

Express Rail Link

The Railway Professionals' Views

Offered by

The China Hong Kong Permanent Way Society

XRL – Government's Proposal and Professional Common's Alternative

- The China Hong Kong Permanent Way Society feels obliged to provide our impartial but professional view
- Main focus is on the location of the terminus

High Speed Rail (HSR)

- There are increasing presence of HSR in various parts of the world
- Shinkansen in Japan and TGV in France are proven successful examples
- Mainland has moved into the High Speed Rail era after the State Council's approval of the Railway Network Development Plan in 2004
- Beijing/Tianjin Line was commissioned in August 2008 and is a great success
- By 2012 the basic **四縱四橫** framework will be established with 13,000 km rail lines
- It is now paramount to connect HK to Mainland's HSR network

National High Speed Rail Network



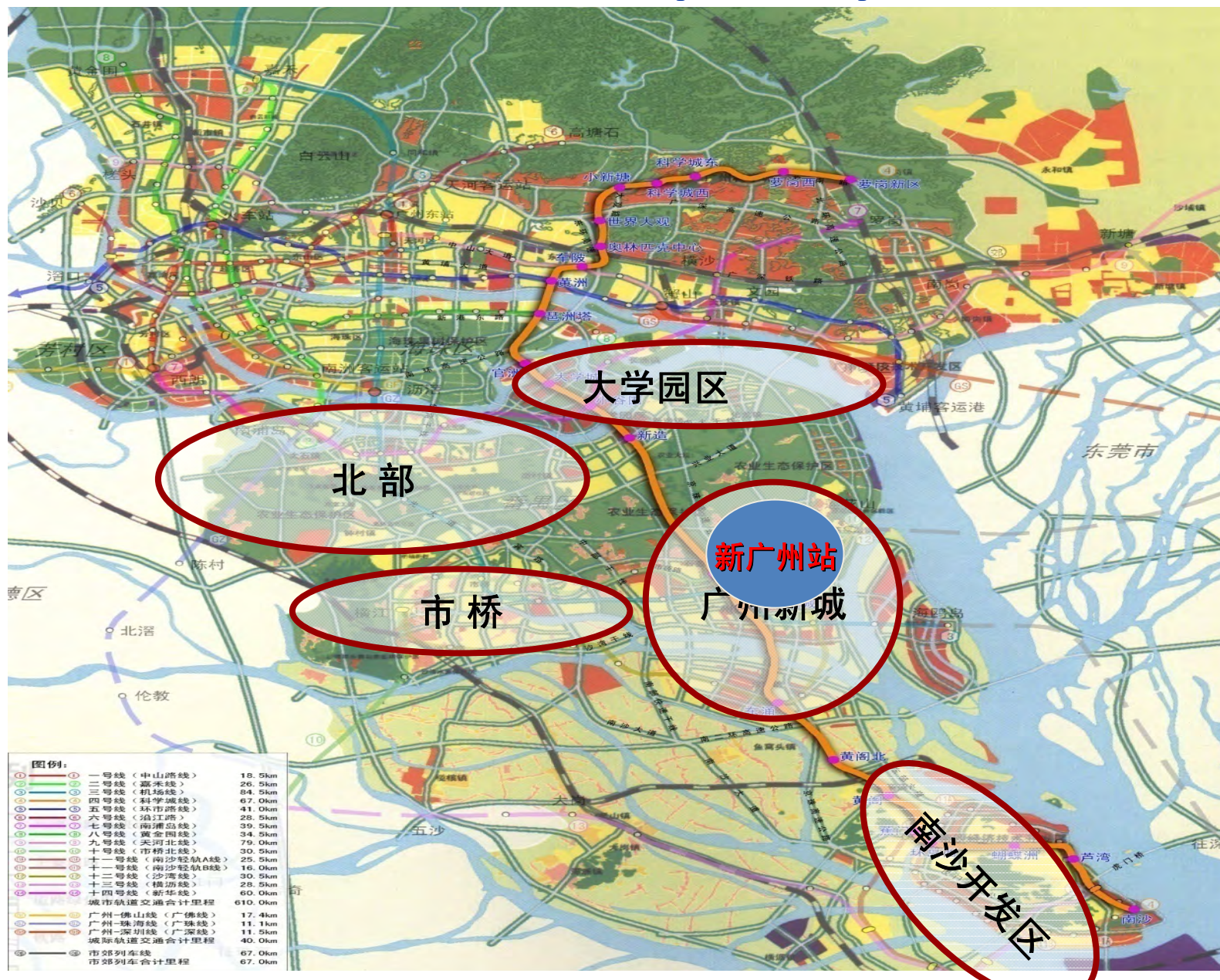
Location of the Terminus - Choice

- One of the most important factors behind the success of any proposed high speed rails
- Remotely located stations vs centrally located station
- Remotely located stations
 - easier to build as land would be readily available
 - social impact minimal
- Centrally located stations
 - convenient to passengers for business or leisure purposes
 - good connectivity to other transportation means

Location of the Terminus - Mainland

- Strategies adopted by the Mainland appear to be diverse – some are centrally located and others are built in the outskirts areas, e.g Shibi
- Guangzhou City Government has a comprehensive plan to develop the areas around Shibi into a commercial and financial district, i.e. Shibi will become the heart of the New Guangzhou

新广州站 (石壁)



Location of the Terminus – Hong Kong

- Kam Tin does not boast the same development potential
- Government has no plan to develop the Kam Tin area
- Proposed location is too close to the Hong Kong Shenzhen boundary – the need for any terminus within Hong Kong would become doubtful

CHKPWS' views

- The XRL will not only provide a sustainable solution to the cross boundary transportation problem but also a wealth of opportunities for Hong Kong to tap to the national HSR network
- Experience elsewhere has shown that centrally located stations are more appealing to travellers – West Kowloon Terminus is definitely more attractive
- Hong Kong Government should commence construction of the XRL without further delay to maintain Hong Kong's positions as the southern gateway to China