

CONTROLLING OFFICER'S REPLY

TLB277

(Question Serial No. 3389)

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:

It is indicated in the “Matters Requiring Special Attention in 2026-27” that the Highways Department would continue to carry out investigation and design for the Hong Kong Section of Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and discuss with the Shenzhen authorities on its implementation. Please advise this Committee on the following:

- (1) Whether the Hong Kong and Shenzhen governments have reached a consensus on the cost-sharing mechanism for the construction of the cross-boundary railway bridges/tunnels? If yes, what are the details?
- (2) Whether the Government has reached a preliminary conclusion with the Shenzhen authorities on the operating model of the said railway projects?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 41)

Reply:

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 cross-boundary railway projects (including the Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)(HSWRL)) via the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (the Task Force). In order to strengthen work coordination between the two sides, the “Office for Implementing Cross-boundary Railway Projects” (the Office) and “Legal Group” were established earlier by the two governments under the framework of the Task Force, so as to take forward the investigation, planning and design works, etc. of the cross-boundary railway projects, as well as study and discuss the legal issues involved in the two projects.

The two governments agreed to adopt “Concurrent construction, unified operation” approach to take forward the next stage of work of the HSWRL, under which Hong Kong and Shenzhen will first concurrently conduct the design and construction of their respective sections, and subsequently engage a single operator to undertake unified operation and procurement of

railway systems for the entire line, with a view to enhancing the cost effectiveness as well as operational efficiency and flexibility of the HSWRL.

Regarding the sharing of construction costs of the HSWRL, the two governments have reached a preliminary consensus that the expenditures of project parts with clear territorial boundaries, such as railway stations and tunnels, will be borne by each side on a territorial basis. As for the cost of the shared facilities of the entire line, such as trains and signalling systems, will be equally shared by the two sides. The two governments will continue to discuss the detailed arrangements through the Task Force and the Office.

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