

Information Request List by XRL Expert Group

Design Capacity of the Airport Railway

The Airport Line/The Airport Express and Tung Chung Lines) was designed for Airport 13 trains/hour Tung Chung Line 26 trains/hour with 13 trains/hour terminates at Tsing Yi.

This gave 26 trains/hour across Tsing Ma Bridge which was within capacity and 40 trains/hour on the two tracks between Kowloon and Hong Kong stations. Currently trains we running as Airport Express 5 trains/hour; Tung Chung Line 10 trains/hour to Tung Chung Line and 5 trains/hour to TSY.

It is appreciated that the second platform at HOK and the “turnback: beyond HOK will be required. Please confirm that the other systems are in place to run the trains to the full reports, when required.

West Kowloon Terminus

Can the Government clarify why the terminus has been designed with 9 long haul work and 6 short haul tracks when the line capacity is only 20 trains/hour?

West Kowloon Traffic

There is current suggestion in West Kowloon particularly for the Sis Liu Cheung Road to Canton Road movement. This will be aggravated by the partial closure of Wui Cheung Road and H2 diversion of the traffic to Austin Road Extension.

The Government indicated that there were plans to bring this congestion with tolerable limits. Please indicate the schemes concerned, their costs and whether this cost is part of the XRL project or additional to it.

West Kowloon Interchange

Please indicate the route and level changes for the passenger transfer between WKT and KOW and Austin.

Terminus Location

The Government has indicated the desire for a terminus in the “heart of Hong Kong”. In arriving at this “desire”, has the Government considered overall journey times or

just XRL times?

Cost Estimates

1. Please identify why the Government consider the cost estimate of the AEL extension at HK\$7 Billion, to be a gross underestimate. The Government has cited the \$34 billion for the 25 km Airport Railway. This railway has 10 stations, a depot and in excess of 40 km twin tracks, whereas the extension is about 10 km with one above ground station.
2. Please indicate the allowance in Government's estimates for Land and Resumption as part of the \$39.5 billion and \$63 billion estimates
3. Please confirm whether the estimate of \$35.5 billion is 2008/2009 prices or MOD prices?

Tsing Yi Connection

Please provide plan and profile drawings for the trains between TSY and Tsing Ma Bridge for us to explain in detail how the connection will be made into the existing railway.

Kam Sheung Road

1. The Government has confirmed that they assessed an XRL terminus on the east of West Rail at Kam Sheung Road. Did they consider locating the station to the west of West Rail? If not were there any reasons for not doing so.
2. Can details of the EIA for Government's Kam Sheung Road Station be made available.

Tsim Sha Tsui Interchange

The Government indicated a potential improvement of the interchange time between ETS and TST. Can interaction be provided as to how this might be achieved.

Transport benefits

- breakdown and numbers of expected passengers or trips: mainland tourist, mainland business, mainland/HK commuters, HK tourists, HK business, HK/mainland commuters (preferably by destination/origin)

Economic benefits

- No of jobs - directly involved in XRL HK service ops - any breakdown?
- No of jobs - directly involved in XRL station ops

Direct cost

- What will be done to avoid impact on WKCD design - cost?

Indirect costs

- Cost of road works required around WK Station to enable separation of traffic, and emergency/accident handling
- Risk of congestion
- Plans for improvement of vehicular link with Canton Road
- Plans for improvement of Jordan Road junction
- Estimated traffic for the station: breakdown by different type
- No of bus drop off bays, hotel shuttle bays, taxi bays
- Vehicular access facilities for engineering, maintenance, train servicing (food/garbage/waste)