

Hong Kong Express Rail Link (XRL)

Submission 2 to Legislative Council v1.1

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

Executive Summary

- We support HK be connected to the National XR Network,
- We oppose the HK's XR Terminus be placed in West Kowloon.
- An XR Terminus should at least integrate well with its local rail networks and be meeting the city and transportation standards and guidelines.
- Our XR Terminus should be selected using Decision Matrix based on HKSAR's railway development strategic criteria.
- We have a straw-man XRL proposal can to benefit commuters awesome 49 minutes time saving and bring us an economic benefit at a magnitude of 1,000 times more than that at WKT.

The Points

- Let's put things into their proper perspectives



- “Straw-man proposal” on XR Terminus location
- Our humble requests “Please, Do It Right The First Time” for HK

National XR Network Perspectives

哈尔滨 (大连)	(1860km)	成都 - 重庆 - 武汉 - 南京	(1900km)
福州 - 深圳	(1600km)	长沙 - 南昌 - 杭州	(880km)

- From the National XR Network perspective, there is no difference whether HK's XR terminus is in Lok Ma Chau 落馬洲, Shenzhen Wan 蛇口, HKIA 香港國際機場, Lai King or Ho Man Tin/Tamar.
- What is important is it is efficiently, economically and safely integrated with the local railway networks.



The Points

- Let's put things into their proper perspectives

1. We support our national XR network development.

West Kowloon Terminus simply not right choice for the XRL;
Here is why ...

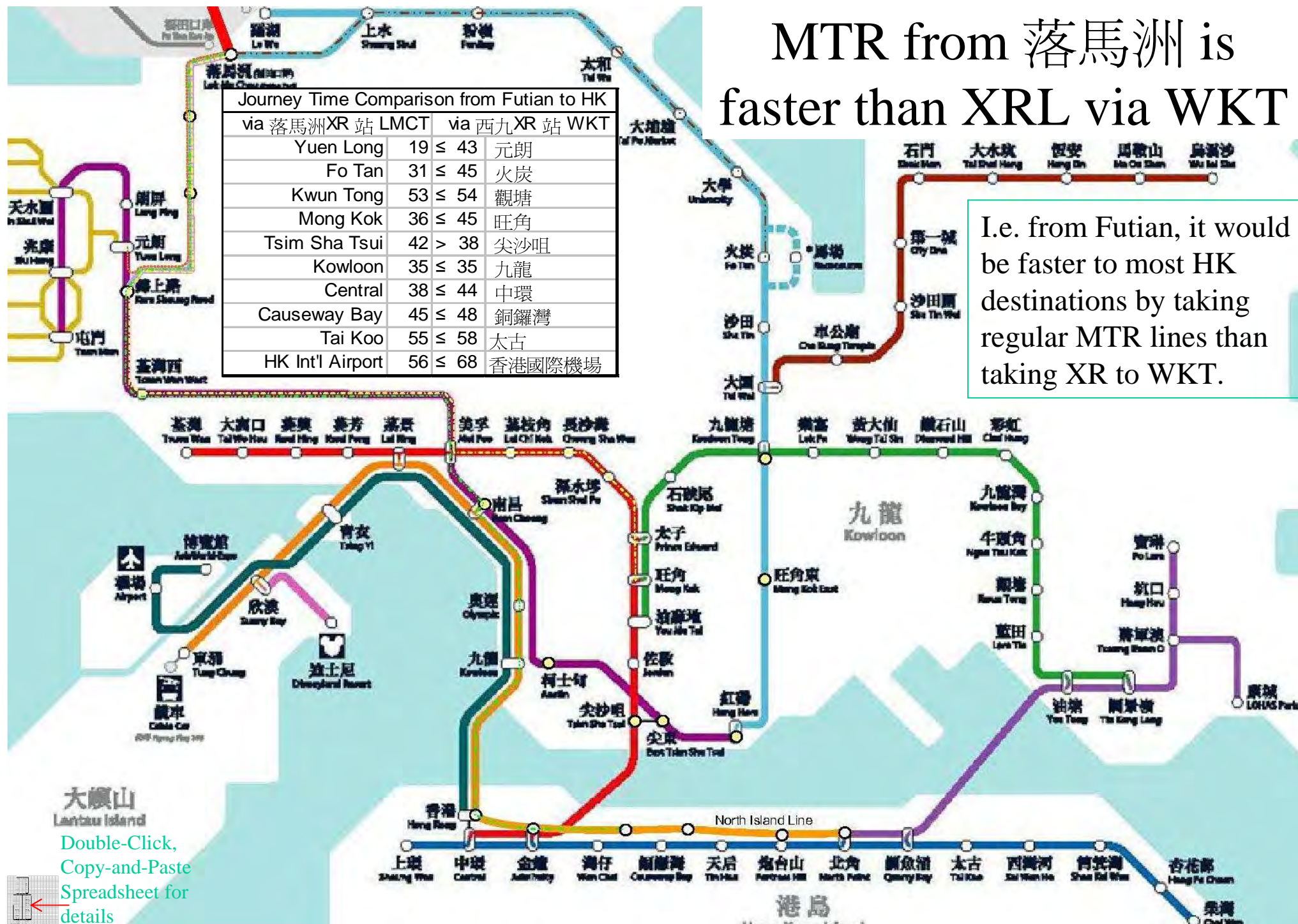
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MTR from 落馬洲 is faster than XRL via WKT

Journey Time Comparison from Futian to HK

via 落馬洲XR 站 LMCT	via 西九XR 站 WKT
Yuen Long	19 ≤ 43 元朗
Fo Tan	31 ≤ 45 火炭
Kwun Tong	53 ≤ 54 觀塘
Mong Kok	36 ≤ 45 旺角
Tsim Sha Tsui	42 > 38 尖沙咀
Kowloon	35 ≤ 35 九龍
Central	38 ≤ 44 中環
Causeway Bay	45 ≤ 48 銅鑼灣
Tai Koo	55 ≤ 58 太古
HK Int'l Airport	56 ≤ 68 香港國際機場

I.e. from Futian, it would be faster to most HK destinations by taking regular MTR lines than taking XR to WKT.



Double-Click,
Copy-and-Paste
Spreadsheet for
details

WKT vs Rome Termini

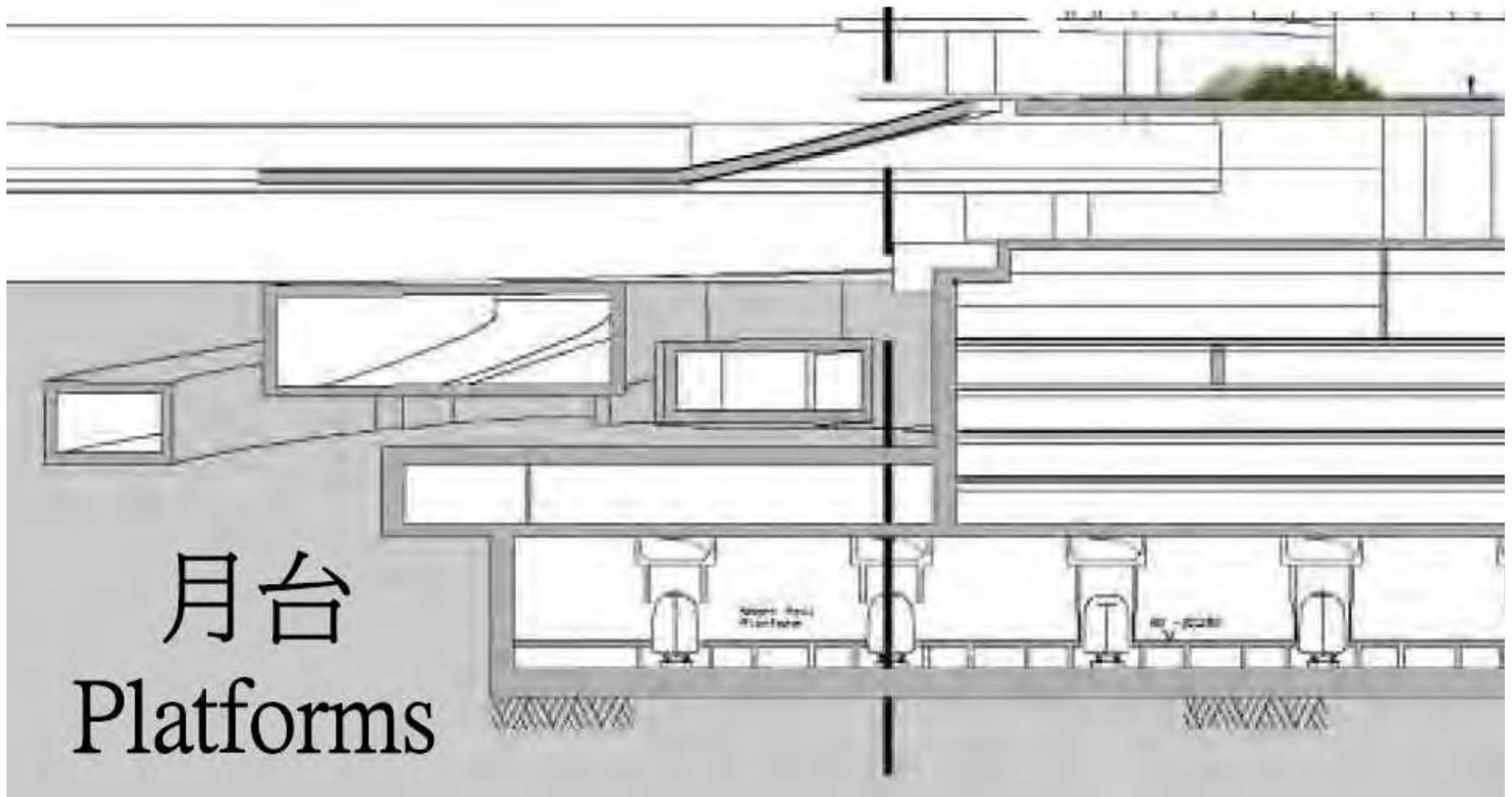
WK and Rome maps in the same scale are to illustrate the problem WKT does not have in-station interchanges to major urban metro lines. Termini metro station is built-in to Rome Termini with all metro lines and its metropolitan rails run through it. WKT has **no** urban metro line running through it. WKT XR travelers have to walk another station to catch the local rail at a distance much farther away than that between Rome's Termini and its next metro stations.



This is
KS PTI;
it turns
seconds
to
minutes
to walk
to MTR
Station



This is much worse; WKT Lot cannot support XR's Time Saving Objective



Putting 89,000 XR Travelers on WKT's roads



We will have this.

Hence,

- XRL is No Longer Environmental Friendly
- Negative Economic Benefit and Time Saving to Hong Kong society and to the 89,000 XR travelers.
- Even more XR travel cost – expensive taxi fare stuck in traffic jam.

Don't Abuse our Road Network!

In 29/06/2009 Reply, Gov's Conclusion was, "*the XRL is of paramount importance to the sustainable development in Hong Kong.*"

by definition, "sus·tain·a·ble of economic development (sustainable development) is capable of being maintained at a steady level without exhausting natural resources or causing ecological damage."

But out of desperation in defending the WKT, Administration even resort to "*The planned Central Kowloon Route will also connect West Kowloon (road connections) with the Kai Tak development, Kowloon Bay, Kwun Tong as well as Tseung Kwan O.*"

- The "*Central Kowloon Route*", that we have waited for almost two decades, was NOT designed to transport XR travelers; XRL should rely on the mass rail transit network and not the road network.
- The Central Kowloon Route is to substitute the Salisbury Tunnel Kowloon bypass as a result of 2003 court banning against reclamation in the Harbour.
- The Kowloon bypass was planned back in 1992 "*West Kowloon Reclamation, Planning and Urban Design Report*" and the 1997 "*West Kowloon Reclamation Comprehensive Traffic Analysis Review & Environmental Impact Assessment*" to allow the West Kowloon Highway traffic to go underground directly to East Kowloon without going through and further congesting the Kowloon hinterland.
- The XRL at WKT would prematurely saturate the planned "Central Kowloon Route" capacity and hence accelerate the depletion Kowloon peninsula's scarce land resources
- and suffocate Hong Kong's sustainable development.

The Points

- Let's put things into their proper perspectives

1. We support our national XR network development.
2. WKT is not a suitable location to support our national XR network as its inherent constraints would wipe out the time-saving of the XRL.

- “Straw-man proposal” on XR Terminus location
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London's St Pancras International XR Terminus

- is the Busiest XR Terminus in the World.
- Eurostar platforms do not occupy the full width of the train shed with sections of area have been opened up to provide natural light to the new international concourse.



HK already has too many gigantic glory buildings; we've made our statement loud and clear – we are damn rich. Please for a change, for example, just a nice low-profile environmental friendly glass roof for our XR Terminal with simplicity and good taste and at the same time decorate our harbor-side POS.

Connecting to Over 100 Places across Europe

14



London's International Eurostar XR Terminus

- Needs **only Six (6) Platforms** for connecting London and the whole England across the Channel to over 100 places throughout Europe.
- While **WKT** requested **Fifteen (15) Platforms** to connect half of the size London connecting the southern most tip of continent to the dead-end edge of Victoria Harbor.
- Like Shibi XR Terminus, St Pancras Station also has in-station interchanges to local train and underground rail networks connecting Eurostar XRL to and from 100s of towns and cities throughout UK and London metropolitan area.
- WKT is an isolated terminus dead-ended at the edge of Victoria Harbor.

The Points

- Let's put things into their proper perspectives

1. We support our national XR network development.
2. WKT is not suitable to support our national XR development as its location and constraints would wipe out the time-saving of the XRL.
3. This could be another MTRC 霸地 project using HK tax payers' saving in the name of railroad development.

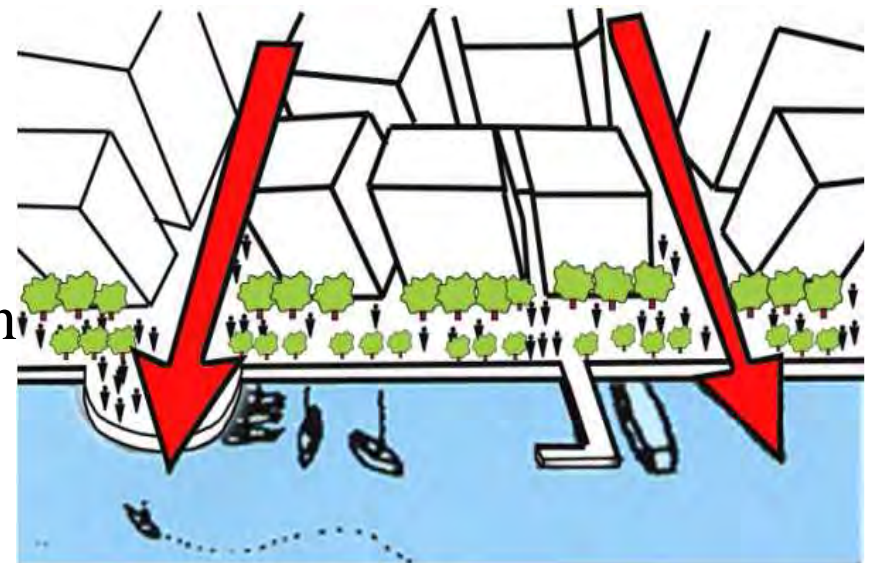
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WKT Violated Transport Planning and Design Manual

- Hong Kong Planning Standards and Guidelines (HKPSG) and Hong Kong's Transport Planning Design Manual (TPDM) 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. Suitable pedestrian crossing points shall be provided to facilitate pedestrian circulation;
 7. Allow more open spaces at grade catering for the needs of disabled and elderly;

Not According to HK's Planning Standards and Guidelines¹⁹

7. Segregation of vehicles and pedestrians through pedestrian priority facilities (such as formal pedestrian crossings), vehicular / pedestrian underpasses, flyovers, footbridges and traffic calming measures;
8. Footbridges should only be considered as last alternative for uses upon exhausting all other suitable means;
9. Avoid massive elevated structures aligned by tall buildings in urban canyons
10. 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



WKT's Landscape and Visual Impact

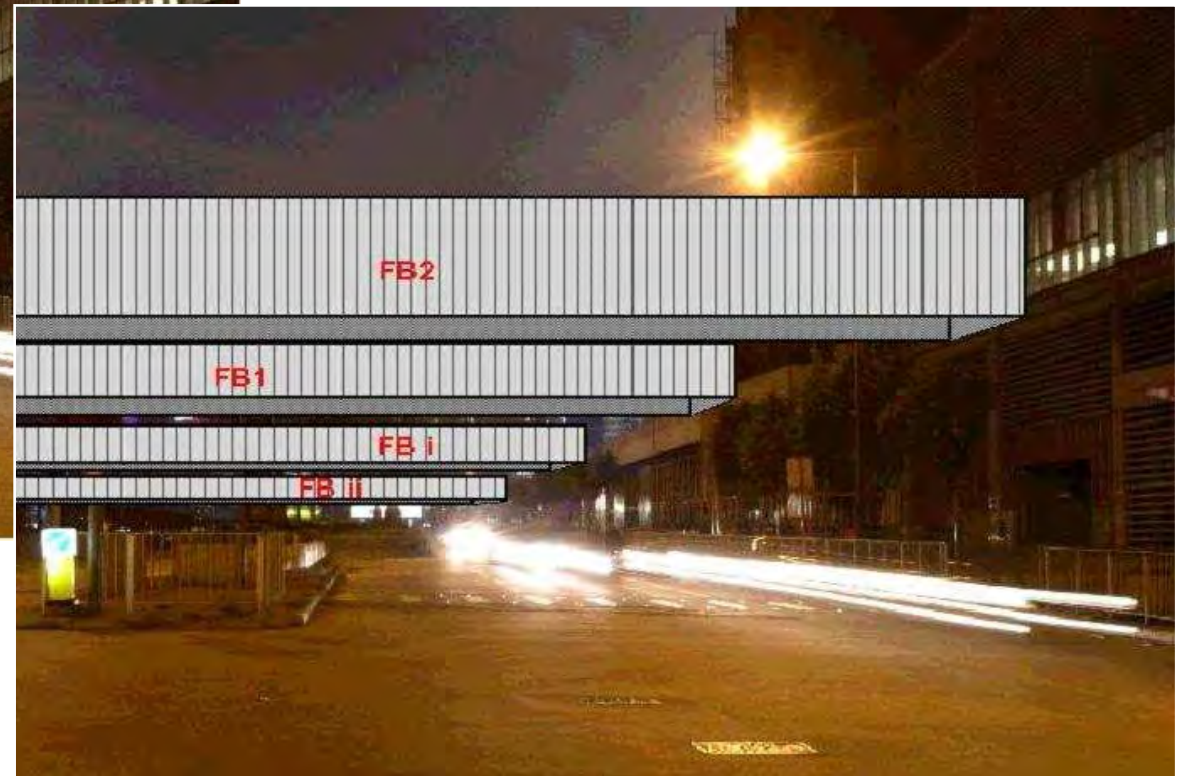
“potential landscape and visual impacts have been minimized and confined to above-ground works” from MTRC's EIS



Breezeway and View Corridor

The \$60B is more for MTRC's Element Shopping mall's interests than for Hong Kong's public interests.

But at the same time, MTRC insists on erecting **Massive Elevated Structures and Projecting Obstruction** over the Breezeway and View Corridor



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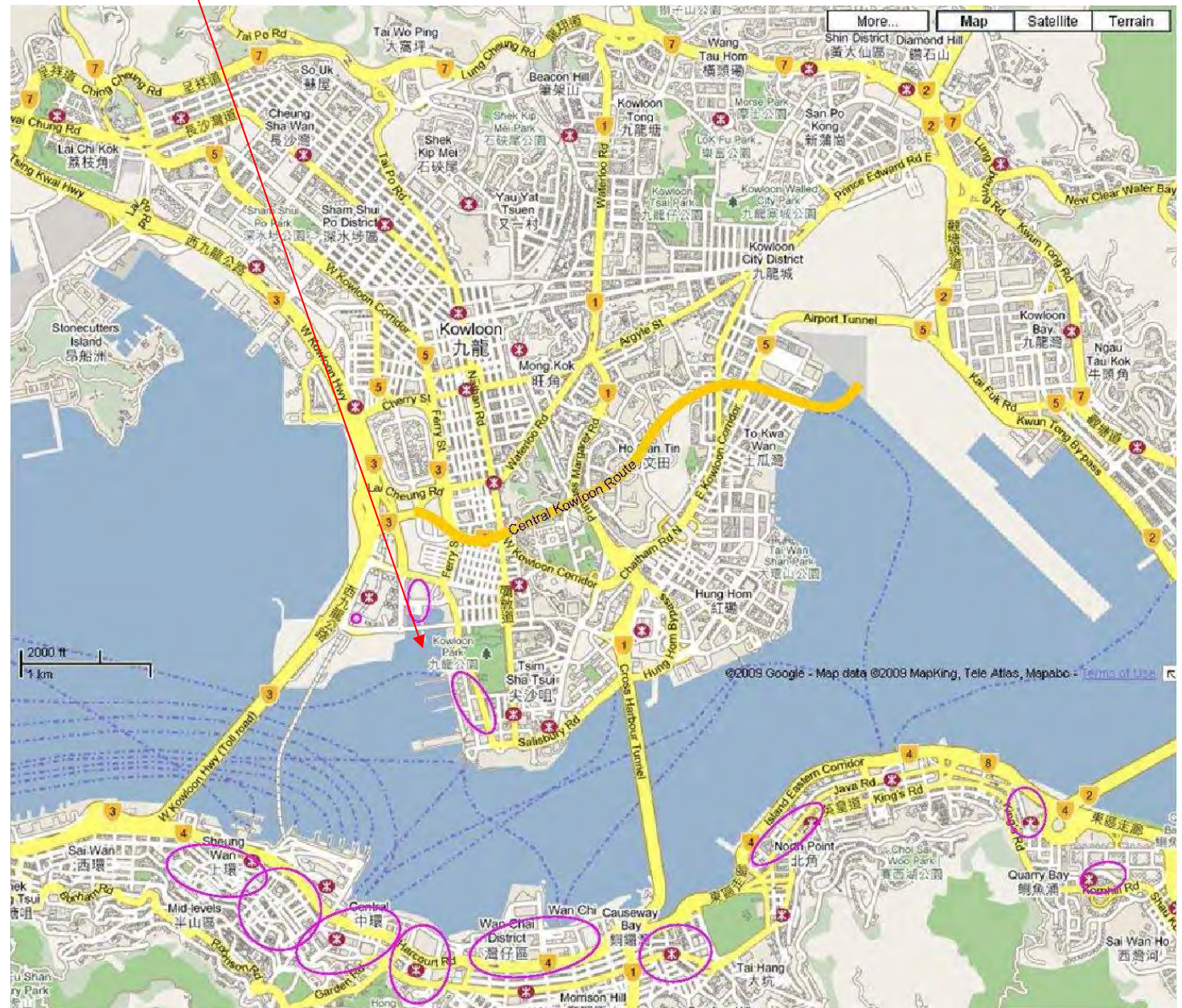
立論不公正，沒有社會責任 and Gov is an accessory.

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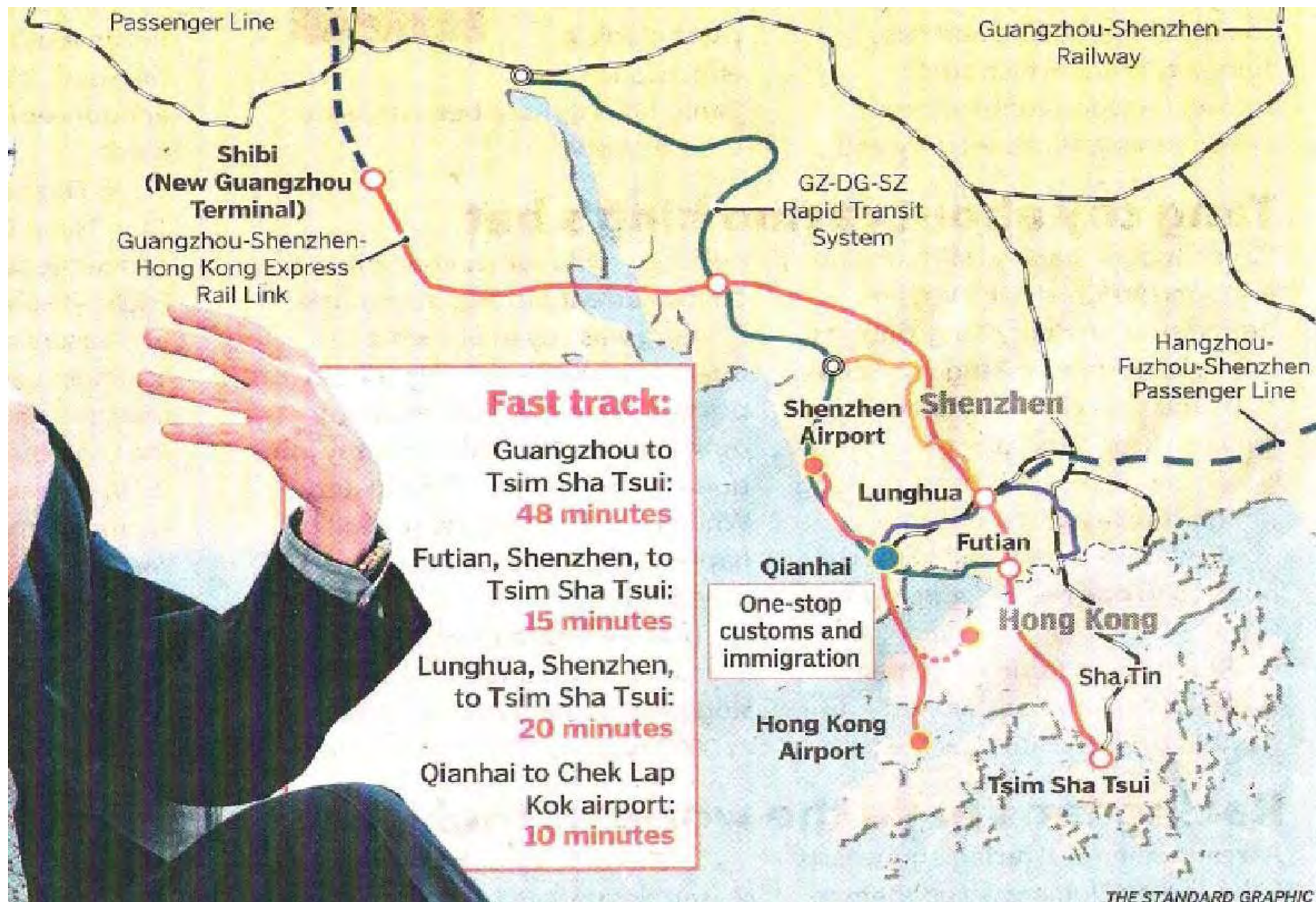
West Kowloon XR Terminus

is Not at the
Centre of HK's
Population,
nor at HK's
Employment and
Economic
Activity Centre.

But at the
Dead-End of the
China Continent,
Edge of Victoria
Harbor.



The Greater Metropolitan Concept



London metropolitan has an Area of Shenzhen + Hong Kong together



Huang Gang/Lok Ma Chau is the Centre

of Greater Hong
Kong Shenzhen
Metropolitan
Area

Isn't it the Gov's
goal of having
Shenzhen and
Hong Kong
integrated and
work as a greater
metropolitan
area?



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3. This could be a MTRC 霸地 project using HK tax payers' saving in the name of national XR network development.
4. WKT is not the center of population, employment and economic activity by any standard.

- “Straw-man proposal” on XR Terminus location
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Guangzhou XR Terminus is located at Shibi

and Not at
Guangzhou's
city-centre.

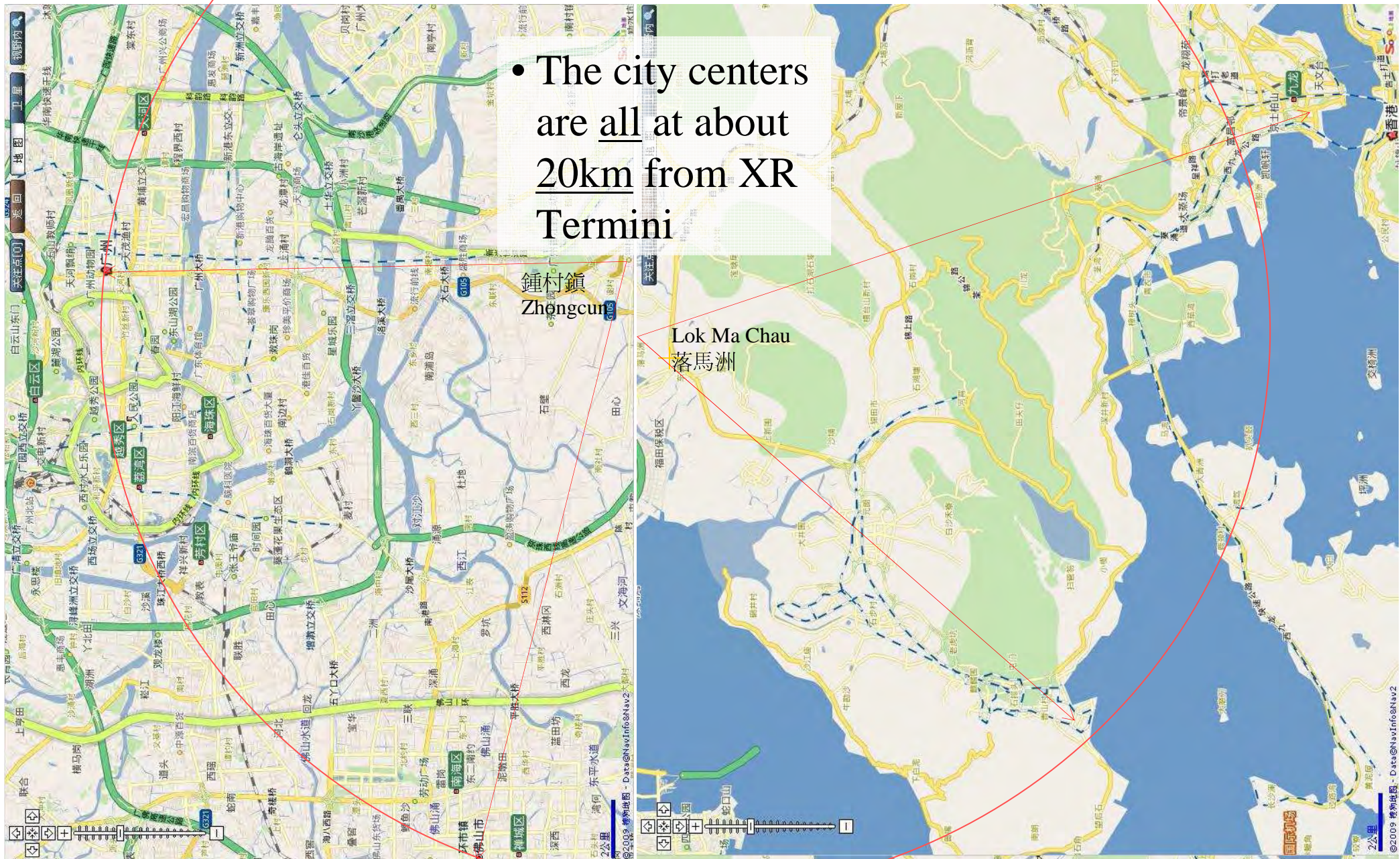
新廣州站 - 位置圖

New Guangzhou Station - Location Plan



Sustainable Developments

- The city centers are all at about 20km from XR Termini



Shibi Terminus

- Shibi Terminus is Not at the City Centre of Guangzhou but it has what it takes as a proper XR Terminus:

It has efficiently and economically in-station convenient interchanges to other rail lines:

1. 廣深港客運專線（至香港）、
 2. 武廣客運專線（至武漢）、
 3. 貴廣鐵路（至貴陽）、
 4. 南廣鐵路（至南寧）
 5. 廣州-珠海城際軌道
 6. 廣州地鐵2 號線（至廣州火車站和越秀區）、
 7. 7 號線（至番禺區和黃埔地區）、
 8. 12 號線（至沙灣鎮和廣州新城）及
 9. 佛山2 號線（至佛山高明區）
- WKT does Not have any in-station rail network interchange and NOT even a 汽車客運 Bus Interchange built-in.

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1. We support our national XR network development.
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3. This could be a MTRC 霸地 project using HK tax payers' saving in the name of national XR network development.
4. WKT is not the center of population, employment and economic activity by any standard.
5. Convenient congenial interchanges to local rail networks is more important.

We do have a set of criteria to selecting rail links.

- “Straw-man proposal” on XR Terminus location
- Our humble requests “Please, Do It Right The First Time” for HK

Decision Matrix on XR Terminus Selection 31

Total score on options: **139** **Lo Ma Chou Terminus PTI** **19** **West Kowloon Terminus** **128** **HKIA Terminus 蛇口 PTI**

Sustainability

<u>maximise rail share of travel</u>	5	XR Terminus with integrated HK Metro PTI (s41)	2	Isolated dead-end rail station; rely on road-based transport to move XR commuters. (s10-11, s27-29, s32-34)	9	Versatile 蛇口 Cross-Border PTI, XRL and shared with SZ-HK Airport XR (s25-29)
<u>minimise the adverse impacts of transport and travel on the physical environment</u>	8	With integrated interchanges to HKSAR metro network; fast convenient interchanges to metro lines (s13)	1	Not integrated environmental friendly metro interchange; must rely on road network (s32-36)	9	With integrated interchanges to HKSAR metro network, HKIA AEL and HK-SZ AER (s23-26)
<u>minimise the depletion</u> of scarce resources - fuel, land	9	Travelers can conveniently in-station interchange to environmental-friendly metro mass transport system (s13)	0	Introduce unnecessary road traffic prematurely saturate road network capacity and accelerate depletion scarce land resources (s34)	9	Travelers can conveniently in-station interchange to environmental-friendly metro mass transport system (s23-26)

Development

facilitate new development areas, in - NENT	5	Faster commuting to NWNT, Kowloon and Hong Kong via NOL and West Rail than East Rail (s13)	0	Suffocate Hong Kong's sustainable development and further marginalize Hong Kong	0	Insignificant
- NWNT	7	天水圍 and 屯門 no need to pay XR fare to Guangzhou or expensive MTR to Hong Kong to find jobs; cheaper commute to Shenzhen. (s37-38, s20)	0	resulting unaffordable commuting cost for ordinary HKers to travel to Hong Kong via MTR or Guangzhou via XR to find jobs or work	9	Increase economic activities and job opportunities for 天水圍, 屯門 and 大嶼山; No need to take XR to Guangzhou to find work
- Lantau	2	Quicker and cheaper to HKIA (s13)	0	Take over an hour to HKIA even with expensive XR and AEL rides (s8, s13)	9	Directly to HKIA in 8 mins; only 1 C&I is required. (s23-29)

Cross Boundary

to adjacent Shenzhen and Pearl River Delta, and further into Mainland	7	Adjacent to Shenzhen right across the border for easy travel to or from various destinations in Hong Kong (s41, s13)	2	Not adjacent to Shenzhen nor PRD; have to travel all the way to the southern most tip (s11) then travel backward to ultimate destinations in HK	9	Adjacent to Shenzhen and strategic PRD super loop (s21, s23, s18)
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Decision Matrix on XR Terminus Selection ... cont'd

Integrated Transport System

- hierarchy of <u>transport links</u> and services	5	Yes, but not really needed to move the mass rail travelers because it has integrated with mass rail network.	3	Yes, but it heavily relies on and prematurely deplete the scarce land and road capacity resources in Kowloon peninsula.	5	Yes, but not really needed to move the mass rail travelers because it has integrated with mass rail network.
- <u>convenient</u> and <u>seamless interchange</u>	8	National High Speed Rail is supported with integrated local Metro rail links (s41, s13)	0	NO in-station metro interchange, NO integrated public transport (s10-11)	9	National High Speed Rail is supported by local Metro rails and Airport Express Rail links (s25, s27-29)
- <u>user-friendly</u> system	8	Integrated with in-station platform change to metro	2	Torturous Interchange (s8)	7	Integrated with in-station platform change to metro

Level of Service

provide high quality metro, commuter, and intercity services	9	Integrated with in-station platforms for interchange to metro for commuters	2	Torturous Interchange to metro (s8); too expensive for commuting to work	7	Integrated with in-station platforms for interchange to metro for commuters
provide adequate capacity to meet peak demands	9	Reliable rail system to move mass commuters	1	Rely on unreliable congested road-based travel.	9	Reliable rail system to move mass commuters
charge affordable fares to the <u>general public</u> in order to offer an attractive choice compared with road-based travel	9	Based on ordinary metro rail transit network	1	On top of high-class XR fare, add expensive toll and taxis fare from WKT to HK (s32)	4	Expensive AEL and XR fares not attractive to general public vs cross-board buses

Economic

provide a cost-effective railway system	8	Based on ordinary metro rail transit network (s38)	0	\$60B can be better used in metro rail network (s42)	5	Share same high speed rail with SZ-HK AER (s20, s23)
generate maximum community benefits	9	Actual 234,233 today cross-border travelers	1	Forecasted 100,000 XR travelers 55-75 years later	7	Actual 234,233 today cross-border travelers
offer affordable fares to <u>avoid social exclusion</u>	7	For ordinary commuters (but fare can be cheaper, s38)	0	Too expensive for ordinary commuters (est. \$500 to GZ)	7	Both ordinary commuters and high-class travelers
<u>affordable investment</u> for the community	8	Almost for free; paid by 1 year interest of the \$60B	2	No, \$60B capital investment	5	Maybe, \$40B investment

Financial

to be <u>self-financing</u>	9	Almost for free (s40); less than 1 year interest of \$60B	1	\$60B plus depleting scarce land and road resources (36)	3	Multipurpose (s26,s29) Synergetic values (S35,S45)
generate sufficient returns to meet replacement and recurrent costs	7	Short rail line; esp.with above ground Terminus (s41)	1	Long rail line and huge underground terminus (s11)	6	Above ground rail and terminus (s23-25)

Sept 2009 New Constraint from Gov

- After we demonstrating (1) the issues of having XR Terminus in WKT and (2) the strategic and functional advantages of having XR Terminus in HKIA over WKT, Administration's excuse was that someone in 2003 had committed Hong Kong to build an XRL through Futian. (Please tell who and under what authority the Futian commitment was made. This 2009 consultation was just a hypocritical show to meet statutory requirement.)
- Based on the new Futian constraint, we propose HK's XRL Terminus to be placed in Lok Ma Chau similar to the Guangzhou having its in Zhongcun.
- The Lok Ma Chau XR Terminus (LMCT), shown in next slide, can be completed 2-3 years ahead schedule almost for free paid by 1 year of interest generated from the \$60B planned for WKT.
- The red triangle in the map of next slide has the same size of the WKT. (No one, neither the Administration or anyone, knows why so many XR platforms and what these "nine long platforms and six short platforms" are for!)
- The red XR link indicates the underground XR along Yitian Road currently planned to connect Futian XR Station to HK's XR Terminus. (Since Futian Station is only 9Km from Longhua and 4.6Km from LMC Border, Futian Station is a discretionary XR station.)
- The LMCT can bring HKers and cross-border travelers to more than 95% of HK destinations faster at much less commuting cost than XR thru WKT can. (See comparison table on "MTR from 落馬洲 is faster than XRL via WKT" slide and its spreadsheet above.)

落馬洲高鐵站 Lok Ma Chau XR Terminus & PTI

香港過境公共運輸交匯處 with One-Stop Customs & Immigration

4



\$60B would Better Spent on Metro Rails

- Hong Kong has a comprehensive Network planned for 10 years to offer fast and reliable travel throughout the SAR for daily 1,302,069,000 HK commuters.
- The Northern Link (NOL) to West Rail would save 22 minutes cross-border journey time to Kowloon as compared using East Rail. NOL would also unload most of the cross-border travelers from the daily 315,272,000 East Rail commuters to the under-utilized West Rail (only 70,620,000 daily).
- Why a plan for only 100,000 travelers in the remote future, 75 years (almost a century) later, is more urgent than a comprehensive metro network now needed by 1,302,069 HK commuters?
(Based on actual 2.8% annual Total Cross Border Travelers growth rate between 2006 and July 2009; it will take 75 years in 2081 to reach the forecasted 100,000 XR ridership.)
- The \$9B NOL would save more minutes of journey time and huge Economic Benefits that the \$60B XRL at WKT cannot achieve.
- The \$60B is more than enough to build all these metro lines that we have waited for 10 years:

Northern Link 北環線	\$9B	NOL
North Hong Kong Island Line 北港島線	\$10B	NIL
Tung Chung Line Extension 東涌延線	\$4B	TCL ext
East Kowloon Line 東九龍線	\$14B	EKL
Tai Wai to Diamond Hill Link 大圍至鑽石山	\$5B	TDL
Fourth Rail Harbour Crossing 第四條過海鐵路線	\$16B	FHC
Total cost for all these HK MTR lines 總數祇不過是	\$58B	< WKT's \$60B

(Extracted from Table 1 Orders of Cost Estimates from rds.pdf)

This XRL can also be as local Express Line to bring commuters between HK/KLN and north NT's Population, Employment and Economic Activity Centres.



The XRL could be extended from Lok Ma Chau XR Terminus along the East Rail and Shatin-to-Central Link to Ho Man Tin or even to Admiralty could be considered if they can provide Convenient Interchange to Tsuen Wan and HK Island/NIL Lines.

It will shorten 59 分鐘 金鐘 to 落馬洲 to 10 分鐘 – an **awesome 49 分鐘 time saving** – time to Shibi.

2007 has **863,759** daily commuters riding East Rail at every 3–8 mins in peak hours (average at 5 min-interval).

I.e. **287,920** daily commuters on every 15-min trains in 2007. Gov's XRL forecast **100,000** daily XR travelers in 2016 on 15-min schedule. Even meeting Gov forecast, XRL will be still 1/3 utilized in 15-min capacity and almost 1/10 utilized in 5-min capacity; i.e. **90% unutilized**.

In Short

- We support Hong Kong to be part of the National XR Network.
- WKT is inherently not compatible with the XRL objectives of saving travelers' time.
- The LMCT would benefit all cross-border travelers without social exclusion at lower cost, more convenient and overall journey time saving as opposed to the WKT.
- Cost and time to complete the LMCT is only a fraction of that required by WKT and on or before 2012.
- The LMCT XRL can be further extended to Admiralty/Tamar through Ho Man Tin XRL Terminus to benefit awesome 49 minutes time saving for local commuters between Hong Kong, Kowloon and north New Territory's Population, Employment and Economic Activity Centres with an economic benefit at a magnitude of 1,000 times more.
- No expensive ERS and Stabling Sidings needed.
- The 26-km XRL buried deep inside Tai Mao Shan is NOT efficient or economical to maintain safe operation and with inherent limitations on its feasibility and versatility of applications.

In Short

- The priority of the \$60B should be placed on completing the 10-year old metro rail network for 3,617,384 daily 2007 rail commuters and not just the 100,000 cross border XR travelers in 2016. An environmental friendly and congenial metro rail network would also save the 100,000 XR travelers more commuting time to and in Hong Kong.
- The metro rail network projects can also create job opportunities not less than XRL to WKT.
- Money spent would bring us a versatile border XR PTI functions and seamless rail integration will bring true long-term economic benefits and sustainable development to Hong Kong and Shenzhen.
- Government should select its railroad development options using Decision Matrix based on HKSAR's railway development strategic criteria (from Table 2 of The Second Railway Development Study). WKT has a very low score; it is objective indication that WKT is a bad choice as our high speed rail (XR) terminus. LMC and HKIA/蛇口 Termini have much higher scores.
- Our Gov should not be an “User Car Salesman”.

The Points

- Let's put things into their proper perspectives

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2. WKT is not suitable to support our national XR development as its location and constraints would wipe out the time-saving of the XRL.
3. This could be a MTRC 霸地 project using HK tax payers' saving in the name of national XR network development.
4. WKT is not the center of population, employment and economic activity by any standard.
5. What is important to have convenient interchanges for integrating XR to local rail networks and we do have a set of criteria to selecting rail links.

- “Straw-man proposal” on XR Terminus location

6. We have proposed to Gov these locations for HK's XR Terminus: Lok Ma Chau, Ho Man Tin and Admiralty/Tamar, or Shenzhen Wan 蛇口 and HKIA.

- Our humble requests “Please, Do It Right The First Time” for HK

You are using Our Money to fund an Untouchable Empire with No Integrity and No Social Responsible

- These are some of Laws you passed making it “Untouchable”:
“General duty of the Corporation ... efficiency, economy and safety of operation” BUT “**Nothing** in this section shall be construed as imposing on the Corporation, either directly or indirectly, any form of duty or liability **enforceable by proceedings before any court.**”
- In XRL, please make sure MTRC runs only the rail operations and NOT any other commercial ventures, like shopping mall; otherwise, it would not focus on what HK needs it most – public transportation.
- Have other companies to run the non-railroad business.



After 6 months of asking, this is all Gov can obtain.

It is a way MTRC tells our Gov and HK people:
‘MTR Station Concourses and Access Roads are private property and longer a part of the PTI Facilities.
Beat it.’

Dear Hon Legislative Councilors,

- Regardless of your political parties, please scrutinize the bills put in front of you. Remember our future is in your hand.
- Please do it right the first time! After you approve it, Hong Kong has no recourse in our lifetime (at next 50 years, I won't live that long).
- Please tell Hong Kong how MTRC can BOT (Build, Operate and Transfer) rails for Beijing and Shenzhen at only ¥2.00 fare on 90-minute long metro lines without any property development or management right on the metro stations and why we cannot have the same terms?
- Please find a way to break MTRC up into four companies: Railroad Co completely owned by Gov, a Property Development Co, a Property Management Co and a Business Investment Co. Separately make explicit funding to the railroad company with the earning from the investment in the other three companies; instead of today's model lack of transparency and full of conflict of interests.

Marginalize (邊緣化) Hong Kong

- As a society, through land sales and high property stamp duty we have already pre-paid heavy taxes for more than a life time to finance our Gov. We have taken mortgages to pre-paid our lifetime tax. As a society, we have to pay off these accumulated loan even after we, as a society, lose all our jobs in HK.
- 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 development areas in NWNT and Lantau at an affordable high price to keep up with Gov spending, our civil servants' handsome salary, benefits and pensions.
- Like what Guangzhou has put its XR terminus in the outskirt, Zhongcun 鍾村鎮, for Foshan and Panyu's development, HK should put its XR terminus in 落馬洲 or HKIA for northwest New Territory and north Lantau areas' development.
- 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, today we already get things from aboard whenever we can.
 - Hong Kong really needs the antitrust law and allow class-action lawsuit.