

crossing at Lo Wu to Kwai Chung with a reservation for a spur for later connection to the Lantau Link. The remain part of the Western Corridor is a cross-border passenger service proposed to connect the border to a terminal on the West Kowloon Reclamation adjacent to the Airport Railway's West Kowloon Station.

20. For the purpose of providing early relief to the Lo Wu crossing, a branch line from the existing KCR line at Sheung Shui to Lok Ma Chau could form the first phase of the project. In the long term, this service is intended to link with the KCR for the border crossing at Lok Ma Chau and will link into the Shenzhen suburban system. In the very long term, it has been postulated that there may be a high capacity rail link between Kowloon and Guangdong along the east coast of the Pearl River Delta which will connect airports with major population and employment centres. Differences between the two Scenarios include the early commencement of the passenger rail link between Diamond Hill and Hung Hom by 2006, and the addition of two passenger rail links (connecting Tai Wai with Diamond Hill and Hung Hom with Tin Hau) by 2011 for Scenario B.
21. The operation of the proposed Port Rail Line will require the establishment of a rail freight distribution centre providing marshalling yards and container transshipment. In the Railway Development Strategy, it was proposed that such a facility could be sited to the west of Fanling, along the Western Railway Corridor. Another possible location is at Pinghu on the main Shenzhen to Guangdong and Beijing railway lines. Pinghu also provides a branch for the three strategic ports in the area viz. Hong Kong, Yantian and western Shenzhen. Provision of a single rail freight centre at Pinghu has the advantage of concentrating facilities rather than allowing multiple ad hoc developments, thereby ensuring greater control in terms of facilities provided and pollution prevention.
22. The second strategic rail option is parallel to Route Y between Chek Lap Kok and Shenzhen, although some doubt has been expressed as to the viability of developing another such railway line in addition to the Western Corridor. The Freight Transport Study stressed the importance of early implementation of the Port Rail Link, preferably before 2003, to avoid a substantial portion of potential trade from the Chinese interior being diverted to new Chinese ports. The Port Rail Link is proposed under Scenario B for implementation by 2011.
23. At present, the only railway border crossing is at Lo Wu. As the number of passengers crossing the border is expected to double by 2011, as compared to 1992 (refer to Table 4.8 below), it is evident that additional facilities will be required. Apart from the proposed second crossing at Lok Ma Chau in association with the Western Corridor, a rail link across Deep Bay from Shekou to Tin Shui Wai has also been suggested. This alternative would also permit a connection to be made to the NWNT light rail system. However, such a crossing would need, inter alia, a full scale environmental impact assessment to be carried out as there will be potentially serious environmental consequences associated with such a development, even if the crossing was provided in the form of a submerged tube tunnel.

Table 4.8 CROSS BORDER DAILY RAIL PASSENGER TRIPS (2-way)

Scenario	Crossing Point		Total
	Lo Wu	Lok Ma Chau	
2001A	129700	51400	181100
2006A	149300	91600	240900
2011A	153500	139400	292900
2001B	142600	56500	199100
2006B	171600	105400	277000
2011B	184200	167300	351500