

Taiwan Railways Administration, MOTC

The Kaohsiung Harbor Railway Station (Regeneration Unit 2, 3, 4) Urban Regeneration Project

Project Overview

Located in Yancheng District, Kaohsiung City, the base of investment promotion belongs to a renewal area in Kaohsiung Harbor Railway Station of Kaohsiung Harbor Line next to Kaohsiung Harbor. The regenerated Unit 2, 3 and 4 border Wufu 4th Road in the north, are adjacent to a business district and park area east to Gushan 1st Road in the west, intersect Daan Road and Qixian 3rd Road in the east and bound Linhai 2nd Road in the south. The total area is around 8.90 hectares.

The geographical conditions of the base are excellent : it embraces Caishan in the north, faces Kaohsiung Harbor in the south, borders Love River in the east and is bounded by Xiziwan in the west, and it has great advantages in landscapes. It plays the core role of the “butterfly-shaped” section in Yancheng and Hamasen areas. Since the Japanese Colonial Period, the area has been the heart of bus transfer and of sea and land freight and trade, and it has been a chief key center for the development of Yancheng and Hamasen areas. Nowadays, through cultural preservation and rebirth of its tourism function and by the support of five major constructions in Old Harbor Area, it becomes an important springboard to lead the old city area to face Asia's New Bay Area.

Advantages of Investment

Kaohsiung Harbor Railway Station is located in the best area of the old harbor area of Kaohsiung Harbor, and land development and dense population in its surrounding Yancheng District and Hamasen make the framework of railways in the base unique. Under the regulation and guidance of urban planning, it has the opportunities to form sustainable and cultural market value in space planning. Moreover, under the promotion of the investment axis of Kaohsiung City government in Asia's New Bay Area, it can elaborate the effectiveness of transformation of use functions and development of multiple investment promotion.

The base for investment promotion which is located in the land use district of the planned regenerated area in northern Linhaixin Road is a business district, and it has more flexible arrangement and feasibility. If the features of its landscapes and resources can be integrated, and if the preservation of railway features can be effectively managed to be integrated with the project, new land output value will be created on the premise of mixed use.

Investment Incentives

1. Permitted Rights :

- Regenerated Unit 2, 3 :
Surface rights are planned to be conducted with the method of urban renewal. Upon publicly inviting bids and selecting the best applicants, implementers propose the project of urban renewal business to invest in and manage the development construction.
- Regenerated Unit 4 :
The method of right transformation is adopted to conduct

urban renewal business. The entire area of regenerated Unit 4 is a reconstructed section, and upon a public selection procedure, a private company is entrusted to serve as an implementer to execute urban renewal business.

- Alternative Plan :
Upon the survey for the authorities and investors, the regenerated Unit 3 can be adjusted, and the method of right transformation can be adopted to conduct investment promotion for the renewal business.

2. Deadline :

50 years since the date the implementers of surface rights (regenerated Unit 2, 3) register for surface rights.

Conditions of the Base

1. Current Situation of Base Environment :

The base was the southmost terminal of the north-south line of Taiwan railways, Kaohsiung Harbor Station, and it is currently a large open space. Through the transformation of its partial facilities (Kaohsiung Harbor Station, platforms, tracks and other railway facilities), it integrates with bike paths and installation arts to form an area for public activities.

2. Land Use and Ownership :

The land of the case is publicly-owned (Republic of China and Kaohsiung City government), and the chief land management authority is Taiwan Railways Administration (86.17%), and Port of Kaohsiung, Taiwan Sugar Corporation, Public Works Bureau, Kaohsiung City Government and Hydraulic Engineering Bureau, Kaohsiung City Government are also the authorities of the case.

Item	Regenerated Unit 2	Regenerated Unit 3	Regenerated Unit 4
Area	28,895m ²	42,054m ²	18,058m ²
Building Coverage Rate	60% (Type 3 Business District)		60% (Type 3 Business District) 60% (Type 4 Business District)
Bulk Rate	490% (Type 3 Business District)		490% (Type 3 Business District) 630% (Type 4 Business District)
Legal Bulk Renewed Bulk50% Bulk not Counted 30%	Floor area that can be constructed 232,809m ²	Floor area that can be constructed 310,205m ²	Floor area that can be constructed 159,023m ²
Develop Bulk Reward	Rewards for bulk accumulation on construction sites shall not exceed 50% of legal bulk in areas where urban renewal is implemented (Article 24 in Kaohsiung City Regulations of Urban Planning Law).		
Permitted Land Use Item	Based on Regulations for Business Districts in Kaohsiung City, Urban Planning Law		

3. Benefits and Prospect

The base has the advantages of landscapes and traffic, and its redevelopment opportunity is close to the promotion time of its neighboring Asia's New Bay Area. The land development value of the area can be reversed by the project of five major constructions in Asia's New Bay Area to welcome the planning of international tourism and art and cultural and business trips. It attempts to introduce products and activities such as hotels, business hotels, offices, cultural and art space, leisure and shopping, residences and shopping malls to the area.

- To extend the function of “the business city by sea and air” and to connect with emerging major cultural and sightseeing investment construction in “Asia’s New Bay Area.”
- Based on culture and creation, tourism and leisure industries, innovative industries are introduced to promote the diversity of tourism and consumption.
- Preserved railway facilities in the area are used to make compound industry space that integrates innovative industry with field memories.

4. Rate of Return on Investment

- Unit 2 : The investment is around NTD11.5 billions. The rate of return on investment for tourist hotels is around 23.06%, while the rate for commerce and general merchandise is around 25.24%.
- Unit 3: The investment is around NTD13 billions. The rate of return on investment for shopping malls is around 31.52%, the rate for office buildings is around 13.11%, and the rate for residence and business buildings with landscapes is around 24.22%.
- Unite 4: The investment is around NTD6.8 billions. The rate of return on investment for residence and business buildings with landscapes is around 22.70%.

La Gare de Port de Kaohsiung se situe dans le cœur de la zone du Vieux-Port de Kaohsiung. L'Arrondissement Yancheng et le Quartier Hamasing avoisinants dont le développement du territoire et la population sont bien denses. Sous l'orientation et les normes d'urbanisme, les chemins de fer dans la base dont la structure étant sui generis auront l'occasion d'avoir leur valeur de marché culturel durable grâce à la planification spatiale. Suite à l'investissement du gouvernement dans la « Zone Nouvelle Baie d'Asie », ce projet pourra créer des utilités de l'évolution des fonctions d'usage et des investissements d'exploitation diversifiés.

- Créer l'extension des fonctions de la « Ville d'économie et de commerce aéro - maritime », et lier des investissements de construction majeurs et émergent de la « Zone Nouvelle Baie d'Asie » étant relatifs au tourisme et à la culture .
- Se baser sur l'industrie culturelle et créatif, l'industrie de tourisme et des loisirs, et introduire des industries d'innovation pour améliorer la diversité des dépenses touristiques.
- Profiter des installations de chemins de fer dans la zone pour créer un espace complexe d'industries qui intègre des industries d'innovation et des mémoires du domaine.

Contact information :

Taiwan Railways Administration, MOTC

Tel : +886-2-2381-5226 ext.3643

E-mail : tr005514@ msa.tra.gov.tw