大公社評英譯

廣深第二高鐵南延 有利北都發展

Extending the Second Guangzhou–Shenzhen high-speed Southwards to Boost Northern Metropolis Development

廣深第二高鐵建設已列入廣東省「十五五」規劃，明確作為大灣區融合的關鍵基礎設施與重大標誌性工程，目前相關建設工作正全速推進，並論證南延香港北都。對於香港來說，這條高鐵不僅僅是廣深之間的基建，更是整個大灣區建設的重大工程。在全力落實首個五年規劃、加速推進北都建設的關鍵節點上，相信香港會以高度的融入和服務意識，以戰略前瞻思維主動對接規劃，協同推進跨境交通「硬聯通」，將廣深第二高鐵南延線的研究評估及早提上議事日程。

廣深第二高鐵的分量，須放在國家整體戰略布局中衡量。按國家「十五五」規劃，廣深第二高鐵北向與永清廣高鐵銜接，共同構成「八縱八橫」高鐵網中的京廣第二通道，可望有效分流現有京廣高鐵幾近飽和的運輸壓力，大幅提升大灣區向北通達華中、華北及西南地區的能力。正因如此，廣東省「十五五」規劃綱要明確將其定位為大灣區核心骨幹基礎設施，並預留了南延前海、跨境連通香港的技術銜接條件。對香港而言，對接這條鐵路絕非多了一個連接廣東的通道，而是融入國家高鐵網絡、拓展更廣闊發展腹地的重要契機。

事實上，粵港兩地在各自規劃中都對跨境交通「硬聯通」高度重視，展現出前所未有的同頻共振。廣東省「十五五」規劃首次將「主動對接香港北部都會區發展策略」單列，並提出在園區開發、基礎建設等六大領域開展深度合作。香港首個五年規劃亦積極呼應，兩地五年規劃均將深港西部鐵路列入重點推進清單，其中深圳段規劃設深圳灣口岸及前海兩站，並明確採取「合作查驗、一次放行」的一地兩檢通關模式，目標是實現北都15分鐘直達前海。

內地高鐵發展的經驗以及香港西九龍站的成功實踐，都證明了高鐵的長遠戰略效益與巨大聯通效應，且具備其他交通方式不可替代的優勢。以新皇崗口岸的交通配套為例，儘管政府在公交接駁方面做足準備，但仍存在換乘排長隊、高峰時段容易塞車等痛點。不少市民和旅客都期待香港一側也能像深圳一樣有可以無縫換乘的軌道交通。這也從側面證明了在北都引入高鐵有其必要性。

另據公開信息，深圳市發改委此前已正式啟動廣深第二高鐵南延線規劃建設方案的預研招標，研究範疇涵蓋港深軌道布局、跨境交通需求、南延必要性論證、線路功能定位及主要技術標準等。從頂層戰略規劃到具體項目推進，均顯示出主動對接香港需求、全力支持北都發展的誠意與決心。

建設一條新的高鐵線路，必須經過科學研究和規劃，進行經濟性、可行性與環境影響評價等系統性評估。北都發展日新月異，未來肯定會有大量人流、物流需求。有機構估算，現有高鐵西九龍站最快將於2030年面臨飽和。香港運輸物流學會與航運交通界議員此前也建議，應於北部都會區規劃第二條高鐵路線及車站，在分流高鐵西九龍站客量之餘，更可為北都注入新的發展動能。

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The construction of the Second Guangzhou–Shenzhen High–Speed Railway has been incorporated into Guangdong Province's 15th Five–Year Plan, where it has been identified as a key infrastructure project and a major landmark initiative for the integration of the Guangdong–Hong Kong–Macao Greater Bay Area (GBA). Preparatory work is currently progressing at full speed, while the possibility of extending the railway southwards to Hong Kong's Northern Metropolis is also being examined. For Hong Kong, this railway is more than merely an infrastructure project connecting Guangzhou and Shenzhen; it is a major undertaking of significance to the development of the entire GBA. At this critical juncture, as Hong Kong strives to implement its first Five–Year Plan and accelerate the development of the Northern Metropolis, it is believed that the city will proactively align itself with the relevant plans, guided by strategic foresight and a strong commitment to integrating into and contributing to national development. Hong Kong should work in close coordination with its mainland counterparts to strengthen the "hard connectivity" of cross–boundary transport infrastructure and place the study and assessment of the proposed southward extension on the agenda at an early stage.

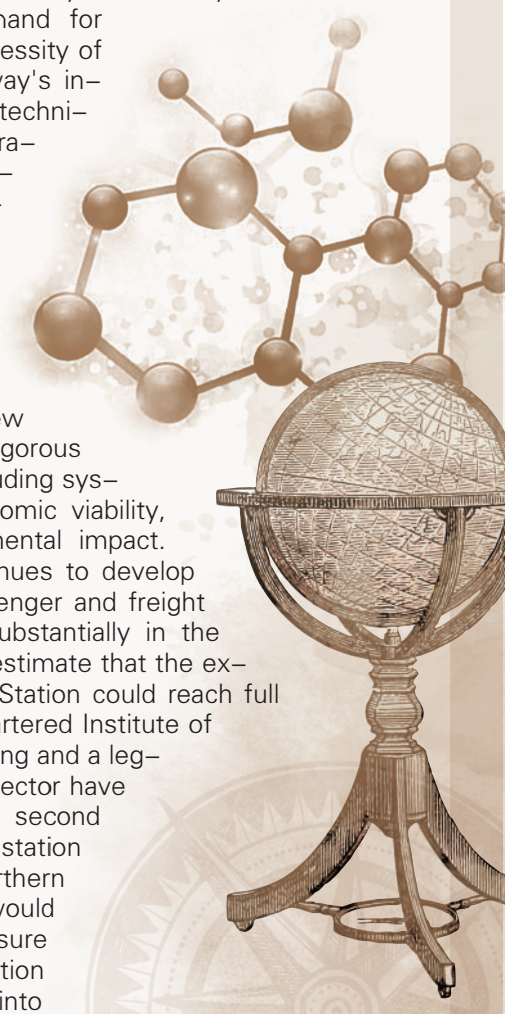
The significance of the Second Guangzhou–Shenzhen High–Speed Railway must be assessed in the context of the country's overall strategic development. Under the national 15th Five–Year Plan, the railway will connect northwards with the Yongqing–Guangzhou High–Speed Railway, together forming the second Beijing–Guangzhou corridor within China's "Eight Vertical and Eight Horizontal" high–speed railway network. This is expected to effectively **alleviate** the transport pressure on the existing Beijing–Guangzhou High–Speed Railway, which is approaching full capacity, while substantially enhancing the GBA's connectivity with central, northern and southwestern China. It is precisely for this reason that Guangdong Province's 15th Five–Year Plan has designated the railway as a core component of the GBA's backbone infrastructure, with technical provisions made for a possible southward extension to Qianhai and a cross–boundary connection to Hong Kong. For Hong Kong, connecting to this railway would mean far more than gaining an additional transport link with Guangdong. It would present a valuable opportunity to integrate into the national high–speed railway network and gain access to a much broader hinterland for future development.

In fact, both Guangdong and Hong Kong have attached great importance to strengthening the "hard connectivity" of cross–boundary transport infrastructure in their respective development plans, demonstrating an unprecedented degree of alignment in their development priorities. For the first time, Guangdong's 15th Five–Year Plan has included a separate commitment to proactively align with Hong Kong's Northern Metropolis Development Strategy. It also proposes closer cooperation in six major areas, including industrial park development and infrastructure construction. Hong Kong's first Five–Year Plan has responded positively to these initiatives. Both sides have identified the Hong Kong–Shenzhen Western Rail Link as a priority project. The Shenzhen section is planned to include two stations, one at Shenzhen Bay Port and the other in Qianhai. It will also adopt a co–location customs clearance arrangement incorporating the "collaborative inspection and joint clearance" model, under which passengers can complete the necessary clearance procedures in a single process. The aim is to enable passengers to travel directly from the Northern Metropolis to Qianhai in just 15 minutes.

The experience of high–speed railway development on the mainland, together with the successful operation of Hong Kong West Kowloon Station, has demonstrated the long–term strategic benefits and substantial improvements in **connectivity** brought about by high–speed rail. These advantages cannot be fully replicated by other modes of transport. Take the transport arrangements at the new Huanggang Port as an example. Although the government has made extensive preparations for bus connections, passengers may still face long queues when transferring between services, while traffic congestion remains a concern during peak hours. Many residents and visitors therefore hope that Hong Kong can provide seamless rail connections similar to those available in Shenzhen. This further highlights the need to introduce high–speed rail services to the Northern Metropolis.

According to publicly available information, the Shenzhen Municipal Development and Reform Commission has already initiated a tender for preliminary research into the planning and construction of the proposed southward extension of the Second Guangzhou–Shenzhen High–Speed Railway. The research will cover the railway network layouts of Hong Kong and Shenzhen, demand for cross–boundary transport, the necessity of the proposed extension, the railway's intended functions and its principal technical standards. From high–level strategic planning to the implementation of specific projects, these developments demonstrate Shenzhen's sincerity and determination to respond proactively to Hong Kong's needs and provide strong support for the development of the Northern Metropolis.

The construction of a new high–speed railway line requires rigorous research and careful planning, including systematic assessments of its economic viability, technical feasibility and environmental impact. As the Northern Metropolis continues to develop at a rapid pace, demand for passenger and freight transport is bound to increase substantially in the years ahead. Some organisations estimate that the existing Hong Kong West Kowloon Station could reach full capacity as early as 2030. The Chartered Institute of Logistics and Transport in Hong Kong and a legislator representing the transport sector have previously suggested that a second high–speed railway line and station should be planned within the Northern Metropolis. Such a development would not only help ease passenger pressure on Hong Kong West Kowloon Station but also inject fresh momentum into the growth of the Northern Metropolis.



常用詞彙

- **alleviate（減輕；緩解 v.）**

例句：Expanding affordable childcare services could alleviate mounting pressure on working parents.（擴大可負擔的託兒服務，有助減輕在職父母日益增加的壓力。）

解說：
- Alleviate 指減輕問題的嚴重程度，而非徹底消除。例如 alleviate poverty（減輕貧困）與 eradicate poverty（消除貧困）。
- Mounting 強調問題持續累積，常見搭配包括 mounting pressure / concerns / costs。

- **connectivity（連接（度）、聯結（度） n.）**

例句：Expanding internet access in rural communities can enhance digital connectivity and reduce inequalities in educational opportunities.（擴大鄉郊地區的互聯網覆蓋範圍，有助加強數碼連繫，並減少教育機會的不平等。）

解說：
- Connectivity 不限於交通，也可以指數碼網絡及資訊交流。
- Enhance 強調提升質素或效能，常見搭配包括 enhance efficiency / accessibility / competitiveness。

寫作表達

一、如何表達「重要性與長遠價值」

be of strategic significance to：對……具有戰略意義

例句：Investment in renewable energy is of strategic significance to a country's long–term energy security.（投資可再生能源對一個國家的長遠能源安全具有戰略意義。）

- Strategic significance 不只是強調重要性，更着重對整體規劃及長遠發展的影響。
- be of + 抽象名詞是正式書面語的常見結構，例如 be of great importance、be of considerable value。

play a pivotal role in：在……方面發揮關鍵作用

例句：Parents play a pivotal role in shaping children's attitudes towards learning, particularly during their formative years.（父母在塑造子女的學習態度方面發揮關鍵作用，尤其是在成長初期。）

- Pivotal 比 important 更強調某個因素對結果或發展方向的關鍵影響。
- Play a pivotal role in 後面須接名詞或動名詞（V–ing）。

二、如何表達「促進合作與加強連繫」

facilitate closer integration：促進更緊密的融合

例句：Community programmes that bring together residents from different cultural backgrounds can facilitate closer social integration.（讓不同文化背景的居民共同參與的社區活動，有助促進更緊密的社會融合。）

- Facilitate 指創造有利條件，使某件事更容易發生，並不保證結果一定實現。
- 比較：facilitate integration（促進融合）比 achieve integration（實現融合）更審慎，適合用於分析政策成效。

三、如何表達「緩解問題與應對需求」

address the growing demand for：應對日益增加的……需求

例句：As the population ages, governments must invest in healthcare infrastructure to address the growing demand for elderly care services.（隨着人口老化，政府必須投資醫療基建，以應對日益增加的長者護理服務需求。）

- Address 指着手處理問題，並不代表問題已完全解決。
- 注意區分 address demand（應對需求）、meet demand（滿足需求）及 reduce demand（減少需求）。

四、如何表達「創造機遇與推動發展」

inject fresh momentum into：為……注入新動力

例句：Government incentives for green innovation could inject fresh momentum into the transition towards a low–carbon economy.（政府為綠色創新提供的鼓勵措施，有望為低碳經濟轉型注入新動力。）

- Momentum 指推動事情持續發展的力量，適用於經濟、科技及社會發展等議題。
- Momentum 在此通常是不可數名詞，不應該寫成為 a momentum。

五、進階句型：如何突出深層意義？

far more than + noun / V–ing：遠不只是……

例句：Volunteering is far more than an opportunity to enhance one's résumé; it is a meaningful way to develop empathy and a sense of social responsibility.（義工服務遠不只是豐富履歷的機會，更是培養同理心與社會責任感的有意義途徑。）

句型辨析：
- Not only A but also B：強調兩項作用或好處同時存在。
- Far more than A：強調事物的價值超越表面理解，帶出更深層的意義。
- 使用 far more than 時，後半句應帶出更深遠的價值，而不是單純增加另一項好處。

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