

新聞稿

Press Release

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MTR Seals Northern Link (Part 1) Project Agreement with the Government Phased Implementation of the Combined Main Line and Spur Line Projects to Strive for Simultaneous Opening No Later than 2034

The MTR Corporation today (8 July 2025) signed the Northern Link (Part 1) Project Agreement with the HKSAR Government for the financing and construction of parts of the Northern Link Main Line ("Main Line"), while also commencing the detailed design and planning of the Northern Link Spur Line ("Spur Line").

Being the mass transportation backbone for the Northern Metropolis, the Main Line of the Northern Link is critical to the connectivity of the area and the Spur Line will provide direct connectivity between Hong Kong and Shenzhen, extending to the Huanggang Port Area. In order to achieve the commissioning of both lines no later than 2034, the Corporation and the Government have together adopted an innovative approach in crafting the Project Agreement, taking the Main Line and Spur Line holistically while executing Part 1 of it to enable works to go ahead first.

"I am delighted that the Corporation and the Government have sealed the Northern Link (Part 1) Project Agreement following discussions. MTR is pushing ahead with the Northern Link projects, including proceeding with the Kwu Tung Station of East Rail Line in full speed and embarking on the preliminary works of the Main Line. The signing of the Project Agreement would enable us to speed up the works for both lines as a whole so as to achieve the commissioning no later than 2034," said Dr Jacob Kam, Chief Executive Officer of MTR Corporation.

The Corporation is fully supporting the government's development of the Northern Metropolis with the new railway projects. Kwu Tung Station* on the East Rail Line under the Northern Link, along with the Main Line and Spur Line, will form a new railway network serving the Northern Metropolis and connecting to the Mainland at Huanggang. The Main Line comprises two terminal and interchange stations, Kwu Tung* and Kam Sheung Road* stations that connect the East Rail Line and Tuen Ma Line respectively, and three intermediate stations at San Tin, Ngau Tam Mei and Au Tau. The Spur Line connects by the interchange San Tin Station* to the Huanggang Port in Shenzhen via Chau Tau* and The Loop* stations.

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In addition to supporting the goal of simultaneous commissioning of both lines, the combining of the Main Line and Spur Line will enable the Corporation to leverage the synergy between the two lines and maximise project optimization, one of such areas being the depot in Ngau Tam Mei which will be shared upon completion by both the Main Line and Spur Line. Given the statutory processes of environmental permit approval and scheme authorization for the Main Line have already completed and its planning and design is in an advanced stage, while the statutory processes for the Spur Line is still in early stages, the Corporation adopts another innovative approach to proceed with constructions of the project in two parts.

With the signing and implementation of the (Part 1) Project Agreement, the Corporation will take forward works that are authorized and close to completion in design, including the construction of Kwu Tung*, Au Tau*, and Kam Sheung Road* stations, as well as the tunnel sections from Kwu Tung to San Tin and Au Tau to Kam Sheung Road, along with related railway facilities of the Northern Link Main Line (for details, please refer to the Appendix).

The construction works of the (Part 1) Project Agreement will be funded by financial contributions from the "Rail plus Property" development model. The Corporation will progress the various property development projects in an orderly and timely manner, taking into account market conditions.

The remaining works of the Main Line including the depot that needs to be seamlessly integrated with the Spur Line, San Tin* and Ngau Tam Mei* stations of the Main Line and the stations of the Spur Line will be addressed in the (Part 2) Project Agreement, targeting to optimize synergy and cost efficiency, and accomplishing the commissioning of the Main Line and Spur Line no later than 2034 simultaneously.

The Corporation and the Government will actively engage in discussions regarding the financing and construction of the remaining works of the Main Line and Spur Line, as well as the operation and maintenance of both lines, with the aim of finalising the signing of the (Part 2) Project Agreement. The Corporation is committed to actively supporting the government's innovative policies aimed at optimising and streamlining procedures, and leveraging local, Mainland and overseas technologies to expedite the project's completion and support regional development.

The Northern Metropolis is set to become a pivotal engine for Hong Kong's future economic development. The Corporation adheres to its longstanding principle of aligning with Hong Kong's strategic development objectives and is dedicated to constructing sustainable railway projects. Since the signing of the project agreement for Kwu Tung Station* on the East Rail Line in September 2023, the Corporation has been unwavering in its commitment to advancing the Northern Link project. Construction of the station's main structure is nearing completion, and the transformation of the tunnel section into a platform is progressing rapidly. Additionally, one of the major advance works for the Main Line will commence this year, involving the construction of a tunnel boring machine launching shaft in preparation for the subsequent tunnel boring works.

*Station names are working titles only

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About MTR Corporation

To Keep Cities Moving, MTR makes encounters happen and rendezvous for a more connected tomorrow. As a recognised world-class operator of sustainable rail transport services, we are a leader in safety, reliability, customer service and efficiency.

MTR has extensive end-to-end railway expertise with over 45 years of railway projects experience from design to planning and construction through to commissioning, maintenance and operations. Going beyond railway delivery and operation, MTR also creates and manages dynamic communities around its network through seamless integration of rail, commercial and property development.

With more than 50,000 dedicated staff*, MTR carries over 10 million passenger journeys worldwide every weekday in Hong Kong and beyond. Together, we Go Smart and Go Beyond.

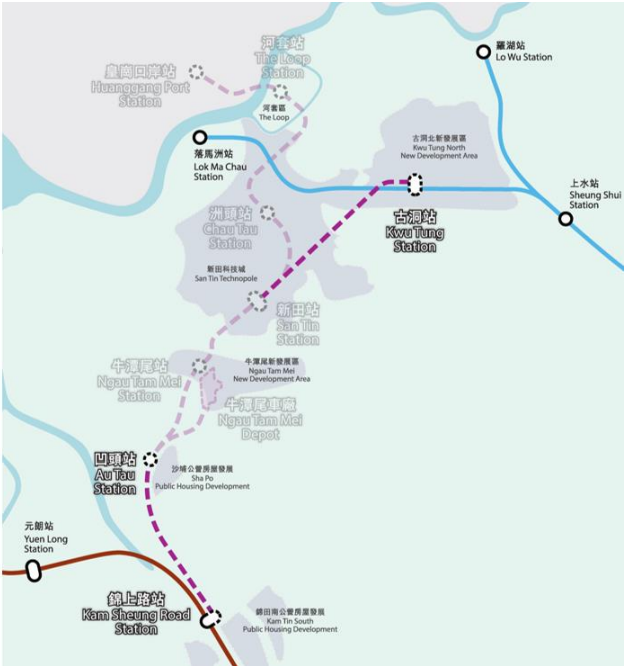
For more information about MTR Corporation, please visit www.mtr.com.hk.

*includes our subsidiaries, associates and joint ventures in Hong Kong and worldwide

Annex

**Northern Link
(Part 1) Project Agreement**

Stations:	Kwu Tung (KTU), Au Tau (AUT) and Kam Sheung Road (KSR) stations on the Northern Link Main Line
Tunnels:	From Kwu Tung to San Tin and Au Tau to Kam Sheung Road sections
Related Railway Facilities:	Ventilation buildings, emergency access points, emergency egress points and other related railway facilities
Design:	Detailed planning and design of the Spur Line



**Northern Link
(Part 2) Project Agreement**

Stations:	Main Line – San Tin (SAT) & Ngau Tam Mei (NTM) stations Spur Line – Huanggang Port, The Loop & Chau Tau stations
Tunnels:	From Huanggang Port to Au Tau section (Spur Line trains need to pass through the NTM to Au Tau section tunnel to enter the NTM Depot)
Related Railway Facilities:	NTM Depot, ventilation, buildings, emergency access points, emergency egress points and other related railway facilities
Future Operations:	Operation and maintenance of Main Line and Spur Line

