

Bureau of High Speed Rail, MOTC Taoyuan HSR Station District Hsinchu HSR Station District Taichung HSR Station District Chiayi HSR Station District Tainan HSR Station District

Project Overview

Taiwan High Speed Rail breaks the distance of time and space and promotes the growth of commercial activities and trade circulation, and supplementary commercial items and facilities related to it are thus derived. The prosperity of tourism activities is merely a sparkling corner of the high speed rail era. City industry and regional planning along the high speed rail are rearranged, and the tracks of the high speed rail have altered original economic and geographical territory, being followed by the fast-growing value of business opportunities that are hard to encounter in the eye of developers and investors of real estate.

Since the inauguration of Taiwan High Speed Rail in 2007, traveling time for western Taiwan has been shortened. Up to the end of 2012, the total number of passengers of the high speed rail grew to over 44 million people from 15 million people in 2007. By the end of 2013, the number exceeded 47 million people. Taiwan High Speed Rail runs through the western corridor, and eight stations including Taipei HSR Station, Taoyuan HSR Station, Hsinchu HSR Station, Taichung HSR Station, Chiayi HSR Station, Tainan HSR Station and Zuoying HSR Station. In the future, stations of Taiwan High Speed Rail will be established in Nangang, Miaoli, Changhua and Yunlin. After levying station districts along the high speed rail, the total area of building land is around 316.32 hectares, and investment promotion approaches such as selling by tender, joint development, setting of surface rights and land rental will be adopted to elevate the land value.

Taiwan High Speed Rail connects Taiwan's economic backbone, and it is key administration of i-Taiwan 12 projects. It provides the government with a stage to build a golden decade in facing the business opportunities in the post ECFA (Economic Cooperation Framework Agreement) era. The population in the cities along the high speed rail accounts for 90% of total population in Taiwan. By the complete development system of HSR station districts, from the evaluation of territorial planning, industry policy, development mechanism, taxation reward and related supplementary measures such as traffic system and urban planning, it can lead to the reasonable distribution of industry which promotes the development of each station and balances urban and rural development. Meanwhile, the high speed rail stations are not only the core of inter-city transit, but also marketing showcases of local features.



Advantages of Investment

- To Provide Investment Environment with International Competitiveness in Post ECFA Age: The flights from the international airports of Taiwan can arrive at major cities in Asia within four hours. It is an investment environment that has the condition of rapid integration of flow of people and information for international enterprises.
- With Excellent Development Conditions of Public Land in HSR Station Districts, Government Builds “Golden Decade”: The commercial and manufacture parks, and commercial districts. in the core districts of the high speed rail stations have good site conditions, and they can serve as stages for the government to build a “golden decade” within a short period of time.
- To Implement “Industry Has Home, Home Has Industry” (產業有家家有產業) Policy of Council for Economic Planning and Development (now National Development Council), Executive Yuan : National Development Council has set development positions and objectives for each high speed rail station, and each station can plan and develop their theme industry in their commercial and manufacture parks.



Investment Incentives

1. Multiple Development Methods :
Commercial and manufacture parks, commercial districts and residential districts possessed by Bureau of High Speed Rail hand over land with the approaches of rental or setting up surface rights for private enterprises to invest, develop and manage, which helps reduce the land acquisition cost of investors and lower investment risks.
2. Diverse Land Use :
Commercial and manufacture parks are allowed to have various functions including office space, general merchandise and retail, tourist hotels and related facilities examined and approved by local governments.
3. Thorough Support from Governments :
Bureau of High Speed Rail has coordinated county and city governments to make essentials for the application of development in Commercial and manufacture parks of five high speed rail station districts, and the time of examination is substantially shortened with the concept of one-stop windows.

Conditions of the Base

Under the consideration of long-term urban development, the government has planned five HSR station districts in Taoyuan, Hsinchu, Taichung, Chiayi and Tainan with the total area of 1,506 hectares. To push forward the prosperity of the high speed rail stations and balance urban and rural development, the government has delimited urban planning districts around the stations and has marked out station districts, Commercial and manufacture parks, residential districts and commercial districts in these urban planning districts. Moreover, the government has installed state-of-the-art fiber optic systems, planned access road systems, public facilities, parking lots, parks and green areas, schools and hospitals. The government has constructed the HSR station districts with perfect urban, commercial and public facility functions in the hope that investors are provided with the best investment environment with complete urban planning and public construction.

Item	Taoyuan	Hsinchu	Taichung	Chiayi	Tainan
Area (Hectare)	6.68	4.3	22.49	9.87	49.7
Building Coverage Rate	60%	60%	70%	40%~50%	40%~60%
building floor area ratio	300%	300%	320%	240%	240%
Permitted Land Use Item	Offices, international tourist hotels, retail and general retail ; restaurant.	Offices, international tourist hotels, retail and general retail ; restaurant.	Offices, international tourist hotels, retail and general retail ; restaurant.	Finance, industrial and commercial service, hotels, shopping; recreation	High-tech, culture and education, recreation; related industrial and commercial service industry

Benefits and Prospect and Rate of Return on Investment :

1. Over the past seven years, the value of the land grows substantially with 211% of growth on average.
2. The progress of development plans in the HSR stations can effectively elevate economic standards from the fundamental of regional development. For example, from the historical trend of the performance of the land value, the land value in each station unanimously increases year by year, and among which, the business district in Hsinchu HSR Station grows the most, reaching 382.15%.
3. Eight cases of investment promotion have been completed successively, attracting over NTD44 billions of private investment.
4. The land in the HSR station districts attracts large-scale private enterprises to invest. Past cases of investment promotion successfully attracted NTD44 billions of private investment, and its rate of return on investment was between 6% and 12%.

Policy Reward

As the land in the high speed rail station districts is newly-developed, Bureau of High Speed Rail adopts the method of collecting operation premium in the investment promotion of surface rights to lower investment risks and effectively attract investors. In addition, considering that the early stage of the project has high operation risks, the bureau offers the measures of premium-free in the early stage depending on the demand of investors. Therefore, it is different from the general method of collecting development premium which has to be paid off in the primary stage of a project and which leads to the increase of operation risks during investment.



Depuis l'ouverture de la Ligne à Grande Vitesse de Taiwan (THSR en anglais, pour Taiwan High Speed Rail) en 2007, le temps de la circulation sur la côte ouest de Taiwan se raccourcit relativement. Jusqu'à la fin de l'année 2012, le nombre total des passagers s'élève à 44 millions de personnes par rapport à 15 millions en 2007 ; et même dépasse 47 millions de personnes à la fin de l'année 2013. Traversant tout le corridor de l'Ouest, la Ligne à Grande Vitesse de Taiwan desservit du nord au sud 8 gares, y compris la gare de Taipei, la gare de Panchiao, la gare de Taoyuan, la gare de Hsinchu, la gare de Taichung, la gare de Chiayi, la gare de Tainan et la gare de Zuoying. D'ailleurs, la gare de Nangang, la gare de Miaoli, la gare de Changhua et la gare de Yunlin se joindront en service au fur et à mesure. Après l'expropriation des terrains le long des zones délimitées, on obtient des terrains à bâtir avec une superficie totale d'environ 316,32 hectares. On adoptera des moyens à attirer des investissements comme l'enchère, le développement conjoint, la détermination du droit de superficie et la location de terres, etc. afin de promouvoir la revalorisation des terres.

Reliant les pivots de l'économie de Taiwan et jouant un rôle important dans 12 Projets i-TAIWAN, la Ligne à Grande Vitesse de Taiwan profite des opportunités de l'ère de l'EFCA et fournit au gouvernement une scène à créer les dix ans d'or. Des villes le long de la Ligne à Grande Vitesse possèdent 90% de population de Taiwan. Avec un système complet de développement pour les zones délimitées – on évalue l'aménagement

pour les zones délimitées – on évalue l'aménagement des territoires nationaux, des politiques des industries, des mécanismes de développement, des incitations fiscales et des mesures concernantes telles que les systèmes de transport, l'urbanisme, etc. pour guider la répartition rationnelle des industries, promouvoir l'exploitation des quartiers-gares par des industries développées et équilibrer le développement urbain et rural. Ces quartiers-gares deviennent non seulement les noyaux du trafic de transit interurbain, mais aussi les fenêtres permettant faire connaître les caractéristiques locales.

La Ligne à Grande Vitesse de Taiwan adopte des modes diversifié d'exploitation. Les terrains des zones industrielles, commerciales et résidentielles détenus par le Bureau de la Ligne à Grande Vitesse sont confiés par la location ou la détermination du droit de superficie aux groupes privés pour que ces derniers investissent dans le développement et l'exploitation. Cela permet aux investisseurs de baisser les coûts d'acquisition de terrains et de diminuer le risque d'investissement. Le Bureau de la Ligne à Grande Vitesse autorise une utilisation multifonctionnelle des terrains de la zone industrielle, y compris des espaces de bureau, des commerces de détail, des hôtels et d'autres installations concernantes étant examinées et approuvées par l'administration locale. Enfin, le Bureau de la Ligne à Grande Vitesse a coordonné les gouvernements locaux pour déterminer des points principaux de la demande d'exploitation des industries spécifique dans les cinq zones désignées. L'adoption du guichet unique pourra raccourcir considérablement le temps de l'examen.



Contact information :

Bureau of High Speed Rail, MOTC

Tel : +886-2-8072-3333 ext.5500

E-mail : cjhsu@hsr.gov.tw

Website : <http://www.hsr.gov.tw>

Jones Lang Lasalle Strategic Consulting

Tel : +886-2-8758-9898

E-mail : kevin.hou@ap.jll.com