

TLB040

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2606)

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:

Paragraph 224 of the Budget Speech mentions that “we are taking forward the Northern Link Main Line and Spur Line at full steam for commissioning simultaneously by 2034 or earlier. We are also actively taking forward the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) project, with the target of inviting tender for its detailed design and construction next year and commissioning in 2035. In this connection, will the Government advise this Committee on the following:

1. Is there a preliminary budget for the overall construction costs of the Hong Kong section of the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)? If yes, what are the details?
2. What are the current expenditures for the Northern Link Main Line and Spur Line? Please list the expenditures in detail.

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 7)

Reply:

The Highways Department (HyD) commenced the investigation and design for the Hong Kong section of the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) in mid-2025. The HyD is 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 project will be estimated.

The Northern Link (NOL) project (including the NOL Main Line and Spur Line) is being implemented by the MTR Corporation Limited (MTRCL) under the ownership approach via the “Rail-plus-Property” model. Under this framework, the Government will grant property development rights to the MTRCL to bridge the funding gap of the project. The MTRCL is responsible for the financing, design, construction, operation, and maintenance of the new railway projects and will ultimately own the railway. No government capital works funding is involved. The Transport and Logistics Bureau and the MTRCL entered into part 1 of the project agreement of the NOL project in July 2025, which stipulated that the Government

would provide a funding support of \$39.05 billion (in money-of-the-day prices) to the MTRCL. As for part 2 of the NOL project, the HyD is currently reviewing the relevant detailed planning and design schemes, and the required funding support will be determined later.

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