

Skyscrapers, trends, or capitalistic luxuries never attracted me, because given enough money you can build same skyscrapers anywhere else in the world. And Hong Kong is full of this “capitalistic stuff”, but there is one unique economical system not present anywhere else in the world: super beneficial to both Hong Kong economy and overall to the society. Hong Kong MTR system (Mass transit railway մեր լեզվով ասած մետրոն)

*This time some of the picturesss are mine, yeeeeeeah !!!*



MTR system is super-efficient: On any given weekday, 5.9 million people take Hong Kong’s public transportation. Of them, 5.894 million, or 99.9% arrive on time. It’s super convenient: there are specific areas if you want guaranteed sitting place. It’s super clean: self-explanatory. As you are not driving, you don’t have to worry about anything. Considering how many people it transfers daily, it has very little operational cost. And given that energy it’s using is renewable (Hong Kong’s locally produced energy is all renewable), it is more environmentally friendly (in fact electrical cars aren’t environmentally friendly, but that is another 4hours topic:DD). With the exception of the outlying islands, there's an easy way to get almost anywhere in the territory... In fact, there is a direct Express line to Airport, doors open, and you are already inside the airport, no need to ever confront with rainy and cold weather. The most

comfortable trip to airport I ever had.

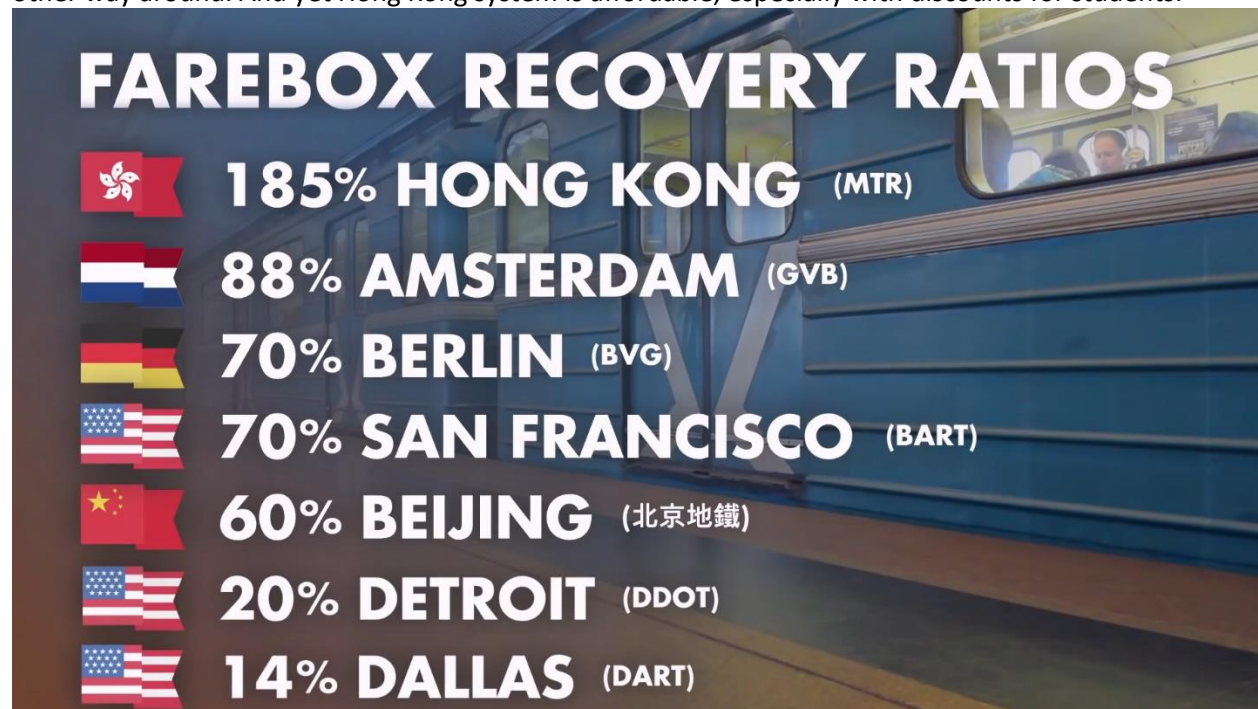


*Blue line you can see in the picture is moving light btw. It’s an eye illusion, where you see fast moving dots as a line, but as phones capture only one frame it breaks the illusion, so you see multiple small lines.*

If the U.S., with **800 cars per 1000 people**, has a car culture, Hong Kong, with **only 92**, has a culture of public transit.

But why is that?

Like building roads, busses and trains are not expected to be profitable. Yes, they provide economical value as they help to people to go to work, but they usually lose a lot of money and are just subsidized by the government. This is calculated by farebox recovery ratio ([https://en.wikipedia.org/wiki/Farebox\\_recovery\\_ratio?oldformat=true](https://en.wikipedia.org/wiki/Farebox_recovery_ratio?oldformat=true)). In Detroit for example on average mtr systems only return 20% of it's expenditures. In USA people who use public transport are generally considered young and poor (aka not useful people). In Europe where more people use the metro government has more initiative to improve it. Apart from that it's economically more beneficial. But Hong Kong has the highest farebox recovery rate, so high that it subsidizes the government not the other way around. And yet Hong Kong system is affordable, especially with discounts for students.



After this I got interested how and why Hong Kong MTR system is so much more beneficial. And I found out that they also have one of the fastest growing networks. Usually in other countries opening new lines/stations is very long bureaucratic process. For example, in Armenia for last 30 years they are “making plans” for two new stations.

But in Hong Kong they have a special policy called “rail property”. Basically when plans for constructing new station



# 港鐵路線圖 MTR system map

*MTR system map of Hong Kong*





*Old MTR trains*