

新聞稿

Press Release

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MTR's Hung Shui Kiu Station Marks a New Project Milestone World-First Skidding Construction Method to Encapsulate an Operating Railway Viaduct within the Station Structures

MTR Corporation is advancing multiple new railway projects at full speed in support of Hong Kong's future development blueprint. By actively leveraging technology and innovative thinking, the Corporation is continuously striving for excellence from design and planning to construction, with the aim of upholding stringent safety and quality standards while enhancing construction efficiency. Today (28 August 2026), the Corporation provided updates on the progress of its railway projects. The seven projects under construction are progressing as planned, Hung Shui Kiu Station* on the Tuen Ma Line particularly set to reach a major milestone. Prefabricated components of the station structures will be assembled at the work site and then precisely skid into their designated positions and insert them into the operating Tuen Ma Line viaduct. This marks the world's first application of this method for inserting station structures into an operating railway viaduct.

Located between Tin Shui Wai and Siu Hong stations on the Tuen Ma Line, Hung Shui Kiu Station will primarily serve the future Hung Shui Kiu/Ha Tsuen New Development Area. Since construction commenced in 2024, MTR has undertaken meticulous planning for the works to be carried out on the operating railway. The Corporation has adopted a "build first, skid later" approach for the construction of station structures. This approach overcomes the constraints of carrying out works on the railway viaduct only during the "Golden Two Hours" in non-traffic hours.

The station's main structures, which will be inserted into position using the skidding construction method, will be divided into two sections located on either side of the operational Tuen Ma Line viaduct, serving the uptrack towards Tuen Mun and the downtrack towards Wu Kai Sha, respectively. Each of the main structures will be 210 metres long, 15 metres wide and weigh approximately 10,000 tons. Upon completion of assembly at work site next to the Tuen Ma Line viaduct, the Corporation plans to commence skidding works in phases using a large-scale hydraulic jacking system. The two sections will be precisely skidded, inserted alongside the operating viaduct, and secured to form the complete station structures.

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This will be the world's first and largest heavy rail station constructed on an operating railway viaduct using the skidding construction method. In addition to the major station civil structures, including the ground-level concourse, upper-level platforms and roof top structure, the assembled station structures will also incorporate major electrical and mechanical (E&M) and building services installations, including cable containment systems and Automatic Platform Gates (APGs). Following completion of the skidding works, a series of subsequent works will commence, with the overall Hung Shui Kiu Station project scheduled for completion in 2030.

The construction of Hung Shui Kiu Station is massive in scale and highly complex. The Corporation plans to carry out the skidding for the station structures alongside the downtrack of the Tuen Ma Line in the late first quarter of next year, while the skidding along the uptrack which is on the opposite side is scheduled for the third quarter of next year.

Mr Carl Devlin, Capital Works Director of MTR Corporation said that a series of advance works, including the removal of parapet walls and modification of overlapping sections of the overhead line along the viaduct, had been completed over the past two years. The station construction has now entered a critical stage.

“Our project team breaks through the traditional mindset on railway construction to overcome the constraints of building a new station on the operating line, and decides to adopt a skidding method for the construction of Hung Shui Kiu Station. It requires comprehensive and meticulous planning to ensure precise movement of the massive structures and insertion into the viaduct and seamless connection to various railway systems. The station components are now being progressively delivered to the site for assembly. The team is working extensively on the construction details and arrangements, as well as to carry out testing and trials, and making every effort to ensure readiness for this mega skidding.” said Mr Devlin.

Based on current progress, as the skidding works get underway, the station structures on one side will be gradually skidded from a position approximately 30 metres away towards the viaduct. The final and most critical stage will be inserting the station structures to the Tuen Ma Line.

After the new station structures are inserted into the Tuen Ma Line operating line, the project team will immediately carry out critical works, including installation of the overhead lines and modification of related railway facilities, to ensure seamless integration and enable continued train operations after the new station structures have been installed. These final connection works for both station structures will be highly complex and time-consuming, requiring continuous execution extending to daytime operating hours. At this stage, services of a few stations on the Tuen Ma Line are expected to be affected when the skidding related procedures on the two sides of the viaduct are carried out in the late first quarter and third quarter of next year, respectively. Detailed service impact assessments are underway, and MTR will announce the specific arrangements in due course.

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Mr Devlin added: “This innovative construction method significantly reduces the need for works during non-traffic hours, greatly reduces construction risks and secures project progress. However, service adjustments are required and inevitable for adopting this method. Drawing on our experience from previous railway projects, we will undertake careful planning and do our utmost to minimise the impact on passengers.”

Several railway projects have also reached major milestones through the application of smart technologies and innovative project delivery. Following its topping out, Kwu Tung Station* on the East Rail Line is progressing at full speed with E&M and building services installation works and is targeted for commissioning next year. On the Northern Link Main Line, excavation of the first tunnel boring machine shaft will commence shortly in preparation for large-scale tunnel boring works. Meanwhile, on the Tung Chung Line Extension, the new Hong Kong-bound track section connecting Tung Chung East Station* is scheduled to commence service in September this year, while the tunnels for the Tung Chung West section have been successfully broken through. Construction of the stations and railway viaduct for the Tuen Mun South Extension is also progressing steadily.

As MTR advances the new phase of new railway projects at full speed, the Corporation continues to expand the application of innovative thinking and technology across its projects. Earlier this year, MTR established the Capital Works Innovation Hub as a dedicated platform for piloting new technologies and showcasing innovation achievements across different railway projects. The Corporation has also set up the Capital Works Integration Lab, enabling integrated testing of E&M systems to be relocated from station sites to the Lab at an earlier stage, helping to enhance construction quality and ensure project delivery on schedule.

*The 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 46,000 dedicated staff*, MTR carries over 13 million passenger journeys worldwide every weekday in Hong Kong, Chinese Mainland and beyond. Together, we Go Smart and Go Beyond.

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

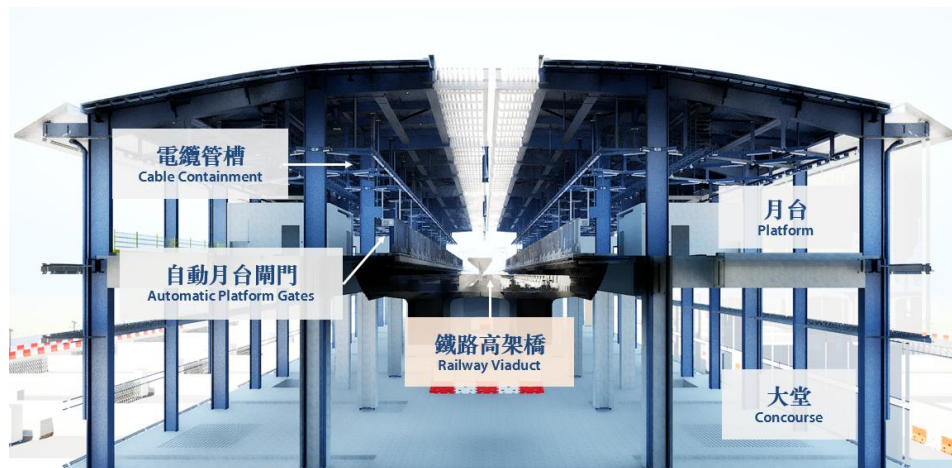
*includes our subsidiaries, associates and joint ventures in Hong Kong and worldwide

Photo Caption:

1. Mr Carl Devlin, Capital Works Director of MTR Corporation, introduces the construction works for Hung Shui Kiu Station and provides updates on the progress of MTR's new railway projects.



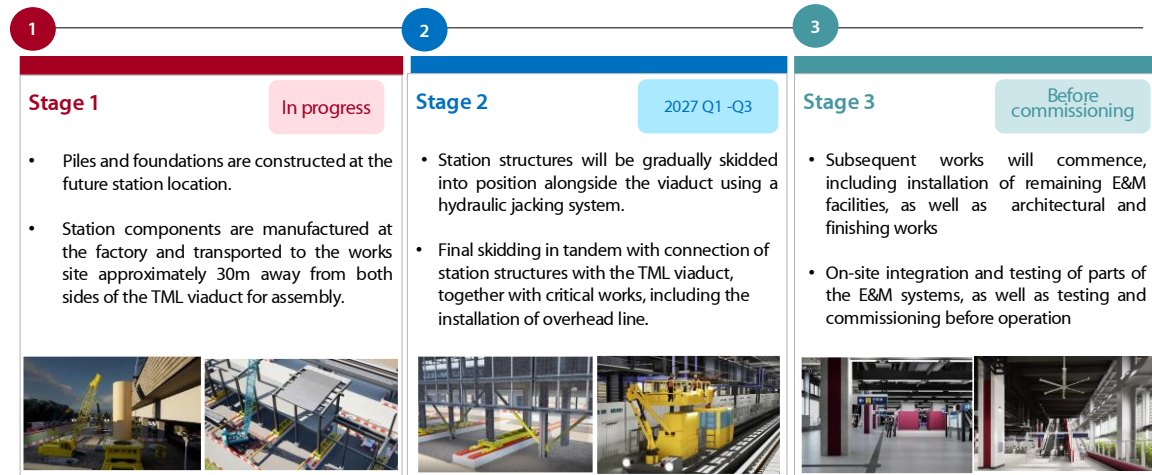
2. Hung Shui Kiu Station on the Tuen Ma Line is revolutionising traditional in-situ construction for railway projects. Major station structures, including the ground-level concourse, upper-level platforms and roof top structure, are being assembled off-site together with major electrical and mechanical (E&M) and building services equipment, achieving a high level of completion before being skidded into their final position at a later stage.



Appendix 1

Three Key Construction Stages of Hung Shui Kiu Station on the Tuen Ma Line

From prefabrication, assembly, skidding to subsequent works before commissioning



All drawings and visuals are provided for concept illustration only, and the content is subject to change.

Major Progress of New Railway Projects in 2026



Hung Shui Kiu Station* on the Tuen Ma Line

- Station foundation works are progressing at full speed, while station components for the station's main structures are being delivered to the site in phases for assembly.
- The two main station structures are expected to be skidded into their final positions on both sides of the Tuen Ma Line viaduct in 2027, forming the future station.



The Northern Link

Kwu Tung Station* on the East Rail Line

- Electrical and mechanical (E&M) and building services works are progressing at full speed. Testing and commissioning of various systems is underway in preparation for commissioning in 2027.



Northern Link Main Line

- Construction of the diaphragm wall for the first tunnel boring machine (TBM) shaft was completed. Excavation of the shaft will commence shortly to facilitate the subsequent large-scale tunnel boring works.



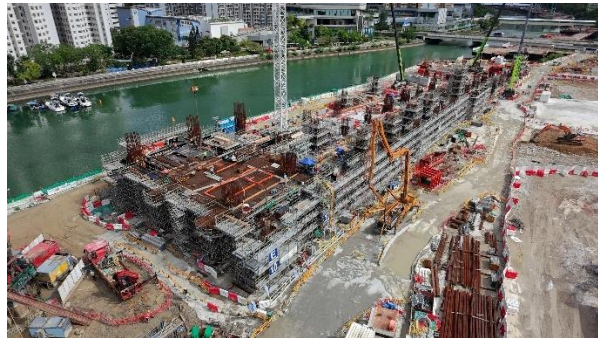
Tung Chung Line Extension

Tung Chung East Station* and Major Track Diversion

- The station was topped out in February 2026. Construction of the two footbridges connecting the station entrances/exits has also been completed. E&M and building services work is now underway.
- The new Hong Kong-bound track section connecting Tung Chung East Station has entered the final stage of trial operations and will commence service in September this year.

Tung Chung West Station* and Tunnel Construction

- Major excavation for the station has been completed. Construction of platform slab, internal concourse structures, station entrances/exits and ventilation building is in progress, with civil works to be substantially completed in the first quarter of next year.
- The two tunnels connecting Tung Chung Station and Tung Chung West Station have been broken through. Internal tunnel structure and track laying works are now in full swing.



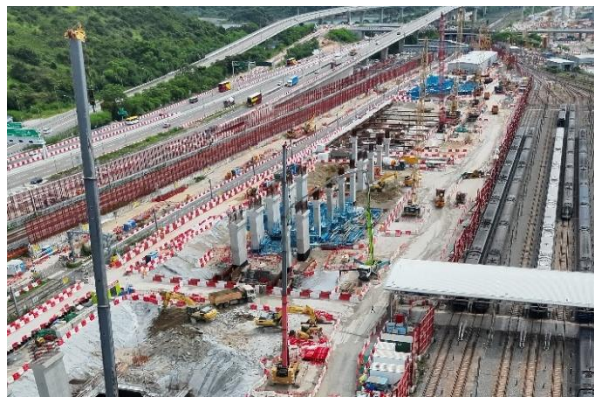
Tuen Mun South Extension

Railway Viaduct Construction

- Foundation works and construction of piers and superstructure for the railway viaduct are progressing at full speed along the Tuen Mun River.

Station Construction

- Foundation works for Tuen Mun South Station* have been substantially completed, with station structural works set to commence soon. Foundation and structural works for A16 Station* are currently underway.



Oyster Bay Station*

- The works include construction of a new station, track diversion, and modification of certain depot facilities for property development, and other related preparatory works.
- Station foundation works have been substantially completed, and preparatory works for the related track diversion are in progress.

*The station names are working titles only.