

TLB016

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0264)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

The expenditure on highways maintenance in 2026 is only \$2.4 million more than 2025 (\$1,660 million minus \$1,657.6 million.). In this case, deep-level rehabilitation and replacement works cannot be conducted.

1. Does the Government have any 5-year plan on “rehabilitation programme for aging infrastructure”, similar to the Replacement and Rehabilitation Programme of Water Mains” implemented by the Water Supplies Department or increase the expenditure on highways maintenance significantly?
2. Will additional resources be allocated for the “white-to-black” road resurfacing works, i.e. applying a special bituminous layer on the existing deteriorated (uneven) concrete road surfaces to enhance aesthetics and improve driving safety, quietness and comfort substantially? If yes, what are the details? If not, what are the reasons?
3. Why did the expenditure on roadside slope works in 2025 drop to \$24.5 million? What are the reasons? If it is the result of insufficient resources in 2025, can the difference be recovered in 2026 to avoid any impacts on slope safety?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 34)

Reply:

1. Road maintenance works conducted by the Highways Department (HyD) can be generally classified as remedial repair works and planned maintenance works. Remedial repair works are carried out to repair damage identified during road inspections or damage reported or complained by the public, and such works include repairing potholes or repairing damages that may pose an immediate risk to traffic or pedestrians. Planned maintenance works mainly include road resurfacing and reconstruction. These works are usually of a larger scale and more costly, but can enhance road durability. The HyD has in place a regular road inspection mechanism, through which term contractors are engaged to carry out maintenance and repair works for the public roads and ancillary road facilities under its ambit. Expressways carrying high-speed traffic and high traffic are inspected daily, other

trunk roads are inspected every week while ordinary roads are inspected every 1 to 3 months respectively. The HyD's road inspection teams are required to conduct detailed inspections on all road types once every 6 months in order to collect information relating to surface and structural conditions of the road for planning medium to long-term repair works. Also, the HyD will formulate appropriate plans and schedules for repair and maintenance having regard to factors such as wear and tear of the roads, traffic flow and the surrounding environment, as well as the inconvenience that may be caused to the public (such as arranging for temporary traffic diversion measures involved in the repair works), in order to maintain the roads in good condition and safeguarding safety of road users. Under the existing mechanism, the HyD has kept posted of the latest road conditions and have flexibility to arrange appropriate maintenance works in a timely manner, formulate planned road maintenance works in upcoming 3 months to 1 year. At the same time, the HyD is proactively conducting studies on major rehabilitation works for aging public roads and taking into consideration comprehensive assessments on traffic impacts, environmental factors, resource arrangements, application of new material technologies etc, as well as seeking funding approval for the relevant rehabilitation works in a timely manner.

2. The HyD has recently introduced road surface material namely “Ultra-thin Overlay (UTO)” from Chinese Mainland. The bitumen used possesses higher viscosity and elasticity than the highly modified bitumen currently used in Hong Kong and the aggregates used called Diabase which is stronger and have higher abrasion resistant than the commonly used granite. The UTO is suitable for repairing both bituminous and concrete pavements. With a thickness of only about 20 mm, it reduces resource consumption and shortens construction time. The HyD successfully completed on-site trials paving schemes at two locations on Hong Kong Island in December 2025, namely Shing Tai Road in Chai Wan and the Wong Chuk Hang Road Flyover and the trials achieved satisfactory results. With the opening of the Central Kowloon Route (Yau Ma Tei Section), the traffic flow on Lung Cheung Road and Ching Cheung Road has decreased. The HyD is currently formulating appropriate temporary traffic arrangements with relevant departments and planning to launch a pilot scheme in this summer to resurface a 500-metre long road section of concrete pavement on Lung Cheung Road with UTO (i.e. the "White-to-Black" resurfacing works) to enhance driving comfort and road surface conditions. Upon confirming the feasibility of the pilot scheme, the HyD and relevant departments will further review the detailed construction arrangements and phasing arrangement of the subsequent large-scale road resurfacing at Lung Cheung Road and Ching Cheung Road. In the future, the HyD will use this material at appropriate locations according to the actual site conditions and needs to constantly enhance the road surface quality.

3. The actual and estimated expenditures for roadside slope works conducted by the HyD from 2024 to 2026 are tabulated as follows:

	<b>2024 (Actual)</b>	<b>2025 (Actual)</b>	<b>2026 (Estimated)</b>
Expenditures for roadside slope works	72.9	24.5	71.5

As the large-scale roadside slope works under the current contracts were substantially completed in late 2024 to early 2025 and came into the works maintenance period, the expenditure for 2025 mainly comprises payments for remaining works amount and minor remedial works. Therefore, the actual expenditure for 2025 is lower than 2024. New works contracts will be awarded and large-scale roadside slope works will be carried out in 2026, thus the estimated expenditure for 2026 will be resumed to the level in 2024.

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