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年度大事
Highlights of the Year

《香港鐵路標準》
The Hong Kong Railway Standards



《香港鐵路標準》
The Hong Kong Railway Standards

路政署於二零二六年二月發布《香港鐵路標準》，旨在為香港鐵路項目的設計、施工、營運及維修提供一套統一、清晰及以績效為本的技術規範。一如既往，這標準將繼續促進鐵路項目的安全、可靠和可持續性。

In February 2026, the Highways Department promulgated the Hong Kong Railway Standards (the Standards), with a view to providing a set of unified, clear and performance-based technical specifications for the design, construction, as well as operation and maintenance of Hong Kong's railway projects. As ever, the Standards will continue to foster the safety, reliability and sustainability of railway projects.

過往，香港沿用的鐵路標準主要以英國和歐洲標準為基礎，但並非一套單一的整合文件。我們把握跨境鐵路項目所帶來的契機，與相關政府部門和鐵路專家緊密合作，並以無紙化、數碼優先的方式發布《香港鐵路標準》。《香港鐵路標準》除了保留香港沿用的鐵路標準外，更在確保鐵路安全、質素及績效為本的大前提下，經過詳細分析和比對後，擇優而用，引入了國家和世界不同地方的合適鐵路標準，並因應本地的環境條件作出調整。

In the past, the prevailing railway standards in Hong Kong were a system predominantly founded upon British and European standards, but it was not a single consolidated document. Capitalising on the opportunities brought by the cross-boundary railway projects, and by adopting a paperless, digital-first approach for its dissemination, we promulgated the Standards after active collaboration with relevant Government departments and railway experts. In addition to retaining the prevailing railway standards in Hong Kong and ensuring railway safety, quality and performance-based outcomes, the Standards also introduced suitable railway standards of our Nation and other parts of the world. Through detailed analysis and comparison, best practices were adopted and adapted to suit local circumstances.

制訂方法
Formulation Approach



《香港鐵路標準》的亮點
Highlights of the Standards

《香港鐵路標準》的優勢可歸納為下列四個亮點。
The edges of the Standards are summarised into four highlights as follows:

與時並進 擁抱科技
Keeping Pace with Technology

採用統一及標準化鐵路設計，
引入先進科技

Adopt unified and standardised railway design, introducing advanced technologies

清晰依據 加快審批
Clear Basis for Expedited Approvals

為車站設計、建築裝備、列車、及
施工方法等引入技術規範，作為審批依據

Introduce technical specifications for station design, construction equipment, rolling stock and construction methods, serving as the basis for approval

多元選項 善用優勢
Diversified Options and Leveraging Strengths

增加建築物料、建築裝備及
鐵路系統選擇，把握善用區域供應鏈優勢

Broaden options for construction materials, construction equipment and railway systems, capitalising on regional supply chains

優化工序 增強效益
Optimised Processes for Greater Efficiency

推薦建築最佳做法，
便利業界制定及優化施工工序

Recommend best practices to facilitate the industry in formulating and optimising construction procedures

鐵路審批組
Railway Checking Unit

為有效落實《香港鐵路標準》，本署已成立「鐵路審批組」，以單一窗口、一站式服務處理新鐵路項目的建築圖則審批，並利用電子中央審批平台，提升行政效率及大幅減少碳足跡。

To effectively implement the Standards, our Department has set up the Railway Checking Unit to handle the approval for building plans of new railway projects through a single-window and one-stop service, with the support of an electronic centralised approval platform to enhance administrative efficiency and substantially reduce carbon footprint.



成立鐵路審批組
Establishment of Railway Checking Unit

未來展望
Way Forward

《香港鐵路標準》將率先應用於兩個跨境鐵路項目，即北環線及港深西部鐵路。我們會與業界保持緊密聯繫，與顧問、承建商、營運商、檢測實驗室及供應商通力合作，落實應用《香港鐵路標準》。另外，我們積極推動該標準成為大灣區標準，並爭取進一步將其提升為國際標準，讓香港在區域及國際鐵路發展中發揮更大作用，共建綠色與可持續未來。

The Standards were first applied to two cross-boundary railway projects, namely the Northern Link and the Hong Kong-Shenzhen Western Rail Link. We maintain close liaison with the industry, and work together with consultants, contractors, operators, testing laboratories and suppliers, to put the Standards into practice. Besides, we are actively pursuing initiatives to turn the Standards into the Greater Bay Area standards, with the goal of further upgrading to the international standards. This will help enable Hong Kong to play a greater role in the regional and global railway development towards a green and sustainable future.

支援第十五屆全國運動會
跨境馬拉松及自行車 (公路) 賽

Support for the 15th National Games
Cross-Boundary Marathon and Road Cycling





單車選手正通過港珠澳大橋香港口岸
Cyclists are crossing the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge

第十五屆全國運動會於二零二五年十一月圓滿舉行。作為負責香港公共道路網絡的核心部門，本署為兩項大型跨境賽事，分別為二零二五年十一月八日舉行的自行車（公路）賽及十一月十五日舉行的馬拉松賽，統籌了大規模的道路安全及工程工作。

The 15th National Games was successfully hosted in November 2025. As the core department responsible for Hong Kong's public road network, our Department oversaw extensive road safety and engineering works for two major cross-boundary events: the Road Cycling event on 8 November 2025 and the Marathon event on 15 November 2025.

馬拉松跑手在深圳灣公路大橋上競賽
Marathon runners are competing on the Shenzhen Bay Bridge

環境層面
Environmental Attribute

環保物料及可持續工程
Green Materials and Sustainable Engineering

在自行車（公路）賽及馬拉松兩項賽事中，我們採取措施，臨時覆蓋港珠澳大橋及深圳灣公路大橋上的伸縮縫，以免單車選手及運動員因路面不平而受影響。

For both the Road Cycling and the Marathon events, we took proactive measures to temporarily cover the movement joints on the Hong Kong-Zhuhai-Macao Bridge and the Shenzhen Bay Bridge to protect cyclists and athletes from uneven surfaces.

我們採用循環再造橡膠墊及可再造高密度聚合物物料，以提高防滑效果，其碳足跡較傳統以化石燃料提煉而成的瀝青覆蓋層為低。

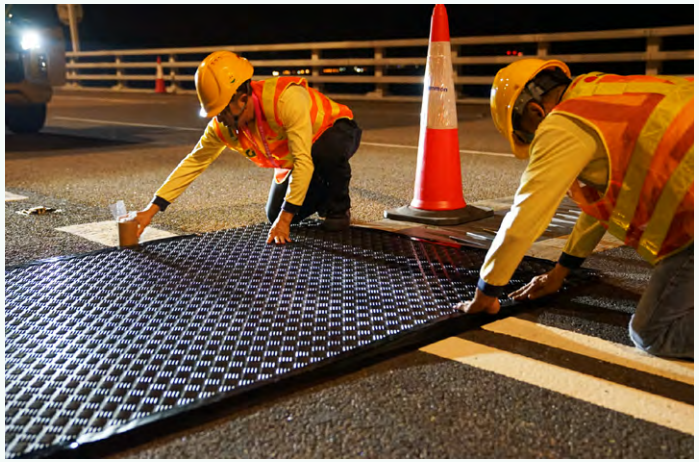
Eco-friendly recycled rubber mats and recyclable high-density polymers were utilized to provide high slip resistance with a lower carbon footprint than traditional fossil-fuel-derived asphalt overlays.

覆蓋物採用非破壞性固定方式，以自身重量及少量膠帶固定，避免損壞橋面或路面及產生建築廢料。

Non-destructive fixing arrangements by self-weight and minimal tape secure covers avoid damage to bridges and roads and eliminate construction waste.



採用循環再造橡膠墊及可再造高密度聚合物物料
Utilisation of eco-friendly recycled rubber mats and recyclable high-density polymers



以非破壞性固定方式進行的伸縮縫臨時覆蓋工程
Temporary covering works for movement joints using non-destructive fixing arrangement

綠色物流及車隊管理
Green Logistics and Fleet Management

實施臨時交通措施涉及調配及收回數以千計的交通錐、安全路障及方向指示標誌。為配合政府的綠色運輸倡議，我們優先採用電動工程車輛及符合歐盟六期標準的低排放車輛運送交通管制物資。這項車隊管理策略有效改善路邊空氣質素，並減少溫室氣體排放。

Managing temporary traffic arrangements (TTAs) required deployment and retrieval of thousands of traffic cones, safety barriers, and directional signs. To echo the government's green transport initiatives, we prioritized the use of electric engineering vehicles and Euro VI-compliant low-emission vehicles for transporting traffic control materials. This fleet management strategy effectively improved roadside air quality and reduced greenhouse gas emissions.

資產生命週期及循環經濟
Asset Lifecycle and Circular Economy

為減少浪費及善用資源，我們按照 ISO 14001 準則，實施嚴格的物料生命週期管理系統。我們從現有的維修庫存中，直接調配數以萬計的臨時交通錐及反光護欄。活動結束後，我們有系統地盤點物資，並將它們存回倉庫，供日常道路工程使用，藉以達到零廢棄的設備使用模式。

To mitigate waste and use resources efficiently, we implemented a strict material lifecycle management system aligned with ISO 14001 guidelines. We sourced tens of thousands of temporary traffic cones and reflective barriers directly from our existing maintenance inventory. After the events, we systematically inventoried the items and returned them to storage for routine roadworks, achieving a zero-waste model in equipment use.

社會層面
Social Attribute

以公眾為本，減少對社區影響
Public Centricity and Minimising Community Disruption

在執行賽事支援工作期間，我們在滿足賽事需要的同時，亦兼顧保障公眾出行及確保社區日常運作不受影響。

In executing our event-support duties, we balanced competition needs against protecting public mobility and daily community functions.

策略性交通管理減少對公眾影響
Strategic Traffic Management to Minimise Public Disturbance

由於自行車（公路）賽及馬拉松賽事需佔用大量公共道路，我們制定了周密的臨時交通措施，以維持道路網絡的應變能力。我們與警務處和運輸署協調，按運動員的位置實施滾動式封路，並於運動員通過後即時重開路段。我們亦將準備工作限制在非繁忙時段進行，並與運輸署的公眾平台同步實時路況數據，以及在主要及周邊路口設置清晰的改道標誌，協助駕駛人士選擇最佳路線。

Since the Road Cycling and Marathon events required exclusive use of extensive sections of public roads, we designed precise TTAs to preserve network resilience. In coordination with the Hong Kong Police Force (HKPF) and the Transport Department (TD), we implemented rolling road closures based on athlete positioning with immediate reopening, restricted preparatory works to off-peak hours, synchronised real-time road status data with TD's public platforms, and installed clear diversion signage at critical and peripheral junctions to help motorists optimise routes.



日間設置臨時交通措施：於非繁忙時段在主要路口設置改道標誌及交通錐，盡量減低對日間通勤及商業物流的影響。

Daytime TTA setup: clear diversion signage and traffic cones positioned at critical junctions during off-peak hours to minimise disruption to daytime commuting and commercial logistics.



夜間設置臨時交通措施：將準備工作安排在深夜及清晨非繁忙時段進行，確保道路準備就緒供運動員通行，同時減低對公眾出行的影響。

Nighttime TTA setup: preparatory works and rolling closure implementation restricted to late-night and early-morning off-peak hours, ensuring roads are ready for athlete passage while reducing impact on public mobility.

加快復原以迅速恢復道路通行
Accelerated Recovery for Rapid Road Restoration

縮短賽事後的封路時間，對全港恢復正常的經濟及社會活動至關重要。

Minimising post-event road closure time was vital to restoring normal economic and social activities across the territory.

- **分階段撤離**
  Phased De-mobilization

  最後一批清道車輛完成清理賽段後，隨後的工程團隊隨即展開同步復原行動。工作人員以高度協調、快速有序的方式移除交通錐、標誌及橋面接縫覆蓋物。

  Immediately after the final sweeping vehicles cleared a race sector, our trailing engineering teams launched a synchronised recovery operation. Workers removed traffic cones, signage, and bridge joint covers in a highly coordinated and rapid sequence.

- **快速安全檢驗**
  Rapid Safety Inspections

  在正式重開路段前，我們派出專用巡邏車輛，進行快速的道路結構及路面安全審核，確保沒有殘留物，從而在最短時間內恢復路段供公眾安全使用。

  Prior to formal reopening, we deployed specialised patrol vehicles to conduct rapid structural and surface safety audits. These checks confirmed that no debris remained, allowing the safe restoration of public access in minimal time.

管治層面
Governance Attribute

跨機構協同及跨境合作
Cross-Agency Synergy and Jurisdictional Collaboration

第十五屆全國運動會備受矚目，而且涉及多個司法管轄區，因此對體制靈活性、系統管治性，以及跨境協作能力均有極高要求。

The multi-jurisdictional and high-profile nature of the 15th National Games demanded a high degree of institutional agility, structured governance, and cross-border cooperation.

政府內部與跨部門協作
Intra-Governmental and Cross-Departmental Synergy

我們在香港特區政府設立的綜合跨機構協調框架下運作。

We operated within an integrated, multi-agency coordination framework established by the HKSAR Government.

- **跨部門工作小組**
  Inter-Departmental Working Groups

  我們與運輸署、警務處和機電工程署保持持續協作。這項協作涉及多次統籌會議及聯合規劃會議。

  We maintained continuous alignment with TD, HKPF, and the Electrical and Mechanical Services Department. This collaborative effort involved numerous coordination meetings and joint planning sessions.

- **中央指揮與實時決策**
  Centralized Command and Real-Time Decision-Making

  在賽事進行期間，我們的人員派駐聯合指揮中心，就道路清理及基礎設施修復工程與警務處和運輸署直接協調，確保各項行動有序地執行。

  Throughout the event periods, our personnel were stationed inside the Joint Command Centre. From there, we synchronised our road clearance and infrastructure restoration works directly with HKPF and TD, ensuring precise operational execution.

跨境合作
Cross-Border Cooperation

自行車（公路）賽及馬拉松賽事為粵港澳三地共同承辦的跨境比賽，創下歷史性里程碑。有見及此，相鄰的道路網絡與相關行政機構之間必須緊密協調配合。

The Road Cycling and Marathon events represented a historic milestone as a co-hosted, cross-border race across Guangdong, Hong Kong, and Macao. This required seamless alignment between adjacent road networks and administrative bodies.

- **技術及結構標準化**
  Technical and Structural Standardization

  我們與珠海及深圳當局及其相應的籌備委員會建立直接溝通機制。雙方共同評估邊境連接點的結構完整性，並指定專用的應急救援通道。

  We established a direct communication protocol with the Zhuhai and Shenzhen authorities and corresponding preparatory committees. Both sides evaluated structural integrity at border connection points, and designated dedicated emergency rescue corridors.

- **聯合應急及事故應變**
  Joint Contingency and Incident Response

  我們建立了雙邊緊急應變系統，以應對突發情況，例如極端天氣事件（如颱風或暴雨）或道路突然損壞。我們與內地當局建立實時資訊共享渠道，確保能夠聯合實施局部交通改道或緊急工程維修，從而保障跨境賽道的安全及暢通。

  We developed a bilateral emergency response mechanism to address contingencies such as extreme weather events (e.g., typhoons or torrential rain) or sudden road damage. The real-time information sharing channel we established with Mainland authorities ensured that localized traffic diversions or emergency engineering repairs could be deployed jointly, securing the safety and continuity of the cross-border race course.

我們對第十五屆全國運動會提供的營運支援，展示了環境、社會及管治原則如何融入公共基礎設施管理。我們通過可持續物料採購及回收（環境），盡量減少生態足跡；通過動態交通管理及迅速復原道路（社會），盡量減低對社區的影響，履行公共服務責任；通過有系統的政府內部協作及跨境銜接（管治），展示了穩健的管治能力。在這些賽事中得到驗證的營運模式，將為我們日後管理大型公眾活動及綠色基建工程提供借鑑。

Our operational support for the 15th National Games demonstrates how Environmental, Social and Governance (ESG) principles can be integrated into public infrastructure management. Through sustainable material procurement and recycling (E), we minimised our ecological footprint. Through dynamic traffic management and rapid road restoration (S), we minimised community disruption and upheld our public service obligations. Through structured intra-governmental synergy and cross-border alignment (G), we demonstrated robust governance capability. The operational models verified during these events will serve as a benchmark for our future management of major public events and green infrastructure projects.

香港街馬 2025 — 中九龍繞道（油麻地段）
Hong Kong Streetathon 2025 — Central Kowloon Bypass (Yau Ma Tei Section)



在中九龍繞道上跑出歷史新一頁
A Historic Run on the Central Kowloon Bypass

香港街馬 2025 於二零二五年十一月廿三日圓滿舉行。路政署開創性地和全城街馬攜手合作，特別讓馬拉松和半馬拉松跑手有機會在中九龍繞道（油麻地段）啟用前率先踏足繞道。跑手自啟福道出發，經啟德交匯處進入隧道，並在油麻地交匯處衝線。一眾跑手的足跡，為東西九龍透過此項大型基建項目得以連接寫下了新的里程碑。

Hong Kong Streetathon 2025 was successfully held on 23 November 2025. In a pioneering collaboration between the Highways Department and RunOurCity, marathon and half-marathon runners were given the exclusive opportunity to be the first to step onto the Central Kowloon Bypass (Yau Ma Tei Section) before its commissioning. Starting from Kai Fuk Road via the Kai Tak Interchange into the tunnel, and finishing at the Yau Ma Tei Interchange, their footsteps marked a new milestone in connecting East and West Kowloon through this major infrastructure project.

香港街馬 2025 在二零二五年十一月廿三日舉行
Hong Kong Streetathon 2025 on 23 November 2025

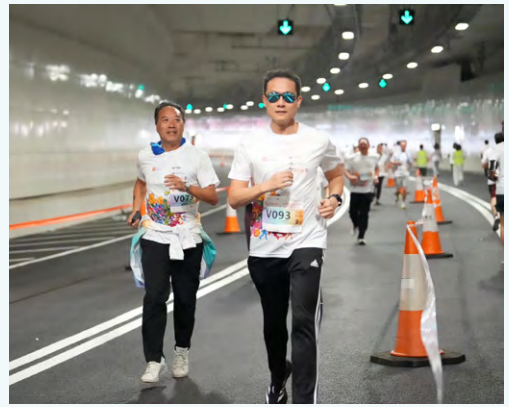
香港街馬 2025 – 中九龍繞道（油麻地段）
Hong Kong Streetathon 2025 — Central Kowloon Bypass (Yau Ma Tei Section)

領袖參賽以一同立下里程碑
Leaders Join the Run to Mark a Shared Milestone

賽事特別加入 2 公里長的「領袖跑」，運輸及物流局局長陳美寶女士、路政署署長邱國鼎先生聯同其他政府代表、行業領袖和專業團體的代表參與其中。近 100 位領袖以跑步形式象徵性地分享這項運輸基建項目的成果，令賽事別具意義。

A special two-kilometer "Leaders' Run" was introduced and joined by the Secretary for Transport and Logistics, Ms. Mable CHAN, the Director of Highways, Mr. Tony YAU, together with other government representatives, industry leaders, and delegates from professional bodies. Nearly one hundred leaders participated, symbolically sharing the achievement of this transport infrastructure through running, making the occasion particularly meaningful.









領袖和政府官員為特別加入的 2 公里長「領袖跑」揭開序幕
Leaders and government officials kicking off the special two-kilometer "Leaders' Run"

氣候應變行動 —
超前部署、果斷應對、迅速復原
Climate Resilience in Action —
Advanced Deployment, Decisive Response, and Swift Recovery



城門河沿岸行人隧道的水浸警告系統
Flood warning system at a pedestrian subway adjacent to the Shing Mun River

因應超強颱風樺加沙預計於二零二五年九月吹襲香港，本署主動啟動惡劣天氣預備框架，部署人手和機械，以確保可快速啟動緊急控制中心。為全面提升我們應對惡劣天氣的能力，本署實施了一系列有力的預防措施：

In anticipation of Super Typhoon Ragasa in September 2025, our Department proactively mobilised our severe weather preparedness framework. Personnel and machinery were deployed to ensure the swift activation of Emergency Control Centres (ECCs). To fully enhance our severe weather response capabilities, the Department executed a series of robust precautionary measures:



正進行風暴前清理排水渠的工作
Pre-storm drainage clearance underway

嚴格測試功能
Rigorous Functionality Testing

為行車隧道內的排水泵房設施、觀塘道下通道的水浸警告系統和城門河、林村河及大埔河沿岸 16 條行人隧道的水浸警告系統進行全面測試；

Conducted comprehensive testing on drainage pump house facilities in road tunnels, the flood warning system at the Kwun Tong Road Underpass, and flood warning systems at 16 pedestrian subways adjacent to the Shing Mun River, Lam Tsuen River, and Tai Po River;

進行針對性巡查和清理
Targeted Inspections and Clearance

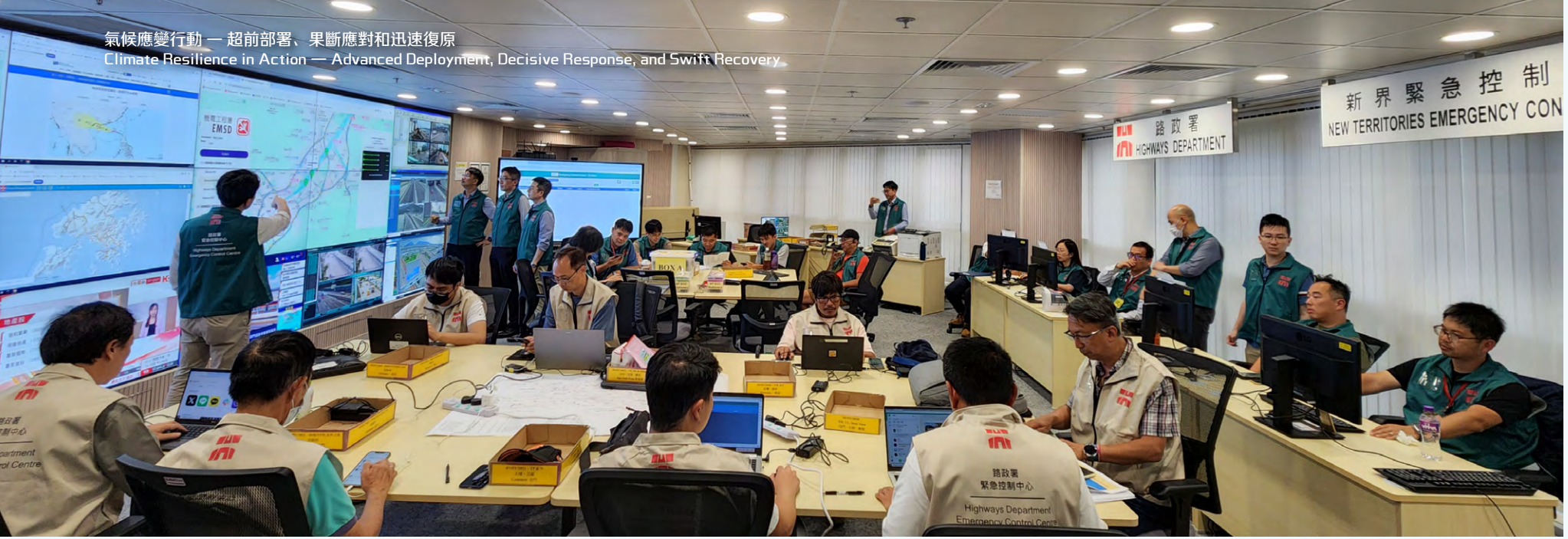
為極易受水浸威脅的公共道路和快速公路路段進行針對性巡查和清理；以及

Conducted targeted inspections and clearance operations: public roads and expressway sections highly prone to flooding; and

加強斜坡安全巡邏
Enhanced Slope Safety Patrols

加強巡邏和清理路旁人造斜坡上的排水渠以緩減山泥傾瀉風險。

Stepped up patrols and clearance of drainage channels on roadside man-made slopes to mitigate landslide risks.



氣候應變行動 — 超前部署、果斷應對和迅速復原
Climate Resilience in Action — Advanced Deployment, Decisive Response, and Swift Recovery

實時監察和靈活應急
Real-Time Monitoring and Agile Emergency Response

緊急控制中心啟動後，本署員工和道路維修承建商會實時監察主要公共道路，從而就風暴引致的緊急事故迅速協調應對措施。憑藉這些實時評估，我們可即時派出專業應急隊伍（包括專責的樹木清理和渠道清理小隊）處理緊急的危險狀況，例如塌樹和出現水浸的行車線。

Upon the activation of the ECCs, our staff and road maintenance contractors monitored major public roads in real time to coordinate swift responses to storm-induced emergencies. Backed by these real-time assessments, specialised emergency teams, including dedicated tree-clearing and drainage-clearing squads, were dispatched immediately to tackle urgent hazards, such as fallen trees and flooded traffic lanes.

為支援政府統一處理緊急事故，緊急控制中心亦與其他部門保持緊密溝通、分享道路堵塞情況的實時情報和協調聯合清理行動。

To support the Government's unified emergency handling, the ECCs also maintained close communication with other departments, shared real-time intelligence on road blockages, and coordinated joint clearance efforts.

全心全力進行風暴後的復原和修復工作
Dedicated Post-storm Recovery and Restoration

超強颱風樺加沙吹襲，導致全港各地大量樹木被吹至連根拔起，風暴後復原的工作極為艱巨。為盡快重開受影響的路線，我們的同事和承建商團隊在 8 號熱帶氣旋警告信號除下前數小時已開始在所有主要道路和主要巴士路線巡邏。

The onslaught of Super Typhoon Ragasa left a vast number of uprooted trees across the territory, making post-storm recovery a mammoth task. To reopen affected routes as quickly as possible, our colleagues and contractor teams commenced patrols of all major roads and key bus routes a few hours before the Tropical Cyclone Warning Signal No. 8 was lowered.

團隊孜孜不倦、徹夜工作逾 10 小時，處理數以千計的塌樹個案和清理大量道路障礙物。在他們的不懈努力下，所有主要交通動脈均成功在下一個工作天的早上繁忙時間前恢復通車。所有前線員工展現了出色的韌力和專業精神。

Working tirelessly overnight for over ten hours, they resolved thousands of fallen tree cases and cleared massive road obstacles. These dedicated efforts successfully restored traffic on all major transport arteries before the morning peak commuting hours of the next working day. All front-line staff members demonstrated outstanding resilience and professionalism.