

**CONTROLLING OFFICER'S REPLY**

**THB(T)050**

**(Question Serial No. 2625)**

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Railway Development

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the cost and staffing establishment involved in “taking forward the proposed railway schemes recommended under the Railway Development Strategy 2014” for 2014-15 and 2015-16? What is the current progress of the studies on the items under the schemes? According to the Highways Department (HyD), when will public consultation and application for funding from the Legislative Council for feasibility studies or other advance work in respect of individual projects be expected? When will the construction of the East Kowloon Line under the schemes be expected to formally commence?

Asked by: Hon WU Chi-wai (Member Question No. 20)

Reply:

The HyD has deployed in-house resources in 2014-15 and will do the same in 2015-16 to facilitate the implementation of the railway projects recommended in the Railway Development Strategy 2014 (RDS-2014).

We have started dialogue with the MTR Corporation Limited regarding the implementation of the Northern Link, the East Kowloon Line (EKL) and the Tuen Mun South Extension having regard to the indicative implementation window recommended in the RDS-2014. In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable, when the relevant details are available.

As stated in the RDS-2014, the indicative implementation window for planning purpose for the EKL is from 2019 to 2025. Nevertheless, the implementation of the individual railway projects is subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated assessment of passenger transport demand and availability of resources at the time.

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