

Hong Kong Section of Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL)

廣深港高速鐵路香港段



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2000 - 2005 區域快線 Regional Express Line

- 早於《鐵路發展策略2000》提出
first proposed in Railway Development Strategy 2000
- 連接市區和邊界
linking the urban area with the boundary

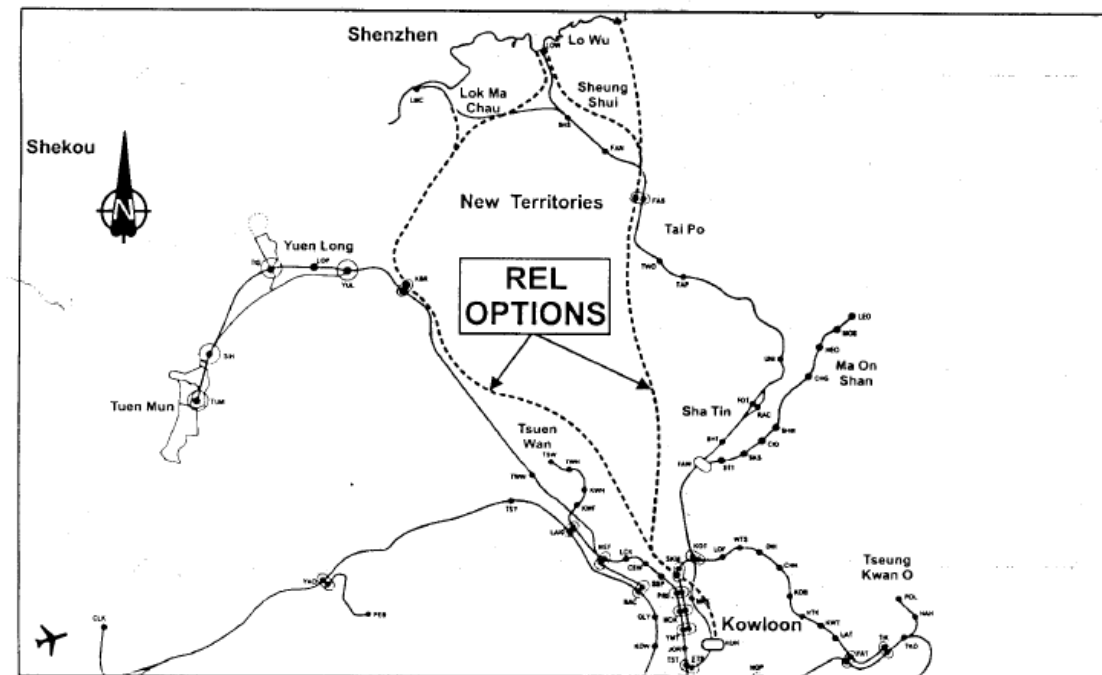


FIGURE 7: REGIONAL EXPRESS LINE

2007 - 2009 專用通道 Dedicated Corridor

- 服務水平較高，容量較大
More capacity for better service
- 更好地連接珠三角及全國網絡
Better PRD and long-haul connectivity



2007 - 2009 專用通道 Dedicated Corridor

- 2007年2月7日(星期三)立法會通過就“從速落實興建香港與內地跨境交通基建”的議案－

“鑒於政府為配合國家‘十一五’規劃，發表了‘行動綱領’，充分肯定香港與內地跨境合作的重要性，本會促請政府加快興建多項香港與內地跨境交通基建項目，例如廣深港高速鐵路 ...”

On 7 Feb 2009, the LegCo passed a motion on “expeditiously implementing the construction of cross-boundary transport infrastructures between Hong Kong and the Mainland ”-

“That, as the Government has announced its Action Agenda to tie in with the National Eleventh Five-Year Plan and fully affirmed the importance of cross-boundary cooperation between Hong Kong and the Mainland, this Council urges the Government to expedite the construction of various cross-boundary transport infrastructures between Hong Kong and the Mainland, such as the Guangzhou-Shenzhen-Hong Kong Express Rail Link...”

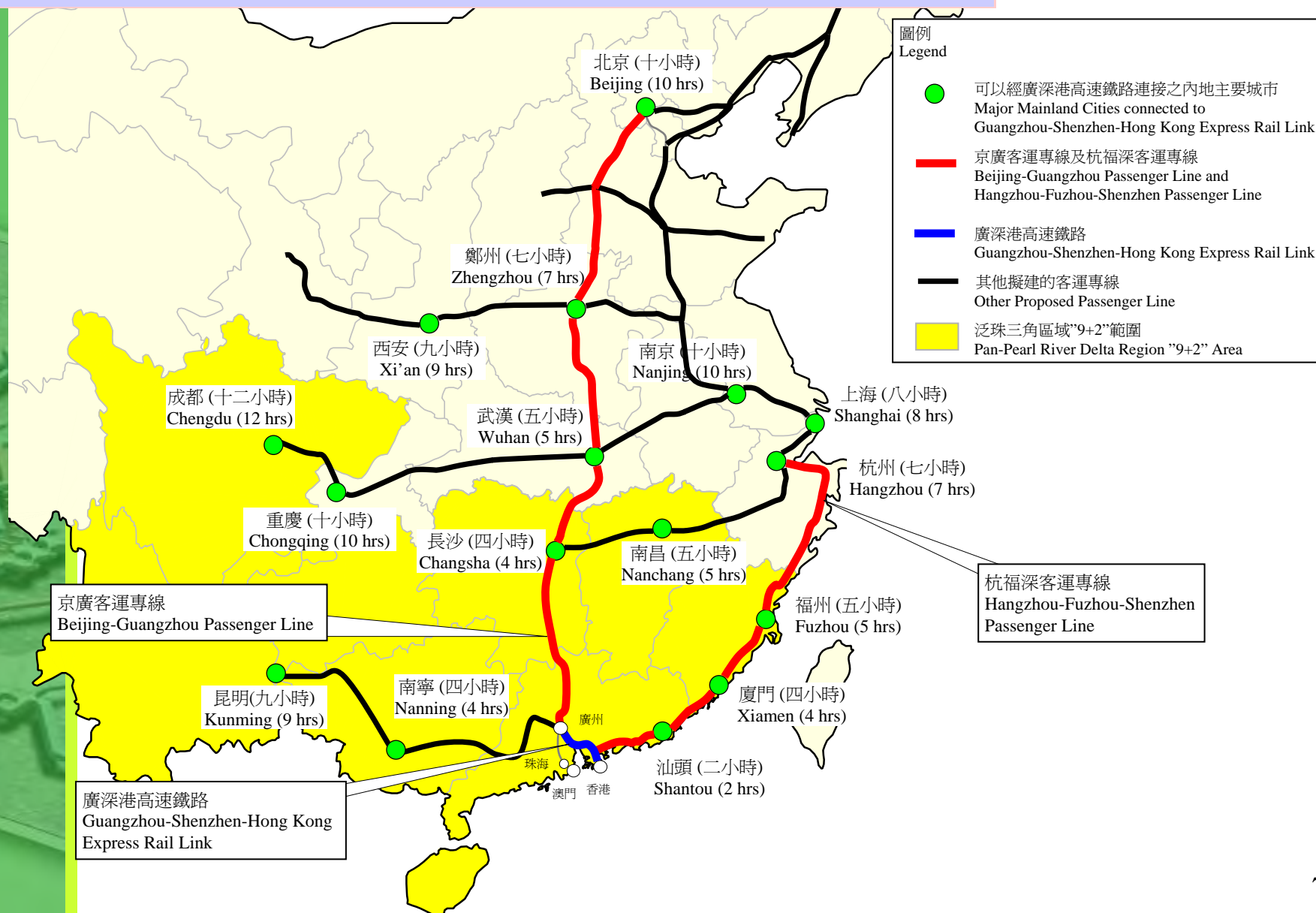
- 社會普遍支持採用專用通道，盡早落實廣深港高速鐵路
The community generally supported the dedicated corridor option and the early implementation of the XRL



連接全國16,000公里高鐵網絡

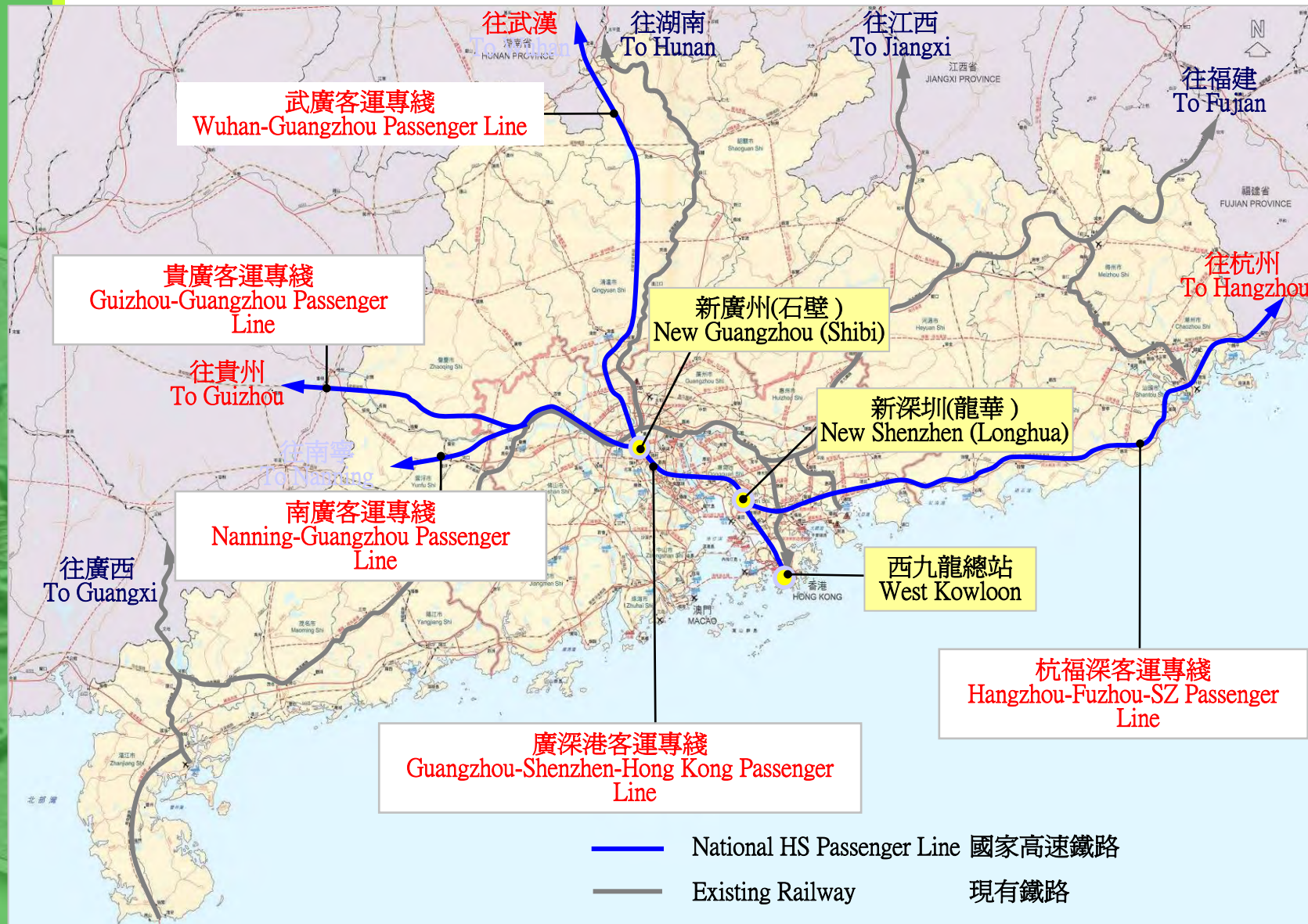
**Connecting 16,000 km
National High-speed Rail Network**

內地主要城市的連接 Connections with Major Mainland Cities



國家高速鐵路與現有鐵路

National High Speed Passenger Lines and Existing Railways



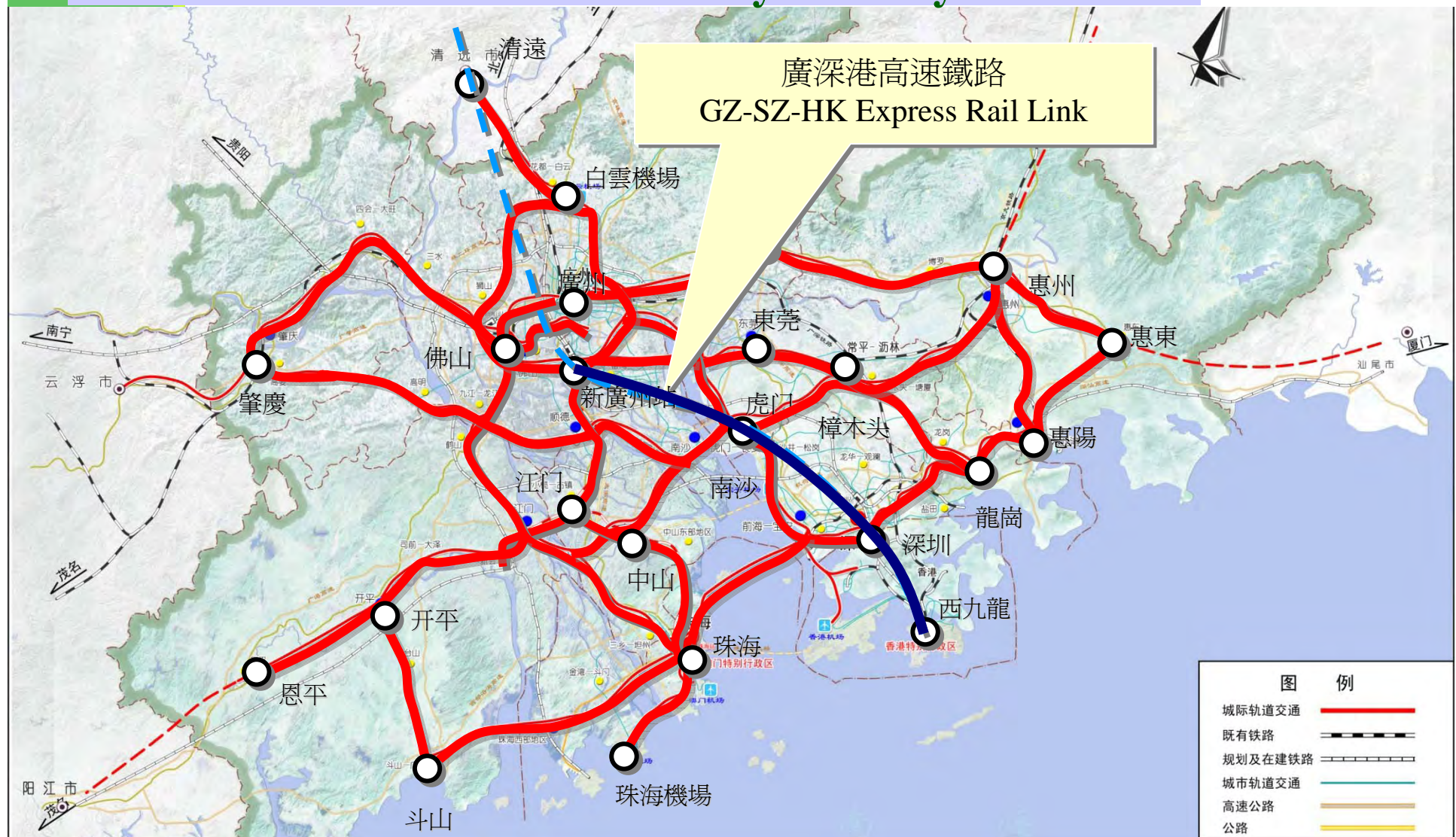


連接珠三角一小時生活圈

**Connecting PRD One-hour
Economic and Living Sphere**

與珠三角城際軌道網之聯繫

Connection with PRD Inter-city Railway Networks



廣州新客站 New Guangzhou Station



內地段工程進展

Progress of the construction of the Mainland section



廣州紫坭沙灣



東莞大岭山隧道



深圳福田站



深圳益田路隧道



經濟效益

Economic Benefits

經濟效益 Economic benefits

直接效益 Direct benefits

- 節省時間 time saving
(\$870億 \$87 billion)
- 創造職位 job creation
11,000 (施工期高峰期 peak period
of construction phase)
10,000 (營運期 operation phase)

衍生效益 Catalytic benefits

為各行業帶來新機遇 New opportunities for many sectors

- 金融服務
financial services
- 商業支援服務
business support
- 專業服務
professional services
- 旅遊及酒店
tourism and hotel
- 會議及展覽
convention & exhibition
- 零售及餐飲
retail and catering
- 西九文化區協同效應
synergy with WKCD
- 其他 others



客量預測

Patronage Forecast

客量預測 – 基本方案 Patronage Forecast – Base Case

每日客量 (基本方案) Daily Patronage (Base case)	2016	2021	2031
短途列車 Shuttle Trains	84,000	100,800	134,700
長途列車 Longhaul Trains	15,000	18,900	25,300
合共 Total	99,000	119,700	160,000

客量預測採用票價假設 Fare assumption used in patronage forecast	高鐵 XRL	直通火車 Boundary/ Through Trains	巴士 Buses
深圳 Shenzhen	\$45 – \$49	\$34 - 41	\$10 - 45
東莞 Dongguan	\$131	\$145	\$100
廣州 Guangzhou	\$180	\$190 - 210	\$80 - 100

客量預測 – 基本方案

Patronage Forecast – Base Case

每日客量 (基本方案) Daily Patronage (Base case)	2008	2016	每年增長 Growth p.a.
高鐵 XRL	---	99,000	---
羅湖/ 落馬洲 Lo Wu/ Lok Ma Chau	273,000	315,900	+1.8%
紅磡直通車 Hung Hom through train	9,000	5,200	-6.6%
巴士/ 旅遊巴士 Buses/Coaches	150,000	250,300	+6.6%
渡輪 Ferries	26,000	27,600	+0.7%
總計 Total	458,000	698,000	+5.4%

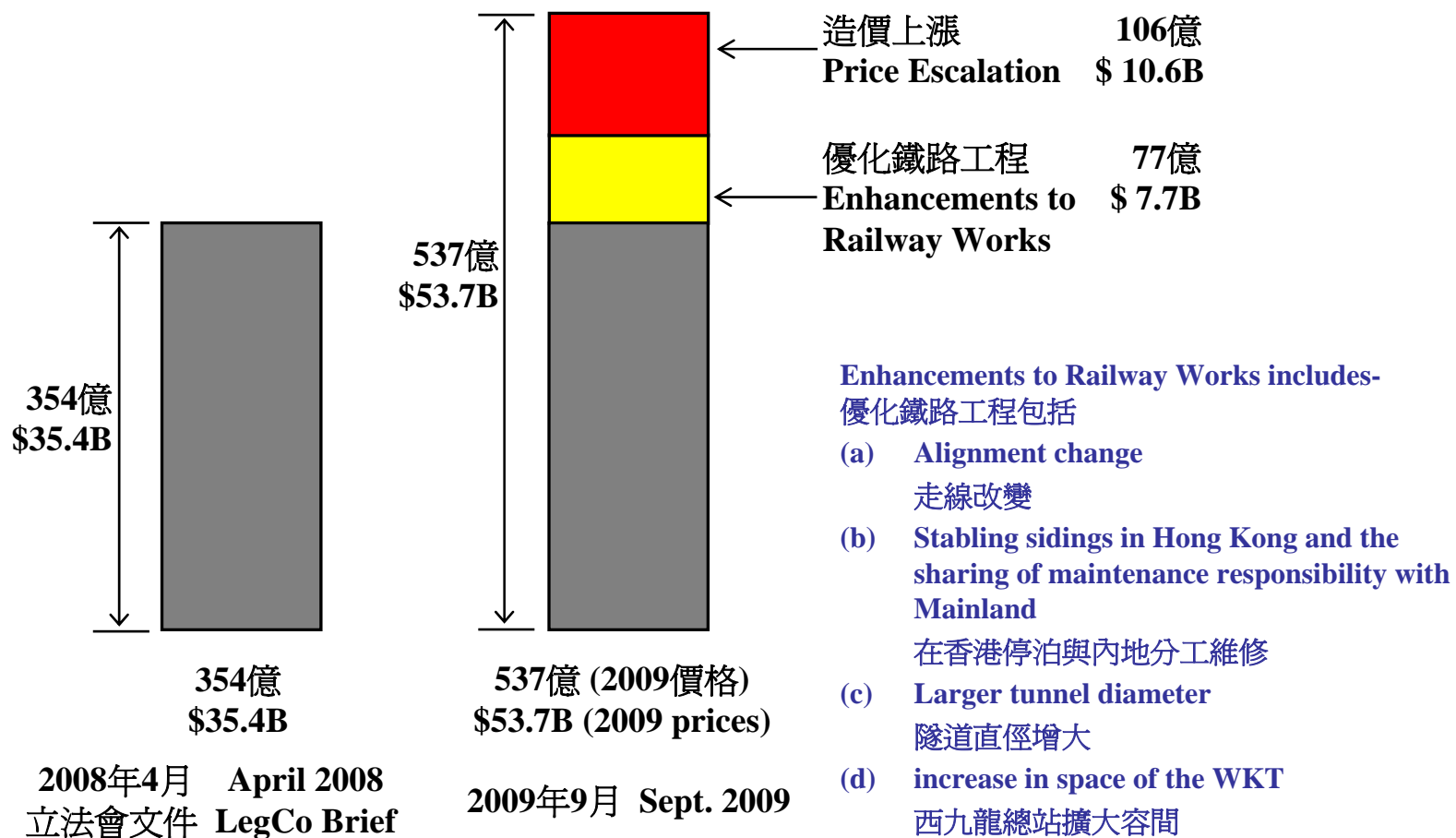


項目造價預算

Project Cost Estimate

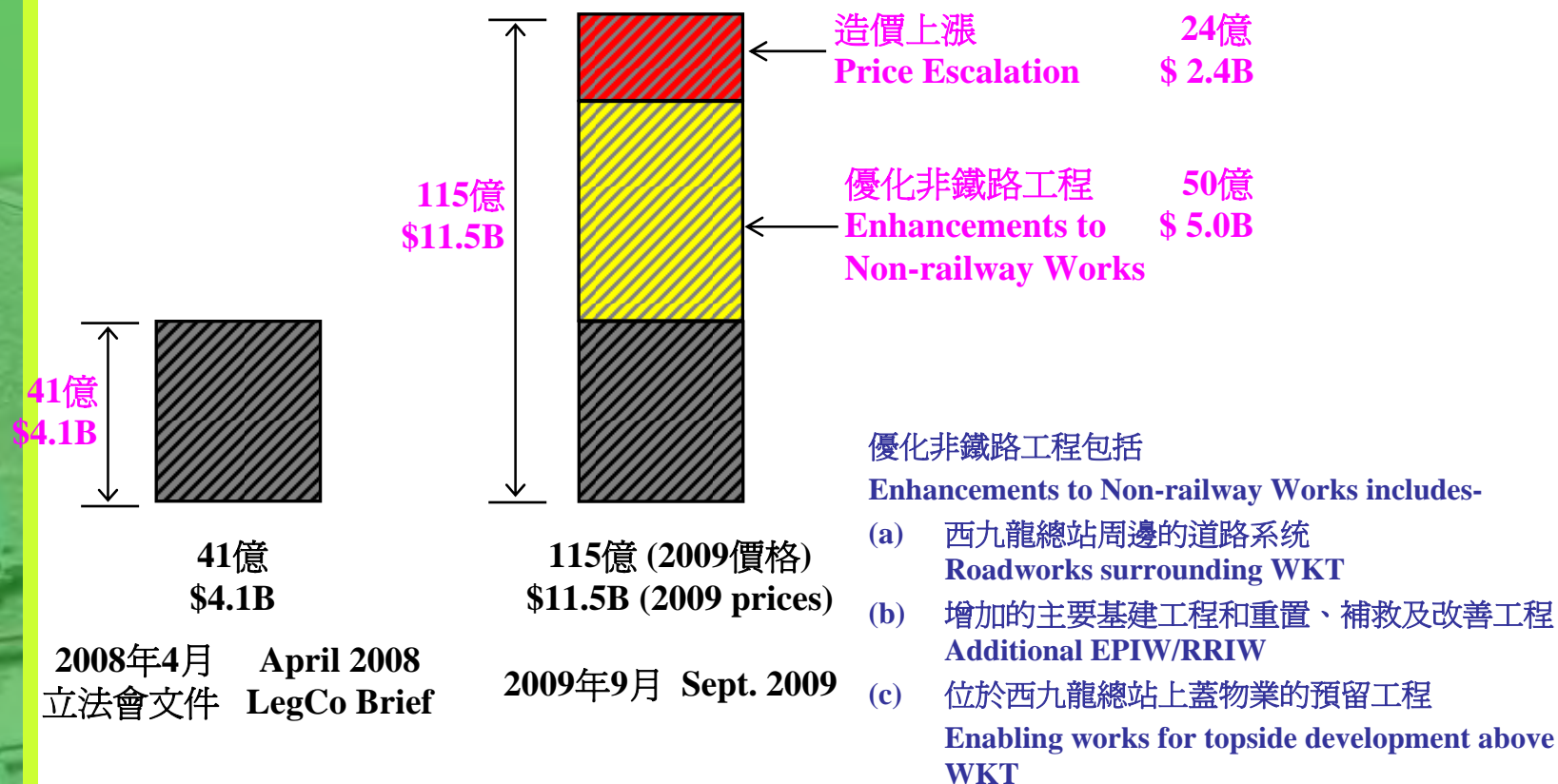
高鐵工程費用估算 – 鐵路工程

Project Cost Estimate of XRL - Railway Works



高鐵工程費用估算 – 非鐵路工程

Project Cost Estimate of XRL – Non-railway Works



廣深港高速鐵路香港段走線方案

Alignment Options of Hong Kong Section of XRL

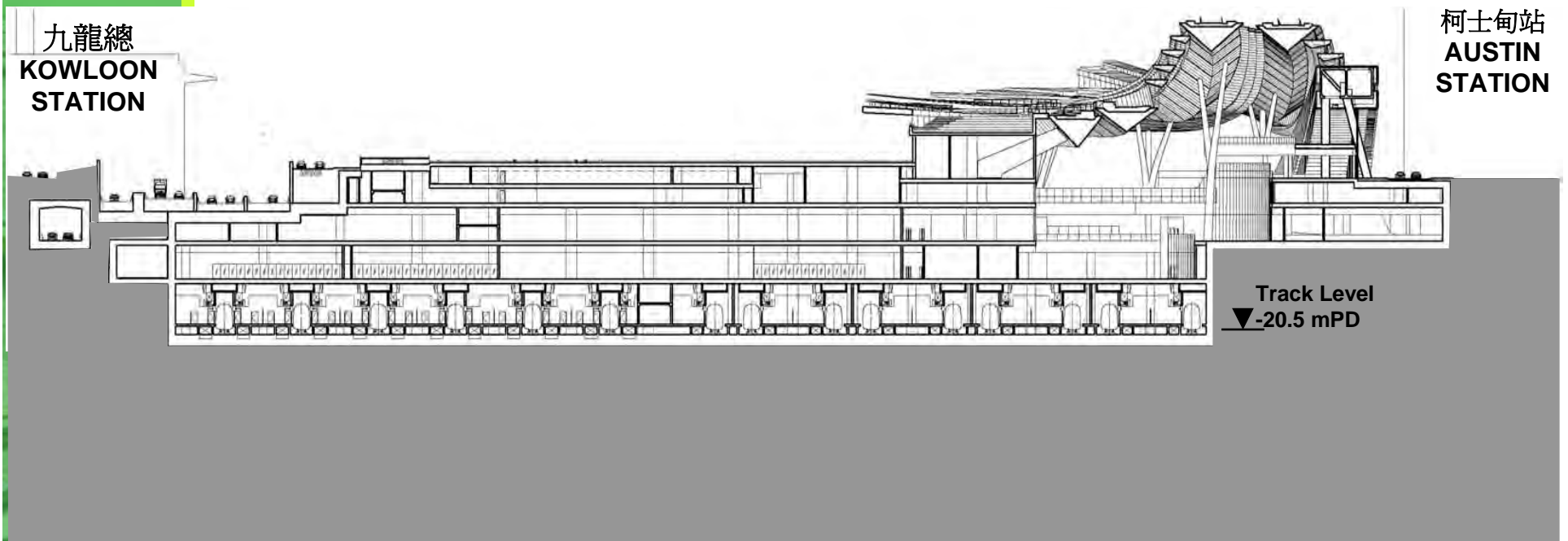


工程計劃的初步可行性研究走線
Preliminary Project Feasibility Study Alignment

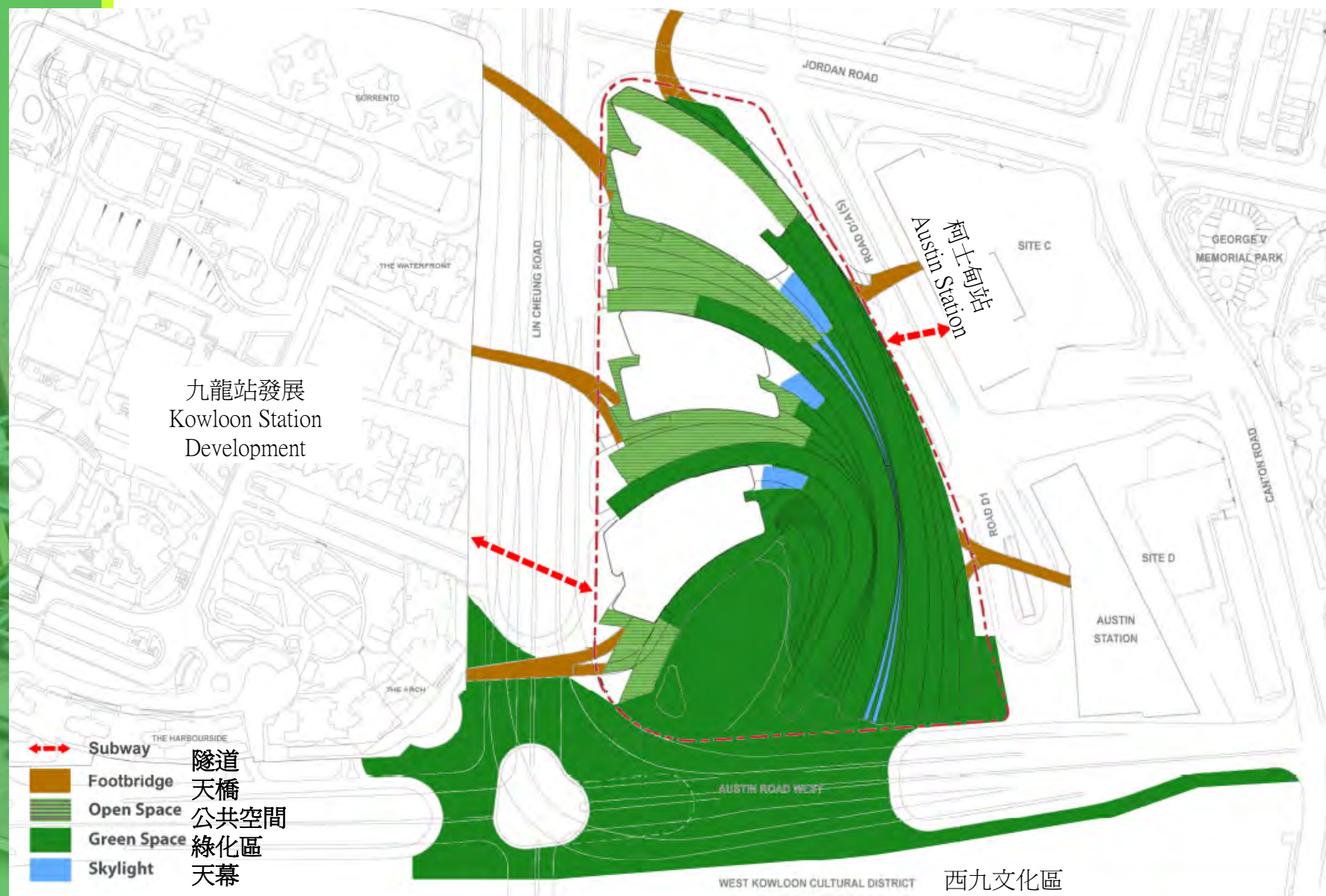


建議方案走線
Proposed Scheme Alignment

西九龍總站 The West Kowloon Terminus



總站的公共空間 Open Space of the Terminus



西九龍總站-行人接駁

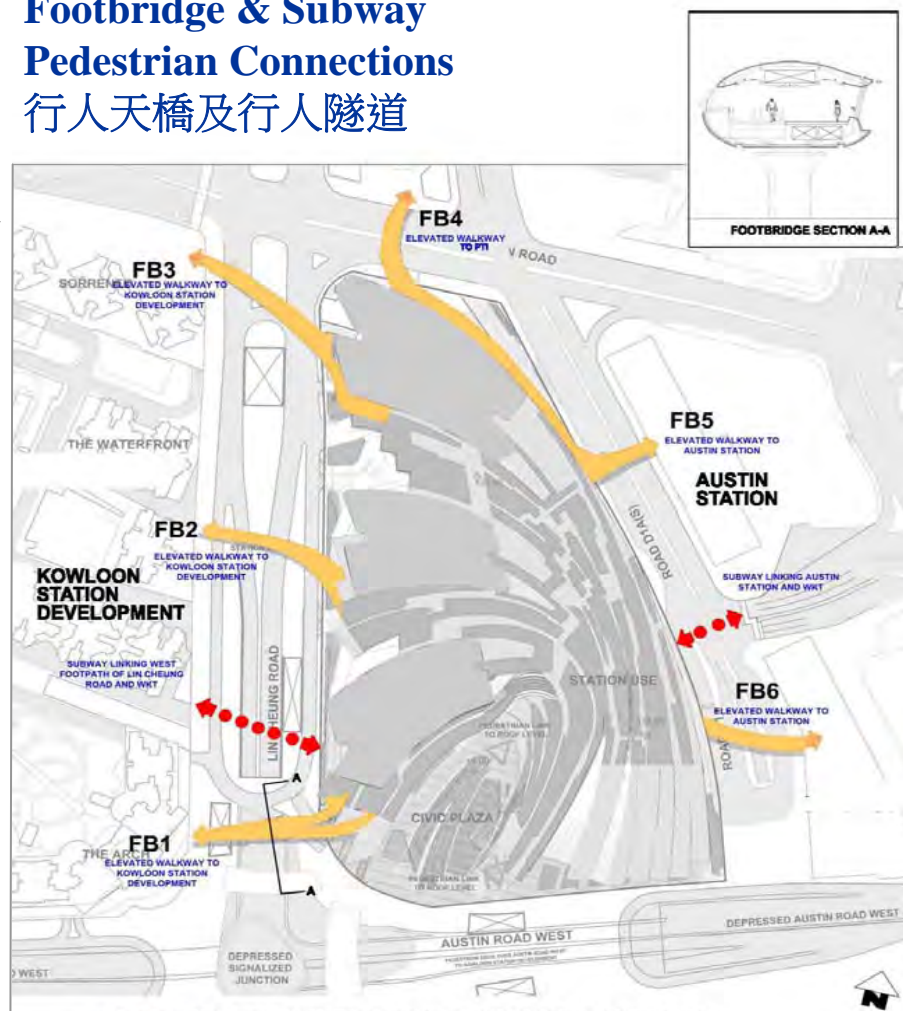
West Kowloon Terminus-Pedestrian Connections

At Grade Pedestrian Zone 路面行人區



- PROPOSED AT-GRADE COVERED CONNECTION 建議中的地面有蓋行人通道
- PROPOSED AT-GRADE CONNECTION BETWEEN STATIONS 建議中的車站間地面連接路線
- PROPOSED LANDSCAPED PEDESTRIANIZED AREA 建議中的綠化步行區

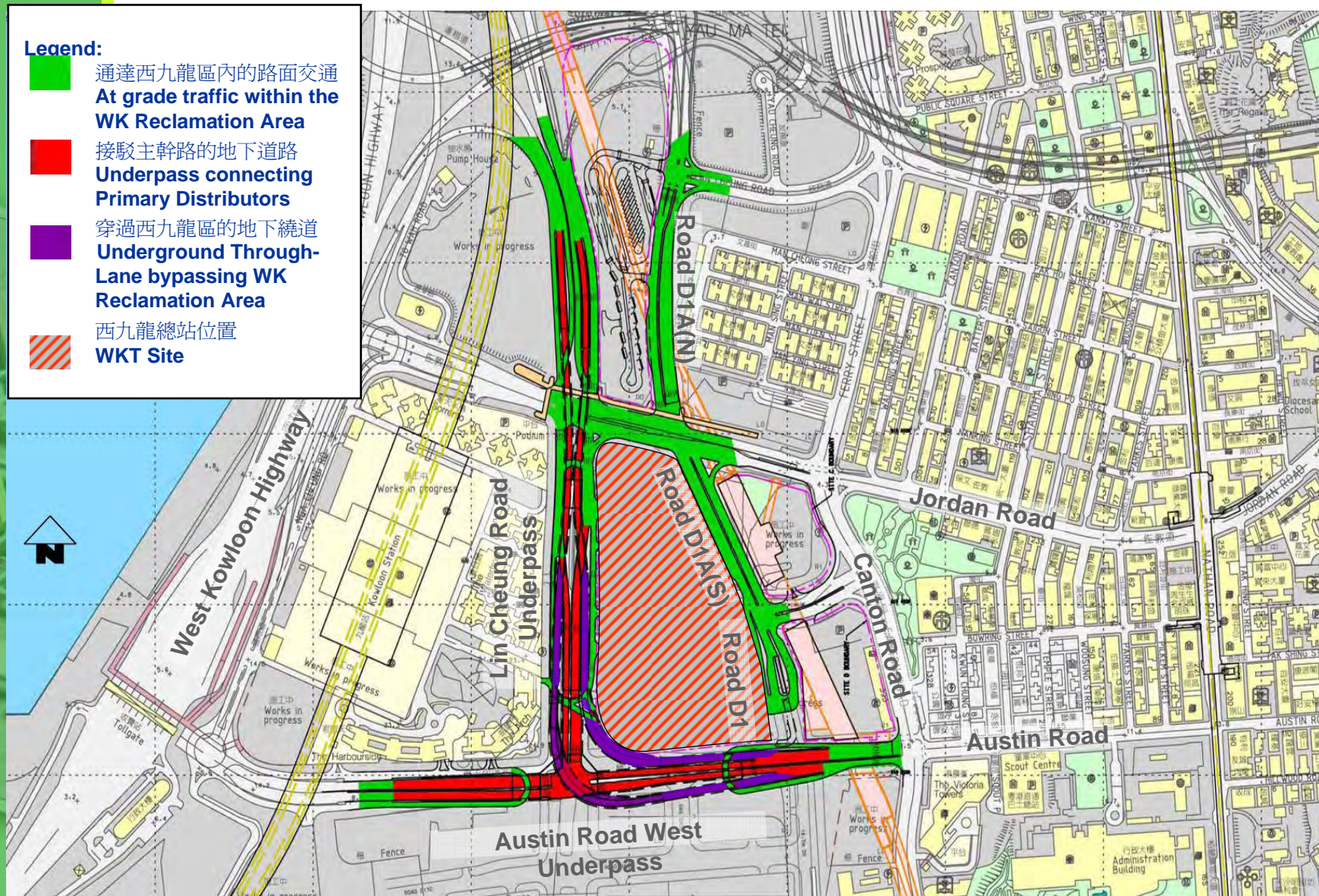
Footbridge & Subway Pedestrian Connections 行人天橋及行人隧道



- PROPOSED FOOTBRIDGE 建議中的行人天橋
- PROPOSED SUBWAY 建議中的行人隧道

總站附近的交通規劃

Traffic Planning around the Terminus



鐵路隧道成本比較

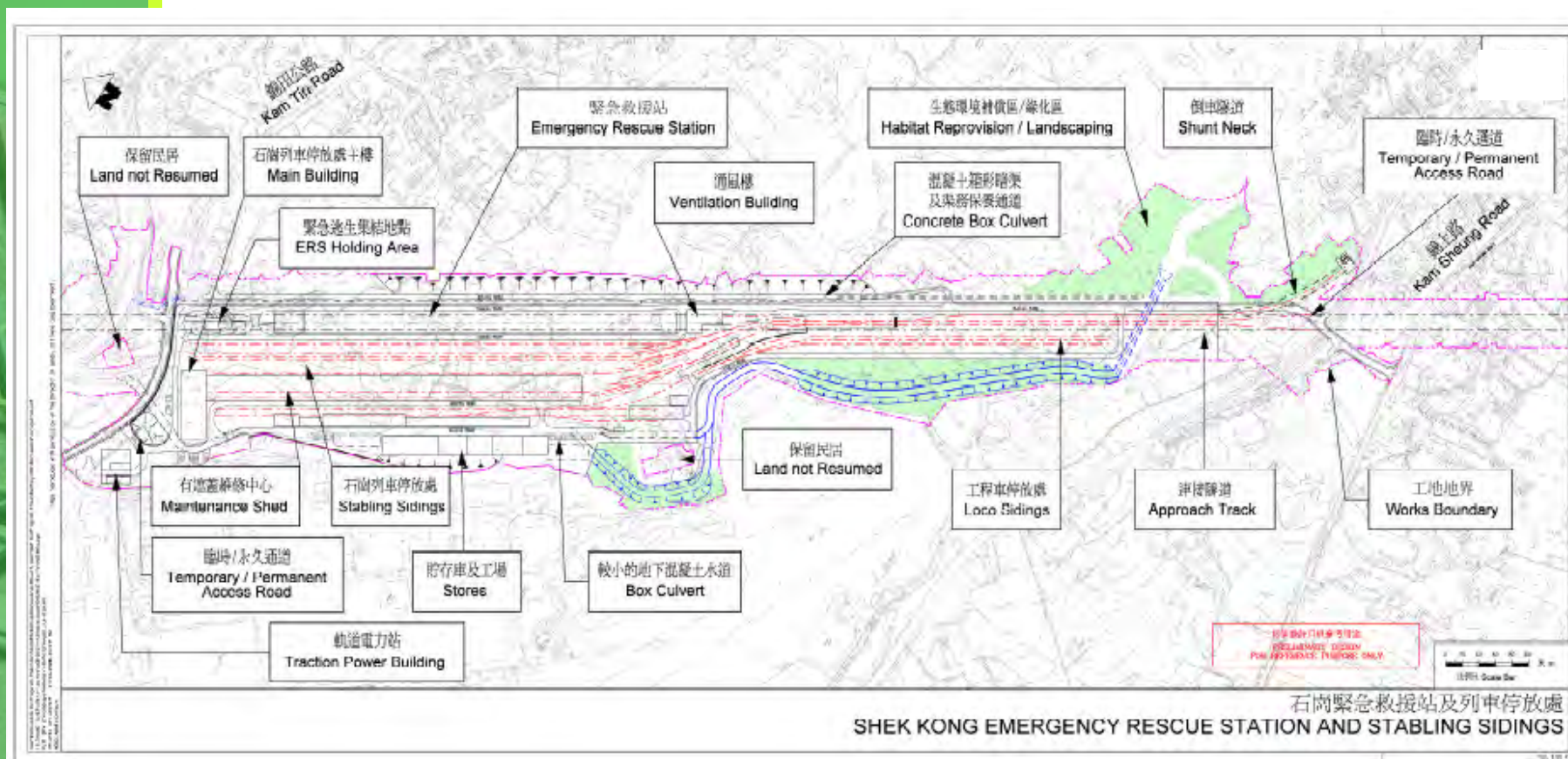
Cost Comparison – Rail Tunnels

工程項目 Projects	成本 美元(百萬)/每公里 Cost - US\$(M)/km	成本 美元(百萬)/每公里 (2009年價格) Cost - US\$(M)/km (2009 price)	備註 Remark
英法隧道 Channel Tunnel, 英國/法國UK/France	213 (1992 price) (1992年價格)	488	全隧道 all tunnels
CTRL Section 2 英國UK	159 (2004 price) (2004年價格)	203	39公里的走線 50%的隧道 39 km alignment 50% tunnel
高鐵XRL 香港Hong Kong		261	全隧道 all tunnels

收回菜園村的土地 Land Resumption at Choi Yuen Tsuen

興建緊急救援站及列車停放處

Building Emergency Rescue Station and Stabling Sidings



Affected Household Profile

受影響住戶資料

- **Affect about 150 households in Choi Yuen Tsuen and 10 households elsewhere**

影響約150戶菜園村居民及10戶其他地方的居民

- **Most live in temporary structures (including squatters surveyed in 1982 and licensed temporary structures) on agricultural land or government land**

大部份住在農地或官地上的臨時屋(包括已1982年已登記的寮屋和持臨時牌照的住屋等)

- ❖ Have both land and structures
有屋有地
- ❖ Have their own structures but not land
有屋無地
- ❖ Have neither land nor structure
無屋無地



現行政策下的土地補償

Land Compensation under Existing Policy

- 屋地業權人

Owners of building lots

- ❖ 補償率由C區提升至A區 + 為構築物估價
compensation rate upgraded from zone C to zone A +
valuation on the structure

- 農地業權人

Owners of agricultural lots

- ❖ 補償率由C區提升至A區
compensation rate upgraded from zone C to zone A



特設特惠安置安排

Special Ex-gratia Rehousing Package



特設安置方案原則

Guiding principles of the special rehousing package

- 必須體恤居民
Show sympathy for the residents
- 照顧居民不同情況
Take care the various situations of the residents
- 讓居民有所選擇
Provide choices for the residents
- 合理運用公帑
Appropriate use of public funding
- 不影響其他政策
Not affecting other existing policies



特設的特惠安置方案

Special Ex-gratia Rehousing Package

- 合資格住戶-
Qualified Households –
 - (a) 住在牌照屋或1982年登記的居住用途的構築物
Residing in licensed structures or 1982 surveyed domestic structures
 - (b) 住戶在1984/85調查中登記或同等居住年期
Household registered in 1984/85 survey or equivalent residency duration
 - (c) 不擁有其他住宅物業
Does not own other residential property
- 其他住戶 – 可向運輸及房屋局局長申請酌情處理
Other Households – by discretion on application to the Secretary for Transport and Housing
- 不適用於屋地
Not applicable to building lot

特設的特惠安置方案

Special Ex-gratia Rehousing Package

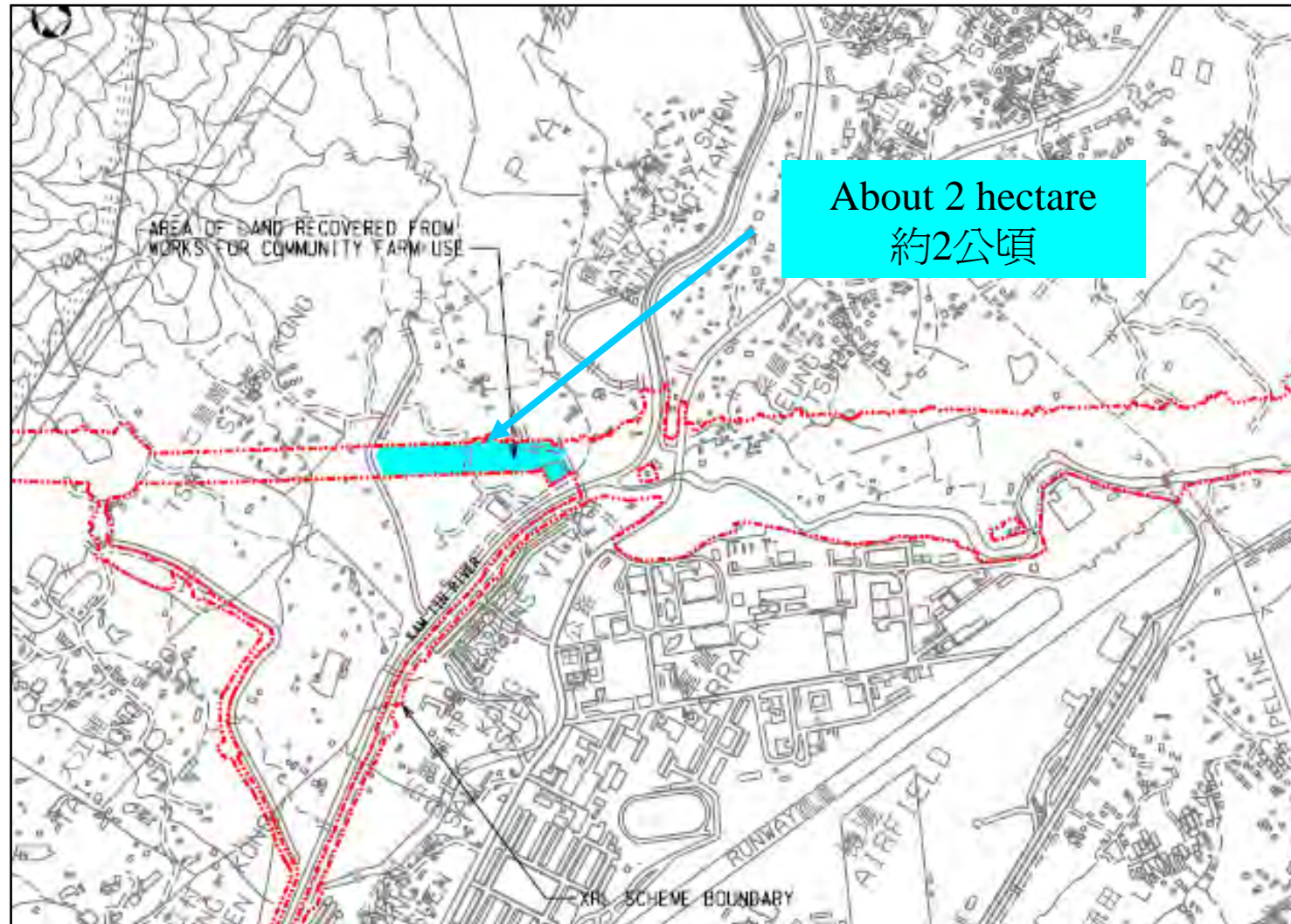
- 方案包括 (如獲立法會財委會批准) -
Package (if approved by Finance Committee of LegCo) includes –
 - (a) 提供特惠現金津貼予「合資格住戶」
Ex-gratia cash allowance for Qualified Households
 - ❖ \$600,000 或 or
 - ❖ \$500,000 + 認購新界區居屋權 option to purchase HOS flat in the New Territories
(豁免資產入息審查 Comprehensive Means Test waived)
(有待房屋委員會批准 Subject to Housing Authority's approval)
 - (b) 提供搬遷津貼予所有受影響村民
Domestic removal allowance for all affected villagers
 - ❖ \$3,000- \$10,000



特設的特惠安置方案 Special Ex-gratia Rehousing Package

- 不符合「合資格住戶」條件的村民
Villagers who do not meet the requirements of “Qualified Household”
 - ❖ 運輸及房屋局局長可酌情處理
the Secretary for Transport and Housing may exercise discretion
 - ❖ 視乎個別個案的情況，部份村民可獲接近「合資格住戶」的援助
depends on the situations of individual case, some villagers may obtain assistance similar to that of the Qualified Households

社區農場 Community Farm





收回/清拆土地對財政的影響

Financial Implications of Land Resumption/Clearance

- 各項涉及收地和清拆的補償及特惠津貼總額約為20億元（按2009年9月價格計算）

The total compensation and ex-gratia allowances payable for land acquisition and clearance is about \$2 billion (at September 2009 price)

- ❖ 涉及特設特惠補償方案的財政影響預計不多於8,600萬元

Financial implication of the special ex-gratia rehousing package estimated to be less than \$86 million



撥款申請

Funding Applications

- 我們將向財委會提交以下撥款申請 –
We will submit the following funding applications to Finance Committee –
 - ❖ 537億元鐵路工程
\$53.7 billion for Railway Works
 - ❖ 115億元非鐵路工程
\$11.5 billion for Non-railway Works
 - ❖ 特設特惠安置方案 (預計不多於8,600萬元)
Special ex-gratia rehousing package (estimated to be less than \$86 million)



Thank You !

謝謝！