Who pays for what

How the Singapore-KL High-Speed Rail will be financed

Fare and non-fare revenue

Track access charges are paid to the authorities for using the tracks and systems, which in turn funnel the entire sum to the assets company

A concession fee is paid to the authorities to help cover the upfront costs of the project

Train lease fee is paid to assets company for use of trains

Fare and non-fare revenue

International operator

Express service/ shuttle service

Service operators

- International operator will run non-stop Singapore-KL service as well as shuttle service between Singapore and Iskandar Puteri in Johor.
- Domestic operator will run Malaysian service.
- They will bear revenue risk.

- They will pay:
- Train leasing fees to the AssetsCo.
- Track access charges to LTA and MyHSR, who will funnel it to AssetsCo.
- Concession fee to LTA and MyHSR, to help cover the upfront costs of building infrastructure for the project.

Domestic operator

Malaysian service

Assets company

- Singapore and Malaysia will jointly call a tender for a privately-financed assets company (AssetsCo).
- It will design, build, finance and maintain trains and rail assets such as power and signalling systems.
- It is also the network operator who is responsible for scheduling train services.

LTA (Singapore)

LTA and MyHSR

- They are in charge of designing, building, financing and maintaining civil infrastructure in their own country.
- They will guarantee the amount received by AssetsCo by topping up any shortfall via availability payments, if the operator is in financial trouble (and cannot pay the entire track access charge).

MyHSR (Malaysia)

Sources: LTA, SPAD
STRAITS TIMES GRAPHICS