

Annex

Railway projects	Commencement of construction	Length of the railway ^[Note 1]	Estimated Construction Cost ^[Note 1]	Anticipated Commissioning	Estimated time for construction
Kwu Tung Station on the East Rail Line	2023	N/A	\$5.9 billion (in July 2023 prices)	2027	About 4 years
Tung Chung Line Extension	2023	About 2.5km	\$19.5 billion (in December 2020 prices)	2029	About 6 years
Tuen Mun South Extension	2023	About 2.4km	\$15.8 billion (in July 2023 prices)	2030	About 7 years
Oyster Bay Station	2023	N/A	\$3.8 billion (in June 2022 prices)	2030	About 7 years
Hung Shui Kiu Station	2024	N/A	\$6.6 billion (in September 2024 prices)	2030	About 6 years
Northern Link (NOL) Project (including Main Line and Spur Line)	Part 1 of NOL Project ^[Note 2] : 2025 Part 2 of NOL Project ^[Note 2] : Subject to the time of agreement,	NOL Main Line: About 10.7 km NOL Spur Line: About 6.2 km	Part 1 of NOL Project ^[Note 2] : \$31.4 billion (in July 2025 prices) Part 2 of NOL Project ^[Note 2] : Estimated capital cost under review in view of the application of the Hong Kong Railway Standards in the design and	Simultaneous commissioning of NOL Main Line and Spur Line by 2034 or earlier	To be confirmed ^[Note 2]

	anticipated target of no later than early 2027		construction		
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Note 1: The works involved in various projects are not the same. Apart from the constructions works of railway facilities, some projects may also involve construction of non-railway works, such as reprovisioning of affected facilities, improvement works and enabling works etc. The construction of railway works is subject to different constraints including roads, operational railways environmental mitigation measures, etc., and involves different construction methods for above-ground and underground sections. Therefore, it is not suitable to compare by unit cost per kilometre.

Note 2: The Government executed the Project Agreement with the MTRCL for Part 1 of the NOL Project in 2025 to take forward the NOL Main Line in combination with the Spur Line as one project through a holistic planning and staged implementation strategy, kick-starting the more ready and time-critical works while carrying out the detailed planning and design as well as statutory procedures for the NOL Spur Line in parallel. This enhances the speed and efficiency of the entire project and substantially brings forward the programme of the NOL Spur Line by two years to achieve simultaneous commissioning together with the NOL Main Line by 2034 or earlier. Part 1 of the NOL Project includes the civil and structural works of two sections of the NOL Main Line from the Kam Sheung Road Station to the intersection with the approach tunnels to the Ngau Tam Mei Depot and from the San Tin Station to the Kwu Tung Station, as well as the detailed planning and design of the NOL Spur Line. Part 2 of the Project includes the remaining section of the NOL Main Line, the Ngau Tam Mei Depot, and the NOL Spur Line from the San Tin Station to the Huanggang Port Station, system-wide electrical and mechanical works and rolling stock, as well as the operation and maintenance of the NOL Project after commissioning. The Government is in discussion with the MTRCL regarding the Part 2 Project Agreement.