

First High-Speed Train for the Express Rail Link Arrived in Hong Kong

The first of the nine high-speed trains for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) project arrived Hong Kong from Qingdao by sea, having completed production and extensive testing.

With a sleek exterior design and stylish interior design, the new trains also featured a range of diversified facilities on board to provide passengers with comfortable and convenient journeys (see fact sheet for more details).

The nine eight-carriage XRL trains are manufactured by CRRC Qingdao Sifang Co., Ltd. (Qingdao Sifang) with a design based on the CRH380A model and facilitate the operation at the Hong Kong section. To ensure high performance, stringent standards on safety and quality control have been enforced throughout the design and manufacturing stages.

“During train production, MTR staff members have been stationed at the factory to closely monitor the production process including manufacturing, assembly and testing procedures. A range of monitoring measures and independent expert assessments are conducted throughout the process. With decades of expertise and experience accumulated in train production and quality management, our system and working are to ensure that both the materials and production quality are commensurate with international safety standards and national regulations,” said Dr Philco Wong, Projects Director of the MTR Corporation.

Before shipment from Qingdao, the first high-speed train for the XRL underwent comprehensive factory testing and inspection before completing dynamic tests (such as pantograph function, traction and braking system, train-borne signalling system and aerodynamic, etc.) on the operating line of the Shanghai to Kunming High-speed Railway over a total distance of more than 5,000 kilometres.

Upon the arrival in Hong Kong, the train will be delivered to the Shek Kong Stabling Sidings by road transport. The train will first undergo assembly and testing, followed by multiple static tests and low-speed dynamic tests. These will be followed by dynamic testing on the 16-km pilot test section between Shek Kong Emergency Rescue Siding and Mongkok West Ventilation Building.

Before the commencement of service, trains still have to go through a range of tests, including System Integration Tests and On-site Tests. The Electrical and Mechanical Services Department and relevant government departments, as well as the Independent Safety Assessor appointed by the Corporation, will monitor the tests to ensure trains meet the required international safety standards.

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The XRL project is progressing as planned with around 82% completion. The Corporation will continue closely monitoring the progress and making every endeavour to achieve the target of delivering the Express Rail Link for passenger service in Q3 2018.

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About MTR Corporation

MTR Corporation is regarded as one of the world's leading railway operators for safety, reliability, customer service and cost efficiency. In its home base of Hong Kong, the Corporation operates nine commuter railway lines, a Light Rail network and a high-speed Airport Express link on which more than 5.5 million passenger trips are made on a normal week day. Another 5 million passenger trips are made on the rail services it operates outside Hong Kong in the Mainland of China, the United Kingdom, Sweden and Australia. In addition, the Corporation is involved in a range of railway construction projects as well as railway consultancy and contracting services around the world. Leveraging on its railway expertise, the Corporation is involved in the development of transit-related residential and commercial property projects, property management, shopping malls leasing and management, advertising media and telecommunication services.

For more information about MTR Corporation, please visit www.mtr.com.hk.

Photo caption:

1. Train dynamic test at the test track in Qingdao Sifang factory.



2. Following the completion of production and tests in the Mainland, the first high-speed train of the XRL project arrives Hong Kong.



3. The compartments of the XRL train come with seats in different colours to create a pleasant traveling environment.



Introduction to XRL Train

Basic Information	
Model	CRH380A
Manufacturer	CRRC Qingdao Sifang Co., Ltd.
Trains procured	9 sets
Cars	8 cars per set (2 trailer cars – one at each end, 6 motor cars – in the middle)
Dimension	Length: 203m (front & end cars: 26.5m; middle cars: 25m) Width: 3.38m Height: 3.7m
Weight (without loading)	408 tonnes
Maximum speed	350 km/h
Seats	579 seats and 2 wheelchair spaces

Train Outlook



The new trains have a sleek and aerodynamic design with a linear window and headlights at the front.



The base colour of the train body is metallic silver. At both ends of the train, the driving cab window and headlights are rounded with red, and there are matching orange arcs on both sides. In addition, white and red waves on both sides of each carriage create an attractive livery image when the train is running.

Train Compartments



The driving cab located at both ends of the train include a driving console to control traction & braking systems, the train information system, train-borne signalling system and communication system, etc.



The driver's seat and driving console adopt ergonomic designs to allow the driver to concentrate on driving in comfort.



The compartments located at either end of the train provide 68 seats, featuring soft lighting, seats in different colours (silver grey with dark grey rose pattern and rose red), as well as rose patterns on the floor.

Each chair has a reading light with switch, individual audio output socket, adjustable backrest, seat table, magazine holder, footrest and hanging hook. More hanging hooks are available on the side of the carriage next to the seats.





The six compartments located in the middle of the train provide 511 seats, featuring seats in different colours (light grey, dark and light orange) and a wave-like pattern on the floor.



Folding seat tables and magazine holders are provided for passengers. Hanging hooks are available on the side of the carriage next to the seats. The backrest of each seat is adjustable.



Two wheelchair spaces are located in the seventh compartment.

Train Facilities



Rotatable Chairs

The entire row of seats can be rotated to suit the driving direction.



Luggage Racks

Luggage racks are installed along both sides of the carriage above the seats. A rack for bulky luggage is also available in each compartment.



Entertainment System

Video display screens are available to provide passengers with entertainment and train information.



Power Sockets

Power sockets suitable for different countries' electrical standards are available in front of the seats.