

The Pearl River Delta megalopolis will be formed from 11 cities, including Hong Kong and Macau

珠三角超級都會將由香港與澳門等11個城市組成

The total population in the Pearl River Delta will soar from 68 million in 2014 to 81 million by 2020

珠三角的總人口將會由2014年的6,800萬增至2020年的8,100萬

The Pearl River Delta megalopolis will occupy an area 26 times larger than Greater London

珠三角超級都會的面積將會是大倫敦市的26倍

The bridge and tunnel, 29 km in length, being constructed from Zhuhai to Hong Kong will cut journey times between the two from four hours to 45 minutes

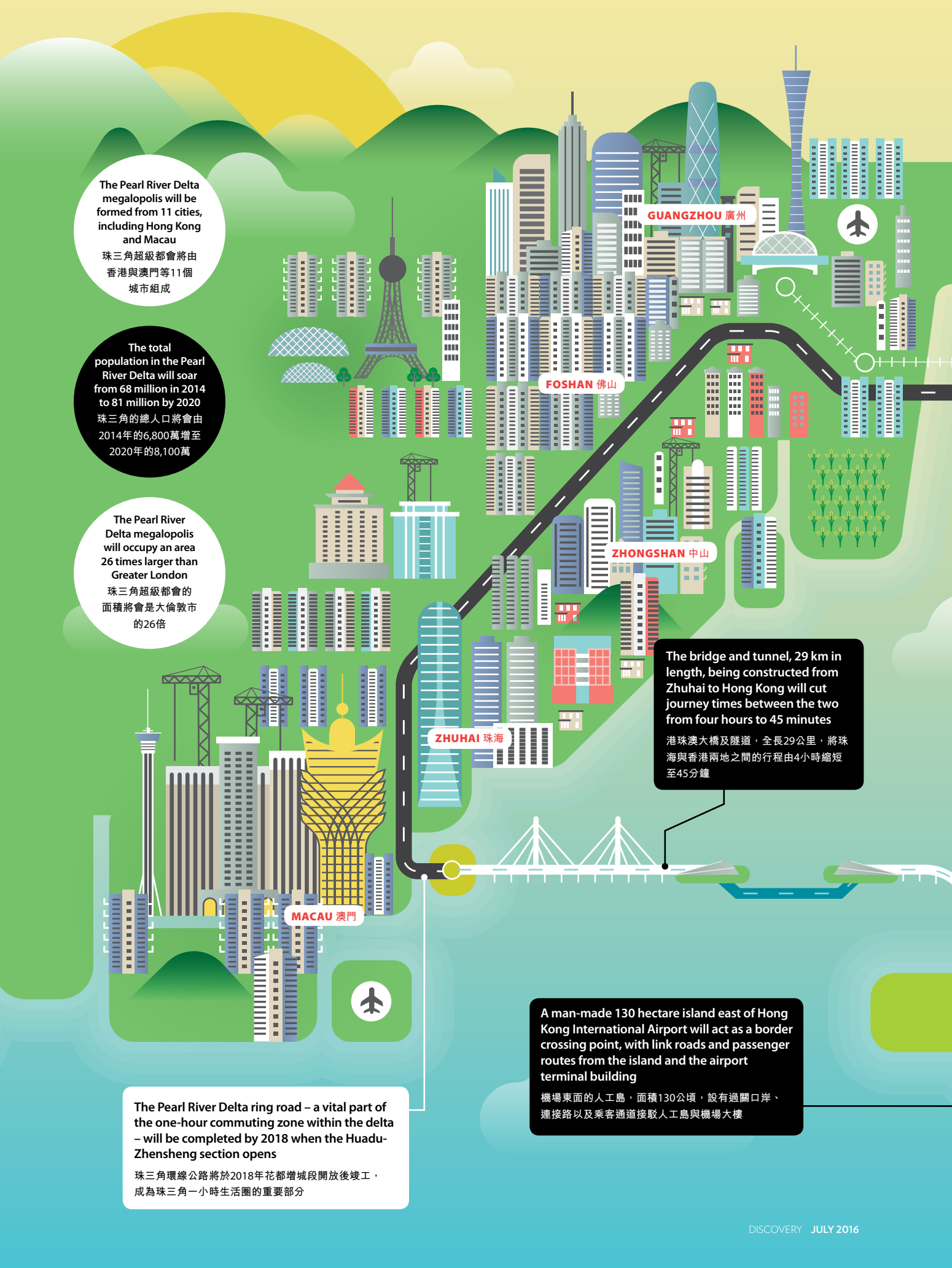
港珠澳大橋及隧道，全長29公里，將珠海與香港兩地之間的行程由4小時縮短至45分鐘

A man-made 130 hectare island east of Hong Kong International Airport will act as a border crossing point, with link roads and passenger routes from the island and the airport terminal building

機場東面的人工島，面積130公頃，設有過關口岸、連接路以及乘客通道接駁人工島與機場大樓

The Pearl River Delta ring road – a vital part of the one-hour commuting zone within the delta – will be completed by 2018 when the Huadu-Zhensheng section opens

珠三角環線公路將於2018年花都增城段開放後竣工，成為珠三角一小時生活圈的重要部分



# ASIA'S NEW WORLD CITY

## 亞洲全新的世界城市

Hong Kong is about to get new neighbours – up to 80 million of them, as part of the proposed Pearl River Delta megalopolis. By PHIL HEARD

香港即將成為珠江三角洲超級大都會計劃的一部分，新增8000萬位新鄰居。

撰文：Phil Heard

INFOGRAPHIC IAN DUTNALL

Third runway at HKIA.  
Construction starts next month

香港國際機場  
第三跑道將於  
下月動工

HONG KONG  
INTERNATIONAL  
AIRPORT  
香港國際機場

LANTAU ISLAND 大嶼山

HONG KONG 香港

The Tuen Mun to Chek Lap Kok Link is a 9 km dual carriageway and border control area connecting Tuen Mun to North Lantau and the airport

屯門至赤鱗角連接路，以新建橋樑連接屯門及北大嶼山過關口岸與機場，全長9公里，雙程四線行車

The Express Rail Link between West Kowloon, Shenzhen and Guangzhou will be 140 km in total, with 26 km in Hong Kong. When finished in 2020, total journey time will be 48 minutes

由西九龍至深圳及廣州的高鐵線，全長140公里，香港部分長26公里，於2020年落成後由西九龍至廣州只需48分鐘

**A**nyone who has flown into Hong Kong recently will probably have seen a seemingly endless causeway heading out to sea.

On the westerly approach, emerging from the haze and coming into sharp relief as the aircraft touches down, is the beginning of something very big: Hong Kong's link to the Pearl River Delta project.

The plan is to knit the manufacturing, technology and financial hubs that stretch from Shenzhen to Guangzhou into one colossal city as part of China's 'One Belt, One Road' development initiative. Already the largest urban area on Earth, bigger than Tokyo in terms of both geographical area and population, the 'megalopolis' will unite 11 existing cities to create an urban area of 54,733 square kilometres and a population in excess of 80 million.

It will be an immense challenge and an even bigger opportunity for the Special Administrative Region on the southern border of this new megalopolis: Hong Kong.

Planners are working to create a 'one hour living zone' with new transport infrastructure that will build on Hong Kong's connectivity to the rest of the world through its port and the already bustling hub of Hong Kong International Airport.

The causeway, currently under construction, is the road bridge that will link Hong Kong to Macau, Zhuhai and beyond. The project includes a 29.6 kilometre span of bridge and tunnel; the tunnel dunks the three-lane carriageways beneath the sea for nearly seven kilometres to enable heavy shipping to pass overhead. The result: journey times for Macau and Zhuhai residents to Hong Kong International Airport reduced to fewer than 45 minutes by road. Currently the quickest route includes an hour-long ferry journey from congested piers.

The bridge has also led to the construction of two artificial islands, one at Zhuhai and one adjacent to Hong Kong International Airport. They will house the border checkpoints, and the mini 'spaghetti junction' of flyovers and viaducts to knit it to the existing freeway on Lantau Island that takes traffic between Hong Kong and its airport. This includes a new 12-kilometre link road.

Tuen Mun in the New Territories, west of the suspension bridge into the heart of Hong Kong, is to receive a new link road that will reduce journey times from central Shenzhen to Hong Kong International Airport to only 35 minutes by road –

particularly after the completion of the Tuen Mun Western Bypass, which will keep traffic flowing around the built-up area. Currently journey times are significantly longer, or there are 14 daily ferries.

The final significant investment is a high-speed rail service that will link Hong Kong with Shenzhen and Guangzhou South Railway Station. The Guangzhou-Shenzhen-Hong Kong Express Rail Link will halve journey times between the two end points to 48 minutes. In Hong Kong, the terminus will be at West Kowloon, near Kowloon Station, which is currently served by Airport Express trains. Ideally, plans to link the two stations by a walkway, which will enable passengers from the Pearl River Delta to use the in-town check-in, will come to fruition.

Airports across the region are also being upgraded in anticipation. Already congested Hong Kong is to receive a third runway, which will preserve its long-haul international dominance as Shenzhen develops as a regional hub into China. Guangzhou, already an international hub, will either expand its existing airport with a fourth and fifth runway – as well as a new terminal – or simply build a new, bigger airport from scratch.

But a megalopolis is an unwieldy thing, and because of the new transport infrastructure, even with the potential airport developments in Guangzhou, residents in the southern districts will find it easier and quicker to get to Hong Kong International Airport than crossing the city. Size isn't everything. ■

## “THE RAIL LINK WILL CUT JOURNEY TIMES FROM HONG KONG TO GUANGZHOU IN HALF

### 高鐵將從香港前往廣州所需的時間減半

# 最

近曾搭飛機來香港的人，可能都會留意到飛機窗外有一條沒有盡頭、彷彿一直通往大海的道路。

當飛機從西面飛向香港，穿過薄霧朝著跑道降落時，可以見到一個龐大的人工島，這就是香港連接龐大的珠三角基建項目的起點。

這項計劃是將深圳至廣州的製造業、科技和金融中心連成一座規模宏大的城市，成為中國「一帶一路」發展計劃的一部分。這個「超級都會」是地球上最大的都市，無論面積或人口都遠超東京，總共結合了11個城市，市區面積達到54,733平方公里，人口超過8,000萬。

興建超級都會是項艱巨的任務，但也為地處華南邊陲的香港特別行政區帶來更大的發展契機。

規劃者已著手創造一個配備全新交通基礎設施的「一小時生活圈」，以香港的港口和現已非常繁忙的香港國際機場為基礎，與全世界建立更緊密的聯繫。

這條連接香港、澳門、珠海，及至內地的大橋目前尚未完工，項目包括一條29.6公里的跨海大橋和海底隧道；雙向六車道的橋面沉入海底近七公里，以免影響海上往來頻繁的船隻。工程完成後，澳門及珠海市民將可經由陸路前往香港國際機場，車程時間縮短至不足45分鐘。目前最快的路線的一段是從擁擠的碼頭乘坐渡輪前往，航程約需一小時。

要興建大橋，就需要同時興建兩個人工島，一個位於珠海，一個毗鄰香港國際機場。人工島上設有過關口岸以及由天橋及高架橋組成的小型交通交匯處，以便與香港和機場之間的大嶼山高速公路連接。工程還包括一條長12公里的連接道路。

新界屯門位於通往市區的青馬大橋西面，這裡將會有一條全新的連接道路，將從深圳市區至香港國際機場的陸路交通時間縮短至35分鐘，特別是屯門西繞道落成之後，將令附近的交通更順暢。目前兩地之間的陸路交通十分費時，另一個選擇是乘搭每日有14班的渡輪。

最後一項大型投資是連接香港與深圳及廣州南站的高鐵服務。廣深港高速鐵路可將起終點兩端的交通時間縮短一半至48分鐘。香港端的終站設在西九龍，鄰近港鐵九龍站，這裡目前是機場快綫其中一個車站。最理想的是兩站之間可以一條走道相連，方便來自珠三角的乘客使用市內預辦登機手續服務，這個希望快將實現。

區內的機場亦按照預期進行升級工程。已經相當擁擠的香港國際機場即將興建第三條跑道，令香港繼續佔國際及長途航程的優勢，而深圳則保持中國門戶的地區位置。至於已經擁有國際樞紐地位的廣州則有兩個發展方向，一是擴建機場，興建第四、第五條跑道及一座新的航空站；或是另起爐灶，重建一座更大的新機場。

超級都會的運作是件複雜的事物，由於有全新的交通基礎設施，即使廣州有可能興建新機場，但住在廣州南區的居民將會發現，前往香港國際機場會比前往市內另一端更方便快捷。有時候，規模大小與否並非最重要。■



## BETTER TOGETHER 共創更美好前景



**THE SCALE OF** the plans for infrastructure across the Pearl River Delta (PRD) is unprecedented. There is no other project that incorporates three different jurisdictions – mainland China, Hong Kong and Macau – with a population equivalent to that of a reasonably sized country.

I'm a great believer in the overall project to integrate the PRD. Huge progress has already been made. Hong Kong benefits by being a gateway to the outside world, because of its docks and airport. In the long term, my view is that the docks at Kwai Tsing in the New Territories will become attractive real estate – as with Manhattan's meatpacking district and Canary Wharf in London. Ports are being developed in the PRD closer to manufacturing centres, where land is cheaper than in Hong Kong.

From the overall PRD point of view, that is sensible. But Hong Kong has plenty to contribute in the financing of it all. People will want contracts signed in Hong Kong – and if you are bringing in foreign management, they may want to live in Hong Kong rather than over the border. The SAR will continue to have a role but it will be less around the physical movement of goods because that can be done more cheaply elsewhere in the PRD.

Similarly people might ask, given that there are five airports in the area, why so much was spent on building a new runway in Hong Kong, as opposed to developing Zhuhai's airport, for example. But clearly the sanctioning of the third runway is a vote of confidence in Hong Kong.

Over time, the PRD will face competitive challenges and will need to adapt as well. Historically, it has built up its tremendous manufacturing base on China's cheap labour. That is now under pressure from countries such as Vietnam and Cambodia, but what these countries cannot currently provide is the infrastructure to get those goods to market as efficiently as the PRD. While that may change, for now it is a significant advantage for the PRD.

Andrew Kinloch is founder of Logie Group, which offers specialist advice on infrastructure finance in Asia

珠江三角洲（珠三角）基礎設施計劃規模宏大，史無前例。沒有項目像這個一樣，涵蓋中國大陸、香港及澳門三個不同的司法管轄地區，而這三地的人口總和已經相當於一個普通規模的國家。

我對整合珠三角的總體項目極具信心。這項計劃已有巨大進展，全部都是百利而無一害。香港擁有碼頭和機場的優勢，可扮演對外門戶的重要角色。從長遠來看，我認為新界葵青碼頭在這20年間將會發展成類似曼哈頓的肉品加工區或倫敦的金絲雀碼頭，裡面遍佈具吸引力的房地產。珠三角地區已經開發了多個港口，全部都鄰近製造業中心，土地也比香港便宜得多。

從珠三角的整體觀點來看，這是合理的發展。香港則在融資方面貢獻良多；人們希望在香港簽訂合約，如果你打算聘請外國管理層，他們可能想住在香港而非邊境的另一面。香港將繼續發揮一定作用，但不是貨物運輸方面，因為從珠三角發貨可能會更便宜。

同樣地，人們同樣可能會問，既然區內已有五座機場，為何還要耗費鉅資在香港興建新的跑道，而不是發展珠海機場。批准興建第三條跑道的決定，顯然是當局對香港有信心的表示。

假以時日，珠三角將會面臨競爭的挑戰，也必須因時制宜，順應改變。從歷史角度來看，過去這個地區受惠於內地的廉價勞動力，因而建立起龐大的製造業基礎。現在這個優勢受到如越南和柬埔寨等國家的威脅，但目前這些國家缺乏有效率的基礎設施，無法像珠三角如此快捷將貨物送抵市場。雖然這些因素可能會改變，但至少這是珠三角當前的明顯優勢。

金榮德是亞洲基礎建設融資顧問公司Logie Group的創辦人

## FEELING THE SQUEEZE 地盡其利

**HONG KONG SUFFERS** from a shortage of land to build on, which not only hinders the property industry but also the overall economy. Our research shows that the net floor area of the city's prime office buildings is slated to reach 81.8 million square feet by 2020, an increase of only 11.8 per cent from 2015 – nowhere near enough.

To combat this, Hong Kong is strengthening its connections with neighbouring cities across the Pearl River Delta to share resources more efficiently. Large-scale cross-border infrastructure projects, such as the Guangzhou-Shenzhen-Hong Kong Express Rail Link, will cut journey times between the three cities to less than one hour, making it easier for Hong Kong companies to relocate some of their operations to other cities in the delta.

The Hong Kong-Zhuhai-Macau Bridge will create a strategic tourism hub offering long-term support to the retail and hospitality industries, while the bridge's connections to Hong Kong International Airport, and Tuen Mun via a new link road, will bring real benefits for logistics.

Similarly new border control points between Hong Kong and Shenzhen will reduce bottlenecks and support the fast-growing cross-border logistics sector.

These schemes will enhance the flow of capital, people, goods and services. With an improved transport network, Hong Kong is strengthening its integration with mainland China and reinforcing its influence on the emerging megalopolis. The region as a whole is set to attract new tenants and offer opportunities for property investors.

Marcos Chan is head of research for Hong Kong, southern China and Taiwan at CBRE

香港可供建屋的土地有限，不但有礙地產發展，也對整體經濟造成影響。我們的研究顯示，本地優質寫字樓的實用面積，預計到2020年將達8,180萬平方呎，與2015年相較僅上升11.8%，增幅遠不足以應付需求。

為了解決這個問題，香港正加強與珠三角內其他城市的聯繫，以便有效共享資源。大型的跨境基建項目，如廣深港高速鐵路，將可縮短三城之間的行車時間至不到一小時，增加香港公司將部分業務遷至珠三角地區的可行性。

興建中的港珠澳大橋將有助創造一個具優勢的旅遊業樞紐，不僅對零售和酒店業提供長期支持，香港國際機場至屯門的新連接道路更會讓物流業受惠。

香港與深圳之間的新口岸亦將顯著緩解兩地的交通瓶頸，支援成長快速的跨境物流業。

這些計劃將加強資本、人才、貨物及服務的流通。藉著改善交通網絡，香港進一步鞏固與中國內地的整合，並加強在大珠三角區的影響力，令整個地區的房地產租賃需求增加，為房地產投資者提供更多機會。



陳錦平，世邦魏理仕香港、華南及台灣研究部主管