

CONTROLLING OFFICER'S REPLY

TLB038

(Question Serial No. 0401)

Head: (60) Highways Department

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

Programme: (1) Capital Projects, (3) Railway Development

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

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the progress of the following railway and road improvement works, will the Government advise this Committee on the following:

- (1) Regarding the Tung Chung Line Extension, what are the latest progress, anticipated completion dates and target commissioning dates of? Will the Government consider to further extend the Tung Chung Line Extension to AsiaWorld-Expo? If yes, what are the details. If not, what are the reasons?
- (2) Regarding the provision of Pak Shek Kok Station on the East Rail Line, what are the latest progress, anticipated implementation dates and expenditures on the relevant detailed planning and works investigation, estimated construction costs and anticipated commissioning date of the station?
- (3) Regarding the two cross-border railway projects, i.e. the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) and Northern Link Spur Line, what are the latest progress, anticipated implementation dates and expenditures on the detailed planning and works investigation, estimated construction costs and anticipated commissioning dates?
- (4) Regarding the Improvement of Lion Rock Tunnel, what are the latest progress, relevant estimated construction costs, submission date of funding application to the Legislative Council and anticipated commissioning date?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 21)

Reply:

- (1) The construction of the major projects of the Tung Chung Line Extension (TUE) was commenced in May 2023. The projects are implementing as scheduled for target commissioning in 2029. The TUE will extend approximately 1.3 km from the existing Tung Chung Station to Tung Chung West and construct a railway station at the west of Yat Tung Estate, as well as constructing a new railway station at Tung Chung East Reclamation Area between Tung Chung Station and Sunny Bay Station, along with an

approximately 1.2 km-long track realignment, to provide railway services for the Tung Chung New Town Extension. Currently, passengers travelling to the AsiaWorld-Expo can take the Airport Express to reach the AsiaWorld-Expo Station. The Government has no plan to extend the TUE project to the AisaWorld-Expo on Airport Island.

- (2) The relevant government bureaux/departments are actively following up with the MTR Corporation Limited (MTRCL) on the integrated development at Pak Shek Kok, which would include the building of the Pak Shek Kok Station on the existing East Rail Line, reprovisioning of the Sports Centre of The Education University of Hong Kong (EdUHK) to a site near EdUHK's main campus, and provision of housing and associated facilities by making use of the land freed up from the reprovisioning of the EdUHK Sports Centre together with nearby lands suitable for housing development. The preparation work for the integrated development at Pak Shek Kok is in its final stage. The Government will continue to closely liaise with MTRCL, and will announce the development proposal of the integrated development as early as possible upon completing the internal procedures. Concurrently, the planning of the new railway station is being carried out. The target is to commission the new railway station by 2033.
- (3) In accordance with the vision of developing the "Greater Bay Area on the Rail", the Hong Kong Special Administrative Region Government and the Shenzhen Municipal People's Government continue to jointly take forward the two cross-boundary railway projects (the Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)(HSWRL) and the Northern Link (NOL) Spur Line) via the "Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure" (the Task Force). In order to enhance work coordination of the two places, the "Office for Implementing Cross-boundary Railway Projects" (the Office) and "Legal Group" were established earlier by the governments of the two places under the framework of the Task Force, so as to push forward the investigation, planning and design works, etc. of the two cross-boundary railway projects, as well as study and discuss the legal issues involved in the two projects.

Regarding the HSWRL, the Finance Committee of the Legislative Council approved a funding of \$303.8 million (money-of-the-day price) for the Hong Kong Section of the HSWRL in June 2025 for commencing investigation and design works. We are currently carrying out the design and relevant site investigation works, statutory procedures, financial assessments, etc. During this process, the construction cost for the Hong Kong section of the HSWRL will be estimated. We previously invited relevant contractors and operators to submit expressions of interest for the Hong Kong section of the HSWRL. The market response was positive, with over 80 submissions received. Our target is to have the Hong Kong section of the HSWRL with the technical conditions ready for tendering in 2027, followed immediately by detailed design and construction works. We strive for completion of the construction works in 2034, followed immediately by integrated testing and commissioning to realise the common goal of the two governments to commission the HSWRL in 2035.

Regarding the NOL Spur Line, we and the MTRCL executed Part 1 Project Agreement of the NOL project last year, taking forward the NOL Main Line and NOL Spur Line as one project through a holistic planning and phased implementation strategy, thereby

accelerating and enhancing the overall efficiency of the project, advancing the programme of the NOL Spur Line significantly by 2 years and strive for commissioning with the Main Line together by 2034 or earlier. The MTRCL has given priority in commencing the works that are more ready and time-critical, including the progressive commencement of the NOL Main Line works (for example the construction of launching shaft for tunnel boring machine) since October last year. The MTRCL is also conducting the detailed planning and design as well as the statutory procedures for the NOL Spur Line in parallel, including environmental impact assessment and railway scheme gazettal. The project cost will also be estimated during the detailed planning and design process.

- (4) Improvement of Lion Rock Tunnel project is currently at design stage. The Government will continue to review the cost-effectiveness of the project and implement the project in a timely and orderly manner according to priority and urgency.

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