

INFORMATION NOTE

Development of Transport Infrastructure in Hong Kong

1. Public expenditure on transport infrastructure¹

Table 1 — Public expenditure on transport infrastructure

Year	Total public expenditure ² (HK\$ in billion)	Original estimate on transport infrastructure (HK\$ in billion)			Actual expenditure on transport infrastructure (HK\$ in billion)		
		Capital works ³	Non-works and other items ⁴	Total	Capital works ³	Non-works and other items ⁴	Total (as a percentage of total public expenditure)
2004 - 05	Not applicable	9.4	3.5	12.9	Not applicable	Not applicable	Not applicable
2003 - 04 ⁵	271.1	6.0	3.5	9.5	6.4	3.0	9.4 (3.5%)
2002 - 03	263.5	3.8	3.6	7.4	4.6	3.1	7.7 (2.9%)
2001 - 02	269.4	3.2	3.3	6.5	3.4	3.0	6.4 (2.4%)
2000 - 01	267.5	3.3	3.2	6.5	3.4	3.0	6.4 (2.4%)

¹ The Government's capital investments in the MTR Corporation Limited, the Kowloon-Canton Railway Corporation and the Airport Authority under the Capital Investment Fund are not regarded as expenditure and therefore excluded.

² "Total public expenditure" refers to the actual expenditure on all policy areas.

³ "Capital works" means capital works expenditure on transport infrastructure under the Capital Works Reserve Fund.

⁴ "Non-works and other items" include the non-works expenditure on transport infrastructure under the Capital Works Reserve Fund and the total expenditure on transport infrastructure charged to the General Revenue Account.

⁵ Returns on the actual expenditure in 2003-04 are based on attribution returns from Government departments and bureaux and may be revised in the coming Estimates exercise.

2. Railway and other fixed track systems

Table 2 (a) — Major railway and other fixed track projects under construction

Project	Length (km)	Estimated project cost ⁶ (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Ma On Shan to Tai Wai Rail Link	11.4	26.7 (MOD prices) ⁷	February 2001	End of 2004	Kowloon - Canton Railway Corporation (KCRC)	<ul style="list-style-type: none"> The rail link has nine stations and connects the East Rail at Tai Wai Station. Construction has been completed and the trial operation of the railway has been started.
KCR Extension to Tsim Sha Tsui	1.1		April 2001	End of 2004	KCRC	<ul style="list-style-type: none"> It serves as a second point of interchange between the East Rail and the Mass Transit Railway (MTR) system, from the existing Hung Hom terminus to a new station at Salisbury Road of East Tsim Sha Tsui (TST). Construction is completed. The TST Interchange Subway which facilitates rail interchange has been substantially completed with the Mody Road section opened for public use since 19 September 2004. Trial operation has been completed in preparation for the official opening of the railway for service operation by the end of October 2004.
Sheung Shui to Lok Ma Chau Spur Line	7.4		January 2003	2007	KCRC	<ul style="list-style-type: none"> It is to be connected to the East Rail.

⁶ “Estimated project cost” in this information note refers to the latest estimate provided by the Government or respective companies.

⁷ MOD prices refer to money-of-the-day prices.

Table 2 (a) — Major railway and other fixed track projects under construction (cont'd)

Project	Length (km)	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Disney Resort Line (Formerly known as the Penny's Bay Rail Link)	3.5	2.0 (MOD prices)	July 2002	July 2005	MTR Corporation Limited (MTRCL)	<ul style="list-style-type: none"> It is a shuttle service connecting the existing Tung Chung Line at Yam O, and a station at the Disney Theme Park.
Tung Chung Cable Car	5.7	1.0 ⁸ (MOD prices)	Early 2004	Early 2006	MTRCL	<ul style="list-style-type: none"> It links Tung Chung and Ngong Ping on Lantau.
AsiaWorld-Expo station ⁹	Not applicable ¹⁰	0.3 (MOD prices)	June 2004	End of 2005	MTRCL	<ul style="list-style-type: none"> The Airport Express Line (AEL) will be extended to AsiaWorld-Expo by the time of its opening in 2005. A new station integrated with AsiaWorld-Expo will be located at the end of AEL.

⁸ The estimated cost includes the Village at Ngong Ping as a complementary facility.

⁹ It is formerly known as the Airport Exhibition Centre Station.

¹⁰ Since the works on the AsiaWorld-Expo Station consist of the conversion of part of the existing trackside area of AEL into a new railway station, there is no increase in the total length of the Airport Express.

Table 2 (b) — Major railway and other fixed track projects under planning or review

Project	Length (km)	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Kowloon Southern Link	4.5	8.3 (MOD prices)	Programmed to start in the first quarter of 2005	2009	KCRC	<ul style="list-style-type: none"> • It extends the West Rail from its terminal at Nam Cheong Station, through the West Kowloon reclamation to Hung Hom Station.
Shatin to Central Link	17	35.5 (MOD prices)	Under review	<ul style="list-style-type: none"> • Under review • Once the scheme is finalized, it would take about seven years to complete 	KCRC	<ul style="list-style-type: none"> • It provides a rail service from Tai Wai to Central via Diamond Hill, South East Kowloon and Hung Hom. • The Government plans to finalize the scheme and to gazette the project around early 2005. The scheme is now under review together with the merger study of KCRC and MTRCL.

Table 2 (b) — Major railway and other fixed track projects under planning or review (cont'd)

Project	Length (km)	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Northern Link	11	9.0 (MOD prices)	Under review	Under review	KCRC	<ul style="list-style-type: none"> • It connects the East Rail and the West Rail at the Northern New Territories, and connects the West Rail to the boundary crossing point to Lok Ma Chau. • KCRC is asked by the Government to do further study on the technical, environmental and financial aspects of the project. • It is anticipated that KCRC will submit the project proposal to the Government by March 2005.
Port Rail Line	8.2	5.0 – 9.0 (MOD prices)	Depending on the demand of cross-boundary rail freight to the Kwai Chung ports	Under review	KCRC	<ul style="list-style-type: none"> • It is a freight line connecting Lo Wu to a new port rail terminal at Kwai Chung, via either East Rail or West Rail. • KCRC is studying the feasibility of this rail link.

Table 2 (b) — Major railway and other fixed track projects under planning or review (cont'd)

Project	Length (km)	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
North Island Line	4	7.0 (December 2003 prices)	Under review	Deferred to beyond 2016	MTRCL	<ul style="list-style-type: none"> This project is deferred in view of the reduction in forecast population / employment on the Hong Kong Island.
West Island Line ¹¹ / South Island Line ¹² project	17	15.0 – 17.0 (December 2003 prices)	Under review	Under review	MTRCL	<ul style="list-style-type: none"> MTRCL submitted its preliminary proposal to the Government in March 2004, which included three major components: <ol style="list-style-type: none"> a short extension of the Island Line from Sheung Wan to Sai Ying Pun; a proposed West Island Line from Sai Ying Pun to Wong Chuk Hang; and a proposed South Island Line from Lei Tung to Admiralty. The assessment of MTRCL's proposal is under way. The Government will revisit the patronage forecast and examine the technical feasibility, environmental protection and the funding gap to be bridged by the Government.

¹¹ Phase I of the West Island Line may be combined with the South Island Line while Phase II of the West Island Line which links Belcher and Kennedy Town is held in abeyance.

¹² According to MTRCL's June 2002 proposal, the South Hong Kong Island Line alone would cost about HK\$9 billion in December 2003 prices.

Table 2 (b) — Major railway and other fixed track projects under planning or review (cont'd)

Project	Length (km)	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Regional Express Line	30	Depending on the outcome of the joint study being carried out by Hong Kong and Mainland authorities	Under review	Under review	Under review	<ul style="list-style-type: none"> • It links the urban area with the boundary and forms part of the Guangzhou - Shenzhen - Hong Kong Express Rail Link which targets at reducing the commuting time between Hong Kong and Guangzhou from the existing 100 minutes to within 60 minutes. • A study is underway to establish the technical feasibility and commercial viability. When the study is completed, the Government will discuss with the Mainland authorities on the best way forward for the rail link. • The Government has requested KCRC and MTRCL to cover in their merger discussions how the Hong Kong section of the Express Rail Link can be accommodated on the overall railway network in Hong Kong.

3. Highways, roads and bridges

Table 3 (a) — Major highway projects under construction¹³

Project	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Project description / project progress
New Territories				
Widening of the Castle Peak Road between Tsuen Wan Area 2 and Ka Loon Tsuen	2.8	August 2001	2006	<ul style="list-style-type: none"> The section is being widened from a single two-lane to a dual two-lane carriageway with a 3-m footpath on both sides.
Route 8 (formerly Route 9) (Tsing Yi to Sha Tin)	15.0	2002	2007-08	<ul style="list-style-type: none"> The section connects Tsing Yi to Cheung Sha Wan and from there to Sha Tin.
Chok Kok Wan Link Road - Penny's Bay Section	0.2	August 2002	July 2005	<ul style="list-style-type: none"> The project includes the construction works of a 1.1-km long dual three-lane road.
Sha Tin Trunk Road T3	1.9	March 2003	2007	<ul style="list-style-type: none"> It links the future Route 8 with the existing Tai Po Road.
Deep Bay Link	3.9	June 2003	2005	<ul style="list-style-type: none"> It is a 5.4-km dual three-lane carriageway linking the Hong Kong - Shenzhen Western Corridor at its landing point in Ngau Hom Shek with the Yuen Long Highway at Lam Tei.

¹³ Two major highway projects have been recently completed, namely the Kam Tin Bypass and the Sha Tin Trunk Road T7. The former was completed in April 2004 at an estimated cost of HK\$ 0.2 billion while the latter was completed in August 2004 at an estimated cost of HK\$ 1.5 billion.

Table 3 (a) — Major highway projects under construction (cont'd)

Project	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Project description / project progress
New Territories (cont'd)				
Widening works of Yuen Long Highway between Lam Tei and Shap Pat Heung Interchange	0.9	July 2003	December 2005	<ul style="list-style-type: none"> The section is being widened to a dual three-lane carriageway to cope with the increasing traffic demand generated from the population growth in Northwest New Territories and the increase in the cross-boundary traffic.
Widening of the Castle Peak Road between Ka Loon Tsuen to Siu Lam	0.7	March 2004	Mid 2007	<ul style="list-style-type: none"> The section is being widened to a dual two-lane carriageway with a 3-m wide footpath on both sides.
Widening of the Tung Chung Road (Lung Tseng Tau to Cheung Sha)	0.7	June 2004	2007	<ul style="list-style-type: none"> The project includes widening the single-lane Tung Chung Road between Lung Tseng Tau and Pak Kung Au to a single two-lane road for two-way traffic with an at least 1.6-m wide footpath and construction of a 2.6-km long single two-lane road between Pak Kung Au and Cheung Sha.
Cross boundary				
Hong Kong - Shenzhen Western Corridor (SWC) (Hong Kong portion)	2.6	August 2003	2005	<ul style="list-style-type: none"> It is a dual three-lane carriage spanning across Deep Bay from Ngau Hom Shek to Hong Kong's boundary of SWC.
New Boundary Bridge between Lok Ma Chau and Huanggang	0.3	November 2003	December 2004	<ul style="list-style-type: none"> It is a dual two-lane bridge.

Table 3 (b) — Major highway projects under planning or review

Project	Estimated project cost (HK\$ in billion) September 2003 prices
Urban	
Central-Wan Chai Bypass and Island Eastern Corridor Link	8.7
Route 4 (formerly Route 7) between Kennedy Town and Aberdeen	9.1
Island Eastern Corridor Improvement between Causeway Bay and North Point	1.3
Route 6 (formerly Route 11) – Central Kowloon Route	9.1
Route 6 (formerly Route 11) – Trunk Road T2 (Kai Tak - Cha Kwo Ling Link)	5.8
New Territories	
Reconstruction and Improvement of Tuen Mun Road ¹⁴	2.7
Tolo Highway/Fanling Highway Widening (between Island House Interchange and Fanling)	3.1
Route 6 (formerly Route 11) – Western Coast Road, Tseung Kwan O	4.7
Sha Tin Trunk Road T4	1.1
Northwest New Territories Traffic and Infrastructure Review Packages	
<i>Lantau - Urban Link</i>	
(a) Tunnel link connecting Hong Kong - Zhuhai - Macao Bridge and North Lantau Highway (NLH)	10.0
(b) Lantau Road P1 between Tung Chung and Yam O	3.5
(c) Tsing Yi - Lantau Link (TYLL)	15.0
(d) Pa Tau Kwu section of the Chok Ko Wan Link Road	1.7

¹⁴ The project is planned to start construction at the end of 2005 and expected to be completed by phases by the end of 2011.

Table 3 (b) — Major highway projects under planning or review (cont'd)

Project	Estimated project cost (HK\$ in billion) September 2003 prices
Northwest New Territories Traffic and Infrastructure Review Packages (cont'd)	
<i>Tuen Mun Road Bypass</i>	
(a) So Kwun Wat Link Road	1.9
(b) Sham Tseng Tunnel Link Road	3.5
<i>Strategic North - South Link (East)</i>	
(a) Lam Tei Tunnel	4.0
(b) So Kwun Wat Interchange	1.0
(c) Tai Lam Chung Tunnel	1.5
(d) Tsing Lung Bridge and Interchanges at Tuen Mun Road and NLH	6.5
(e) Link Road between Tsing Lung Bridge and TYLL	0.6
<i>Strategic North - South Link (West)</i>	
(a) Tuen Mun Western Bypass	4.4
(b) Tuen Mun - Chek Lap Kok Link	11.5
Cross boundary	
Hong Kong - Zhuhai - Macao Bridge (HZMB) ¹⁵	Under review

¹⁵ The governments of the Guangdong Province, the Hong Kong Special Administrative Region and the Macao Special Administrative Region have set up the HZMB Advance Work Co-ordination Group (AWCG) to co-ordinate and take forward the advance work for HZMB. The engineering feasibility study commissioned by AWCG is scheduled to be completed by the end of 2004 and will be submitted to the Mainland's National Development and Reform Commission for approval to create a project item for HZMB.

4. Port

Table 4 (a) — Major transport infrastructure projects related to port under construction

Project	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Container Terminal 9	10.0 (2002 prices)	May 2002	End of 2004	Three joint developers: Asia Container Terminals (ACT), Modern Terminals Limited (MTL), and Hongkong International Terminals (HIT)	<ul style="list-style-type: none"> • Five berths are completed and the remaining one is under construction. • Upon completion, Hong Kong's container terminal handling capacity will be over 18 million TEUs¹⁶ a year.

¹⁶ TEU refers to Twenty-foot Equivalent Unit which is the standard measure of containers.

Table 4 (b) — Major transport infrastructure projects related to port under planning or review

Project	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Modification of the Tuen Mun Ferry Terminal	0.03 (2003 prices)	Under review	April 2005	The Hong Kong North West Express Limited	<ul style="list-style-type: none"> The new Tuen Mun Ferry Terminal is for the operation of ferry services to Macao and Mainland ports.
Expansion of heliport facilities at the Macao Ferry Terminal	Not available	Under review	Around 2007	Private helicopter-cum-operator to be selected by tender	<ul style="list-style-type: none"> The expansion involves adding one landing / take-off pad and a new connecting taxiway to the existing heliport. When completed, the existing capacity of the heliport will be expanded by 80% to cope with the anticipated increasing demand in cross-boundary helicopter services. This project has to go through an environmental impact assessment later this year before an open tender exercise can be conducted to award the tenancy to the selected private helicopter-cum-operator.

Table 4 (b) — Major transport infrastructure projects related to port under planning or review (cont'd)

Project	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
New cruise terminal	Depending on the proposal selected for developing the new cruise terminal	Depending on the proposal selected	Depending on the proposal selected	Private developer selected by the Government through an Invitation for Proposals exercise to be launched by the end of 2004	<ul style="list-style-type: none"> • The Government plans to sign a provisional agreement with the selected proponent in 2005-06. • One of the piers of the Macao Ferry Terminal is being strengthened in order to provide spillover facilities for the Ocean Terminal at the peak periods before the new cruise terminal is built. The pier is expected to finish strengthening by the end of 2004.
Container Terminal 10	Under review	Under review	Under review	Under review	<ul style="list-style-type: none"> • The Study on Hong Kong Port - Master Plan 2020 (the Study) was commissioned by the Economic Development and Labour Bureau to examine, inter alia, the feasibility of building Container Terminal 10. • The Study has recently been completed and relevant bodies are being consulted on the findings and recommendations.

5. Airport

Table 5 (a) — Major transport infrastructure projects related to airport under construction

Project	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Express Cargo Terminal	0.8 (2002 prices)	May 2003	<ul style="list-style-type: none"> Phase one was officially opened in August 2004 Phase II is expected to be completed by 2009 and phase III by 2013 	DHL International (Hong Kong) Limited	<ul style="list-style-type: none"> It is the largest project of its kind in Asia. By 2004, the terminal is expected to handle approximately 440 tonnes per day, increasing ultimately to approximately 900 tonnes per day in 2014.
Multi-level Cargo Terminal	1.8 (2004 prices)	June 2004	End of 2006	Asia Airfreight Terminal ¹⁷	<ul style="list-style-type: none"> It is a new terminal to supplement its current single-level warehouse and mechanized cargo handling facilities. The annual handling capacity will increase to up to 910 000 tonnes, tripling its current air cargo handling capacity.

¹⁷ The shareholders of the Asia Airfreight Terminal are Singapore Airport Terminal Services (Pte) Ltd, Changi International Airport Services (Pte) Ltd, China Merchants Shipping and Enterprises Co Ltd, Torres Investments Ltd, Keppel Telecommunications & Transportation Ltd and Federal Express Corporation.

Table 5 (b) — Major transport infrastructure projects related to airport under planning or review (cont'd)

Project	Estimated project cost (HK\$ in billion)	Commencement date of construction	Anticipated date of completion	Operator	Project description / project progress
Expansion of the Tradeport Logistics Centre	Not available	Under review	Under review	Tradeport Hong Kong Limited ¹⁸	<ul style="list-style-type: none"> The Tradeport Logistics Centre is contemplating an expansion to phase 2 by adding another floor to its current three-floor facility of 315 000 sq m.
Expansion of the Passenger Terminal Building	Not available	Implemented as and when justified by passenger numbers	Under review	Airport Authority	<ul style="list-style-type: none"> Passenger demand forecasts show that expansion of the Passenger Terminal Building is likely to be required in 10 years' time to accommodate the ultimate annual capacity of 87 million passengers.
Midfield Concourse	Not available	Implemented as and when justified by demand	Under review	Airport Authority	<ul style="list-style-type: none"> In Master Plan 2020, it is concluded that additional aircraft stands would be required in the second part of this decade. The Midfield Concourse will provide 59 additional aircraft stands.

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¹⁸ Tradeport Hong Kong Limited is an international consortium founded by Hongkong Land Holdings Limited, Jardine Logistics Services (HKG) Limited, Schiphol Group and Fraport AG-Frankfurt Airport Services Worldwide, and China National Aviation Company Ltd.

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Railway and other fixed track systems

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