

**Hong Kong Express Rail Link (XRL)**  
**and**  
**West Kowloon Public Transport**  
**Interchange (WKPTI)**

Hearing Submission

Case Ref.: LM(24T) to THB(T)L  
10/25/3 (09)

# Table of Comparisons between WKT and HKIA Terminus

continue ...

2

XRL <i>(s slide number)</i>	via HKIA Terminus	via WKT
Convenient interchanges	Yes, change platform interchange within a station. <i>(s50, s54-55)</i>	No. Dragging luggage up and down 10-20 min thru maze of crowded shopping malls from one station to another for connection <i>(s5-8)</i> ; Inefficacious trip to the southern most tip of peninsula, then travel backward.
Commute to HKIA with Ease	Yes, direct 8 min with ease and one-stop Customs and Immigration (C&I) check at airport. <i>(s48)</i>	No. Indirect hour-long torture long dragging luggage thru crowds between stations; thru C&I twice in WKT and in HKIA <i>(s9-10)</i>
Faster from Border to HKIA <i>(s48)</i> to KS ICC <i>(s49)</i> to HK IFC <i>(s49)</i> to Causeway Bay <i>(s50)</i> to Sheung Shui <i>(s53-55)</i> to Tin Shui Wan <i>(s53)</i>	Yes, shorter overall journey time with ease ride, direct 8 minutes << ease ride, no interchange 33 minutes < ease ride, no interchange 36 minutes < ease ride, no interchange 47 minutes < 55 minutes < 17 minutes <<	No. Longer overall journey time 68 minutes up-and-down torture <i>(s9)</i> thru 35 minutes maze of shopping crowds; walk 44 minutes between stations to interchange 55 minutes WKT-KS and HK-CS; or 72 minutes WKT-AS and ETST-TST 50 minutes
Journey Time Saving	Yes, to HKIA, to Shenzhen Airport, to Guangzhou, to Dongwan <i>(s48, s44, s33)</i>	No, not to Guangzhou <i>(s31)</i> , not to HKIA, and not to most places in HK territory <i>(s6)</i>
Fast and convenient railway service between HK and Guangzhou	Yes, utilize Inter-City Rapid Transit System directly to Guangzhou and Dongwan business centers <i>(s44, s33)</i>	No, only to Shibi, outskirts of Guangzhou and only to Humen, a small town 25km from Dongwan <i>(s31)</i>
HK can be connected with directly major Mainland cities	Yes, via XR and more, via domestic flights <i>(s25, s41)</i> could be more direct, faster and cheaper than XR. <i>(s35)</i>	Yes, but limited to XR <i>(s25, s33)</i> ; Negative or insignificant time saving <i>(s6-8, s32)</i> ; HK not in position to have full-blown terminus <i>(s25)</i>
HK can be connected with directly major cities in PRD	Yes, HKIX and NW Territory is close to Hong Kong-Zhuhai-Macau Bridge <i>(s34)</i> and PDR super loop <i>(s40, s44, s48)</i>	No. Not viable; dead-end <i>(s21, s23, s28)</i> ; Isolated and confined in the last piece of land at the edge of Victoria Harbor.

XRL (s slide number)	via HKIA Terminus	via WKT
Overall Benefits	Yes, International Gateway (s46) Cross-Border PTI (s51) Synergetic values (s40) Sustainable Development (s45)	No, not a gateway (s13) not a PTI (s71-74) no synergetic value (s34) not viable to sustain growth (s12, s39) not even a hub (s12)
Community Risks and Impacts	Yes, but not an attractive terrorist target nor susceptible to attack; damage is containable (s27)	Yes, Overload road capacity (s28,s59-60) Not environmental friendly, pollution Suffocate and marginalize HK (s28) Attractive and easy terrorist target (s27)
Value for Money	Yes, same rail and Customs&I shared by National XRL and GZ-HK Airport Rail (s46); Versatile Cross-Border PTI (s51)	No, single purpose; dead-end and not viable, (s23, s25)
International Gateway	Yes, for National High Speed Network and domestic SZ Airport with ease and one-stop C&I at HKIA. (s46-47)	No. Take over an hour (68 min) and two C&I checks in WKT and again at HKIA (s9)
Versatile PTI Mix-and-Match Transportation Usages	Yes, mix and match transportation means; offer more choices to suit travelers' needs (s51)	No. Only a single-purpose XRL; isolated dead-end infrastructure at the southern most tip of China continental mass (s23)
Improve Riderships Reduce ARL's Deficit	Yes, complementary values, improve both AEL and XRL riderships (s49)	No. Isolated, single-purpose; no synergetic value between XRL and AEL (s9, s23).
Environmentally Friendly	Yes, enable and encourage ordinary HKers to utilize rail networks (s36, s49) with convenient in-station interchanges instead of shuttle buses (s39, s43, s47)	No, no convenient metro interchange at WKT, WKT has to rely on shuttle buses, taxis and private cars running on already congested roads (s35)

# Administration has NOT properly reviewed the scheme having regard to the objectors' views

- Let's take the West Kowloon Terminus (WKT) issues as an example to illustrate how Administration has NOT properly reviewed the scheme.
- After reviewing objectors' views on selecting of West Kowloon Terminus (WKT) as the XRL Terminus in Hong Kong, Administration's 29/6/09 overdue Reply still insisted on its unsupported claims and conclusion.

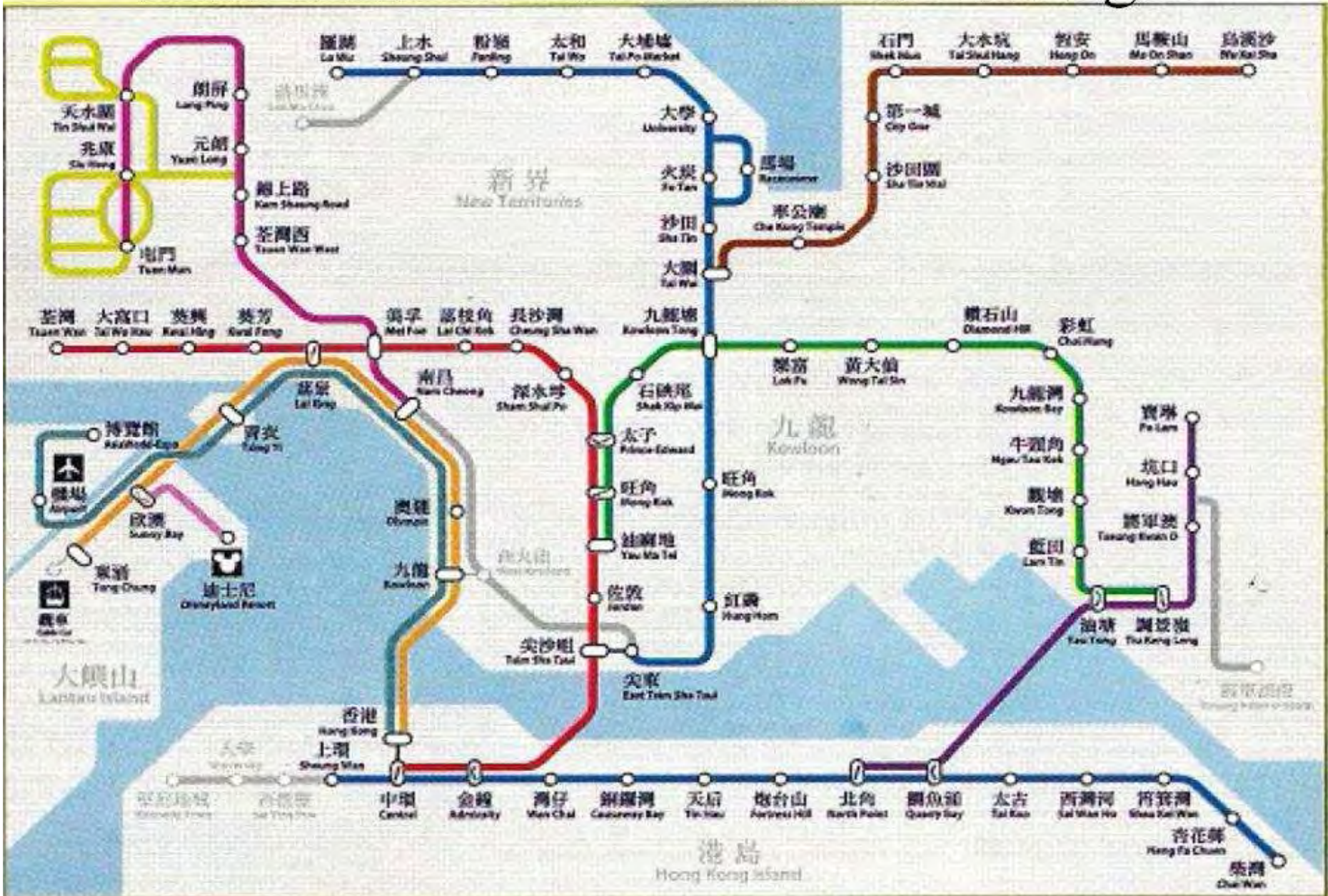
## 29062009(Reply) on XRL Terminus location

On Administration's justification, "*It (WKT) will also provide convenient interchanges with the domestic railway network via the existing MTR Tung Chung Line / Airport Express Line and the Kowloon Southern Link, due for completion in the second half of 2009.*"

- Why bother to go all the way down south to WKT from the north border and then take Tung Chung Line / Airport Express Line (AEL) to travel backward to the New Territory, Kowloon or HKIA when you can get there conveniently and directly point-to-point from the border at much lower fares and faster journey time.
- But in reality, WKT does not have convenient interchanges. (See Inter-Railroad-Network Interchanges map on next page.)
- WKT does not have in-station interchange but requires long walking from one station to another to use HK's MTR lines: from WKT to Austin Station (AS) and then from East TST (ETST) Station to TST Station, or from WKT to Kowloon Station (KS) and then from Hong Kong Station (HKS) to Central Station (CS).



# Inconvenient WKT



# XRL WKT take Travelers More Journey Time to get to/from almost any place in Hong Kong

- To Kowloon, like 佐敦, 旺角, 荃灣, 藍田, 觀塘, etc.
  - Point-to-point directly from 落馬洲 takes about 30 minutes and costs about \$25 to \$35
  - If take XR to WKT, then you need to walk to Austin Sta, take the next train, walk again from ETST Sta to TST Sta, wait for another train before heading to a KLN destination. It would take 44 to 69 minutes and cost about \$200.
- To Hong Kong island, like 銅鑼灣, 北角, 灣仔, 中環, etc.
  - Point-to-point directly from 落馬洲 takes about 45 minutes and costs about \$45
  - If take XR to WKT, then you need to walk as before via ETST; or walk to KS thru Element shopping mall, take the next train, walk again from HKS to CS, wait for another train to get on the HKL for the Hong Kong island destinations, it would take 47 to 53 minutes via ETST Station and 54 to 65 minutes via KS and cost over \$200.



# Let us Head to Destination from the Border

- To/from the New Territory, such as 元朗, 上水, 屯門, 天水圍, 粉嶺
  - Point-to-point directly from 落馬洲 takes about 15 minutes or less than half hour and costs about \$7 to \$20
  - If take XR to WKT, and then travel backward to the New Territory, it would take about 50 to 72 minutes and cost over \$200
- Better spend the \$39.5B XRL budget for an useful XRL HKIA Terminus and to complete our intra-city rail network with convenient in-station change-platform interchanges to various domestic MTR lines without walking WKT-to-AS and then ETST-to-TST, or WKT-to-KS and then HKS-to-CS interchanges.
- Let cross-border travelers head directly to where they want to go without forcing them to first travel to WKT all the from north border to the southern most waterfront to do the walking exercise and tour MTRC's shopping mall with their luggage before letting them to head for where they really want to go.
- Today's cross-border buses from Zhenzhen to HKIA take just half hour or less.
- Shenzhen-HK Airport Rail will take just 8 minutes directly from Shenzhen Wan to HKIA with ease and through only one C&I check.



# Torturous Interchange at WKT to HKIA

In 29/06/2009 Administration's Reply, another justification was *"In addition, convenient connection to the Airport Express Line will enable XRL passengers to commute to the Hong Kong International Airport with ease"*.

- In reality it is NOT with ease at all. Here is what travelers will go through: After 50 minutes XR ride from Shibi (~80min from Guangzhou business center) to WKT, you (the traveler) go through the **1<sup>st</sup> Customs&I** check at WKT; drag your luggage 5-storey up to WKT shopping centre; struggle through shopping crowd, find your way to a footbridge connecting to KS; cross the footbridge, but in front of you still no station is in sight; you start wondering whether you are **insane** - "why am I high up in a shopping centre building looking for a station supposedly on the ground floor?"; you are lost and worrying whether you will miss your flight; ask for direction again; you hold on your luggage to get down a 2-3-storey high escalator hoping nothing would fall; you reach a PTI on the ground floor but not integrated with the rail station, have to squeeze yourself and luggage through another narrow escalator crowded with shoppers up again 2-3 stories; after more 25 minutes of struggling and sweating, you end up in another shopping mall, ELEMENT, but you are definitely not in the mood of shopping; again you have to find your way through the maze of shopping crowds; facing you again is another escalator, you feel like in hell thinking when you'll be done with the (escalator) rollercoaster ride and shopping mall tours"; finally, you reach the rail station and purchase another expensive ticket; but you are still sweating with anxiety waiting the infrequent AEL train to come, by now it has been almost two hours since you left Guangzhou but still are not on the train heading for the airport yet; finally you are in HKIA, but the nightmare has not ended, you have to go through **another** long line of **Customs&I** check. This is by no means *"with ease"*; it is an hour-long **torture**!
- The total journey time from Guangzhou using XR to WKT and heading backward to HKIA would easily take over two hours (133 min) and C&I check two times.

# Real-Life Traveler Experience

- Our destination was Civitavecchia, Rome's port for cruises.
- Rome's main terminus is TERMINI, however interchange at TERMINI would “take about 10 minutes to reach on foot to interchange to FR5 train)” (i.e. only if you already know what you are doing; otherwise would take much longer time to find your way.)
- Hence, we skipped the Leonardo Express (Fiumicino Aeroporto - Roma TERMINI see next slide) and took the regular FR1 train from the airport to TRASTEVRE station for a simple change-platform interchange to FR5 heading for Civitavecchia with ease. (no crowd, no 10-min walk, save time and \$)
- We saved time and \$; most of all, save the cumbersomeness and confusion in finding our way with luggage through TERMINI crowd.
- Since our destination is not Rome's TERMINI (or WKT) centre of Rome why travel all the way to TERMINI (or WKT) and then travel backward to the destination where we want to go.

# Rome's Rail Network



## 29062009(Reply) on XRL Terminus location

No kidding, our Hong Kong's future is relied on our Gov Administration who could conclude, “ *In sum, the XRL terminus at West Kowloon will become a major railway hub of Hong Kong. We consider that the overall benefits of having the terminus in West Kowloon would be higher than that in the New Territories.*”

- The XRL WKT is at the southern most edge of the China continental mass next to the Victoria Harbor. How could it be a “*hub*”? At most, it may be a platform for hopeless people to jump into the harbor.
- The WKT lot is the last piece of land in West Kowloon. WKT is dead-end and not viable for further growth.
- Jamming everything in just 1-km<sup>2</sup> WKRA cannot be anything benefit but suffocate Hong Kong's sustainable development.

# Do we know what we are talking?

- Administration's 29/6/09 conclusion was "*With the XRL, Hong Kong will become a strategic gateway to the national high-speed rail network.*" Do we know the meaning of "*gateway*"?
- Our Government needs to know more than just a few buzz words. "*Gateway*" to where?
- What so "*strategic*" about it to place the XRL Terminus at the edge of the Victory Harbor, the southern most edge of China continental landmass?
- Please be specific on what so "*strategic*" to our "*national high-speed rail network*".
- We cannot burn \$39.5B taxpayer money just on a few buzz words without knowing what they really mean.



# National High-Speed Rail Network vs Local Rail Network

- We support to have a National High-Speed (Express) Rail Network but please don't mess it up with local ordinary rail network.
  - Since LongHua and Futian are just 9 km apart within a city, they should not both in the National High-Speed Rail Network.
- LongHua is a National XR hub, not Futian (不要同他們癩). Futian should not be in the way of the National XR linking to XR hub, Longhua.
- Local metro network should be used for connecting Futian to Longhua.
  - Otherwise, the National High Speed Rail Network would lose its meaning and work just like an ordinary (non-express) rail network.
- Only HKIA and not WKT could be the “*strategic gateway of the national high-speed rail network*”. The XR “*gateway*” to the world should be linked to the national XR hub, LongHua, and not through Futian which is just 9 km from the XR hub.

# Administration has NOT explained fully to the findings of its review.

- For example, Administration has not explained its 29/6/09 unsupported claim - *“According to the current forecast, the 2-way daily patronage for the XRL in 2016 will be about 90,000 passenger trips between West Kowloon and Shenzhen/Humen/Guangzhou and 10,000 passenger trips between West Kowloon and other cities beyond Guangzhou. ... The estimate has taken into account time-saving to cross-boundary rail passengers and other general road users”*.
- The Administration could not explain where these 90,000 passenger trips come from and refused to provide us the cross-border traveler statistic.
- Based on other sources “In 2006, there were 33,100 cross-border workers” of which “16,100 of them lived in the mainland” and 37,200 mainland visitors, the 2006 total cross-border travelers is worked out to be 54,200.
- With the current cross-border transportation providing direct point-to-point transportation at less cost and journey time than that of XR through WKT, we can safely forecast not more than 10% of the cross-border travelers would switch to XR which requires to first go all the way down south to WKT from the border and pay again to travel backward to where they really want to go.
- To make the Gov target of 100,000 XRL passengers in 2016, we need to grow the cross-border travelers by 1845%. That is a continuous non-stop growth rate of 34% every year for next 10 years!

## 29062009(Reply) Unreal Patronage Forecast and Economic Benefits

- Just with the competition from the current “cross-boundary rail and other general road” transportation, a growth rate of 1845% in ten years is already an unrealistic and grossly over optimistic patronage forecast.
- If the SZ-HK Airport Rail and Hong Kong-Zhuhai- Macau Bridge are taken into account, the required growth rate would blow sky-high making XR Terminus at WKT almost a worthless burden.
- We really can't see what and how “*The economic benefits brought about by the XRL project in respect of time saving over 50 years of its operation discounted to year 2009 prices are estimated to be about \$83 billion*” could be realized.
- In fact, if we do our diligence, the “time saving over 50 years” could actually be a NEGATIVE economic benefits because taking XRL through WKT would take more and not less journey time for most travelers to where they really want to go.

# Our Gov's Leadership and Vision

- We really worry about Hong Kong's future in the light of our Gov's leadership justifying the XRL based on these observations:
  - *"Most households make only about HK\$20,000 a month which ... will certainly provide you with more comfort if you were to live in Lunghua, Zhenzhen. "*
  - *" ... In 2006, there were 33,100 cross-border workers, 16,100 of them lived in the mainland. ... people from Hong Kong have bought 50,000 homes in Zhenzhen.*  
*" The Standard, July 20, 2009*

i.e. a vision of

- Hongkongers would not able to afford to live in Hong Kong;
- Hongkongers, except civil servants, would not able to find jobs in Hong Kong.

What a sad Hong Kong's future! If this is our leader's vision of future Hong Kong, what hope can we have on them and in Hong Kong?

- We know HK is losing good jobs like crazy. HK will have no job other than speculating, gambling and civil servant jobs. But this should not be the vision of our leaders whom we're counting on to lead us to the future. CEO's version is a necessity, even not necessarily sufficient, to lead and drive a company to success.

# Please Give Hongkongers a Break

- Would a \$20,000-household spend \$500 each day just for commuting between where they live and where they work?!
- How many of these “HK\$20,000-a-month families” can afford HK\$500 daily commuting cost? Just XRL commuting expense would easily go over \$12,000 out of the total \$20,000 monthly income.
- Please give Hongkongers a break; we don’t have guaranteed well-paid job like our civil servants have and don’t have handsome benefits like our civil servants have to pay their rent, children’s school expenses and medication bills. How can we survive with the money left after the expensive commuting cost?
- If our Gov leaders know the hardship of HongKongers, they should think of how to lower our commuting and living costs in HK and not having the crazy thought – HKers live in Lunghua and commute to HK to work, or live in HK and commute to Guangzhou to work.



# Be Real

- How many of these “50,000 homers in Zhenzhen” would be willing to spend the \$500 on XR while they can save \$400 or more to travel with other transportation point-to-point directly to where they want to go at less time and save the trouble of dragging their luggage all the way to WKT and then traveling backward to where they want to go?
- We are for “*the economic ties between Hong Kong and the Mainland will be closer*” but jamming a Futian-HK XRL’s terminus into the last piece of WK land dead-end at the edge of Victoria Harbor can’t be anything “*paramount importance to the sustainable development in Hong Kong*” as claimed in Administration’s 29/6/09 reply.

# Marginalize (邊緣化) Hong Kong

- As a society, we have already pre-paid our heavy taxes for more than one life to finance our Gov through land sales and high property stamp duty. The pre-paid tax is already paid with our mortgages that we need to pay off in our and probably our next generation life time even after we, as a society, lose all our jobs in HK.
- Sales Tax cannot keep up with Gov spending because
  - The cost of many commodities, like vitamins, TVs, cordless phones, etc., in Hong Kong without sales tax are already cost more than that with sales tax added in other countries. To save money, we get things from abroad whenever we can. Hong Kong really needs the antitrust law.
- Unwise Gov spending would spiral and force Gov into even more excessively expensive land sales which would further marginalize Hong Kong. We need to develop new (more) valuable lands for sales in the New Territory at an affordable high price to keep up with Gov spending, our civil servants' handsome salary, benefits and pensions.
- We need to watch out whether the \$39.5B is value-for-money as we have to pay for it with our pre-paid tax and debt and forever subsidize it with our everyday high commuting cost.



# HK does not need a Full-Blown Terminus





# WKT Footprint is 1½ times of KS

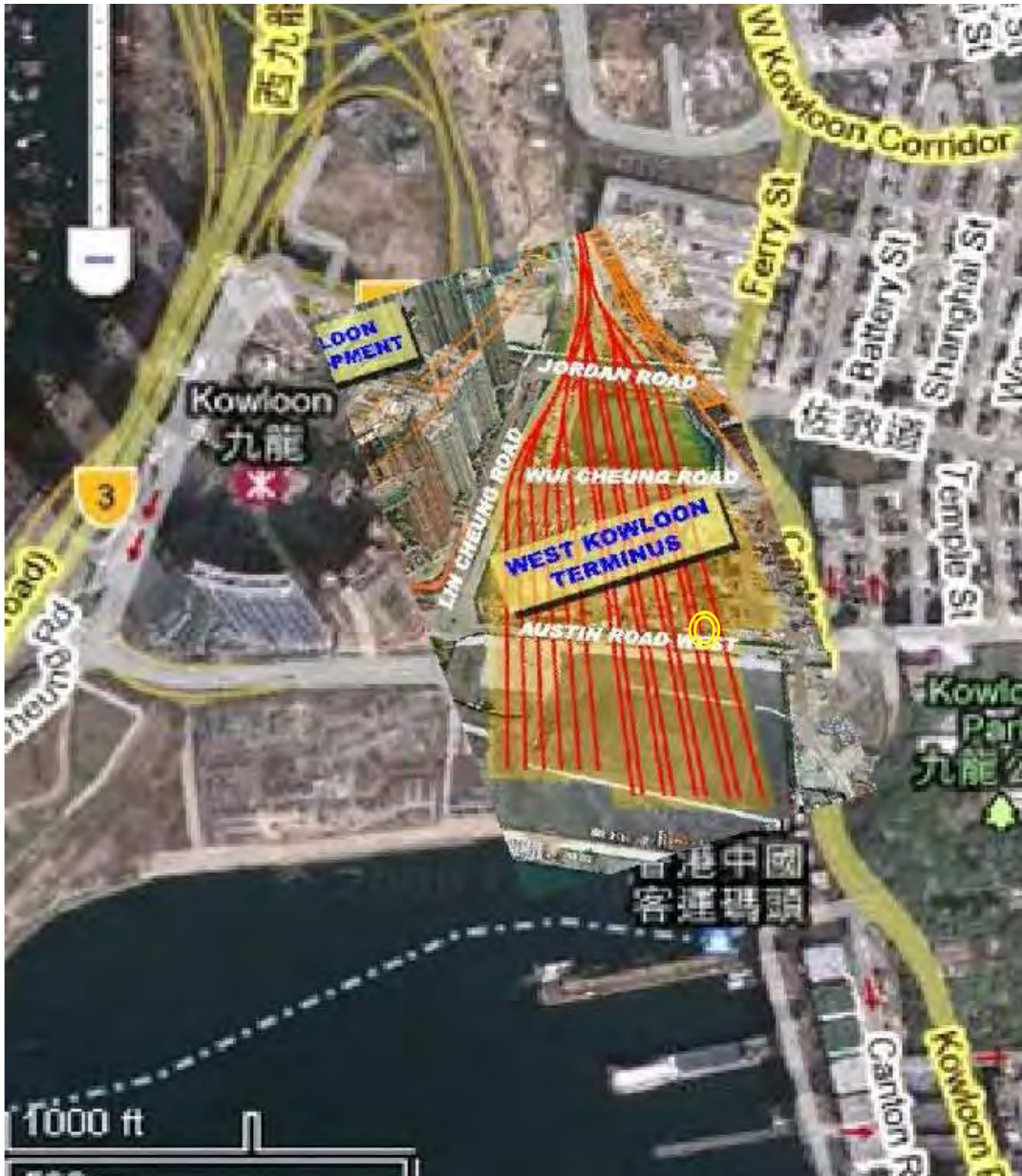
- Our 1-km<sup>2</sup> West Kowloon Reclamation Area will be our “*HK’s landmark Business Center and Cultural District*”. Now selling at \$15,000/sq.ft. and some even above \$20,000/sq.ft. in KS. Why must be rail tracks and platforms be placed in this last piece of precious WK land with a footprint 1½ times the size of KS?!
- Even WKT are mostly underground, spaced consumed by tracks and platforms could be used for shopping mall, store spaces, car parks, etc. Because the lot has a height limitation, underground spaces lost for tracks would have to be made up by spaces above ground. Saleable floor areas or plot ratio of thi precious land would be reduced.
- Not only wasteful in land use, operating such large underground area of tracks would also be costly as it requires year-round 24-hr lighting, air-conditioning and ventilation. This is also not environmental friendly.
- Worst of all, MTRC would again use our expensive commuting metro fares to subsidize the mostly empty free-shuttle buses running on the congested roads for XRL like that for AEL, and further jamming up our congested roads and pollute our air.
- After spending \$39.5B, HongKongers not only have to carry the capital debt but also its endless operating cost forever.

# Do we know what WKT is designed for?

- Even now, Administration still cannot describe network topology, operation strategy and targeted capacity of the XRL as part of the National XR network.
- Even now, Administration still has not thought of who would run the XRL, what destinations are the platforms for, and other operation and security considerations.
- Will it be a large logical star or fully-meshed network (1:N), each node in the network is connected to every other nodes without stopping or interchanging?
- Will it be a meshed network (1:n), an end node is only required to logically connect to one or a small number network hubs or end nodes in the network?
- Has the central National XR Network planner specified what this small n for the XR terminus in HK? How to utilize the small n to accomplish the National network capacity target? Has a target been defined at all?
- Have we properly utilized the nearest network hub, LongHua? Are we shooting a vague non-coherent target that could result an under/over WKT design?
- Based on what we used to design the HK XRL Terminus? Does everyone do it own planning 各自霸山頭?
- WKT would not be a good choice because West Kowloon has no more space for expansion if we have an under-designed terminus, and it is too costly if we have an over-designed terminus in the last piece of land in such a precious business district.



# WK Terminus vs Rome TERMINUS



Both in same scale





# MTRC Not to Run the XRL or its Terminus

- Rome TERMINUS is the Italian rail network hub at central Italy with rail links branching out to north and south Italy. Rail platforms in TERMINUS are (mostly if not all) designated to specific destinations.
- WKT having a footprint as large as Rome's TERMINUS would suggest its platforms are also designated to cities, e.g. platform for Beijing, platform for Shanghai, etc. But China is a nation much larger than Italy, WKT does not have the space to expand with platforms for all cities that National XR Network can reach.
- Hong Kong is not in a geographical location justified to have a full-blown Terminus for the National High Speed Rail Network, nor does Hong Kong have a large enough population to generate the demand to fill all the trains in a large terminus.
- Most importantly, unlike Rome's TERMINUS which has all Rome's metro lines going through it, WKT does not even have a built-in metro station and convenient interchanges to various HK metro network lines.
- West Kowloon road traffic is already extremely congested. Having such a large terminus without a convenient metro support would result even more road traffic.
- Travel by air could actually cheaper by rail. Air ticket from Shenzhen to Wuhan was just ¥290. Flying to Madrid was cheaper than taking Euro Rail. Why would our Gov so eager to have a full-blown XLR Terminus in the expensive business center with limited space while everybody else are placing their XR Terminus on the outskirts or even outside their cities?
- Letting the National XR Network operator to run the XRL in HK would be more cost effective and allow the public to enjoy lower fares than otherwise run by MTRC.

# Operation Considerations

- Since XR is designed to save time and trouble, XR travelers should not be required to get off and back on the train for customs and immigration (C&I) check at the border. From logistic operation point of view, it is necessary to have the one-stop C&I services at the end of XRL.
- Since there is only one end at the HK side but many ends in Mainland, applying the Shenzhen Wan C&I model but in a reverse role, HK will provide space for Mainland Gov to build and run the National XR link into HK and C&I check point in HKIA, the end of XRL in HK, under Mainland's jurisdiction. Mainland Gov instead of MTRC should be the natural operator to run the XRL in Hong Kong.
- From the rail operation point of view, the National XR Network has its own Mainland conventions and its management mentality and labor practices which are different from MTRC's. Hence it is essential to let the National XR Network operator to run the whole network to ensure smooth and economical operation.
- The entire National XR Network, including the XR segment in Hong Kong, marked by red lines in the drawings (see part II below), should be under the jurisdiction of Mainland China.

# Safety Considerations

1. Anyone holding an unnamed train ticket (or even without a ticket) can get on XR train from anyone of the many cities in China. High standard of security check from all rail stations cannot be maintained and should not be assumed.
2. Long rail lines spread widely across China cannot be confined and guarded as a segregated security zone, like that in HKIA.
3. Security is much easier breached with trains running on the ground than planes flying in the sky. Toxic gas and explosive can be passed onto the train from roadside if not through loopholes in rail stations.
4. The WKT CDA1 development with high-rises above WKT would make it attractive to international terrorists like the World Trade Center in New York.
5. Trains can easily be used to deliver toxic gas and explosive into the Terminus right underneath WKT's high-rises unattended just like laser guided missiles.
6. They don't even need to use suicide bombers to blow up and collapse WKT high-rise towers. This make WKT not only attractive target but an easy target that terrorists just can't refused.
7. HKIA situated in a sparsely populated ChekLapKok would be much less attractive to terrorists. Without high-rise commercial towers above it and residential towers next to it allows damages much containable if the misfortune does occur.

# XRL ending at WKT is a Wrong Choice

- Contrary to Administration's conclusion, the Futian-HK XRL ending at WKT would be a burden to "the sustainable development in Hong Kong".
- For Gaungzhou's sustainable development, Gaungzhou Gov does NOT put its XRL Terminus right at the heart of its business center but in Shibi next to PanYu, an outskirt of Gaugzhou (see Shenzhen-HK Airport Rail map) - from a Government with better vision, confidence and planning.
- Kowloon is already overloading its road traffic capacity, overly polluted and making the real estate and everything goes with it excessively expensive. These are the reasons why a lot of large international corporations, including my former employer, with lot of high-pay jobs moved out from Hong Kong.
- Out of face-saving or political pressure to start XRL at WKT by the end of this year would only suffocate and further marginalize (邊緣化) Hong Kong.
- Please don't introduce an easy and attractive terrorist target in Hong Kong.
- XRL Terminus at HKIA would be in a much better position to
  1. secure HKIA as the international gateway of National XR Network in south China,
  2. provide a convenient and congenial rail network for cross-border travelers to most places in Hong Kong,
  3. improve HK's sustainable development beyond just the 1-km<sup>2</sup> WK, and
  4. promote NW HK territory as an essential part to Pearl River Delta's mutual economic prosperity. (See further discussion in Part II below.)



Short Break  
Between Part I and Part II

# Rebuttal MTRC's Claims

- The slides in Parts I and III of this presentation rebutted the reply for our Administration to our objections.
- This part, we will go the extra mile to rebut also all MTRC's claims on the “Purpose and Benefit of the (XRL) Project”

listed in MTRC's “ES\_TOC (eng).pdf - Executive Summary Hong Kong Section of Guangzhou - Shenzhen - Hong Kong Express Rail Link”

- And then follow with a proposal that would meet and exceed the stated objectives, purposes and benefits and more:
  1. More journey time saving to KS (ICC) and HK (IFC) business centers;
  2. Truly enable XR passengers to get to HKIA with ease;
  3. Improve riderships and revenues on both AEL and XRL;
  4. Develop intra-city rail loops with truly convenient interchanges;
  5. Provide strategic platform for a PRD regional super loop for mutual economic prosperity and development.
  6. Not unnecessarily open ourselves to terrorist attacks.

# XRL WKT's Time Saving is Fictitious

#1 Purpose and Benefit of the (XRL) Project : *“The XRL will form part of the national high-speed railway network, connecting Hong Kong with Guangzhou, with intermediate stations at Futian, Longhua and Human, outside of Hong Kong. The XRL will provide a fast and convenient railway service linking the cities, with the journey time between Hong Kong and Guangzhou reduced from about 100 minutes as at present to about 50 minutes.”*

1. The XRL Terminus for Guangzhou is in Shibi, an outskirt of Gaugzhou about 20 km from GZ's business central. (see Shenzhen-HK Airport Rail map). Journey between GZ and HK business centers will definitely take much more than 50 minutes but close to two hours (or 112 min).
  2. Having Futian, only 9 km from Lungha, in the way to the XR hub would further unnecessarily lengthen the XR journey time between Hong Kong and Shibi.
  3. Because of the inconvenient interchanges to reach WKT, it would easily add 30 minutes journey time just to WKT for the XR or from WKT to most destinations in HK.
- All these will add up and make the actual “journey time between Hong Kong and Guangzhou” to be more than 100 minutes and not 50 minutes.
  - The actual overall journey time would not be much “faster” than that of using conventional transportation between Guangzhou to most HK destinations. Having XRL Terminus is WKT would not be “convenient” but torturous.  
(See Part I discussion above for details.)

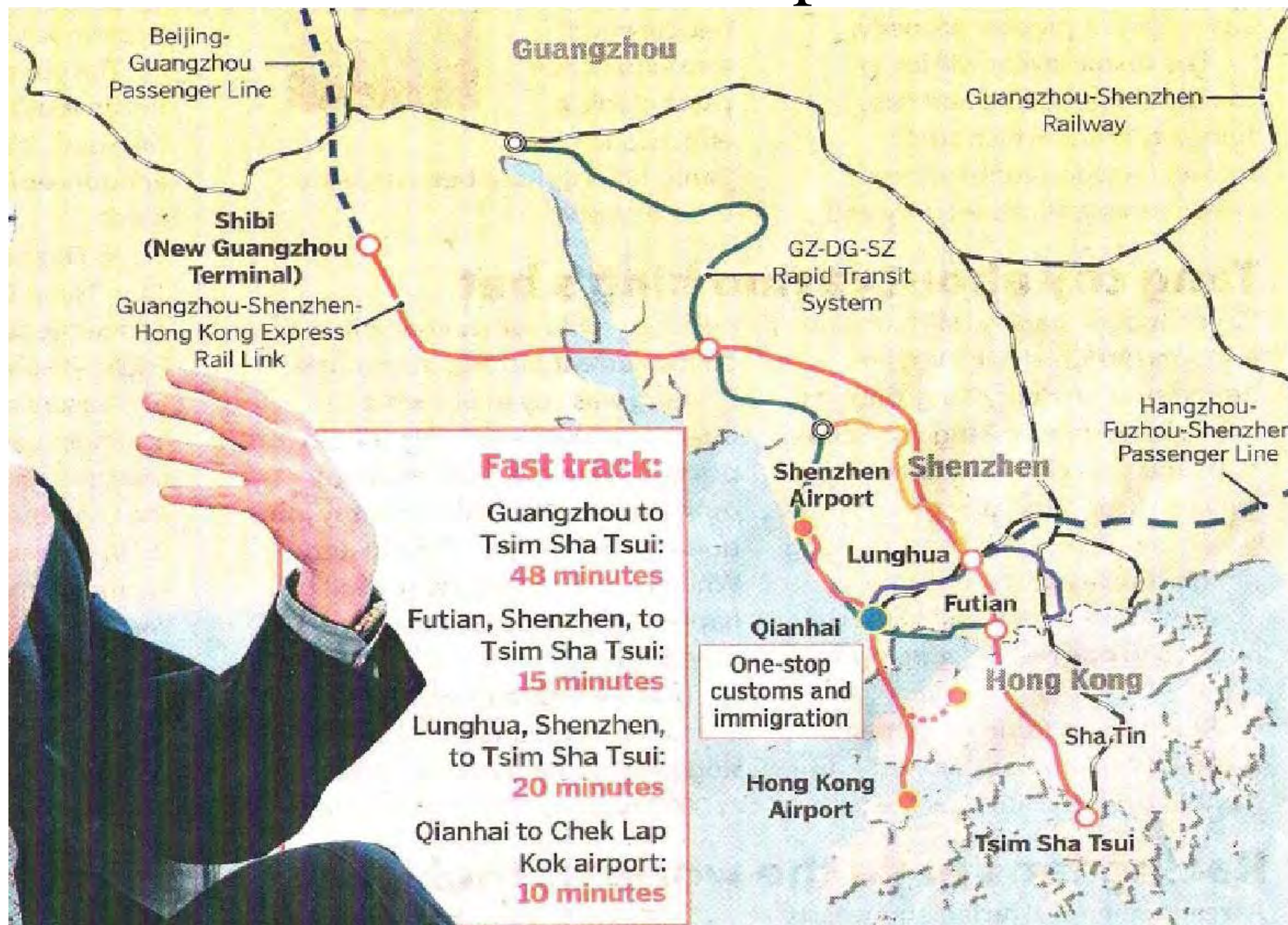
# Insignificant Journey Time Saving

#2a Purpose and Benefit of the (XRL) Project : “ *With the XRL Mainland section connected to the Beijing-Guangzhou Passenger Line and the Hangzhou-Fuzhou-Shenzhen Passenger Line, Hong Kong can be connected directly with major Mainland cities, such as Beijing and Shanghai ...*”

- The journey time saving on XRL's in Hong Kong segment is really insignificant. If a traveler is so concerned with the 10-minute time saving in an 10-hour long journey between Hong Kong and “Beijing and Shanghai”, he is mentally unfitted to travel at all. (Stay home please.)
- The XRL time saving from Shenzhen to Hong Kong would be only 10 minutes (prorated the 50min). The 10-minute time saving can be easily wiped off just in the mandatory shopping tour through MTRC's Element shopping mall.
- The 10-minute time saving needs further discounted because of the inconvenient and torturous interchange at WKT (as discussed in Part I above). Most cross-border travelers will need to travel backward to their destinations in Hong Kong after making the unnecessary trip to WKT.



# Shenzhen-HK Airport Rail





# XRL at WKT Loses its Value in PRD

#2b Purpose and Benefit of the (XRL) Project : “ *With the XRL Mainland section connected to the Beijing-Guangzhou Passenger Line and the Hangzhou-Fuzhou-Shenzhen Passenger Line, Hong Kong can be connected directly with ... other major cities in the Pearl River Delta via the Intercity Rapid Rail.*”

- To/from the east and west sides of Pearl River Delta, today people can conveniently travel by buses point-to-point to Dongguan and Guangzhou a little more than an hour and half and to Shenzhen in about half hour.
- To/from the west Pearl River Delta is better off to use the Hong Kong-Zhuhai-Macau Bridge.
  - Normal people would not first travel to WKT, the southern-most tip of PRD, and go inconvenient interchanges to take XR all the way backward to the northern top of PRD before start heading to the west PRD while they can simply cross the HK-ZH-MC bridge directly to the west PRD.
- GZ-DG-SZ Rapid Transit System would further shorten the journey time from Shenzhen Wan directly to Guangzhou and Dongguan without the need of first traveling south to WKT before heading backward up north to Shibi or Humen which are still not to major cities in PRD.

# Not Environmentally Friendly

- #4 Purpose and Benefit of the (XRL) Project : “ *In addition, transportation by rail is considered to be more environmentally friendly in terms of energy conservation and pollution reduction. During the operation of the Project, the public will be encouraged to use this environmentally friendly public transport which will reduce problems related to air and noise pollution as well as other associated deleterious effects generated by automobile usage.*”
- People who are willing to pay \$300-500 to take XR to WKT would not want to deal with the torturous station interchange at WKT to the other metro lines. They would simply call taxis or have drivers to pick them up in WKT.
  - In contrary to the “*environmentally friendly*” purpose and benefit, the XRL at WKT will create another 100,000 new “*automobile usage*”, cars and more mostly empty free shuttle buses at our expenses running everyday to/from WKT further jamming up the already congested Jordan and TST roads. How can XRL at WKT be “*environmentally friendly in terms of energy conservation and pollution reduction*”?

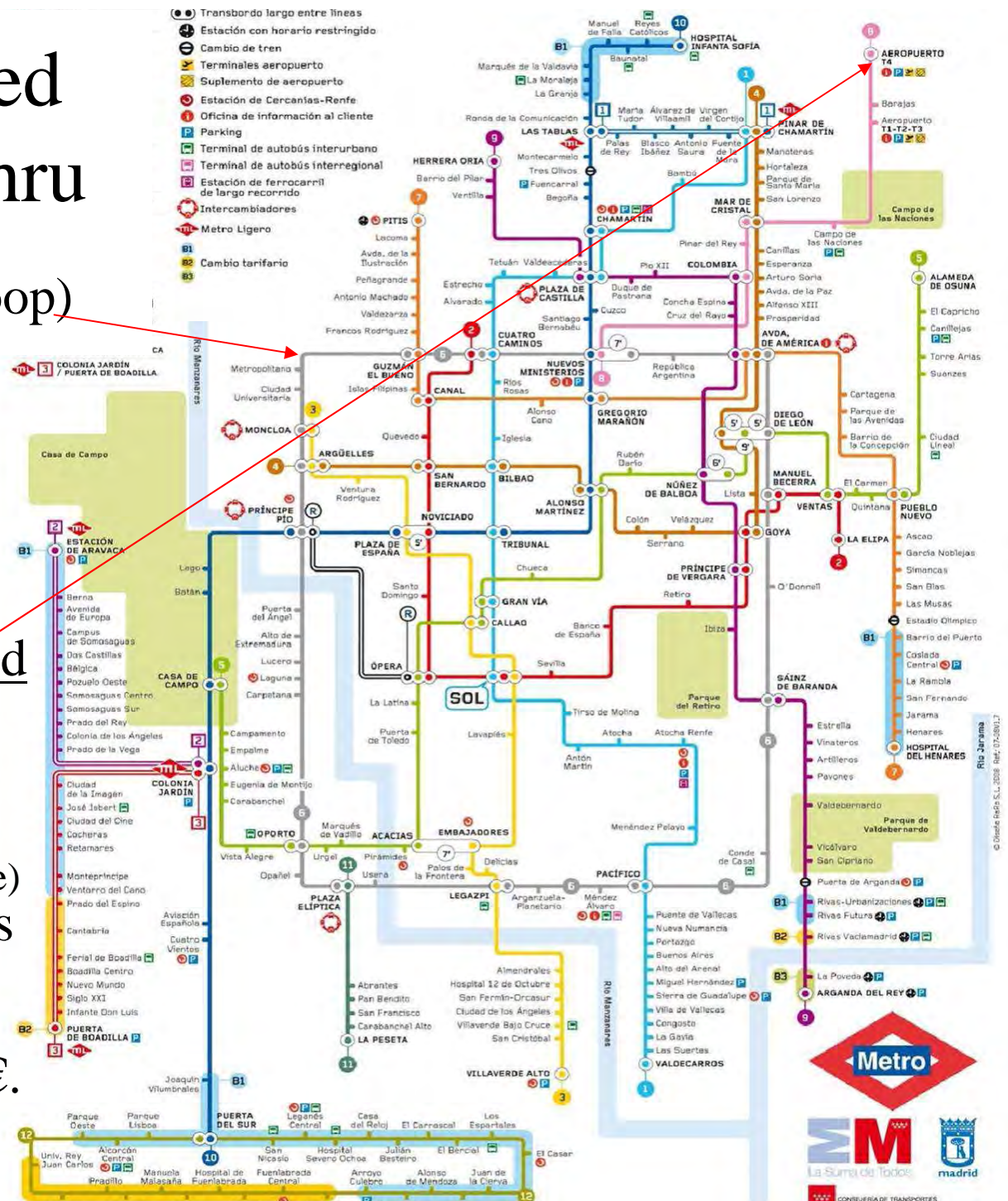
# Setting the Stage for Solution

- Madrid has a world-class airport comparable to ours.
  - Madrid has the best of Paris and London. Really enjoyed this city.
- Madrid has a rail network far more convenient than ours.
  - Its rail links are all around 360° densely interconnected with each other with easy straight-forward interchanges within stations. Our WRL and ERL do not even interconnected with each other at the north. We don't even have a metro to airport.
  - Madrid airport rail link is not fancy but very nice; cost only 1.75€ (~\$18, 1/5<sup>th</sup> of HK's AEL fare) running between its International Airport and any metro station. Much user friendly and efficient than Rome's star network.
  - Madrid ARL is fast, frequent and clean with convenient in-station interchanges to take us to anywhere we want to go in just one to two interchanges without forcing us to go through any shopping mall crowds with our luggage.
  - Madrid's airport rail link can be utilized by all its residents; unlike HK we don't have a metro link to our airport. We have to 安排 “*environmentally unfriendly*” 接駁巴士在東涌 to bus people to airport industrial park, airport and the 可容納一萬一千人的亞洲博覽館. Why can't we have a regular rail to HKIA park and 亞洲博覽館?

(Is MTRC really honest in “*encouraging the public to use this environmentally friendly public transport which will reduce problems related to air and noise pollution as well as other associated deleterious effects generated by automobile usage*”?)

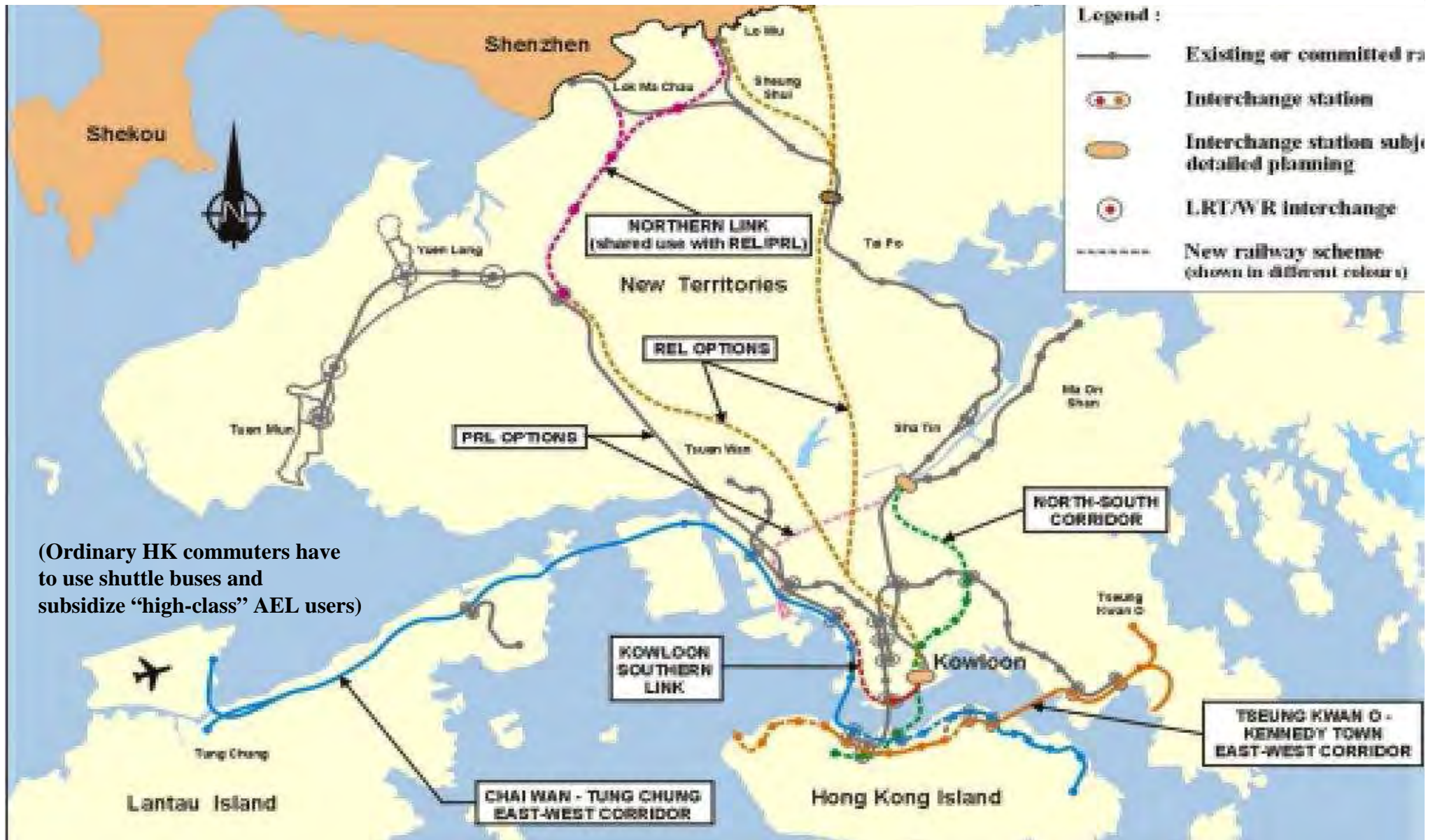
# Well-Interconnected Subway Network thru Rail Loop (grey line loop)

- Can get from any place to another with ease in just one to two convenient in-station platform interchanges.
- Travelers are not being forced to go through the shopping crowds above the stations.
- Airport Line (upper right pink line) for both everyday commuters and travelers is frequent and fast to/from station of the metro network for just 1.75€.





# HK's Metro Lines are fragmented, not well interconnected and inaccessible



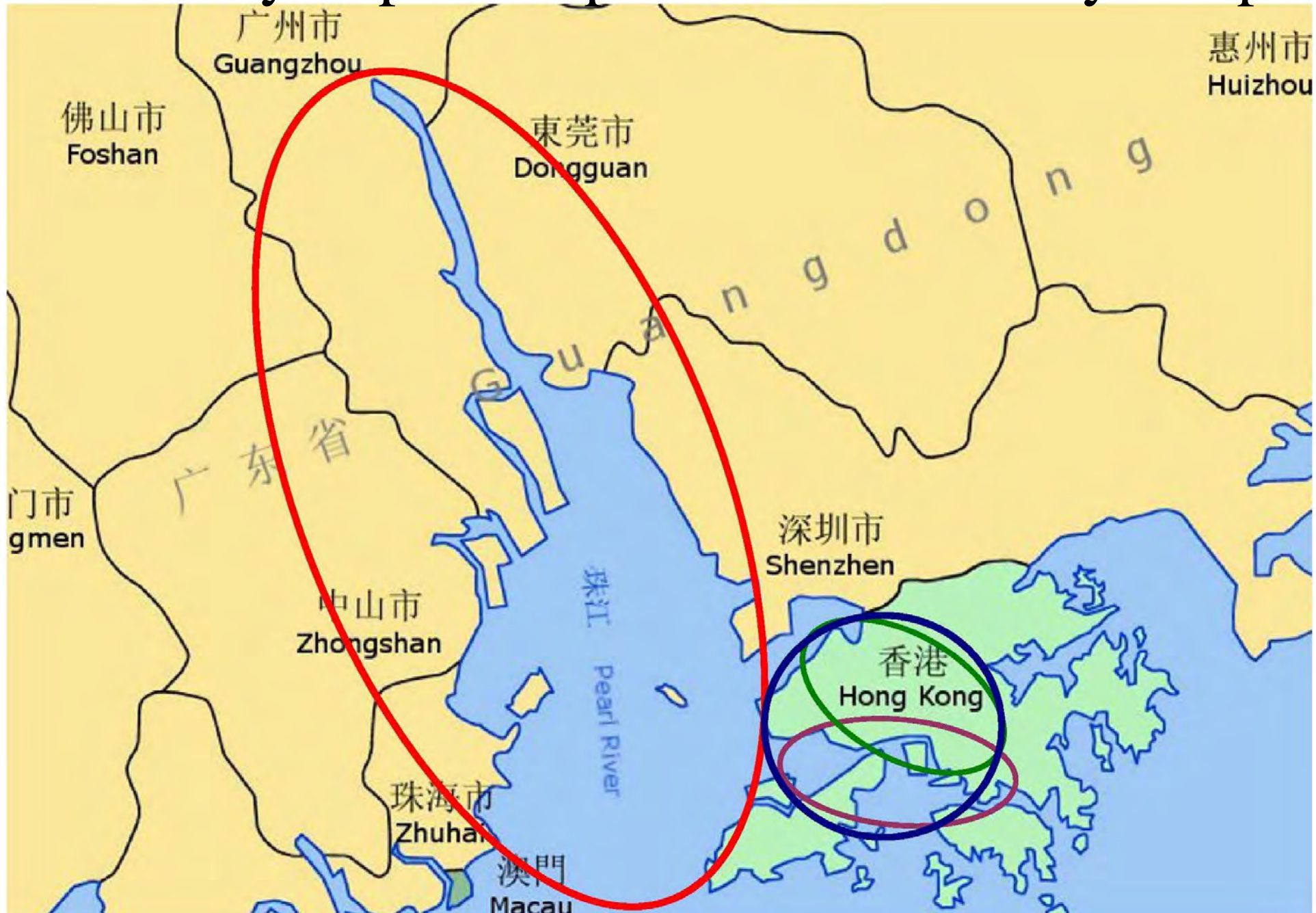


# Proposal Objectives

1. Meet and exceed all the XRL at WKT's objectives, purposes and benefits as stated by Administrator and MTRC, and eliminate identified problems and issues.
2. Achieve better overall journey time saving to WK and HK business centers and to HKIA with ease than going thru WKT.
3. Allow and encourage both visitors and ordinary Hongkongers to utilize “environmentally friendly” rails with user-friendly and truly convenient interconnections with congenial in-station interchanging.
4. Support National High Speed (Express) Rail Network initiative; leverage Shenzen-HK Airport Rail and GZ-DG-SZ Rapid Transit System.
5. Bring out synergetic values among different rail networks to deliver versatile applications to suit travelers' needs instead of wasting taxpayer money on single-purpose dead-end rail link and forever burden that ordinary HK commuters have to subsidize.

# Inter-City Super Loop and HK Intra-City Loops

40

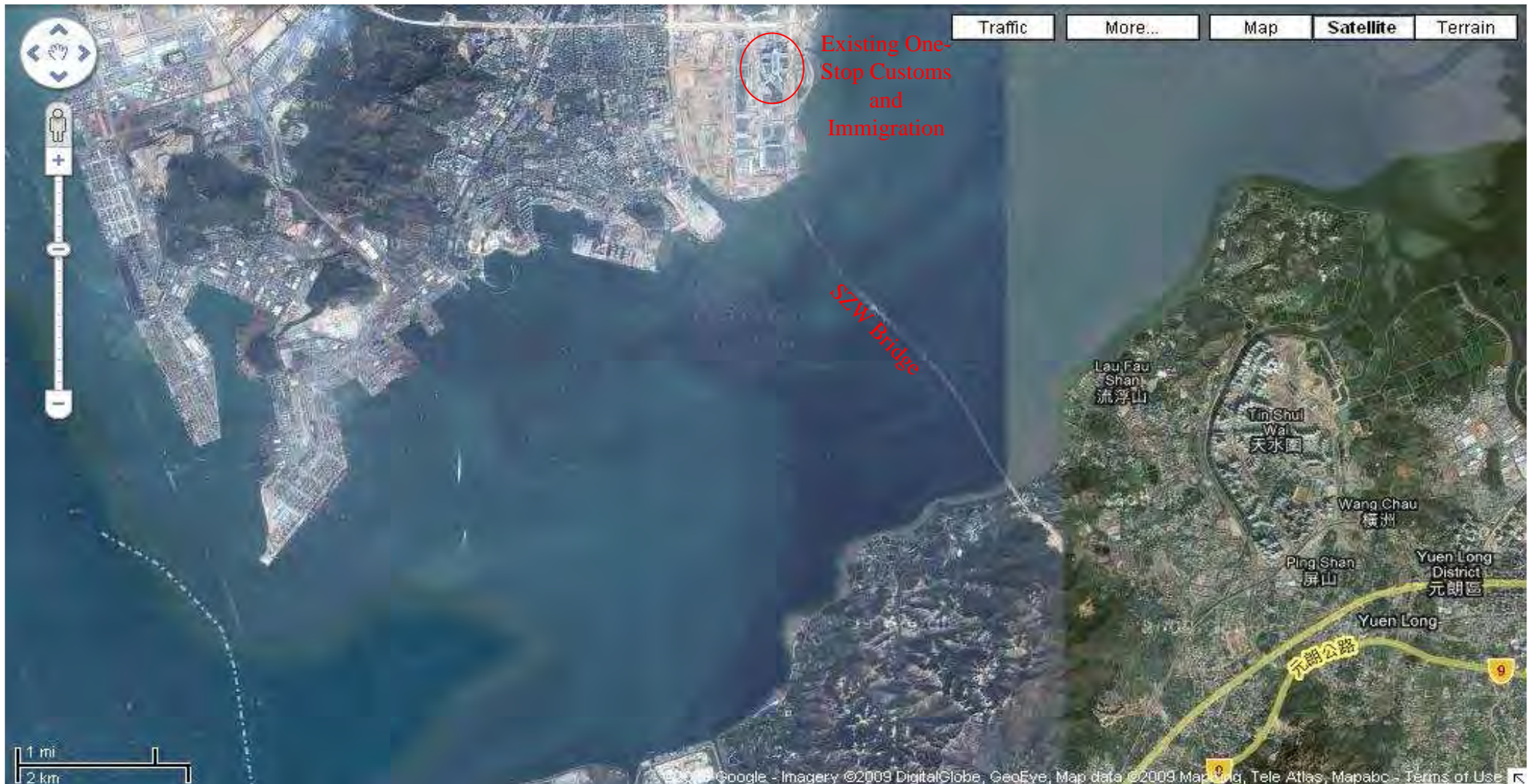


# Super-City Concept

- The Super-City concept is to have a cooperative and coherent Pearl-River-Delta development so that as a nation we would not waste our money and resources on redundant infrastructures.
- In PRD region, we need only one international gateway airport (i.e. HKIA) to reach out the world, one domestic airport (i.e. Shenzhen Airport) to reach out China via air, and one full-blown National High Speed Rail Network Terminus (e.g. Longhua) to reach out China via rail.
- For all the reasons mentioned Part I, the regional XR Terminus for the National XR Network should not be in Hong Kong at the southern most tip of the continental mass.
- HKSAR CEO's job is to partner (not just party) with Mainland Govs in securing true cooperation to build sensible XRLs of the National XR Network.
- Hong Kong should facilitate Mainland Gov to build and run a National XR Link to HKIA for interconnectivity with an XR's PRD Regional Hub/Terminus (Longhua) for interchange to other XR cities in China.



# Apply Model of the Existing Shenzhen Wan Bridge and 蛇口 One-Stop Customs and Immigration



# XRL Route Proposal for Sustainable Development

- XR link between Longhua and Shenzhen Wan could be built along or upgraded from the rail lines between Longhua and Qianhai and the Shenzhen-HK Airport Rail or directly to Shenzhen Wan 蛇口. (See Shenzhen-HK Airport Rail map from The Standard.)
- The XR's link to HKIA is built along the ShenzhenWan Bridge, Kong Sham Western Highway, West Rail Line, and WRL's extension through TuenMun Typhoon Shelter, across TsingShan Wan, over The Brothers islands and onto ChekLapKok.
- This Shenzhen Wan 蛇口-HKIA XRL's alignment scheme is a much better choice than Futian-WKT XRL in terms of geographical and geological consideration, land resumption, site constraints, constructability, operation flexibility and maintainability and disruption to the community.
- The XRL and Airport Rail projects are opportunity to further develop our NW Territory close to PRD for sustainable HK development outside the 1-km<sup>2</sup> WK:
  1. With the HK-Zhuhai-Macau Bridge, TsingShan Wan Bridge and Shenzhen Wan Bridge would complete a Pearl River-Delta rail loop. Vehicles traveling between Zhuhai and Qianhai can save journey time and gasoline with this short cut.
  2. NW New Territory is geographically strategic important economic zone for Hong Kong to promote mutual economic prosperity and development with Pearl River Delta. (Also more valuable lands to sell to finance Gov's "sustainable development".)



Longhua-HK XRL  
interconnected with  
SZ-HK Airport Rail  
and GZ-DG-SZ  
Rapid-Transit-System  
+  
HK's SZW Spur Line  
and WRL extension to  
ChekLapKok

Small map extracted from the  
Shenzhen-HK Airport Rail map  
published in The Standard.





same XRL map just larger and rotated left

45





# National XR's HK Link and SZ-HK Airport Rail

- XRL will take only 8 minutes to travel between Shenzhen Wan (蛇口) and HKIA.
- The 12-km XR segment in HK territory is used by both the National XR Link and the GZ-HK Airport Express Rail and is restricted zone segregated from HK's roads.
- XRL HKIA Terminus, as the South China international gateway, is the end point of both the National High Speed Network and the SZ-HK Airport Rail in HK side.
- The Shenzhen Wan 蛇口's National XR Station and SZ-HK Airport Station are on the Mainland side and under Mainland's jurisdiction. Passengers already on trains just sit tight without having to leave the trains.
- Travelers already in Shenzhen side holding valid tickets can simply get on board the trains to head for HKIA, SZ Airport or XR Hub/Terminus in Longhau.
- Travelers in HK side go through One-Stop HK-to-China C&I only once in either HKIA or Shenzhen Wan 蛇口 before boarding an XR train or SZ-HK Airport Rail.
- Mainland travelers arriving HKIA Terminus heading straight to boarding gates may go through just China C&I without going thru HK C&I (unlike thru WKT travelers have to go thru C&I twice, first China-to-HK C&I in WKT and then second time HK-to-gate C&I in HKIA).
- Travelers arriving either Shenzhen Wan 蛇口 Station or HKIA Terminus continue their journey to any HK destination need to go through One-Stop China-to-HK C&I check only once.

XR HKIA Terminus  
with  
CLK Sta to TCL and NIL,  
and AEL to KS and HKS  
  
and  
  
Shenzhen Wan (蛇口)  
Cross-Border PTI  
with  
SZW-TSW Spur Line Sta,  
SZ-HK Airport Rail Sta,  
XR Shenzhen 蛇口 Sta,  
GZ-DG-SZ Rapid Transit Sta,  
and Bus Lay-bys,





# Much Faster to HKIA Terminus than via WKT

- HKIA Terminus is South China International Gateway to the world for both the National XR Network and SZ Airport. Journey time from Shenzhen Wan XRL to HKIA Terminus is just 8 minutes, a full hour faster than the 68-minute journey via WKT.
- The XR tracks and platforms, in HK Territory, to/from Longhua XR Hub/Terminus and to/from SZ Airport are in a restricted area under the Mainland China jurisdiction. In and out the HKIA XR Terminus must go through Mainland C&I check points. An One-Stop China/HK C&I check for in and out the XR Terminus to a Hong Kong destination, and another (optional) China-HKIA C&I check for directly to HKIA's restricted boarding gates area.
- It will be a short 8-minute ride from HKIA to Shenzhen Wan and 15-minute ride to Longhua for interchange to a long distance National XR train to other XR cities or onward to Shibi, an outskirt of Guangzhou.
- As discussed in part I above, HK is neither geographically nor territorially suitable to have a full-blown XR Terminus. The HKIA Terminus is sufficient to have only platforms to/from SZ Airport and that to/from Longhua XR Hub.

## Faster to KS and HK via HKIX than via WKT

- The journey time from Shenzhen via HKIA Terminus with ease to KS and to HK business centers, ICC and IFC, are just respectively 33 and 36 minutes which are faster than the 35 and 44 minutes journey time via WKT.
- XR Terminus at HKIA would improve the prospect of Airport Express Line (AEL) with two new groups of AEL riders, Mainland XR travelers to HK and HK travelers to SZ Airport for domestic flights in addition to today's international air travelers. This would help in reducing AEL's operation deficit.
- The Tung Chung Line Extension would complement the XRL at HKIX Terminus for ordinary commuters to travel with ease by rail to/from Lantau Island, West Kowloon and Hong Kong metro stations.
- With Tung Chung Line Extension to Chek Lap Kok, ordinary commuters, can be benefited from our "*environmental friendly*" metro network to airport industrial park, HKIA and Asia World Expo Center without the need 在東涌安排接駁巴士.
- Cross border XR travelers can also get to Hong Kong's North Island Line (NIL) via HKIA Terminus faster than via WKT. 47 minutes with ease to Causeway Bay via HKIA faster than 55 minutes via WKT interchanges.

# Tung Chung Line Extension & North Island Line <sup>50</sup>





# Versatile 蛇口 Cross-Border PTI

- SZ-HK Airport Rail passengers would prefer C&I check done once at airport to save trouble of getting off and back on the trains in Qianhai.
- The existing Shenzhen Wan 蛇口 Customs and Immigration (C&I) check point would provide C&I services to XR or Airport Rail travelers not originating from or getting off at the HKIX Terminus.
- Having XR and Airport Rail stop briefly at the Shenzhen Wan 蛇口 PTI would allow versatile transportation choices to suit travelers' needs.
- Examples of versatile 蛇口 Cross-Border PTI applications are:
  - International travelers get to Shenzhen quickly and directly after they land.
  - XR travelers from Mainland can quickly and conveniently connected to Kowloon and the New Territory destinations without first traveling to HKIA.
  - HK travelers need to get on domestic flights does not need to first go to HKIA for the SZ-HK Airport Rail to SZ Airport.
  - With GZ-DG-SZ Rapid Transport System station in 蛇口 PTI, intercity commuters can get to GZ or DG faster and with ease.



# Shenzhen Wan 蛇口 XRL and Airport Rail Stations

- Today's Shenzhen Wan 蛇口 cross-border bus lay-bys will be upgraded to a full-function cross-border Public Transport Interchange (PTI) integrated with National XR station, SZ-HK Airport Rail station, GZ-DG-SZ Inter-City Rapid Transit System station and HK MTR station allowing travelers to mix and match means of transportation at the border to congenially get to where they really want to go.
- Rails and platforms for the XR and Airport Rail should be under the jurisdiction of Mainland China and not be operated by MTRC.
- Today Shenzhen Wan's road system between Nanshan and Futian are already congested; road traffic often jam-pack to a halt. Enabling rail transport at 蛇口 check point would help in reducing the automobile usage on Shenzhen Wan coastal highways .
- 蛇口/Nanshan/Qianhai would be strategic PRD growth area, rail travelers need more choices and don't have all go through Futian.

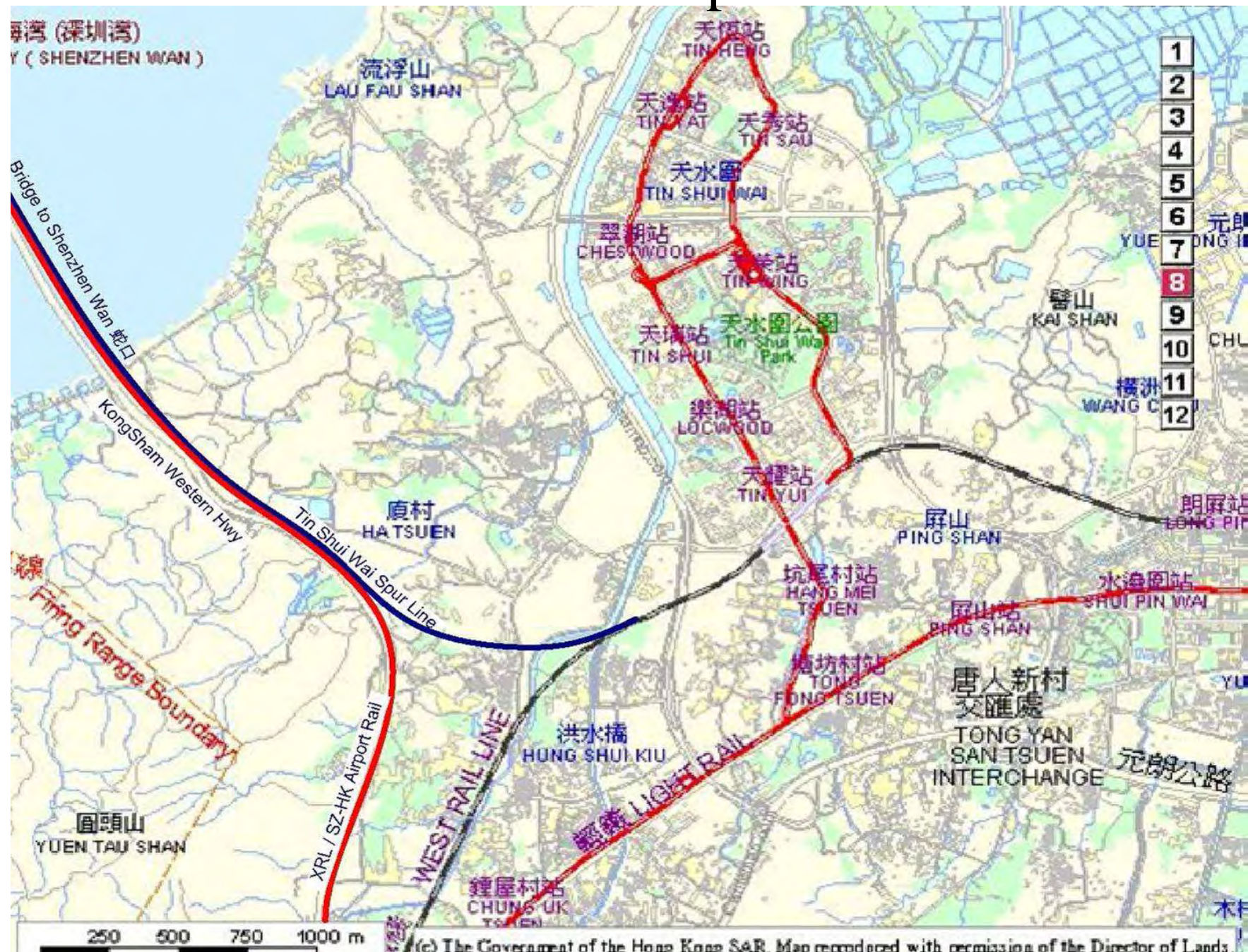
## Faster to New Territory via 蛇口 than via WKT

- HK MTR spur line station in Shenzhen Wan PTI to allow cross-border travelers to use HK's metro WRL in Tin Shui Wa, and onward to NOL and ERL to both east and west New Territories and Kowloon peninsula.
- Enabling 蛇口 check point with MTR spur line would help in reducing automobile usage on Tuen Mun Road, between 蛇口 and Tin Shui Wan, and between Lok Ma Chau and Yeung Long.
- Travelers don't have to go all the way to the southern tip of Kowloon peninsula and travel backward to the territory can avoid cumbersome station-to-station interchange to/from WKT.
- The Shenzhen Wan/Tin Shui Wa Spur Line allows rail travelers travel with easy and much shorter journey time to the New Territory than via WKT.
- It will take only 17 minutes to Tin Shui Wan and 55 minutes to Sheung Shui via 蛇口 XR PTI, faster than 50 and 72 minutes via WKT.



# Tin Shui Wai Spur Line

54





Interconnect 蛇口  
Cross-Border PTI  
and Tin Shui Wai  
Spur Line  
to HK's Intra-City  
Upper Rail Loop  
formed by WRL,  
NOL, ERL and KSL





# Gov Leaders Need to do their Job Right in

#3 Purpose and Benefit of the (XRL) Project : “ *The XRL will help to promote Hong Kong as the gateway to the Pearl River Delta area, further strengthen the economic ties and cooperation between Hong Kong and the Mainland, promote mutual economic prosperity and development, and raise the competitiveness of the region as a whole. ...*”

- We're for it. Do it Right, please!

Short Break  
Between Part II and Part III

# Local Issues

- Traffic Jam in and out between WK Reclamation Areas (WKRA) and Jordan/TST Hinterlands at Canton Road, Austin Road and Jordan Road junctions
- Traffic Jam, Noise and Pollution at the ends of Lin Cheung Road Tunnel
- Traffic Jam and Noise in and out High-rise and shopping Developments from Lin Cheung Road
- Ventilation Shafts
- Footbridges
- WKPTI an integral part of WK rail stations

# No Comprehensive Road Improvement Scheme

in 29062009(Reply)

*“The proposed location (TST) of the XRL terminus will be at the heart of the future business and tourist areas in West Kowloon.”*

- The Canton Road junctions intersecting Jordan Road and Austin Road are already very congested; and Kowloon and WK road capacities are closed to or already overloaded.
- Road traffic in and out WK reclamation area to Jordan and TST areas are often jammed to a halt.
- The WKT Terminus with NO convenient metro interchanges would only add fuel to the fire. The situation will get worse when the WK Reclamation Area is fully developed.





## 29062009(Reply) on Comprehensive Road Scheme

*“To cater for the future traffic condition in this area, a comprehensive road improvement scheme for the West Kowloon Reclamation Area had been developed.”*


- But what is it? Where is the “comprehensive road improvement scheme” to handle the already heavy traffic jams in and out the WK Reclamation Area through Canton Road, Jordan Road and Austin Road to Jordan, TST, etc.
- The issues are not just the traffic inside the WK Reclamation Area on Lin Cheung Road and Austin Road West but also the interconnection to Jordan and TST at Canton Road junctions.
- There is no Comprehensive Road Scheme presented by Administration. Even in the August hearing, Administration only said they already had a plan but waiting for funding.
- The Administration’s 29/06/2009 road scheme (shown in next slide) is a road scheme for Lin Cheung Road and Austin Road West within the WKRA but does not address the issues at the Canton Road junctions.



# WKRA Internal Road System



# Lin Cheung Road Tunnel

- It is a good WKRA internal road scheme
- Concerns:
  - Muffler, Engine and Road Noise
  - Exhaust gas concentrated at the openings at the ends of the tunnel
- Requested remedies:
  1. Add Noise and Pollution Barrier on The Waterfront side (see photos)
  2. Add Double-pane Windows for Residents
  3. Erect  “45. No use of horn” signs




# Need Sound and Pollution Barriers on The Waterfront Side

63





## Access Road In/Out Entrances

- 4/23/09 Agreed:  
No Vehicular Entrance/Exit in Lin Cheung Road and Austin Road West; Vehicular Entrance/Exit use Access Roads for the developments.
- But now the orange lane in Lin Cheung Road has 3 vehicular entrances. These vehicular entrances should be moved to the WKT development's access roads D1A South and D1 Road?
- Remedies:
  - Make sure there are at least 2 lanes on the narrow orange loop road
  - Please post  “45. No use of horn” signs along the orange roads and vehicular entrances

# Ventilation Shafts

1. Based on Gov's forecast, WKT would easily have over 150,000 terminus users. They could breathe out SARS or influenza virus which would be vented out at high concentration through a few ventilation shafts to the adjacent residential bedrooms and living rooms.
  2. When miles of tracks are serviced at night and every night, tremendous amount of harmful dust would be generated and vented out through the few ventilation shafts to the adjacent residential bedrooms. While MTRC staff have to put on masks to protect themselves but the nearby residents would breathe in the harmful dust every night.
  3. Since WKT would be an easy attractive terrorist target, **toxic gases** could be vented out through these ventilation shafts directly to the neighboring residential living areas before the situation can be contained.
- But Administration 29/06/2009 Reply simply said, *"The locations and orientations of these proposed ventilation shafts will be designed to integrate with the topside developments to provide a harmonious environment for the benefit of the general public as well as the nearby residents"* and *"the exhaust air ducts would be designed and constructed away from the residential developments as far as practicable."*
  - In reality, will it be for the benefit of the Developer or the Public?! Cosmetic "integration" has no use to filter off and disperse infectious exhalation, harmful dust and deadly toxic gases.
  - Administration's promises need to be legally bound with specific clauses included in the WKT Site A's **land grant** mandatory and unambiguously requiring "the ventilation shafts, like the lift shafts, to be integrated inside the buildings. Ventilation are filtered before venting out at rooftops so that any leftover infectious germs, harmful dust and deadly toxic gases would be blown away, diluted and dispersed in open air above the highest point of its roof tops and neighboring developments."

# Footbridge

(54) (a) There is reserved unto the Government or its nominee or any person or persons authorised by them throughout the term hereby agreed to be granted the right to erect, provide construct and thereafter maintain a pedestrian passageway or subway or such other connection as may be required by the Director at such location or locations and at such level or levels as may be agreed by the Director and the Grantee for the purpose of linking the lot or any part or parts thereof with the West Kowloon Passenger Terminal of the Western Corridor Railway proposed to be provided in close proximity to the lot.

- The land grant of KIL 11080 does NOT have a must provision to have footbridges.
- It is a “or” and “may be” and not a “must” condition.
- If there is no need, then footbridge is not required.



## Clause (55) of Land Grant of KIL 11080

(55) (a) The Grantee shall at his own expense on or before such date or dates to be specified in a letter from the Director and in accordance with the Approved Building Plans and in all respects to the satisfaction of the Director erect, provide and construct with such materials and to such standard, levels, alignment, disposition and designs as may be required or approved by the Director and thereafter maintain upon the lot columns and such other structural supports and connections together with such escalators, lifts, stairways as may be required (which facilities, structural supports and connections are hereinafter collectively referred to as "the Future Footbridge Associated Structures") linking the lot to future footbridges (hereinafter referred to as "the Future Footbridges") between approximately the points A and B through C, D and E through F, G and H through J, K and L through M, N and P through Q, R and S through T, U and V through W, X and Y through Z and AA and AB through AC all shown on Plan I or at such other location or locations as may be agreed by the Director (hereinafter referred to as "the Locations").

- It is to reserve columns and structural supports as may be required for future footbridges; but does not say having footbridge is a "must".





# Public Footbridge is to be in front of The Waterfront<sup>69</sup> Residents' Towers and Car Park Entrance





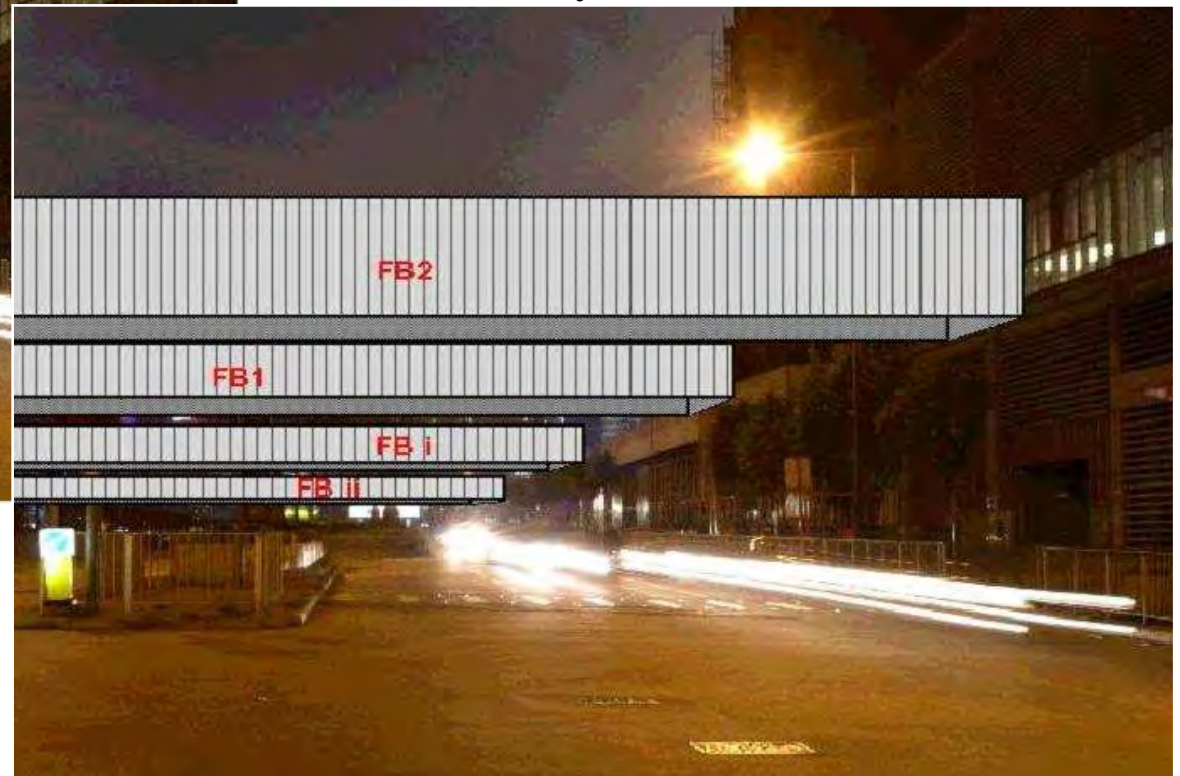
# Landscape and Visual Impact

*“potential landscape and visual impacts have been minimized and confined to above-ground works”, MTRC’s EIS*



Breezeway and View Corridor

But at the same time, MTRC wants to erect  
**Massive Elevated Structures** and  
**Projecting Obstruction** over the  
Breezeway and View Corridor

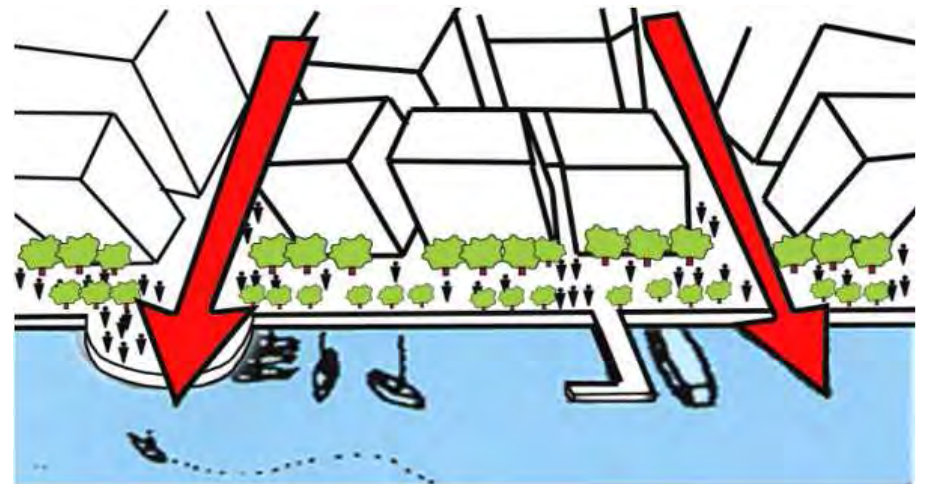


# According to HKPSG & HKTPDM ...

- Hong Kong Planning Standards and Guidelines and Hong Kong Transport Planning Design Manual clearly specify:
  1. PTI be designed as an integral part of the rail station with interchange at the same level with the station concourse;
  2. PTI may contain a rail station, bus bays, taxi stands, public light bus (PLB) stands;
  3. All essential services should be provided on the ground floor of an interchange;
  4. Provision of a congenial (suited to one's needs or nature) and safe walking environment to avoid excessive crowding;
  5. Provide direct linkages between activity nodes;
  6. Allow more open spaces at grade catering for the needs of disabled and elderly;

## ... According to HKPSG & HKTPDM

7. Suitable pedestrian crossing points shall be provided to facilitate pedestrian circulation;
8. Segregation of vehicles and pedestrians through pedestrian priority facilities (such as formal pedestrian crossings), vehicular / pedestrian underpasses, flyovers, footbridges and traffic calming measures;
9. Footbridges should only be considered as last alternative for uses upon exhausting all other suitable means;
10. Avoid massive elevated structures aligned by tall buildings in urban canyons
11. Avoid projecting obstructions over breezeways/air paths;
12. Avoid infrastructure projects which create visual and physical barrier
13. Provide view corridors and pedestrian open space linkages to the waterfront





# West Kowloon Public Transport Interchange (WKPTI)

“ *The relevant guidelines of the Hong Kong Planning Standards and Guidelines have been adopted as far as practicable ...”*

Executive Summary Hong Kong Section of Guangzhou - Shenzhen - Hong Kong Express Rail Link

- Since the massive fan-out tracks can be put in the WKRA, it will be more than practicable and easy to put in a few pedestrian subways to extend the Canton Road pedestrian subways linking adjacent TST and Jordan areas to West Kowloon and KS PTIs.
- Adopting the Hong Kong Planning Standards and Guidelines, and Hong Kong Transport Planning and Design Manual, we request the WKPTI Bus Terminus be placed next to WK rail station (now called Austin Station) and no footbridge to be erected from in the area connecting to the WKT CDA1 lot regardless of the outcome of the XRL WKT Station.
- We propose WKPTI and CDA1 layout plan as follows:



# WKPTI Plan by HKPSG and HKTPDM

74





- We object the XRL Terminus to be placed at WKT.
- We object the WKPTI Bus Terminus be relocated to the north side of Jordan Road as indicated in Administration's June 29 Attachment 2 because the location is too far from the Austin MTR Station (used to be called West Kowloon KCR Station). The WKT Land Grant must have mandatory clauses to ensure WK PTI is to be placed in the southeast corner of the lot, close to and integrate with the Austin MTR Station.
- We object ALL the footbridges marked in blue double-arrows in Administration's June 29 attachment 4 and any footbridges to be erected and connect to the 高鐵總站 (WKT Site A) lot.
- Pedestrian subway network on Canton Road should be extended from Jordan hinterland to WKT PTI and KS PTI.
- The WKT Land Grant must have clauses to include GIC facilities, for handicap and elderly centers, on its ground floor with direct access to PTI at grade level.
- We object any vehicle entrances/exits, including those shown in Administration June 29 Attachment 3, to be placed on Lin Cheung Road and Austin Road West. The WKT Land Grant must have clauses requiring all vehicle entrances and exits to and from the lot to use D1A南 and D1 Roads.
- The WKT Land Grant should have mandatory clauses to require comprehensive anti-terrorist building construction and ventilation shafts, like lift shafts, built inside WKT, filtered and then vented out at rooftop of the buildings and above surrounding buildings.
- "45. No use of horn" signs to be erected on Lin Cheung Road.



- Lastly,

# Administration has NOT dealt with objections<sup>77</sup> in accordance with pledges made

- The incoherent 26/2/09 piecemeal Administration proposal was first mentioned only in 23/4/09 Interview Meeting but only briefly and verbally by MTRC.
- No recording was allowed in 23/4/09 Meeting but minutes was not made available until 67 days later.
- Reply was not issued in 20 days as promised but more than 2 months later in 29/6/09 and the reply was still lack of substance and full of irrational design points, unsupported claims and direct violations of Hong Kong Planning Standards and Guidelines and Transport Planning Design Manual.
- Administration has wrongfully delegated public XRL project to MTRC with knowing MTRC's public duties and obligations on the project.
- Even in August 2009, Administration still have not thought of many inseparable considerations.

# What is the point

- This is not to condemn any specific civil servants for not meeting their pledges but rather to point out a serious phenomena of our Government.
- It tells us our Government abuses its delegated power and procedure. Administration just rushed out Gazettes without even thinking through the inseparable key elements of the project.
- Administration has completely forgotten its public duties and obligations and wrongfully delegated and relies on untrustworthy parties.
- Our civil servants have not been able to think independently and rationally looking into the matters. Administration has become a paper-pusher to rubber stamp senseless directives and MTRC's commercial interests.



# Need Audit Commissioner perform professional audit on the XRL Business Plan

- After seeing what have presented to us, how much we can trust on the “(Administrator) have been working closely with relevant bureaux and departments on various aspects of the project and they have been providing advice on areas within their jurisdiction and expertise” ?
- How much we can believe on the “\$16,600M XRL operating benefit each year and saving of Hong Kong residents 40 millions travel hours” forecast in justifying our \$39.5B investment?
- Frankly, now all we trust are Audit Commissioner, the Court and ICAC.
- We need Audit Commissioner
  - to verify the credibility the patronage forecast & economic benefits
  - to assess XRL’s financial risk and business case
  - to conduct certified professional value-for-money audits on various options