

CONTROLLING OFFICER'S REPLY

THB(T)028

(Question Serial No. 3070)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Railway Development
Controlling Officer: Director of Highways (Jimmy P M CHAN)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the development of the East Kowloon Line (EKL), will the Government inform this Committee of the following:

- (1) the monthly average patronage, total patronage and loadings of the Kwun Tong Line and Tseung Kwan O Line over the past three years;
- (2) the number of times of service disruptions occurred on the Kwun Tong Line and Tseung Kwan O Line in each of the past three years (with a breakdown by type of delay);
- (3) the government expenditure on the EKL preliminary study;
- (4) the time that the MTR Corporation Limited (MTRCL) will further submit a proposal on EKL; and the time that the Government will reveal the progress of the project and proceed to detailed planning;
- (5) the expenditure and manpower involved in the supervision of the EKL project; and whether the Railways Department will establish a task force to follow up on the above project.

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 45)

Reply:

- (1) The monthly average patronage, total patronage and loading of Kwun Tong Line and Tseung Kwan O Line from 2018 to 2020 are listed at **Annex**.
- (2) The number of incidents caused by factors under MTRCL's control (including equipment failure and human factors) which led to service disruption of eight minutes or above on the Kwun Tong Line and Tseung Kwan O Line from 2018 to 2020 is tabulated below.

Kwun Tong Line

Year	Cause	Number of incidents
2018	Equipment failure	17
	Human factors	2
2019	Equipment failure	12
	Human factors	6
2020	Equipment failure	6
	Human factors	0

Tseung Kwan O Line

Year	Cause	Number of incidents
2018	Equipment failure	15
	Human factors	3
2019	Equipment failure	6
	Human factors	0
2020	Equipment failure	14
	Human factors	1

(3), (4) and (5)

The Government has offered comments on the EKL proposal submitted by MTRCL and asked MTRCL to improve the technical design of the proposal. MTRCL is considering our comments and exploring feasible options for the design improvement of the project. We will continue to follow up with MTRCL and announce the way forward of the project in due course.

The above work is undertaken by the Highways Department (HyD) using existing resources. As the relevant HyD staff are also responsible for other projects or duties, there is no separate breakdown of expenditure for EKL. Subject to the Legislative Council's approval for the establishment of the proposed Railways Department, the relevant staff will be transferred to the new department upon its establishment to continue overseeing the implementation of EKL.

	2018		2019 (Note 1)		2020 (Note 2)	
	Kwun Tong Line	Tseung Kwan O Line	Kwun Tong Line	Tseung Kwan O Line	Kwun Tong Line	Tseung Kwan O Line
Patronages of Kwun Tong Line and Tseung Kwan O Line from 2018 to 2020 (in million)						
Monthly Average Patronage	19.4	10.2	18.3	9.8	14.0	7.5
Total Patronage	233.0	122.4	219.9	117.2	167.8	90.0
2018-2020 Statistics for Kwun Tong Line and Tseung Kwan O Line (the busiest one hour in the morning per direction for critical links)						
1 Design capacity (6 ppsm)(a)	85 000	85 000	85 000	85 000	85 000	85 000
2 Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	71 400	67 600	71 400	67 600	71 400	67 600
3 Difference between (a) and (b) (Note 3)	13 600	17 400	13 600	17 400	13 600	17 400
4 Current patronage (c)	51 200	48 200	49 100	47 400	44 000	42 200
5 Current loading (1) (6 ppsm) [(c)/(b)] { }critical link	72% {Shek Kip Mei to Prince Edward}	71% {Yau Tong to Quarry Bay}	69% {Shek Kip Mei to Prince Edward}	70% {Yau Tong to Quarry Bay}	62% {Shek Kip Mei to Prince Edward}	62% {Yau Tong to Quarry Bay}
6 Current loading (2) (4 ppsm) [(c)/(b)÷71.2%] (Note 4) (For the critical links mentioned in item (5))	101%	100%	97%	98%	87%	88%

Note 1 Only data of the first half of 2019 was included as the figures in the second half of 2019 was affected by the public order events.

- Note 2 In view of the impact of the pandemic on patronage in 2020, the figures tabulated above are based on data obtained in those months when the pandemic was relatively eased.
- Note 3 This is because platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds.
- Note 4 For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm.

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