCL shall enter into a new SSCA under which KCRC will grant MTRCL the Service Concession to operate the TML, and this new SSCA will supersede the SSCA for the TML1 entered by KCRC and MTRCL on 11 February 2020. The Government and MTRCL have also agreed on the terms of the AOA for TML supplemental to the existing OA. These documents set out the financial and operational arrangements and requirements for MTRCL to operate the TML.

### Concession period and payment

3. As in the arrangement of TML1, the full commissioning of the TML is a temporary arrangement for the partial commissioning of the SCL. According to the SSCA for the TML, the concession period is two years. Within this period, KCRC will grant MTRCL the exclusive right to access,



use and operate the Concession Property for the operation of the TML upon the commissioning of the TML until the termination or expiry of the supplemental agreement. The two companies will later negotiate and sign a new supplemental agreement for the full commissioning of the SCL (viz. both Sections of the SCL as mentioned in paragraph 2 of the paper), which will supersede the SSCA for the TML.

4. Similar to the situation of the TML1, full commissioning of the TML would not be able to generate enough revenue to cover the running cost in the initial stage. Hence, KCRC needs to pay an estimated sum of \$49 million (in MOD prices) to MTRCL under the SSCA for the TML. This effect is temporary and KCRC is expected to recover the amount from the concession payment from MTRCL after the full commissioning of the SCL.

#### Key terms of the AOA

5. The Government and MTRCL will enter into the AOA which specifies the requirements imposed by the Transport and Housing Bureau, EMSD and TD on MTRCL in relation to the operation of the TML. Since the TML is part and parcel of the existing domestic services provided by MTRCL, the requirements under the AOA for the TML will be on par<sup>1</sup> with the existing provisions in the OA governing the performance of domestic services. The key terms of the AOA are as below.

##### *(a) Train service arrangements and performance requirements*

6. MTRCL is required to run the TML in a safe, proper and efficient manner at all times during the concession period. Specifically, the AOA stipulates a minimum level of train service arrangements to be implemented on the commencement of the operation of the TML. This comprises the service hours and service capacity of the TML having regard to the design car capacity, number of passenger cars per train and planned train frequency of the TML.

<sup>1</sup> According to Clause 4.10.3(iii) of the Operating Agreement, “New Project Requirements” shall be applicable for two years from the commencement of revenue operations of new railway project. Such performance requirements would be on par with those of existing lines for the third year of operation onwards.

7. MTRCL also needs to meet performance standards, including train service performance (train service delivery, passenger journeys on time and train punctuality) and reliability of passenger service related equipment at the new stations (including add value machines, ticket issuing machines, ticket gates, escalators and passenger lifts). Besides, MTRCL shall provide and maintain adequate staff and a reliable ticketing system for fare collection, as well as maintaining a comfortable passenger environment (such as cleanliness and ventilation) in the new stations.

*(b) Safety requirements*

8. As in other domestic railway services, MTRCL shall design, construct, operate and maintain the TML and its trains in a safe manner at all times. MTRCL is required to establish and upkeep a safety management system and an asset management system, for continuous review and control of safety risks, and effective management of railway assets respectively. MTRCL shall also develop and maintain contingency plans to cater for emergency situations.

**New Stations of Tuen Ma Line  
Sung Wong Toi Station and To Kwa Wan Station and  
New Platforms of Ho Man Tin Station and Hung Hom Station**

**INTRODUCTION**

The Tuen Ma Line (“TML”), running approximately 56 kilometres and serving 27 stations, will be the longest railway line in Hong Kong connecting the West Rail Line and the TML Phase 1<sup>1</sup>. Two new stations, Sung Wong Toi Station and To Kwa Wan Station, and new platforms in Ho Man Tin Station and Hung Hom Station will commence operation upon the full commissioning of the TML, providing efficient and convenient railway service to To Kwa Wan and Kowloon City areas, as well as bringing new vitality to the community.

*Enhancement of passenger experience*

2. Passenger experience will be enhanced with a range of station facilities and art pieces to be featured in the new TML stations. Facilities such as washrooms and a baby care room which have been popular among passengers are provided. A Smart Customer Service Centre with a touch-screen will offer assistance to passengers’ instant enquiries on journeys and station facilities. On-day weather and 7-day forecast will also be displayed to provide passengers with added convenience.



**SUNG WONG TOI STATION**

*Station profile*

<sup>1</sup> TML Phase 1 is an extension of the former Ma On Shan Line to three new stations, i.e. Hin Keng Station, the expanded Diamond Hill Station and Kai Tak Station, which commenced service on 14 February 2020.

3. Sung Wong Toi Station is an underground station located at the south-west of the Kai Tak Development Area, next to Olympic Avenue and Sung Wong Toi Garden in Kowloon City district. Nearby residents can conveniently access the station via a number of entrances.



*Sung Wong Toi Station location map (\*The alignment of the connectivity from Entrance C will be subject to the results of the archaeological survey.)*

### Design features

4. As a large number of relics were excavated during the construction of the station, archaeological elements are included in station design to provide a unique travel experience to passengers.

5. Showcases are provided for displaying the on-site archaeological finds in the concourse of the station. Discussion regarding the display arrangements with the Antiquities and Monuments Office is underway. To maintain flexibility for the future in-situ reinstatement of a well and the associated water channel dated to the Song-Yuan period right above the station, the design of the station roof was modified to form a concrete trough, the concrete base slab of which could be converted to a transparent panel in the future, allowing passengers to view the bottom of the well from the station concourse below.



*Location of the concrete well trough covered by station ceiling panels*

### *Art in Station*

6. The art in Sung Wong Toi Station, named as “Earth Song”, created by local ceramic artist Ms Fiona Wong, presents a modern interpretation of the aesthetics of the Song Dynasty by recreating paintings of the time in the forms of ceramic sculptures, illustrating the stunning beauty of the ever-changing seasons and times.

7. Platform columns are decorated with scenery from day and night, the spring and winter seasons respectively using porcelain clay.





*Art in Station: "Earth Song"*

8. The adit connecting Entrance B showcases a photographic collage documenting the extensive research, preparation and creative process behind the artwork.



9. The adit connecting Entrance B1 will install wall panels showing the past and present of Sung Wong Toi, as well as listing construction milestones of Sung Wong Toi Station and associated tunnels, including the discovery of relics dating back to the Song-Yuan era during the construction period.

## **TO KWA WAN STATION**

### *Station profile*

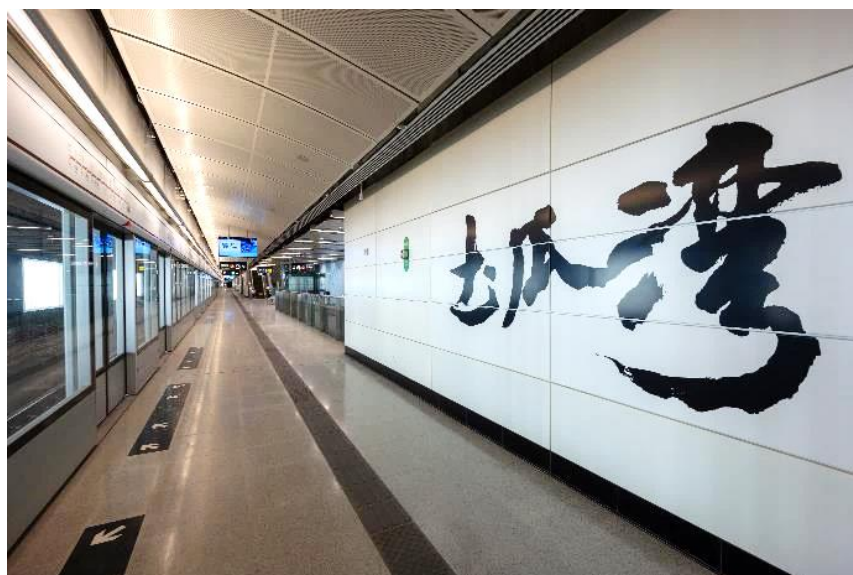
10. Situated in a densely developed area, To Kwa Wan Station is well connected with the community via its four station entrances connecting with different locations in the area, including Lok Shan Road and Kiang Su Street. The station is also located adjacent to To Kwa Wan Market, which the locals usually refer to as “Red Apple Market”.



*To Kwa Wan Station location map*

### Design features

11. To Kwa Wan Station was constructed underneath the busy Ma Tau Wai Road and densely sandwiched by nearby buildings. Hence, the space was very limited. Due to the underground space constraints, the station was designed with single-sided platforms.



### Art in Station

12. The art in To Kwa Wan Station is titled “Home”, an art piece created in collaboration with the local community under artist Ms Leung Mee-ping’s conceptual framework, according to which more than 100 To Kwa Wan residents shared pictures of their personal items, and the ordinary yet



unique stories behind each of the objects, which together colourfully illustrated what “home” means to each of them. The residents’ unreserved sharing allowed the station to serve the community as a time capsule, conserving what “home” means to the community during the ever-changing times, capturing such fond memories for every commuter to experience for themselves.



*Art in Station: “Home”*

## **HO MAN TIN STATION**

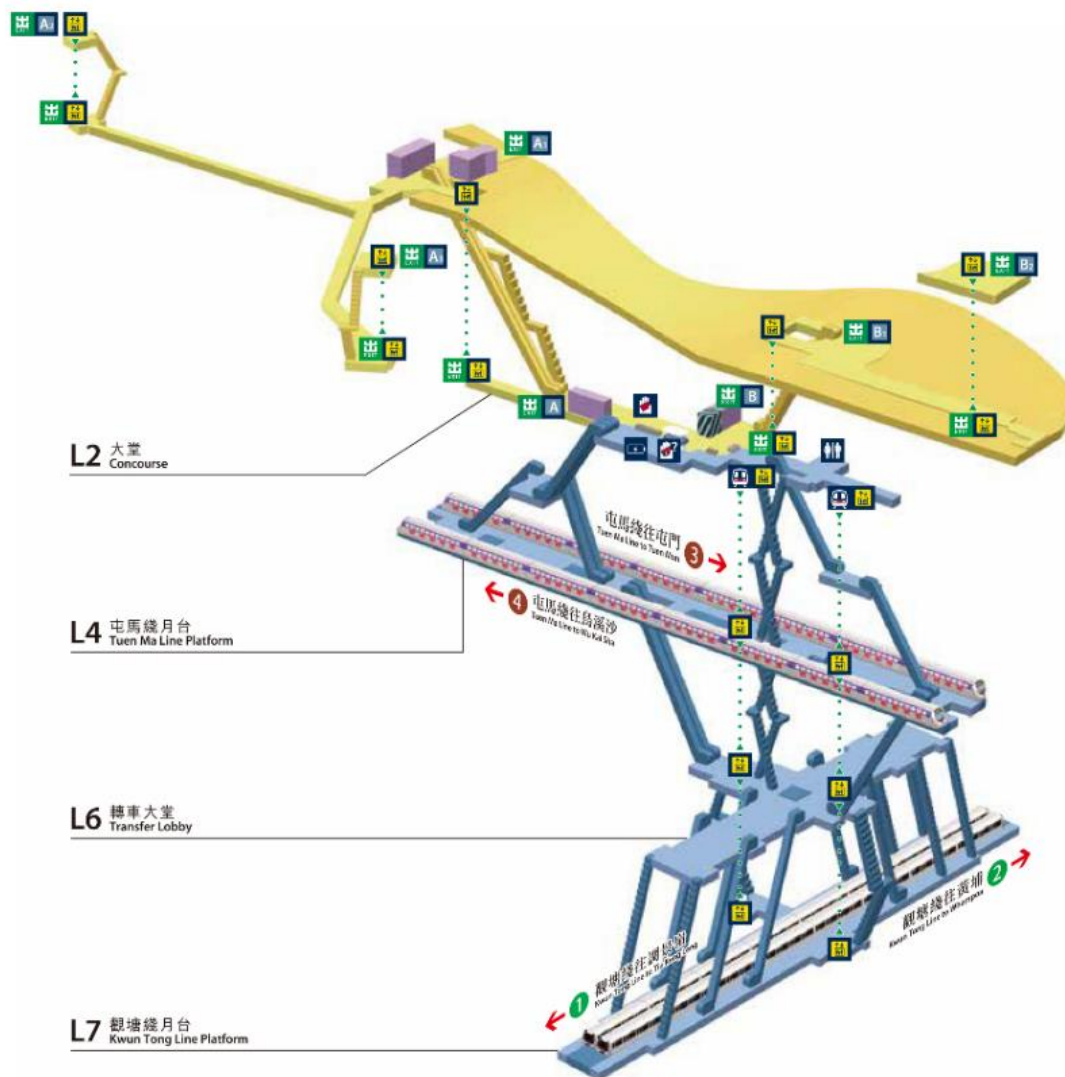
### *Station profile*

13. The eight-level Ho Man Tin Station was built on a hillside, serving as the interchange station for the Kwun Tong Line (“KTL”) and TML. The station concourse and the KTL platform at the bottom level were opened along with the extension of the KTL in October 2016, whilst the TML platform on Level 4 will be put into service upon the full commissioning of the TML.

### *Design features*

14. To accommodate the different alignments of the KTL and TML, Ho Man Tin Station has a cruciform-shaped design. There is a transfer lobby

between the two platform levels for a smooth interchange and passenger flow.



*Ho Man Tin Station layout*

## HUNG HOM STATION

### Station profile

15. Hung Hom Station has long been a railway hub for the New Territories East, West and intercity services. The new extension of Hung Hom Station will facilitate passengers to travel between Hong Kong Island, Kowloon and the New Territories.

16. Serving as an interchange of the TML and East Rail Line (“EAL”), Hung Hom Station provides passengers with choices to travel all around the city via different routes, which also signifies the development of a better connected and convenient railway network in Hong Kong.

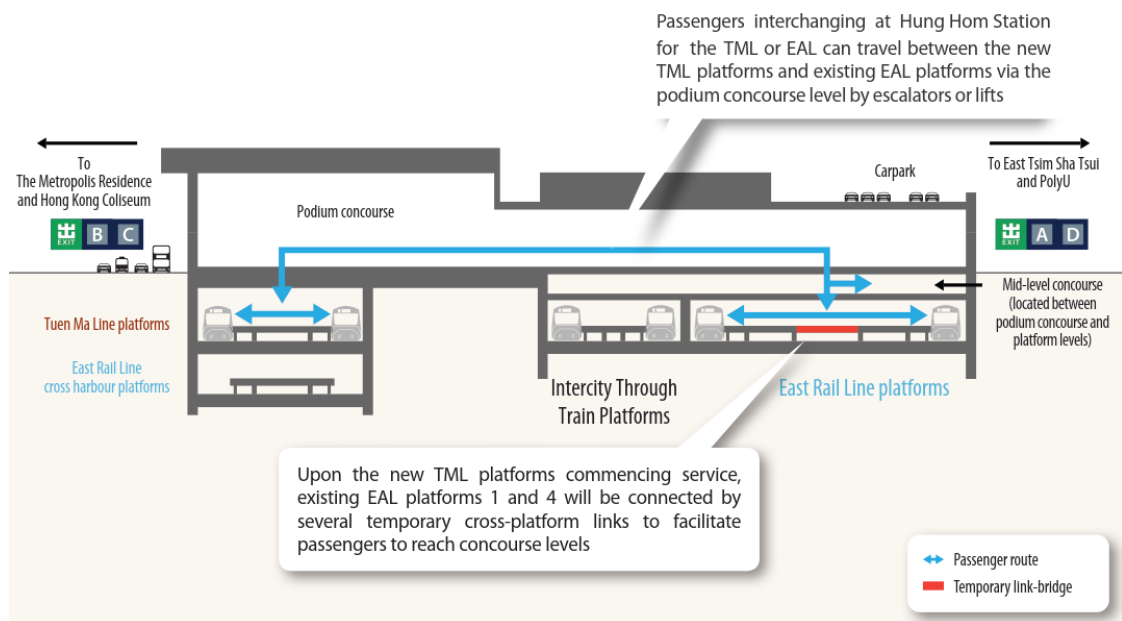
Station modification works

17. Hung Hom Station has been reinvigorated with a series of modification works carried out in phases since September 2014, creating a more spacious and refreshing environment. Air conditioning of the station concourse and new platforms was also enhanced to provide passengers with better travel experience.

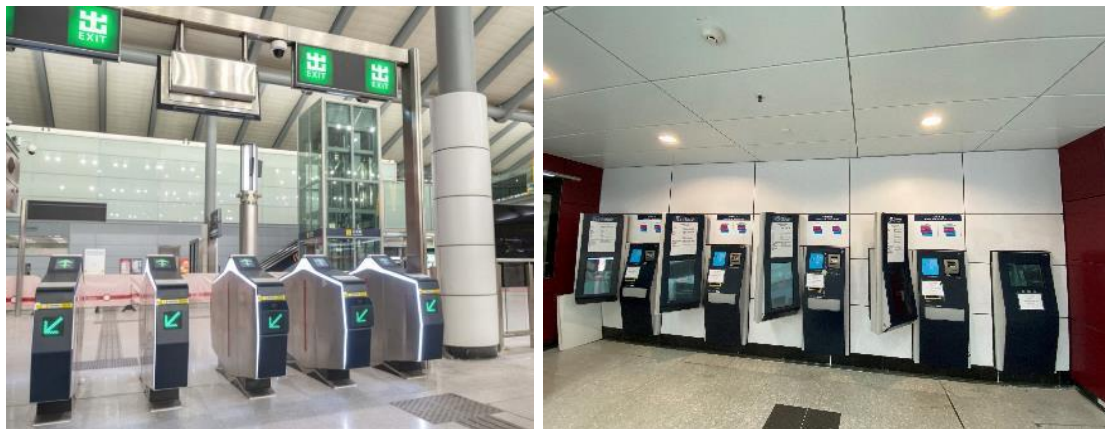
18. To facilitate the transformation of Hung Hom Station into the interchange station of the TML and EAL, two new platforms were built underneath the existing station podium concourse for trains running along the TML and future cross-harbour section of the EAL respectively. The concourse layout had been rearranged and additional ticket issuing machines and ticket gates were installed to facilitate passengers in accessing the new TML and EAL platforms.

19. When the new TML platforms commence service, the existing EAL platforms will be connected by several temporary cross-platform links to facilitate passengers to reach the station concourse levels. Passengers interchanging for the TML or EAL can travel between the new TML platforms and the existing EAL platforms via the podium concourse by escalators and lifts.

After the full opening of TML



*New interchange arrangement for the TML and EAL at Hung Hom Station (before the commissioning of the EAL cross-harbour section)*



20. Additional paths and escalators have been constructed to link the station podium concourse to the mid-level concourse, from which passengers from the Cross-Harbour Tunnel area and Tsim Sha Tsui East can enter Hung Hom Station.

21. Upon the full commissioning of the TML, passengers can go up to the station podium concourse and walk to the TML platforms or go down to the existing EAL platforms via the current Entrances A or D along the mid-level walkway.





*Hung Hom Station location map*

*New mid-level concourse connecting to the station podium concourse*

*Art in Station*

22. The art in Hung Hom Station is titled “Lost and Found”, a multi-part artwork created by artist Lam Laam that weaves through an imaginative journey at the station. Situated across the station, the art piece is consisted of sculptures and printing on glass panels, the creative process of which was inspired by a visit to the MTR lost-and-found counter, where Lam discovered from various lost properties another meaning of loss.



*Art in Station: “Lost and Found”*