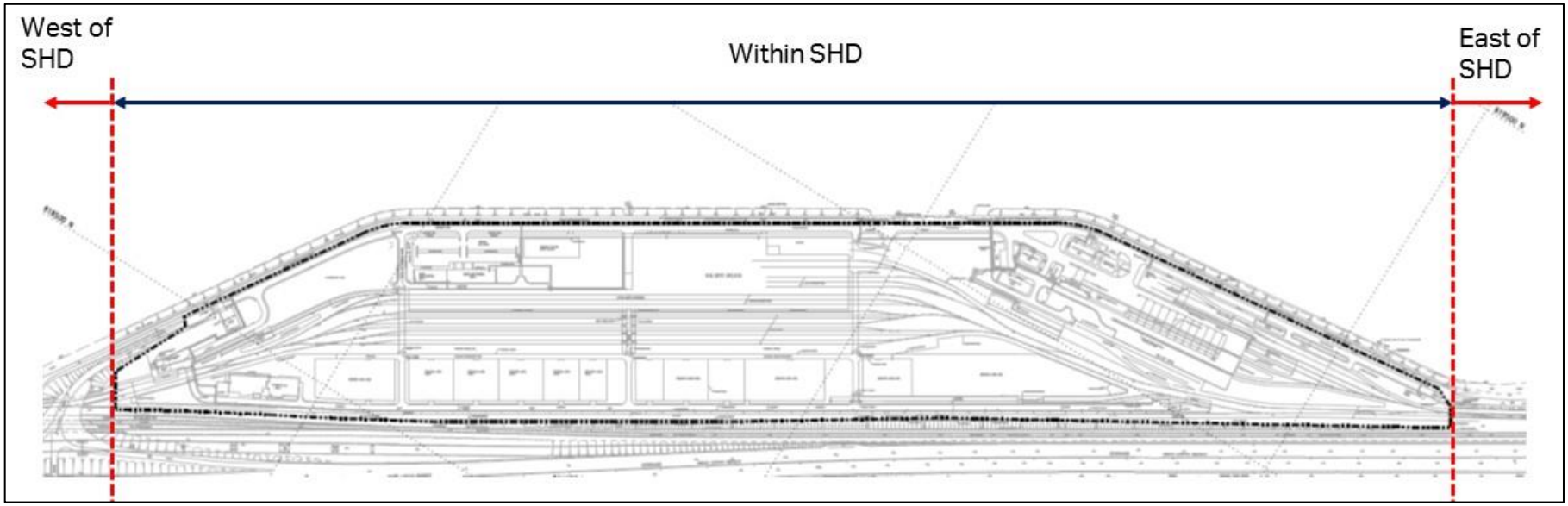

Table 1 Proposed Operation Scenarios for Railway Noise Assessment

Time Period (hours)	No. of Peak Train Movement within 30-minute							
	West of SHD[1]		Within SHD		East of SHD		Depot Test Track – 2 train movement within SHD + 1 low speed (LS) and 4 high speed (HS) on test track	
	TCL/AEL/DRL	Engineering Train	TCL/AEL/DRL[2]	Engineering Train	TCL/AEL	Engineering Train	Shunting within SHD	Test Track
2026 (Ultimate year of SHD)								
Night-time (2300 – 0700 hours)	6	-	6	-	4	-	2	1 LS + 4 HS
Day-time (0700 – 2300 hours)	1	3 (scenario 2 and 3 only)	9	9	7	3/0[3]	2	1 LS + 4 HS

Note:

(1) Trains from the west of SHD would enter/leave from the sidings under deck of Stage 1 Reprovisioned SHD, therefore the train movement from the west is not included in the number of peak train movement within SHD.

(2) Based on the on-site train noise measurement results, the SEL of DRL shunting is lower than the SEL of TCL/AEL shunting by about 7dB(A). As a worst case scenario, the railway noise impact due to passenger train shunting movement will be predicted by using the highest SEL (i.e. 89dB(A)) among passenger trains on DRL, TCL and AEL.

(3) Upon operation of Stage 1 to 3 Reprovsioned SHD, engineering train is no longer required to shunt from Stage 4 area to outside and back to SHD.