

TLB042

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2104)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Railway Development
Controlling Officer: Director of Highways (YAU Kwok-ting)
Director of Bureau: Secretary for Transport and Logistics

Question:

The Highways Department measures the completion progress of various railway projects based on the ratio of cumulative expenditure to the total project cost (such as the target of the Tung Chung Line Extension is 54% and the target of the Tuen Mun South Extension is 50%). In this connection, will the Government advise this Committee on the following:

1. The projects, i.e. the Tung Chung Line Extension, Tuen Mun South Extension, Hung Shui Kiu Station and Oyster Bay Station are anticipated to be completed successively starting from next year. Please provide the latest information on (i) the percentages of overall project progress, (ii) the actual expenditures incurred, and (iii) the surplus or overrun status relative to the approved project estimates of the aforesaid projects as at the end of March 2026.
1. The target of Part I of Northern Link Project (percentage of completion since the commencement of works) in 2026 is 10%. Does this account for the efficiency gains from adopting the new railway standards? If not, when does the Government expect to reflect these benefits and update the performance targets?

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 78)

Reply:

1. As of the end of February 2026, the overall project progress for the Tung Chung Line Extension, Tuen Mun South Extension, Hung Shui Kiu Station and Oyster Bay Station are 44%, 36%, 20% and 35% respectively. The progress of the aforesaid railway projects are all in line with the planned works programme. The Government will continue to monitor the construction progress of the MTR Corporation Limited (MTRCL).

The aforesaid railway projects are implemented by the MTRCL under the ownership approach. The MTRCL is responsible for the financing, design, construction, operation, and maintenance of these projects, which do not involve government funding.

2. The new Hong Kong Railway Standards promulgated by the Highways Department (HyD) facilitate the use of a broader selection of advanced construction technologies, construction materials, equipment and railway systems for railway projects depending on individual circumstances and needs, provide clear technical specifications as the approval basis of the supervisory authorities, and also facilitate the formulation and optimisation of work processes by the industry, driving the new railway projects of Hong Kong with enhanced speed and efficiency.

The Northern Link (NOL) Project is of significant scope and complexity. While making every effort to implement the more ready and more urgent works in Part 1 of the Project, we are simultaneously proceeding with the detailed planning and design as well as the statutory procedures for Part 2, which includes the cross-boundary section. The planned completion percentage for Part 1 of the NOL Project in 2026, as stated under Programme (3), is a forecast based on available information. As the Project's design and construction reach a more ready stage, we will have more updated estimates on the benefits brought by the Hong Kong Railway Standards. We will continue to review the latest progress and implementation programme of the NOL Project and reflect them appropriately in future Controlling Officer's Reports.

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