

### **MTR Welcomes Authorisation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link**

The MTR Corporation today (20 October 2009) welcomes the authorisation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link by the Chief Executive-in-Council under the Railways Ordinance.

“It is most encouraging to receive the approval from the Executive Council to implement the Hong Kong Section of the Express Rail Link project after many years of planning, design and extensive consultation. Hong Kong’s integration with the Mainland of China, especially the Pearl River Delta, will be one of the critical factors of success for Hong Kong. With the completion of the project in 2015, the Express Rail Link will provide faster and closer connection to 16 major cities in the Mainland, and will enhance Hong Kong’s strategic position as the southern gateway of China. The Express Rail Link will become part of the 16,000-km High Speed Rail Network of our country.” said Mr C K Chow, Chief Executive Officer of the MTR Corporation.

This railway is part of the 140-km high-speed railway service running from the terminus at West Kowloon in Hong Kong to the railway hub at Shibi in Guangzhou, via Futian Station in Shenzhen, New Shenzhen Station in Longhua and Humen Station in Dongguan. It will connect Hong Kong with Shenzhen, Guangzhou and other cities in the Pearl River Delta, with connecting services to other major mainland cities of China including Beijing, Shanghai, Wuhan and others through the national high-speed rail network.

The entire 26-km long Hong Kong Section will be a dedicated corridor in the form of underground tunnels running from the terminus in West Kowloon to connect the Mainland Section at Shenzhen. Running at a maximum speed of 200 kilometres per hour, the Hong Kong Section of the high-speed rail will shorten the journey time between Hong Kong and Guangzhou significantly from about 100 minutes to 48 minutes. It will only take 14 and 23 minutes respectively from Hong Kong to Futian and Longhua in Shenzhen. During the period of construction and at the operation stage of the railway, it will create 11,000 and 10,000 job opportunities respectively.

“In the new era of high-speed travelling and the rapid development of China, the current through-train service between Hong Kong and Guangzhou is becoming inadequate. Upon completion of this railway project, we can see much enhancement of the accessibility between Hong Kong and the Pearl River Delta region, hence encouraging cooperation and development. The increased mobility and greater economic integration with other Mainland cities brought about by the high-speed rail will bring numerous economical, social and environmental benefits to Hong Kong. High-speed rail travel is more energy efficient and environmentally friendly than the energy consumption per seat of a high-speed train is just one-sixth of that of an airplane. A high-speed rail also produces far less CO<sub>2</sub> emission than airplanes and automobiles. Its CO<sub>2</sub> emission per seat is about one tenth of an airplane,” added Mr Chow.

The Corporation will continue to work closely with the government departments and the community to bring the Express Rail Link project forward under the concession approach. The construction of this strategically important cross-boundary project is expected to commence in the end of this year (2009) for estimated completion in 2015.

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## Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section)

<b>Alignment :</b>	<u>Hong Kong Section</u> 26 km, from terminus at West Kowloon to Hong Kong/Shenzhen Boundary.
	<u>Mainland Section</u> 116 km, from Hong Kong/Shenzhen boundary to New Guangzhou Station Stations: Futian, New Shenzhen, Humen, New Guangzhou
<b>Interchange stations :</b>	(1) Futian: Shenzhen Metro Line 1 & 4 (2) New Shenzhen: Shenzhen Metro Line 4, 5 & 6 (3) New Guangzhou: Guangzhou Metro Line 2 and 7
<b>Intercity Train Services :</b>	(1) Futian: connects to Guangzhou-Dongguan-Shenzhen Intercity Rail (2) New Shenzhen: connects to Hangzhou-Fuzhou-Shenzhen Passenger Line to Fuzhou and Hangzhou (3) New Guangzhou: connects to Wu-Guang Passenger Line to Wuhan, Gui-Guang Passenger Line to Guizhou, Nan-Guang Passenger Line to Nanning, and Beijing-Guangzhou Passenger Line to Beijing
<b>Railway System :</b>	High speed rail system
<b>Train frequency :</b>	Maximum headway at 3 minutes
<b>Speed :</b>	Maximum operating speed 200 km/hour (HK Section)
<b>Maximum Passenger capacity :</b>	10,000 passengers per hour per direction
<b>Benefits:</b>	<ul style="list-style-type: none"><li>• Allow Hong Kong to have better social and economic integration with cities in the Pearl River Delta as well as other major cities in the Mainland. Enhance Hong Kong as a financial and commercial centre.</li><li>• Reduce the travelling time between Guangzhou and Hong Kong by half from 100 minutes to 48 minutes. Frequent and fast train service, connect to High Speed Railway Network of the Mainland, reaching 16 cities.</li></ul>

- Creation of 11,000 employment opportunities during construction and another 10,000 in its operation. Create synergy with other infrastructure projects and job opportunities in other industries such as catering and retail, tourism, professional services, etc.
- Estimated annual saving of 42 million hours of travel time and the economic benefits in 50 years, based on the savings of passengers only, would be up to HK\$87 billion.
- Enhance sustainable development of Hong Kong.
- More environmentally friendly in terms of energy conservation and CO<sub>2</sub> emissions. Reduce road congestion and road accidents.

### **Estimated journey time**

Between Hong Kong and Futian, Shenzhen	14 minutes
Between Hong Kong and New Shenzhen (Longhua), Shenzhen	23 minutes
Between Hong Kong and New Guangzhou (Shibi), Guangzhou	48 minutes
Between Hong Kong and Changsha, Hunan	4 hours
Between Hong Kong and Fuzhou, Fujian	5 hours
Between Hong Kong and Wuhan, Hubei	5 hours
Between Hong Kong and Shanghai	8 hours
Between Hong Kong and Beijing	10 hours

### **Project programme**

One of 10 Major Infrastructure Projects in Policy Address	Oct 2007
Commencement of preliminary design	Apr 2008
Gazettal under the Railways Ordinance	Nov 2008
Commencement of detailed design	Jan 2009
Gazettal Amendments under the Railways Ordinance	Apr 2009
Commencement of Construction	End 2009
Completion of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section)	2015

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