

**CONTROLLING OFFICER'S REPLY**

**TLB275**

**(Question Serial No. 3571)**

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:

Regarding the implementation of railway projects in Hong Kong, will the Government advise this Committee on the following:

1. What are the respective (i) commencement dates; (ii) anticipated completion dates; (iii) estimated construction costs; (iv) approved project estimates; (v) length of the railway; (vi) cost per kilometre; (vii) estimated Economic Internal Rate of Return; (viii) studies on investigation, design and construction (if applicable); and (ix) additional funding/extra costs (if applicable) and (x) departments responsible for implementing the railway projects?

Railway Projects	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)	(x)
Tung Chung Line Extension										
Tuen Mun South Extension										
Northern Link Phase 1 Kwu Tung Station										
Northern Link Main Line (Phase 2)										
Northern Link Spur Line										
Northern Link Eastern Extension										
Hung Shui Kiu Station										
South Island Line (West)										
Smart and Green Mass Transit System in East Kowloon										
Kai Tak Smart and Green Mass Transit System										
Hung Shui Kiu/Ha Tsuen Smart and Green Mass Transit System (Phase 1)										

Hung Shui Kiu/Ha Tsuen Smart and Green Mass Transit System (Remaining Phase)										
Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai)										
Green Transport Corridor from Tsim Bei Tsui to Pak Nai										
Central Rail Link										
Lo Wu South Station of East Rail Line										
Central Rail Link										
Tseung Kwon O Line Southern Extension										
Science Park/Pak Shek Kok Station										
Oyster Bay Station										
Hong Kong Island West - Hung Shui Kiu Rail Link										
Northeast New Territories Line										
Kau Yi Chau Artificial Islands Green Mass Transit System										

2. What are the manpower, establishments and expenditures involved in the implementation and monitoring of the aforesaid railway projects by relevant government departments? How can the Government ensure that the works are implemented and completed on time, and that there are sufficient manpower and resources to implement various railway projects?
3. Did the Government develop a set of performance indicators in respect of safety, quality, project duration and cost control for new railway projects and railways in operation? If yes, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 46)

Reply:

1. The detailed information on the railway projects mentioned in question is listed in **Annex**.
1. The establishments involved in the implementation and monitoring of railway projects by the Highways Department (HyD) (as at 1 March 2026) are as follows:

<b>Grade</b>	<b>No. of permanent posts</b>	<b>No. of time-limited posts</b>
Directorate	7	3
Professional	95	46

<b>Grade</b>	<b>No. of permanent posts</b>	<b>No. of time-limited posts</b>
Technical	31	-
General	31	3

The salary expenditures of the aforesaid posts in 2026-27 (in terms of notional annual mid-point salary value) are approximately \$220 million.

For those railway projects not currently implemented by the HyD, we do not have the breakdown figures of staff members and salaries involved because the subject staff members also undertake other responsibilities.

Based on the latest planning information and the implementation progress of all the major transport infrastructure projects being constructed and planned, the Government will holistically review the delivery programme of the transport infrastructure projects with a view to implementing the various projects progressively to meet the transport and logistic demands in Hong Kong. The Government, taking into account the planning and implementation work for each railway project, will review the manpower requirements of relevant departments as necessary and redeploy resources through established mechanisms. The Government would also monitor the performance of the MTR Corporation Limited (MTRCL) during the project implementation and remind the MTRCL to deploy adequate manpower resources to implement the projects as scheduled while ensuring safety and quality.

2. When implementing new railway projects, the Government will implement enhanced monitoring and control strategies in the projects, including (a) enhanced project supervision and communication platforms; (b) strengthened monitoring and checking levels; (c) incorporate the new “project safety review” process; (d) establish the proactive reporting and early warning mechanism; (e) oversee the project delivery performance monitoring of MTRCL; and (f) building-up collaborative culture, to ensure that the new railway projects comply with construction quality and are completed on-time. The HyD has formulated a set of performance indicators to review the performance of the MTRCL regularly on various aspects of safety, quality, environmental protection, project duration, design management and review as well as communication with stakeholders.

Moreover, the Electrical and Mechanical Services Department (EMSD) is responsible for the regulation of the safety of railway operations and adopts the “risk-based” method with reference to past records to more strictly monitor, vet, inspect and check, and assess those areas (such as the components and equipment of individual railway system) that pose a higher risk to the safe operation of the railway. Among these, inspecting and checking the railway facilities and systems is the major performance indicator for regulating the safe operation of the railway.

**Detailed Information of the Railway Projects**

<b>Railway Projects</b>	<b>(i)</b> Commencement date	<b>(ii)</b> Anticipated completion date	<b>(iii)</b> Estimated construction cost	<b>(iv)</b> Approved project estimate	<b>(v)</b> Length of the railway	<b>(vi)</b> Cost per kilometre (Note 1)	<b>(vii)</b> Estimated Economic Internal Rate of Return	<b>(viii)</b> Studies on investigation, design and construction (if applicable)	<b>(ix)</b> Supplementary budget/amount of cost overrun (if applicable)	<b>(x)</b> Department responsible for the implementation
Tung Chung Line Extension	Commenced in 2023	2029	\$19.5 billion (in December 2020 prices)	See Note 2	About 2.5 km	N.A.	3.9%	Undertaken by MTRCL	N.A.	HyD
Tuen Mun South Extension	Commenced in 2023	2030	\$15.8 billion (in July 2023 prices)	See Note 2	About 2.4 km	N.A.	0.6%	Undertaken by MTRCL	N.A.	HyD
Oyster Bay Station	Commenced in 2023	2030	\$3.8 billion (in June 2022 prices)	See Note 2	N.A.	N.A.	N.A.	Undertaken by MTRCL	N.A.	HyD
Hung Shui Kiu Station	Commenced in 2024	2030	\$6.639 billion (in September 2024 prices)	See Note 2	N.A.	N.A.	5.7%	Undertaken by MTRCL	N.A.	HyD

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Kwu Tung Station on the East Rail Line	Commenced in 2023	2027	\$5.9 billion (in July 2023 prices)	See Note 2	N.A.	N.A.	6.5%	Undertaken by MTRCL	N.A.	HyD
Northern Link (NOL) project (including Main Line and Spur Line)	Part 1 of the NOL Project (Note 3): 2025 Part 2 of the NOL Project: to be confirmed	To commission the NOL Main Line and Spur Line together by 2034 or earlier	Part 1 of the NOL project: \$31.4 billion (in July 2025 prices) Part 2 of the NOL project: to be confirmed	See Note 2	NOL Main Line: about 10.7 km NOL Spur Line: about 6.2 km	N.A.	to be confirmed	Undertaken by MTRCL	N.A.	HyD

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Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) (HSWRL)										HyD	
	The total length of HSWRL is about 18.1 km, of which the Hong Kong section is about 7.3 km long. The Finance Committee of the Legislative Council approved a funding of \$303.8 million (money-of-the-day price) in June 2025 for commencing investigation and design works for the Hong Kong section of the HSWRL. We are currently carrying out the design and relevant site investigation works, statutory procedures, financial assessments, etc. During the process, the construction cost and the economic internal rate of return for the Hong Kong section of the HSWRL will be estimated. Our target is to have the Hong Kong section of the HSWRL technically ready for tendering in 2027 so that the detailed design and construction works can commence as soon as possible. We strive for completion of the construction works of the Hong Kong section of HSWRL in 2034, followed immediately by integrated testing and commissioning to realise the common goal of the two governments to commission the HSWRL in 2035.										HyD
Smart and Green Mass Transit System in East Kowloon										HyD	
South Island Line (West)	Advance construction works anticipated to commence in 2027	Before 2034	See Note 4	See Note 4	About 7.5 km	N.A.	See Note 4	Undertaken by MTRCL	N.A.	HyD	

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Pak Shek Kok Station	<p>The Government announced in 2021 that it would carry out study on the construction of the Pak Shek Kok Station on the East Rail Line and the integrated development at Pak Shek Kok. 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.</p>									
Tseung Kwan O Line Southern Extension	<p>The project comprises the construction of railway of about 4 km in length to connect the Lohas Park Station to Area 137. The MTRCL submitted the proposal in December 2025. The HyD is currently reviewing the MTRCL's proposal and has been liaising closely with the MTRCL. The details of the project are yet to be confirmed.</p>									
Central Rail Link	<p>This project comprises the construction of railway of about 17 km in length to connect Kam Tin to Kowloon Tong. The details of the project are yet to be confirmed.</p>									
Northern Link Eastern Extension	<p>This project comprises the construction of railway of about 9.5 km in length to connect Kwu Tung Station (under construction) to Ping Che. The actual alignment and implementation timetable of the project will depend on the land use planning and works timetable of the development projects such as the New Territories North New Town, etc. Therefore, the details of the project are yet to be confirmed.</p>									

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Northeast New Territories Line	The project comprises the construction of railway which is about 8.5 km in length to connect Fanling Station to Heung Yuen Wai through Ping Che. The actual alignment and implementation timetable of the project will depend on the land use planning and works timetable of the development projects such as the New Territories North New Town, etc. Therefore, the details of the project are yet to be confirmed.									
Lo Wu South Station of East Rail Line	The planning and engineering study for the New Territories North New Town and Man Kam To currently being carried out by the Government covers the Lo Wu South area. The Government will formulate relevant transport infrastructure subject to the planning of the proposed land use and its transport needs in order to cope with future development needs. The relevant study is still underway and further information of the project is hence not available at this stage.									

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Kai Tak Smart and Green Mass Transit System	Anticipated to award the contract within 2026	2031	Note 2	Note 2	3.5 km	N.A.	Yet to be confirmed	Investigation study and preliminary design completed. The franchisee would be responsible for the detailed design and construction study.	N.A.	Civil Engineering and Development Department (CEDD)

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Smart and Green Mass Transit System in Hung Shui Kiu/Ha Tsuen New Development Area										CEDD
Kau Yi Chau Artificial Islands Green Mass Transit System										CEDD
Hong Kong Island West-Hung Shui Kiu Rail Link										CEDD

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Green Transport Corridor from Tsim Bei Tsui to Pak Nai	The Government is currently exploring the use of suitable green public transportation mode at green transport corridor.									

Note 1: The works involved in various projects are not the same. Apart from the constructions works of railway facilities, some projects may also involve construction of non-railway works, such as reprovisioning of affected facilities, improvement works and enabling works etc. Therefore, it is not suitable to compare by unit cost per kilometre.

Note 2: The Tung Chung Line Extension, Tuen Mun South Extension, Kwu Tung Station on the East Rail Line, Hung Shui Kiu Station and Northern Link project are implemented by the MTRCL through the “Rail-plus-Property” model. Also, the construction cost of the Oyster Bay Station is deducted from the land premium, while the Kai Tak Smart and Green Mass Transit System is implemented through a “transit-oriented development” (TOD) approach. Therefore, no government funding is involved.

Note 3: Part 1 of the NOL project includes the civil and structural works of two sections of the NOL Main Line, which are from the Kam Sheung Road Station to the approaching tunnels to the Ngau Tam Mei Depot, and from the San Tin Station to the Kwu Tung Station, as well as the detailed planning and design of the NOL Spur Line. Part 2 of the project covers the remaining sections of the NOL Main Line, the Ngau Tam Mei Depot, the NOL Spur Line from the San Tin Station to the Huanggang Port Station, system-wide electrical and mechanical works and rolling stock, as well as the operation and maintenance of the NOL project upon its commissioning.

Note 4: The detailed planning and design of the South Island Line (West) is underway. The Government will negotiate with the MTRCL on the financing arrangement of the project based on the ownership approach and the “Rail-plus-Property” model. The construction cost of the project is yet to be confirmed.

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