

Hong Kong Major  
Transport Infrastructure  
**Development Blueprint**



**Transport and  
Logistics Bureau**  
The Government of the  
Hong Kong Special Administrative Region  
of the People's Republic of China

December 2023



中華人民共和國香港特別行政區政府  
運輸及物流局

# 香港主要運輸基建 發展藍圖

Hong Kong  
Major Transport Infrastructure  
Development Blueprint

2023年12月12日  
12 December 2023

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# 願景及目標

## Vision and Objectives

# 願景

## Vision

- 香港擁有一個以鐵路為骨幹的多元和高效公共交通系統，以及覆蓋範圍廣泛的道路網，滿足市民和旅客的出行需要及城市的發展需求，促成與內地尤其是大灣區其他城市的跨界融合，並和世界接軌。

Hong Kong has a diverse and highly efficient public transport system, with railway as the backbone and an extensive road network, to cater for the public's and visitors' commuting demands and the city's development needs, promoting cross-boundary integration with the Mainland particularly with other Greater Bay Area (GBA) cities and linking up with the world.

- 通過「基建先行」、「創造容量」的規劃方針，以「運輸基建驅動發展」，構建一個宜居、具競爭力及可持續發展的香港。

To build a livable, competitive and sustainable Hong Kong through “driving development by transport infrastructure” by adopting the planning principles of “infrastructure-led” and “capacity-creating”.



# 目標

## Objectives



**驅動發展**

**Drive Development**



**加強連繫**

**Strengthen Connection**



**提高效能**

**Improve Efficiency**

構建藍圖 –

《跨越2030年的鐵路及主要幹道策略性研究》

Blueprint Formulation –

“Strategic Studies on Railways and Major Roads beyond 2030”

# 長遠發展需求

## Long-Term Development Demand

### 國際重要物流樞紐

Premier International  
Logistics Hub



### 北部都會區

Northern Metropolis

### 維港都會區

Harbour Metropolis

# 主要運輸基建的容量和拓展

## Capacity and Expansion of Major Transport Infrastructure

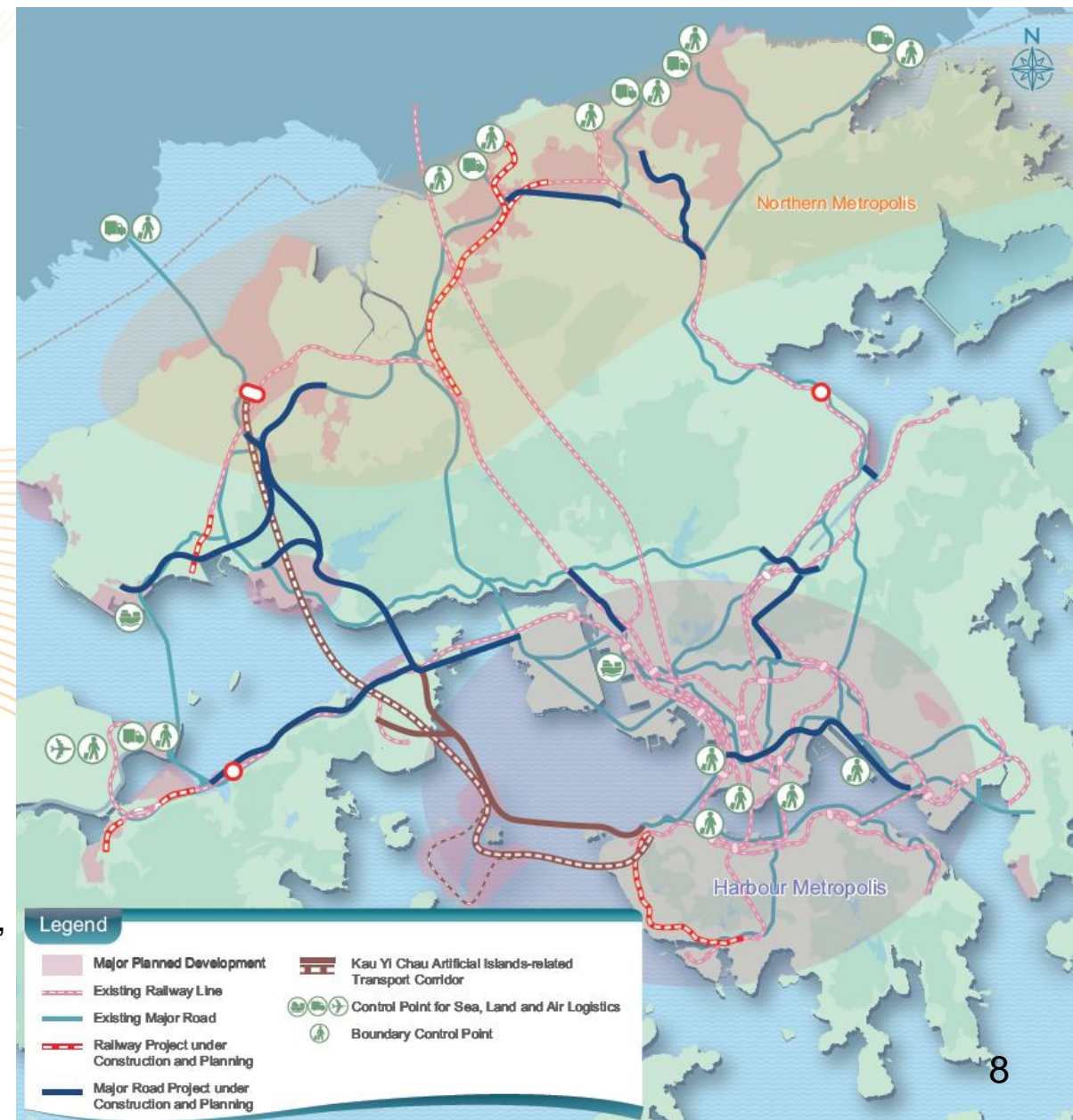
《跨越2030年的鐵路及主要幹道策略性研究》主要研究結果  
Key Study Findings of Strategic Studies on Railways and Major Roads beyond 2030

- **短期至中期:**鐵路及主要幹道網絡大致能滿足運輸及物流需求，大部分現時及預期出現的交通瓶頸將得以紓緩

Short to medium term: the railway and major road networks will substantially address the transport and logistics demand, as well as alleviate the majority of existing and anticipated traffic bottlenecks

- **長期:**「北部都會區」內的東西及跨境連接、「北部都會區」與「維港都會區」的南北連接，以及將軍澳對外連接的運輸需求殷切

Long term: significant transport demand for east-west connectivity within the Northern Metropolis and its cross-boundary connections, north-south connectivity between the Northern Metropolis and the Harbour Metropolis, and the external connectivity for Tseung Kwan O.





# 推展優化的「三鐵三路」及「北部都會區」東面發展的「兩鐵一路」

Take forward enhanced "Three Railways and Three Major Roads" and "Two Railways and One Major Road" in the eastern developments of Northern Metropolis

## 增建的「兩鐵一路」

### Additional Two Railways and One Major Road

- **北環線東延線**  
Northern Link Eastern Extension
- **新界東北線**  
Northeast New Territories Line
- **北都公路 (新界北新市鎮段)**  
Northern Metropolis Highway  
(New Territories North New Town Section)

## 中鐵線

### Central Rail Link

- 設置**東北荃灣**、**東北葵涌**及**荃景圍**3個中途站，可轉乘港鐵荃灣線
- 3 intermediate stations at **Northeast Tsuen Wan**, **Northeast Kwai Chung** and **Tsuen King Circuit** and transit to Tsuen Wan Line



## 沙田繞道

### Sha Tin Bypass

- 增設一條支路連接至**城門隧道公路**，往返荃灣

Additional slip road connecting to **Shing Mun Tunnel Road**, travelling to and from Tsuen Wan

## 將軍澳-油塘隧道

### TKO – Yau Tong Tunnel

- 連接至**觀塘繞道**及**東區海底隧道**

Connect with **Kwun Tong Bypass** and **Eastern Harbour Crossing**

## 將軍澳線南延線

### TKO Line Southern Extension

- 盡量減少鐵路設施的用地及露出海面的面積

Minimise the land area required for the railway facilities and reduce the exposed areas

# 智慧綠色集體運輸系統

## Smart and Green Mass Transit System

### ➤ 智慧綠色集體運輸系統

- ◆ 運量一般較低，為缺乏空間或乘客量較低的地區，提供輕便和綠色的交通接駁服務至就近的鐵路及主要公共運輸交匯處。

### Smart and green mass transit system

- ◆ Generally carry fewer passengers; serves as a light and green feeder service to nearby railways and major public transport interchanges in areas with limited space or lower transport demand.

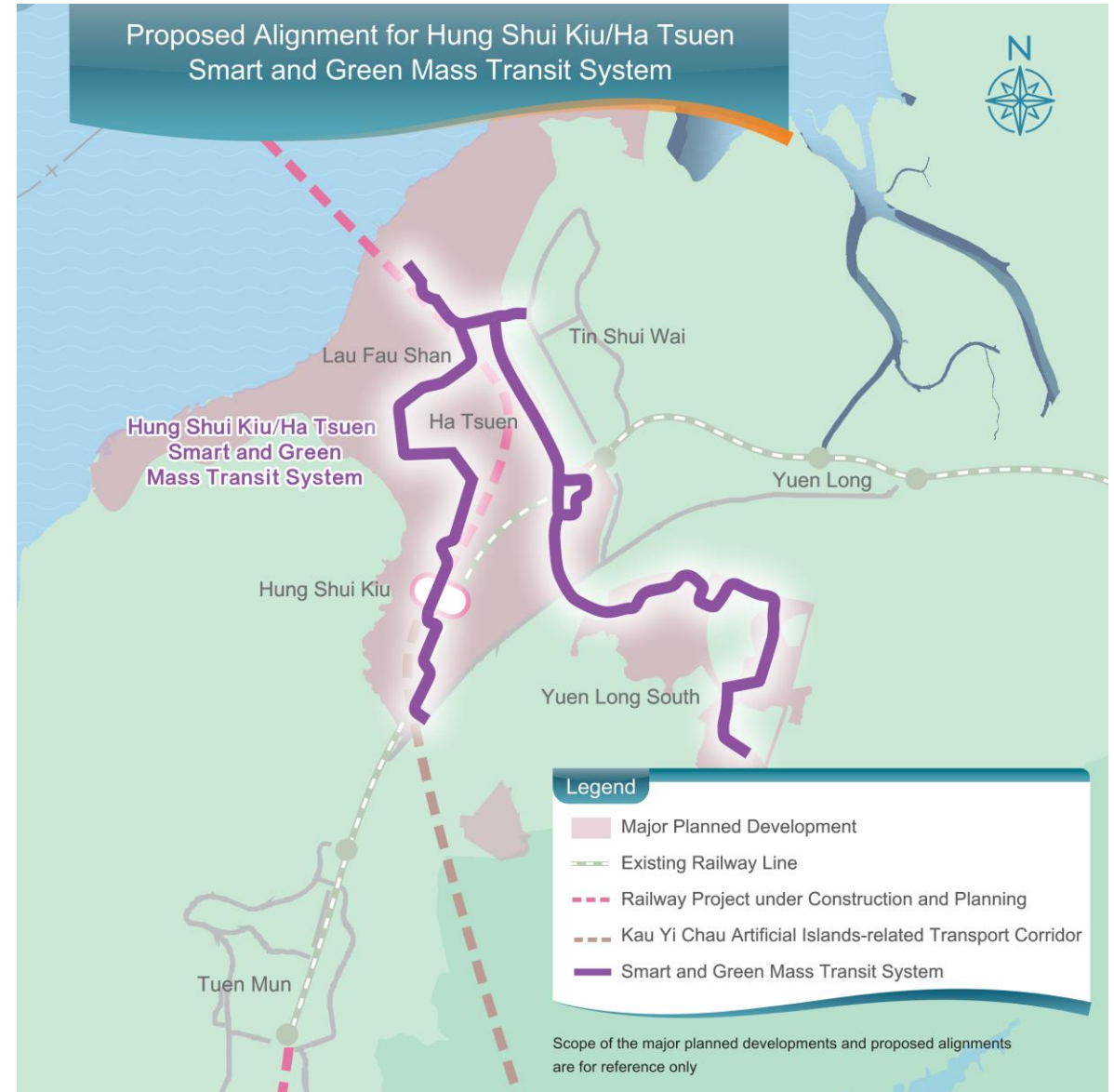
### ➤ 在東九龍、啟德、洪水橋/廈村推展

To implement in East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen



# 推展智慧綠色集體運輸系統

## Take forward Smart and Green Mass Transit System



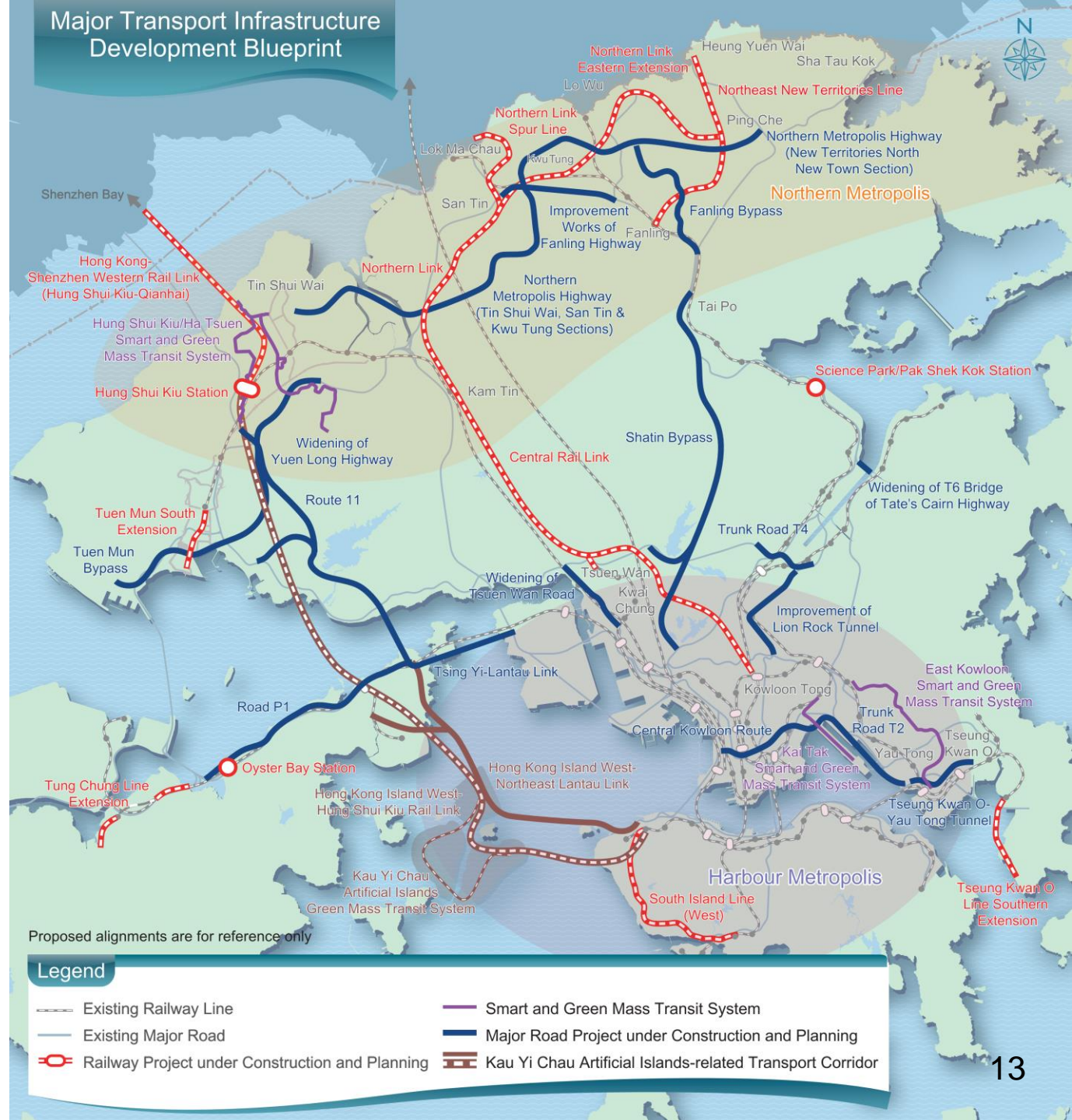
# 香港主要運輸基建發展藍圖

Hong Kong Major Transport Infrastructure Development Blueprint

# 藍圖總覽

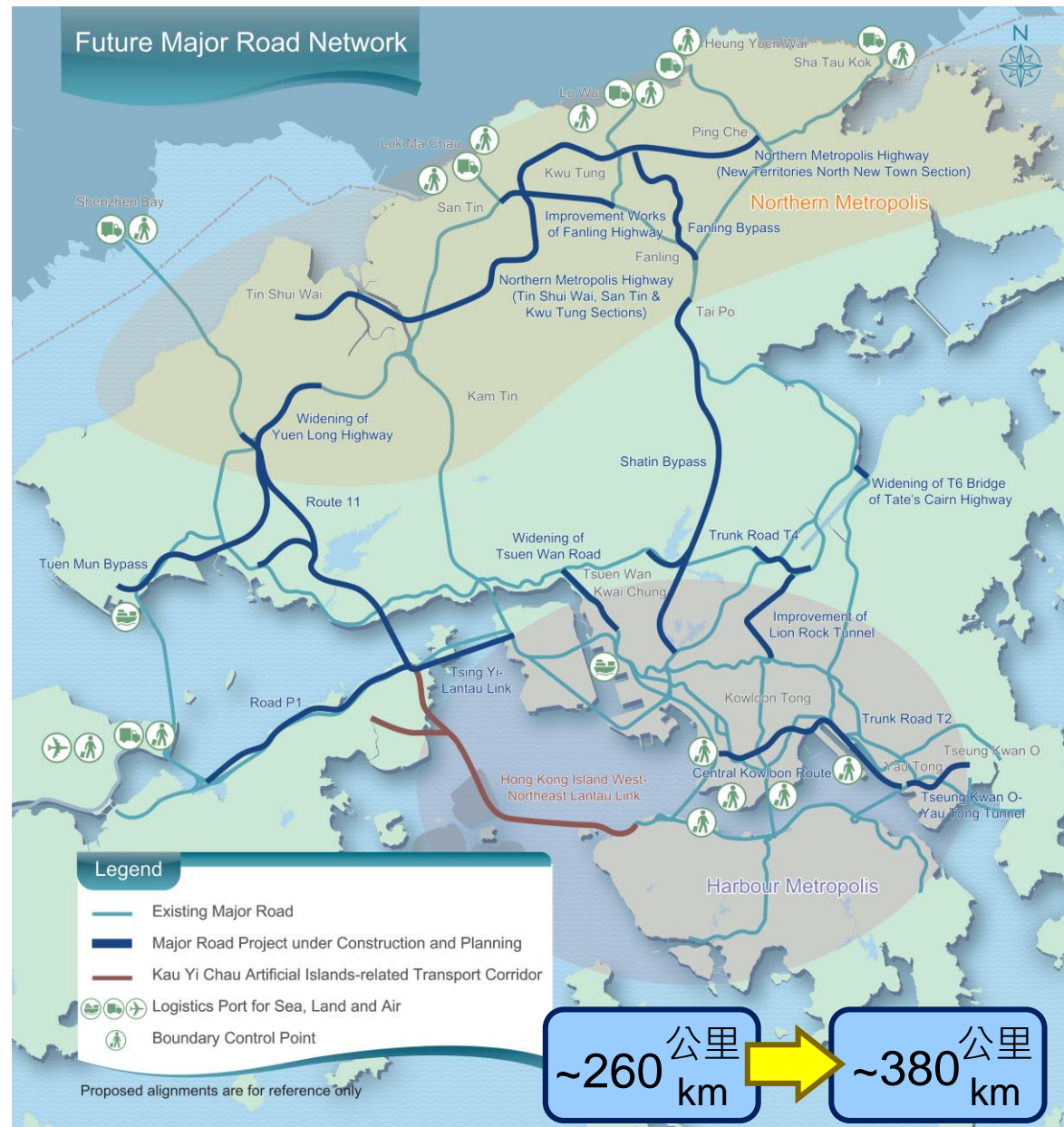
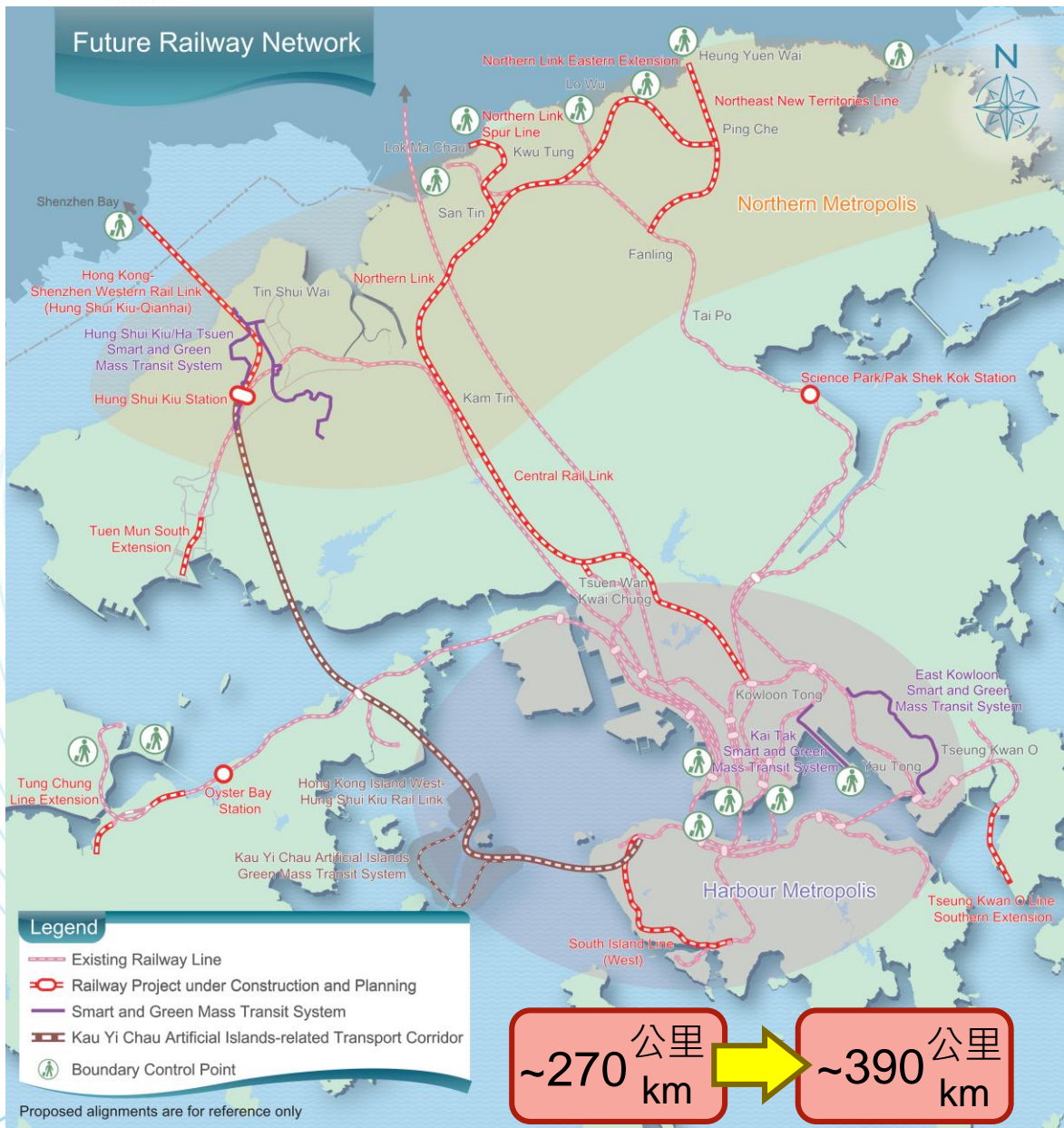
## Overview of Blueprint

- 整合所有正在規劃、設計及施工中的主要運輸基建項目  
Consolidates the implementation of all major transport infrastructure currently under planning, design and construction
- 勾劃能滿足遠至2046年及以後的運輸及物流需求的策略性鐵路及主要幹道網絡。  
Provides a vision for strategic railway and major road networks for meeting the transport and logistics demand up to 2046 and beyond.



# 藍圖總覽

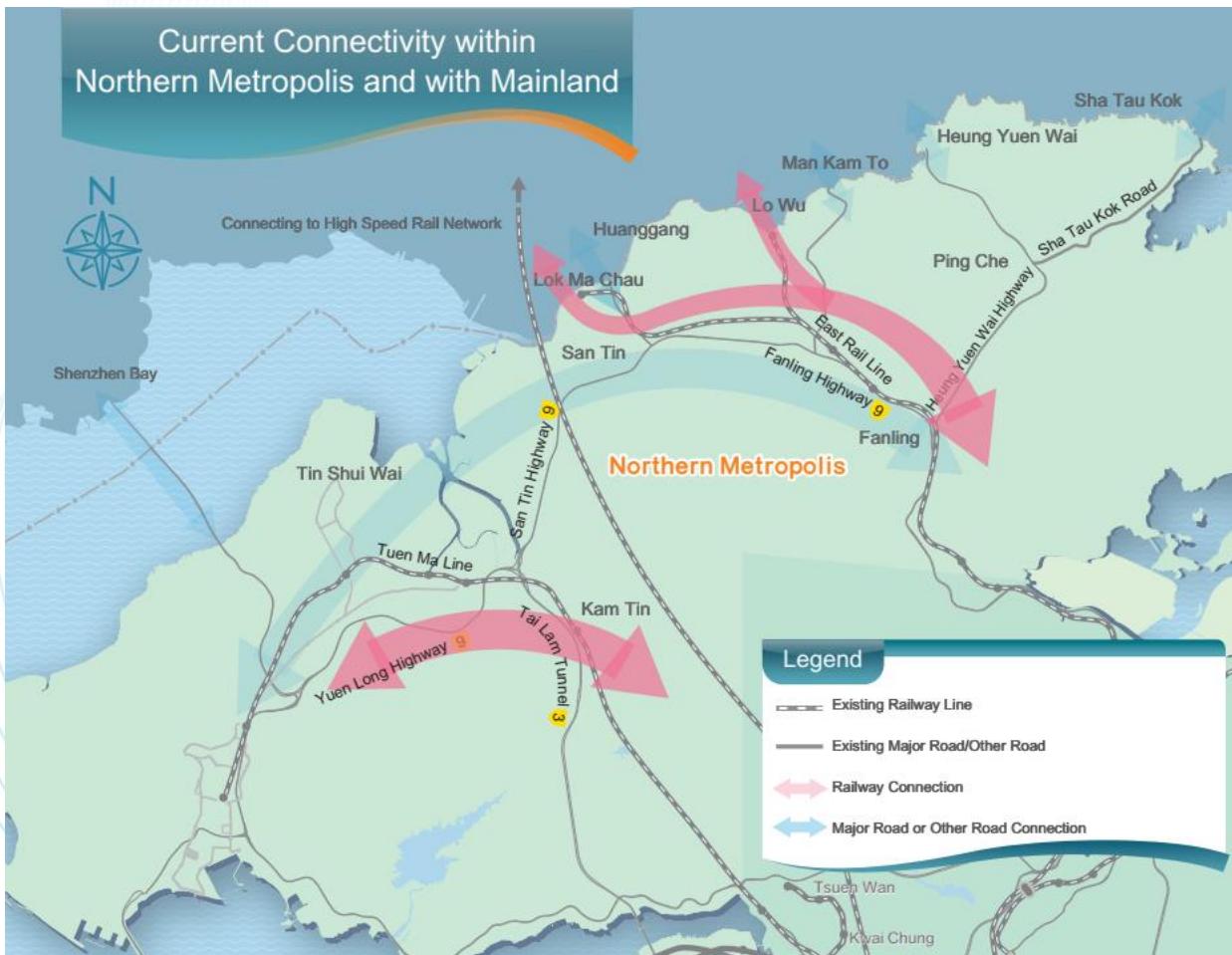
## Overview of Blueprint



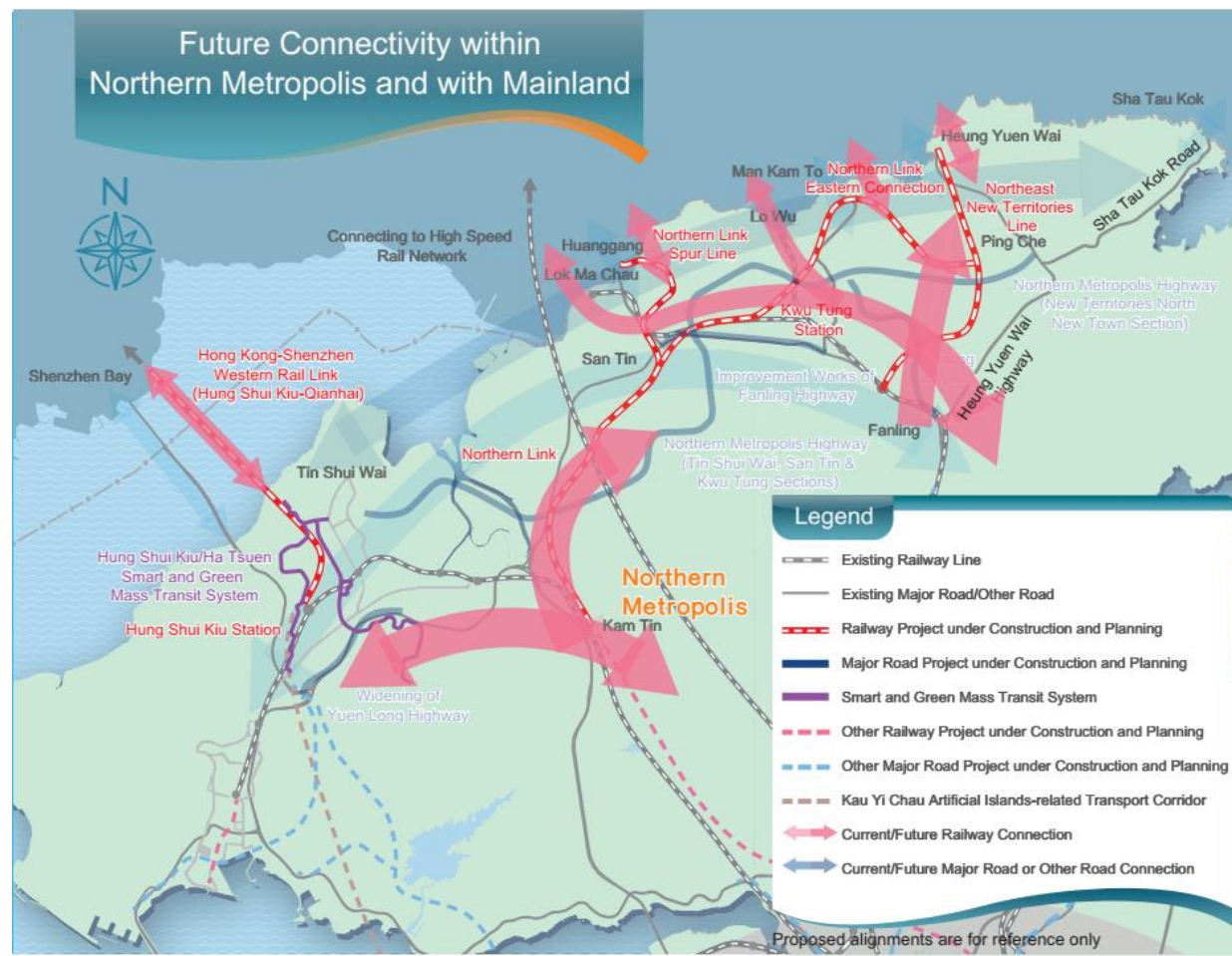
# 「北部都會區」內及跨境的連接

## Connectivity within Northern Metropolis and with Mainland

### 鐵路及智慧綠色集體運輸系統 Railways and Smart and Green Mass Transit Systems



現時網絡  
Existing Network

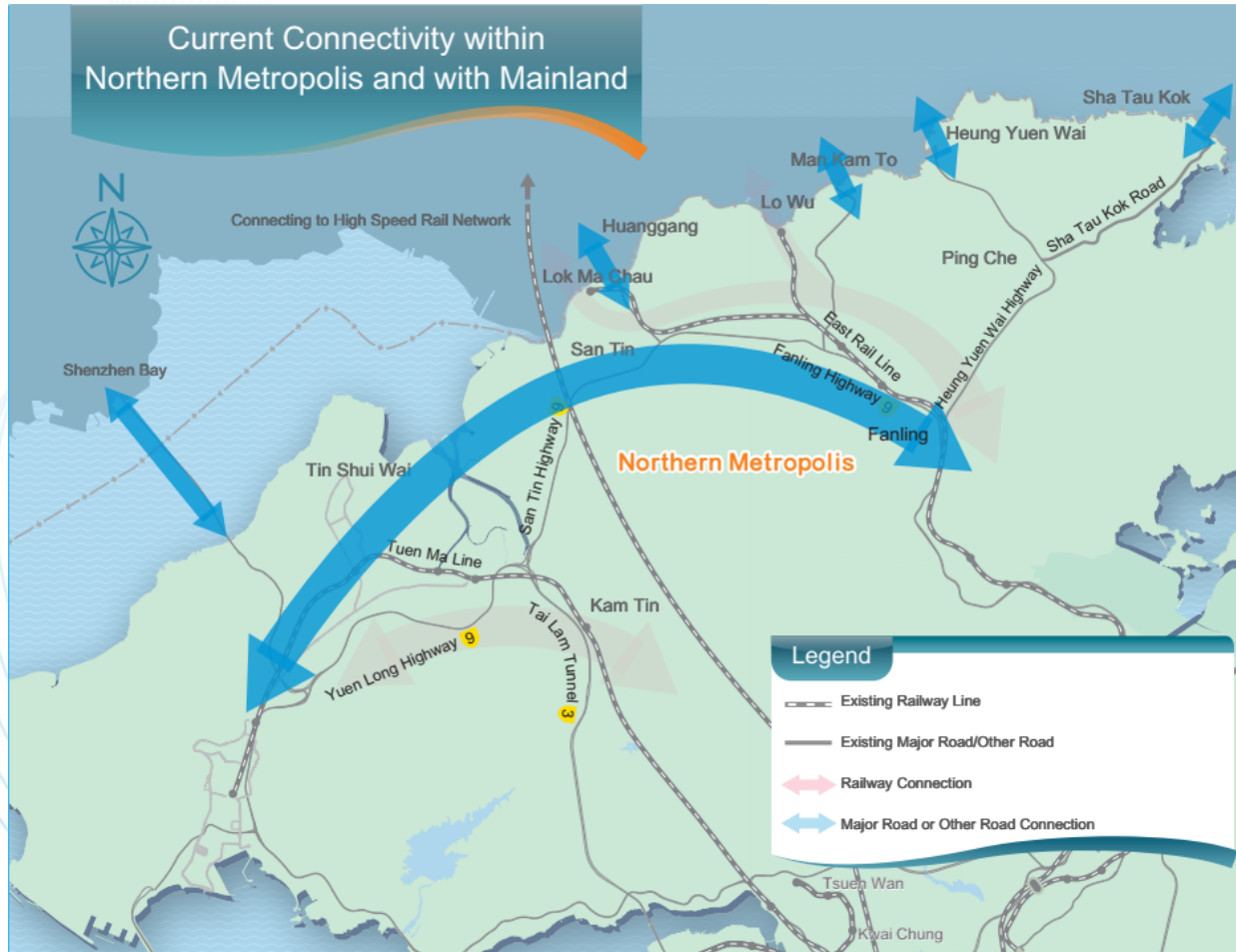


未來網絡  
Future Network

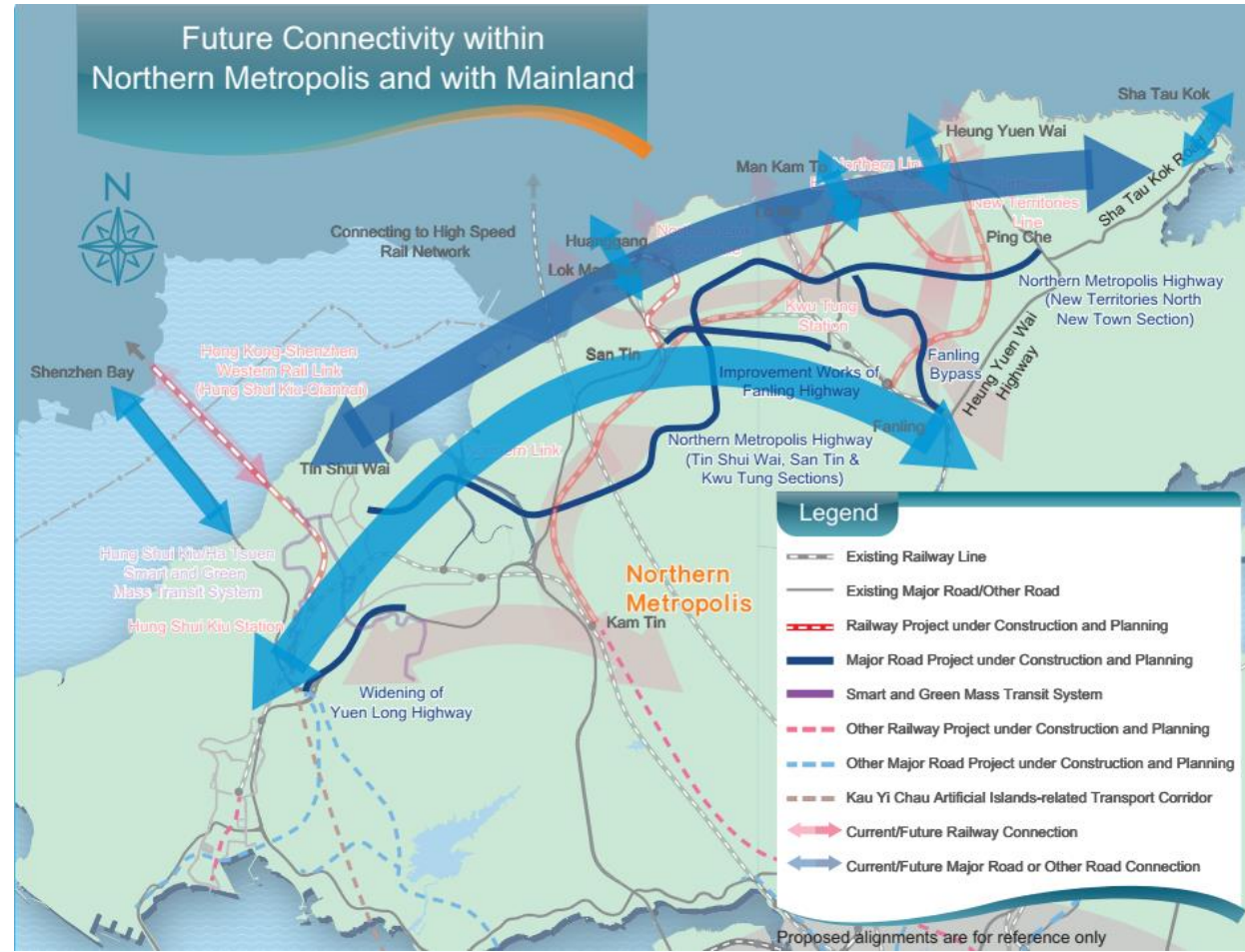
# 「北部都會區」內及跨境的連接

## Connectivity within Northern Metropolis and with Mainland

### 主要幹道 Major Roads



現時網絡  
Existing Network



未來網絡  
Future Network



# 「北部都會區」與「維港都會區」的連接

Connectivity between Northern Metropolis and Harbour Metropolis

## 鐵路及智慧綠色集體運輸系統 Railways and Smart and Green Mass Transit Systems



現時網絡  
Existing Network

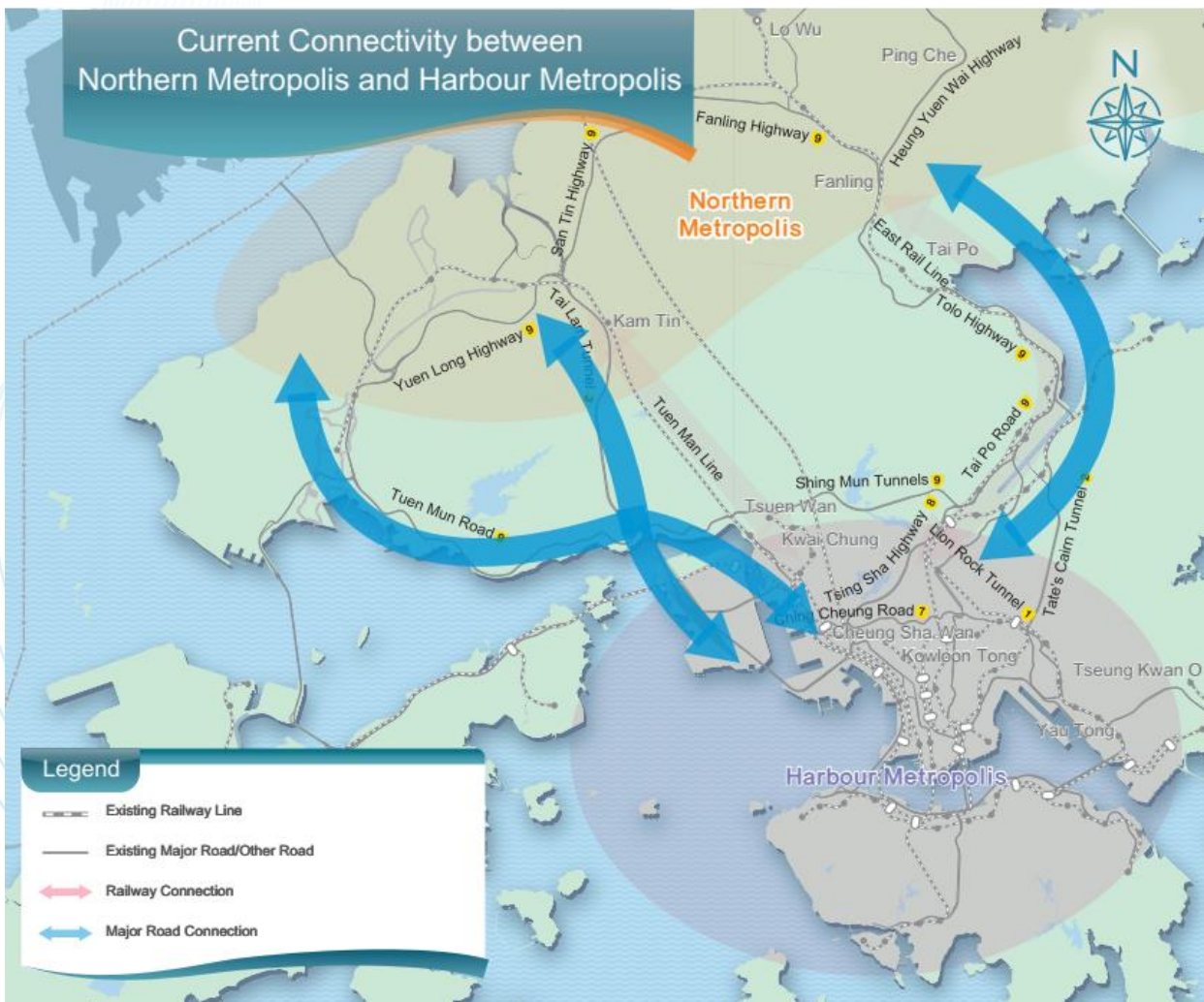


未來網絡  
Future Network

# 「北部都會區」與「維港都會區」的連接

## Connectivity between Northern Metropolis and Harbour Metropolis

### 主要幹道 Major Roads



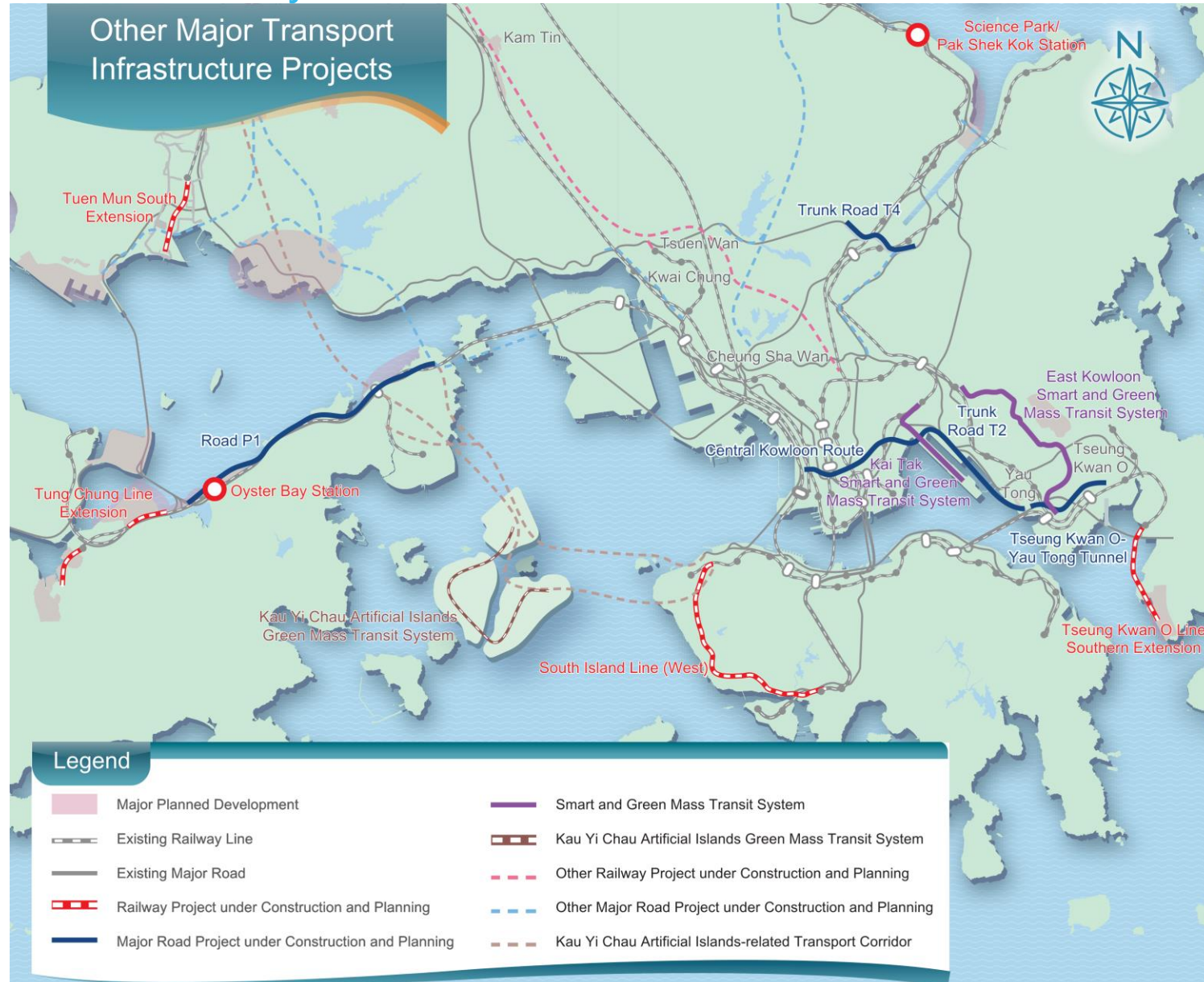
現時網絡  
Existing Network



未來網絡  
Future Network

# 其他主要運輸基建項目

## Other Major Transport Infrastructure Projects



# 項目推展事宜

Implementation of Major Transport Infrastructure

# 推展事宜

## Implementation Considerations

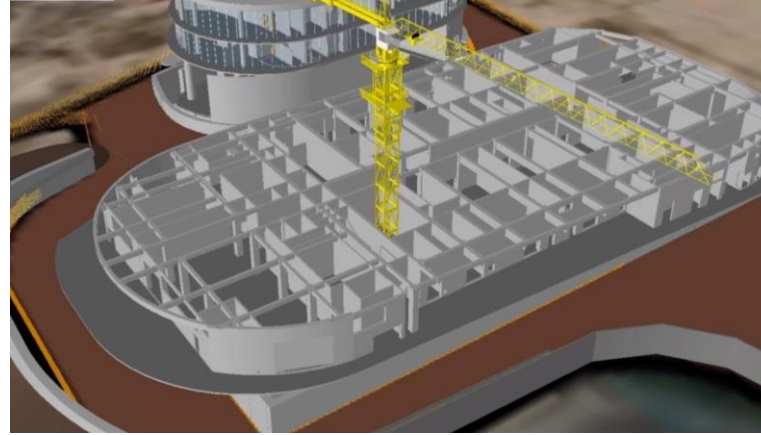
- 財務安排  
Financial arrangement
- 人力資源  
Manpower resources
- 時間表  
Timetable



# 科技應用

## Application of Advanced Technology

- 建築信息模擬  
Building Information Modelling (BIM)
- 數碼工地監察  
Digital Site Supervision
- 可供製造及裝配的設計  
Design for Manufacturing and Assembly
- 機電裝備合成法  
Multi-trade Integrated Mechanical, Electrical and Plumbing
- 機械人應用和人工智能  
Adoption of Robots and Artificial Intelligence



# 主要運輸基建項目的目標落成時序

## Commissioning Targets for Major Transport Infrastructure Projects



### Remarks:

- The implementation programme of the two cross-boundary projects, viz. the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu- Qianhai) and the Northern Link Spur Line, is subject to the discussion outcomes between the Hong Kong and Shenzhen governments.
- The implementation timing of the new railway and major road projects in support of the eastern developments of the Northern Metropolis (namely the Northern Link Eastern Extension, the Northeast New Territories Line and the Northern Metropolis Highway (New Territories North New Town Section)) will be subject to the land use planning and works schedule of the New Territories North New Town (including Lo Wu/Man Kam To). The relevant development proposals are expected to be announced in 2024.
- The Government is carrying out the planning study of the transport infrastructure projects under the Kau Yi Chau Artificial Islands project (namely the Hong Kong Island West-Northeast Lantau Link, the Hong Kong Island West-Hung Shui Kiu Rail Link and the Kau Yi Chau Artificial Islands Green Mass Transit System). The relevant implementation programme will be subject to results of the planning study and further study in the next stage. The Government's target is to strive for commissioning of the Hong Kong Island West-Hung Shui Kiu Rail Link by phases starting from 2038 the earliest to its full commissioning before the full population intake on the Kau Yi Chau Artificial Islands.
- The Government is also exploring the feasibility of a green transport corridor from Tsim Bei Tsui to Pak Nai. This project is not included in the diagram above.
- The names of the lines and stations are provisional. The official names of the major transport infrastructure projects will be determined prior to commissioning.
- Regarding the North Island Line, as the capacity of the Island Line will be increased through the upgrading of the signalling system, and large-scale planned developments, such as the KYCAI and the Northern Metropolis, will have a long-term impact on the distribution of Hong Kong's residential and employment populations. After review, the Government anticipates that the future Island Line will be capable of meeting the demand and, up to 2046, there is no imminent need to take forward the North Island Line. Should there be significant changes in planning parameters or actual circumstances in the future, we will timely review the need of the North Island Line. This project is not included in the diagram above.

