

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2334)

Head: (60) Highways Department

Subhead (No. & title): (000) Operational expenses

Programme: (3) Railway Development

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

Director of Bureau: Secretary for Transport and Logistics

Question:

1. Regarding the performance indicators for 2026-27, please list the descriptions, total expenditures and expenditure estimates within the year of the following 4 items in a table:
 - (i) 9 capital projects under design and construction entrusted to the railway corporation or other agencies; and
 - (ii) 9 studies and other tasks carried out by consultants.
2. Please list the 131 transport and planning studies with railway planning input provided by the Highways Department.
3. It was mentioned in the “Matters Requiring Special Attention in 2026–27” that the investigation and design for the Smart and Green Mass Transit System in East Kowloon and the Hong Kong Section of Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) would be carried out. In the Capital Works Reserve Fund, the estimate for 6067TR and 6070TR for 2026-27 is roughly \$48 million and \$112 million respectively. What are the purposes of the 2 expenditure items and the progress of the investigation and design works?
4. What are the routes that are “protected for the recommended railway projects and other longer term proposals”? Will land resumption be involved in the progress and the funding application required within the year?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 32)

Reply:

1. (i) The capital projects under design and construction entrusted to the railway corporation or other agencies by the Highways Department (HyD) are tabulated below:

| | Projects | Total project estimate (\$ million) | Expenditure estimates in 2026-27 (\$ million) |
|---|--|-------------------------------------|---|
| 1 | 6051TR Shatin to Central Link (SCL) – design and site investigation | 2,407.5 | 1.2 |
| 2 | 6052TR Hong Kong section of the Guangzhou - Shenzhen - Hong Kong Express Rail Link (XRL) – design and site investigation | 2,733.0 | 0.1 |
| 3 | 6053TR XRL – construction of railway works | 70,070.6 | 30.3 |
| 4 | 6056TR South Island Line (East) (SIL(E)) – Essential Public Infrastructure Works (EPIW) | 1,213.2 | 2.2 |
| 5 | 6057TR XRL – construction of non-railway works | 16,015.0 | 30.2 |
| 6 | 6061TR SCL – construction of railway works – remaining works | 74,130.1 | 432.5 |
| 7 | 6062TR SCL – construction of non-railway works –remaining works | 7,350.1 | 39.3 |
| 8 | 6063TR SCL – construction of railway works – advance works | 7,102.6 | 0.1 |
| 9 | 6064TR SCL – construction of non-railway works –advance works | 1,448.2 | 0.1 |

(ii) The 9 studies carried out by consultants are as follows:

| | Consultancy studies | Total estimate (\$ million) | Expenditure estimates in 2026-27 (\$ million) |
|---|--|-----------------------------|---|
| 1 | Smart and Green Mass Transit System in East Kowloon - Investigation, Design and Construction | 173.8 | 32.9 |
| 2 | Hong Kong Section of Hong Kong - Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai) - Investigation, Design and Construction | 158.0 | 54.0 |

| | Consultancy studies | Total estimate (\$ million) | Expenditure estimates in 2026-27 (\$ million) |
|---|--|---|---|
| 3 | Shatin to Central Link (SCL) - Monitoring and Verification for Construction, Testing and Commissioning Phase - Investigation | 275.6 | 0.4 |
| 4 | Shatin to Central Link (SCL) Professional Services in connection with the Service Concession for the Operation of the SCL - Investigation | 9.5 | 0.1 |
| 5 | Consultancy Services for Risk Assessment in relation to Project Supervision, Monitoring and Checking for Tuen Mun South Extension, Northern Link Phase 1 Kwu Tung Station and Hung Shui Kiu Station Projects - Investigation | 10.5 | 1.8 |
| 6 | Consultancy Services for Risk Assessment in relation to Project Supervision, Monitoring and Checking for Tung Chung Line Extension, Oyster Bay Station and Airport Railway Extended Overrun Tunnel Projects – Investigation | 10.6 | 1.4 |
| 7 | Consultancy study on Independent Checking of the Financial Arrangement of Part 2 of the Northern Link Project – Investigation | 9.6 | 5.9 |
| 8 | Professional Support for Implementation of Building Control Mechanism for Projects of Cross-boundary Railways and Smart and Green Mass Transit Systems – Investigation | 6.5 | 3.6 |
| 9 | Consultancy study on Independent Checking of the Financial Arrangement of Pak Shek Kok Station – Investigation | To be confirmed (subject to the result of the tendering exercise) | To be confirmed (subject to the result of the tendering exercise) |

2. The Highways Department (HyD) provides technical support for the parts that involve railway planning in the planning and engineering studies carried out by various bureaux, departments and organisations. The HyD is anticipated to provide support for 131 studies in 2026. These studies mainly involve the development and infrastructure planning carried out for different districts of Hong Kong, including the planning studies on new development areas, the investigation and engineering studies on new infrastructures, the engineering studies on road improvement, etc. The details are tabulated below:

| Relevant bureaux, departments or organisations | No. of study items (Nos.) |
|---|---------------------------|
| Civil Engineering and Development Department | 71 |
| Drainage Services Department | 9 |
| Highways Department | 31 |
| Transport Department | 6 |
| Water Supplies Department | 3 |
| Others (including the Development Bureau, Innovation, Technology and Industry Bureau, Architectural Services Department, Buildings Department, Electrical and Mechanical Services Department, Planning Department, MTR Corporation Limited, Urban Renewal Authority, etc.) | 11 |

3. Item 6067TR is for carrying out the investigation and design, as well as the relevant site investigation works for the Smart and Green Mass Transit System in East Kowloon. The relevant works commenced in July 2024 after funding approval was obtained from the Finance Committee of the Legislative Council (LegCo). The estimate for the item for 2026-27 is mainly for the relevant consultancy contract's expenditure. The Government plans to invite tenders for the Smart and Green Mass Transit System in East Kowloon in 2026, with the target of commissioning by 2033.

Item 6070TR covers the investigation and design works, as well as the relevant site investigation works for the Hong Kong Section of Hong Kong - Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai)(HSWRL). Funding was approved from the Finance Committee of the LegCo in June 2025, and the works commenced thereafter. The estimate for the item for 2026-27 is mainly for the payment of the design and the relevant site investigation works, statutory procedures, financial assessments, etc. that are being carried out currently. Our target is to have the Hong Kong Section of the HSWRL with technically 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 of two places to commission the HSWRL in 2035.

4. Regarding the Matters Requiring Special Attention in 2026–27 “to undertake route protection of the recommended railway projects and other longer term proposals”, the projects involved include the HSWRL, Part 2 of the Northern Link (NOL) project, South Island Line (West), Tseung Kwan O Line Southern Extension, Central Rail Link, Northern Link Eastern Extension, Northeast New Territories Line, etc. It is anticipated that some of the projects above will involve land/stratum resumption.

Part 2 of the NOL project, South Island Line (West) and Tseung Kwan O Line Southern Extension are planned to be implemented under the ownership approach. Under this framework, the Government grants property development rights to the railway corporation to bridge funding gap of the project. The railway corporation will be responsible for the financing, design, construction, operation and maintenance of the project, and ultimately owns the project. This arrangement does not involve government capital works

expenditure. As for the remaining projects, the Government will examine the implementation and financial arrangement for each railway project on a case-by-case basis, taking into account their construction and operation details, as well as the project's uniqueness and individual circumstances. The detailed arrangements are yet to be confirmed.

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