

Head 60 — HIGHWAYS DEPARTMENT

Controlling officer: the Director of Highways will account for expenditure under this Head.

Estimate 2026–27	\$4,705.8m
Establishment ceiling 2026–27 (notional annual mid-point salary value) representing an estimated 2 437 non-directorate posts as at 31 March 2026 reducing by 70 posts to 2 367 posts as at 31 March 2027	\$1,519.6m
In addition, there will be an estimated 35 directorate posts as at 31 March 2026 and 31 March 2027.	
Commitment balance	\$18.3m

Controlling Officer’s Report

Programmes

Programme (1) Capital Projects	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics), Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development) and Policy Area 23: Environmental Protection, Conservation, Power and Sustainable Development (Secretary for Environment and Ecology).
Programme (2) District and Maintenance Works	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics), Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development) and Policy Area 24: Water Supply, Drainage and Slope Safety (Secretary for Development).
Programme (3) Railway Development	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics).
Programme (4) Technical Services	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics), Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development) and Policy Area 24: Water Supply, Drainage and Slope Safety (Secretary for Development).

Detail

Programme (1): Capital Projects

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	631.7	625.0	626.5 (+0.2%)	628.8 (+0.4%)
				(or +0.6% on 2025–26 Original)

Aim

2 The aim is to expand and improve the road network in order to meet the growth in traffic demand, serve new development areas and facilitate the movement of people and goods both within the territory and across the boundary in accordance with approved programmes and at the same time contribute towards sustainable development.

Brief Description

3 The Department is responsible for the implementation of highway projects in the Public Works Programme. This involves the planning, investigation, design and supervision of the construction of roads, bridges, tunnels and traffic noise mitigation measures, using in-house resources as well as consultants.

4 In 2025, the Department generally achieved its performance targets. The Department spent about \$6,536 million on road infrastructure projects, including:

Works commenced/in progress —

- noise enclosures at Gascoigne Road Flyover;
- provision of barrier-free access facilities for existing footbridges, elevated walkways and subways under the “Universal Accessibility” Programme;
- two hillside escalator links and elevator systems projects in Kwai Chung and Braemar Hill;
- flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road;
- improvement works at Tsuen Tsing Interchange; and
- dualling of Hiram’s Highway from Marina Cove to Sai Kung Town.

Works completed for commissioning —

- Central Kowloon Route;
- lift and pedestrian walkway system between Saddle Ridge Garden and Sai Sha Road;
- lift and pedestrian walkway system between Tai Loong Street and Wo Yip Hop Road, Kwai Chung;
- retrofitting of noise barriers on Po Lam Road North between its junction with Po Hong Road and Po Ning Road, Po Ning Road and Po Lam Road North near King Ming Court;
- footbridge near MTR Kowloon Bay Station Exit A; and
- footbridge connecting Morse Park No. 3 and No. 4, Wong Tai Sin.

5 On the planning side, the Department:

- took forward/continued with the investigation and design for the following highway projects:
 - Northern Metropolis Highway;
 - Route 11 (section between Yuen Long and North Lantau);
 - Tsing Yi – Lantau Link;
 - Tuen Mun Bypass;
 - widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen);
 - walkway cover projects connecting to public hospitals;
 - extension works to Lung Fu Road and Hoi Wing Road in Tuen Mun;
 - improvement to Kam Sheung Road;
 - improvement to Fan Kam Road;
 - improvement to Lion Rock Tunnel;
 - widening of Tsuen Wan Road and associated junction improvement works;
 - widening of T6 Bridge of Tate’s Cairn Highway in Sha Tin;
 - slip road from Rumsey Street Flyover to Pedder Street Underpass;
 - upgrading of remaining sections of Kam Tin Road and Lam Kam Road;
 - footbridge system along Tai Chung Road and Hoi Shing Road in Tsuen Wan;
 - pedestrian link between MTR City One Station and Prince of Wales Hospital; and
 - retrofitting of noise barriers on existing roads in Hong Kong.
- continued with the investigation and design for provision of barrier-free access facilities for existing footbridges, elevated walkways and subways under the “Universal Accessibility” Programme;
- continued with the investigation and design for hillside escalator links and elevator systems projects; and
- continued with the design works for the pedestrian environment improvement schemes in Yuen Long Town, Causeway Bay and Mong Kok.

Head 60 — HIGHWAYS DEPARTMENT

6 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
maintaining cost of capital projects within approved project estimate (%) ϕ	100	100	100	100
capital projects with expenditure incurred in the scheduled year (%).....	100	86	94 Ω	100
works contracts commenced in accordance with agreed programmes (%).....	90	100	100	90
works contracts completed in accordance with agreed programmes (%).....	95	79	100	95

ϕ This target refers to the ability of the Department to maintain the cost of projects within the latest project estimate approved by the Finance Committee. This is one of the Department's prime objectives in the monitoring of the delivery of capital works projects.

Ω In 2025, expenditure was not incurred as scheduled on three out of 53 capital projects due to longer time required for account finalisation.

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
capital projects under design and construction by in-house staff			
(no.).....	40	41	43
(\$m).....	2,269.9	2,093.5	2,177.4
consultants			
(no.).....	279	228	212
(\$m).....	211,813.4	212,151.9	164,036.5
expenditure in the year on capital projects under design and construction by			
in-house staff (\$m).....	848.8	769.4	807.8
consultants (\$m).....	11,307.6	8,912.5	5,374.6
works contracts commenced.....	8	4	6
works contracts completed.....	11	11	4

Matters Requiring Special Attention in 2026–27

7 During 2026–27, the Department will:

- take forward/continue to take forward the construction of the following key highway projects:
 - noise enclosures at Gascoigne Road Flyover;
 - provision of barrier-free access facilities for existing footbridges, elevated walkways and subways under the “Universal Accessibility” Programme;
 - two hillside escalator links and elevator systems projects in Kwai Chung and Braemar Hill;
 - improvement works at Tsuen Tsing Interchange;
 - dualling of Hiram’s Highway from Marina Cove to Sai Kung Town; and
 - flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road.
- commence/continue with the planning of highway projects, including:
 - Northern Metropolis Highway;
 - Shatin Bypass;
 - Route 11 (section between Yuen Long and North Lantau);
 - Tsing Yi – Lantau Link;
 - Tuen Mun Bypass;
 - widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen);
 - widening of T6 Bridge of Tate’s Cairn Highway in Sha Tin;
 - extension works to Lung Fu Road and Hoi Wing Road in Tuen Mun;

Head 60 — HIGHWAYS DEPARTMENT

- improvement to Fan Kam Road;
- improvement to Lion Rock Tunnel;
- widening of Tsuen Wan Road and associated junction improvement works;
- footbridge system along Tai Chung Road and Hoi Shing Road in Tsuen Wan;
- upgrading of remaining sections of Kam Tin Road and Lam Kam Road;
- improvement to Kam Sheung Road;
- retrofitting of noise barriers on existing roads in Hong Kong;
- provision of barrier-free access facilities for existing footbridges, elevated walkways and subways under the “Universal Accessibility” Programme;
- hillside escalator links and elevator systems projects;
- pedestrian environment improvement schemes in Yuen Long Town, Causeway Bay and Mong Kok; and
- walkway cover projects connecting to public hospitals.

Programme (2): District and Maintenance Works

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	2,322.4	2,806.1	2,597.7 (–7.4%)	2,912.4 (+12.1%)
				(or +3.8% on 2025–26 Original)

Aim

8 The aim is to maintain the integrity of the road network with particular emphasis on safety and serviceability, and implement local road infrastructure works to facilitate and cope with the public and private sector developments.

Brief Description

9 The Department is responsible for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes. Other major areas of responsibility include co-ordination and control of openings on public roads, attendance to emergencies such as typhoons, rainstorms, landslips and road subsidence, minor improvements to roads and reconstruction or rehabilitation of road pavements.

10 The Department is also involved in the planning and administration of road infrastructure through commenting on town plans, land allocations and leases, and public and private sector development proposals. The Department also provides technical advice to the Government and private sector developers on road matters and carries out local road works to match development.

11 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
responding to public enquiries and complaints within seven working days (%).....	100	99.9	99.9	100
clearing obstructions on expressways				
(i) arrive at reported location within 90 minutes upon receipt of a report (%).....	95@	100	100	95
(ii) clear the road obstructions within five hours upon receipt of a report (%).....	95	100	100	95
(iii) clear the road obstructions within eight hours upon receipt of a report (%).....	100	100	100	100
rectifying untidy and unclean roadwork sites within three working days (%).....	100	100	100	100

Head 60 — HIGHWAYS DEPARTMENT

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
displaying the purpose and the anticipated completion date of roadworks on site (%).....	100	100	100	100
repairing holes on road surface				
(i) within 24 hours (%).....	95	100	99.9	95
(ii) within 48 hours (%).....	100	100	100	100
repairing traffic signs				
(i) within 36 hours (%).....	95	100	100	95
(ii) within 48 hours (%).....	100	100	100	100
issuing road excavation permits to public utilities/road works permits within				
(i) five working days (%)#.....	95	—	100	95
(ii) eight working days (%).....	99 [ⓐ]	100	100	99
(iii) ten working days (%)‡.....	99	100	—	—
issuing expressway works permits to public utilities within				
(i) eight working days (%)#.....	100	—	100	100
(ii) 12 working days (%)¶.....	100	100	—	—
providing temporary pedestrian facilities where roadworks affect existing pedestrian routes (%).....	100	100	100	100
cleansing all footbridges and subways at least once per quarter (%).....	100	100	100	100
carrying out routine inspections on expressways (by vehicle) once every day (%)	100	100	100	100
carrying out routine inspections on trunk roads (by vehicle) once every seven days (%).....	100	100	100	100
carrying out routine inspections on primary distributors (by vehicle) once per month (%).....	100	100	100	100
inspection of highway structures and government road tunnels, including six-monthly superficial inspection, biennial general inspection and principal inspection to meet the capital project/maintenance programme (%)	100	100	100	100
inspecting/cleansing traffic signs, directional signs and removing overgrown vegetation on expressways at least twice per year (%)	100	100	100	100
inspecting/cleansing street name plates, traffic signs, directional signs, railings, barriers and planter walls at streets with high traffic flow at least once per quarter (%).....	100	100	100	100
inspecting/clearing exclusive road drains at flooding blackspots at least once per month during the wet season and once per quarter during the dry season (%).....	100	100	100	100

[ⓐ] The target is revised from 90 per cent to 95 per cent for 2026 onwards.

New target for 2025 onwards.

ⓐ The target is revised from 95 per cent to 99 per cent for 2025 onwards.

‡ Target to be replaced by the new target “issuing road excavation permits to public utilities/road works permits within five working days” and the revised target “issuing road excavation permits to public utilities/road works permits within eight working days” for 2025 onwards.

¶ Target to be replaced by the new target “issuing expressway works permits to public utilities within eight working days” for 2025 onwards.

Head 60 — HIGHWAYS DEPARTMENT

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
total area of roads maintained (million m ²).....	27.5	28.0	28.7
expenditure on highways maintenance (\$m).....	1,655.9	1,657.6	1,660.0
expenditure on roadside slope works (\$m).....	72.9	24.5	71.5
expenditure on road reconstruction, rehabilitation, resurfacing, and joint replacement works (\$m).....	774.2	758.2	773.2
expenditure on road cleanliness and streetscape enhancement and greening of shotcreted slopes (\$m).....	145.7	141.3	147.0
complaints relating to road maintenance	25 387	22 180	21 070
excavation/road works permits authorised.....	15 125	15 769	15 450
average duration of road excavation works per excavation permit (day)	85	80	83
inspections carried out on sites covered by excavation permit.....	85 460	86 095	84 000
items of compliance with excavation permit conditions per total no. of items inspected (%).....	98.1	98.1	98.7
incidents of unattended sites per total no. of excavation permits (%).....	0.1	0.1	0.4
incidents of damage to underground utilities by utility excavations and road works per total no. of excavation permits (%).....	0.03	0.01	0.1
excavation permits extended.....	1 694	1 583	1 640
submissions and development proposals checked	18 914	18 974	19 370

Matters Requiring Special Attention in 2026–27

12 During 2026–27, the Department will continue to:

- maintain the road network with a view to ensuring safety and serviceability, and strive to make use of innovative technologies and to digitalise the work processes to enhance efficiency;
- contribute to improving road cleanliness;
- improve the safety and appearance of roadside slopes and complete emergency repair works;
- monitor and enhance the performance of the Excavation Permit Management System to facilitate control and co-ordination of road opening works; and
- comment on roadwork proposals and land allocations, and monitor and implement roadwork associated with developments.

Programme (3): Railway Development

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	284.8	261.7	257.4 (–1.6%)	263.0 (+2.2%)
				(or +0.5% on 2025–26 Original)

Aim

13 The aim is to implement the Hong Kong Major Transport Infrastructure Development Blueprint and formulate plans for further development of the railway network.

Brief Description

14 The Department plans, monitors and co-ordinates various activities associated with the implementation of new railway projects. The Department liaises with the railway corporation to develop detailed schemes for the railways, undertakes necessary route protection, preparatory work and statutory procedures, and resolves interface issues arising from the implementation of these projects.

15 The Department co-ordinates with other departments concerned for the approval of infrastructure layout design for various new railway as well as smart and green mass transit system projects and their interface arrangements with other projects, and takes part in site liaison for traffic diversion, site handing over arrangements, as well as issues relating to the commissioning and operation of the systems.

Head 60 — HIGHWAYS DEPARTMENT

16 The Department is responsible for carrying out studies to formulate plans for the further development of the railway network to cater for the sustainable social, economic, land and housing developments of Hong Kong.

17 In 2025, the construction of Tung Chung Line Extension, Oyster Bay Station, Tuen Mun South Extension, Kwu Tung Station and Hung Shui Kiu Station as well as the remaining works under the Shatin to Central Link (SCL) project continued. The detailed planning and design of Airport Railway Extended Overrun Tunnel was actively underway while the investigation and design of Smart and Green Mass Transit System in East Kowloon was in active progress. The planning of South Island Line (West) and Pak Shek Kok Station was also in progress. The Department continued discussions with the Shenzhen authorities on jointly taking forward the two cross-boundary projects including Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and Northern Link Spur Line. The investigation and design of Hong Kong Section of Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) began while Part 1 of Northern Link Project, including more ready and time-critical construction works for Main Line as well as detailed planning and design of Spur Line, was also set in motion.

18 The key performance measures are:

Target Ψ

	Target λ	2024 (Actual)	2025 (Actual)	2026 (Plan)
ensuring timely completion of Northern Link Phase 1 Kwu Tung Station by 2027 (cumulative % completed).....	80	23	59	80
ensuring timely completion of Tung Chung Line Extension by 2029 (cumulative % completed).....	54	25	42	54
ensuring timely completion of Hung Shui Kiu Station by 2030 (cumulative % completed).....	30	5	17	30
ensuring timely completion of Tuen Mun South Extension by 2030 (cumulative % completed).....	50	15	33	50
ensuring timely completion of Oyster Bay Station by 2030 (cumulative % completed).....	50	13	32	50
ensuring timely completion of Part 1 of Northern Link Project by 2034 ϕ (cumulative % completed) \wedge	10	—	5	10

Ψ The performance percentages of the railway projects are based on the cumulative expenditure divided by the total project cost, including the respective design and construction costs, of the relevant project.

λ These figures indicate the cumulative percentage of the projects/tasks expected to be completed in 2026, which will be reviewed every year until the projects/tasks are completed.

ϕ Part 1 of Northern Link Project refers to civil and structural works of two sections of Northern Link Main Line from Kam Sheung Road Station to the intersection with the approach tunnels to Ngau Tam Mei Depot and from San Tin Station to Kwu Tung Station.

\wedge New target for 2025 onwards.

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
submissions and development proposals (that may have impact on railway developments) processed.....	1 180	1 013	986
railway infrastructure layouts and ancillary building submissions processed.....	172	165	137
capital projects under design and construction entrusted to the railway corporation or other agencies			
(no.).....	11	11	9
(\$m).....	183,451.8	183,451.8	182,470.3
expenditure in the year on capital projects under design and construction entrusted to the railway corporation or other agencies			
(no.).....	11	11	9
(\$m).....	822.5	623.5	630.8

Head 60 — HIGHWAYS DEPARTMENT

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
studies and other tasks carried out by consultants			
(no.).....	12	11	9
(\$m).....	587.8	731.5	657.6
transport and planning studies with railway planning input provided by the Department	121	131	131

Matters Requiring Special Attention in 2026–27

19 During 2026–27, the Department will:

- continue to take forward the new railway as well as smart and green mass transit system projects set out in the Hong Kong Major Transport Infrastructure Development Blueprint in an orderly manner;
- oversee the construction progress of Tung Chung Line Extension, Oyster Bay Station, Tuen Mun South Extension, Kwu Tung Station and Hung Shui Kiu Station;
- oversee the progress of Part 1 of Northern Link Project and take forward Part 2 of Northern Link Project;
- continue to carry out 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);
- continue to discuss with the Shenzhen authorities on taking forward Hong Kong – Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and Northern Link Spur Line;
- co-ordinate actions with departments and other parties concerned to resolve interface issues to facilitate implementation of railway as well as smart and green mass transit system projects;
- carry out detailed planning and design for South Island Line (West) and Airport Railway Extended Overrun Tunnel;
- oversee the timely completion of the remaining works under the SCL project; and
- continue to undertake route protection of the recommended railway projects and other longer term proposals.

Programme (4): Technical Services

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	1,125.2	921.0	941.2 (+2.2%)	901.6 (–4.2%)
				(or –2.1% on 2025–26 Original)

Aim

20 The aim is to provide technical support and set standards for the construction and maintenance of the road network.

Brief Description

21 The Department provides design input for road lighting, highway structures, roadside slope improvement and landscape features associated with capital projects and maintenance works; and inspects the safety provisions on highway construction sites. The Department researches into new materials, techniques and standards. It also provides engineering, quantity surveying and landscaping technical services.

22 In 2025, the Department maintained road lights in the territory to the required standards through prompt co-ordination, inspection and repairs; and implemented quality assurance system in the design and maintenance of the road network. The Department also ensured that the necessary technical support was given to ensure the smooth implementation and operation of works in the other programmes.

Head 60 — HIGHWAYS DEPARTMENT

23 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
design of structures completed to meet the capital project/maintenance programme (%).....	100	100	100	100
road lighting points completed to meet the capital project/maintenance programme (%).....	100	100	100	100

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
structural designs completed/in progress (highway structures)	18	18	18
road lighting points completed.....	13 471	12 560 ^β	4 570 ^β
lighting circuit improved length (m) ^α	10 184	10 950	11 750
expenditure on maintenance of road lights (\$m).....	141.6	115.0 ^β	110.9 ^β
roadside slope improvement designs vetted.....	72	74	72
research and development studies and investigations completed.....	9	9	9
standard drawings, information technology notes and guidance notes issued and reviewed.....	30	30	30
engineering surveying jobs handled and plans issued.....	6 732	6 829	6 700
site safety inspections	354	354	350
landscape submissions checked	6 740	6 924	6 900
landscape cases designed/implemented	1 704	2 412	1 700
hectares of land provided with vegetation maintenance service	1 101	1 144	1 167
expenditure on vegetation maintenance for roadside slopes and expressways (\$m)	131.0	128.0	134.3
Engineer Inspection Reports for slopes audited	40	40	40

^β The decrease in the actual/estimated number of road lighting points completed and expenditure on maintenance of road lights was/is due to the progressive completion of the replacement work of existing conventional road lights with LED luminaries in accordance with the schedule, thereby reducing the number of lights required for replacement and maintenance.

^α New indicator for 2026 onwards.

Matters Requiring Special Attention in 2026–27

24 During 2026–27, the Department will continue to:

- enhance its internal management systems with special emphasis on quality, environment and safety management, as well as adoption of innovative technologies and practices;
- enhance the streetscape by uplifting the appearance of highway structures and street furniture;
- enhance the maintenance of vegetation for roadside slopes and expressways; and
- maintain the technical standard of Engineer Inspection of slopes through audit.

Head 60 — HIGHWAYS DEPARTMENT

ANALYSIS OF FINANCIAL PROVISION

Programme	2024-25 (Actual) (\$m)	2025-26 (Original) (\$m)	2025-26 (Revised) (\$m)	2026-27 (Estimate) (\$m)
(1) Capital Projects	631.7	625.0	626.5	628.8
(2) District and Maintenance Works.....	2,322.4	2,806.1	2,597.7	2,912.4
(3) Railway Development.....	284.8	261.7	257.4	263.0
(4) Technical Services	1,125.2	921.0	941.2	901.6
	4,364.1	4,613.8	4,422.8 (-4.1%)	4,705.8 (+6.4%)
				(or +2.0% on 2025-26 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2026-27 is \$2.3 million (0.4%) higher than the revised estimate for 2025-26. This is mainly due to the increased provisions for personnel related expenses and general departmental expenses, partly offset by a net decrease of 33 posts in 2026-27.

Programme (2)

Provision for 2026-27 is \$314.7 million (12.1%) higher than the revised estimate for 2025-26. This is mainly due to the increased provisions for highways maintenance, workshop services and filling of vacancies. There will be a net decrease of 30 posts in 2026-27.

Programme (3)

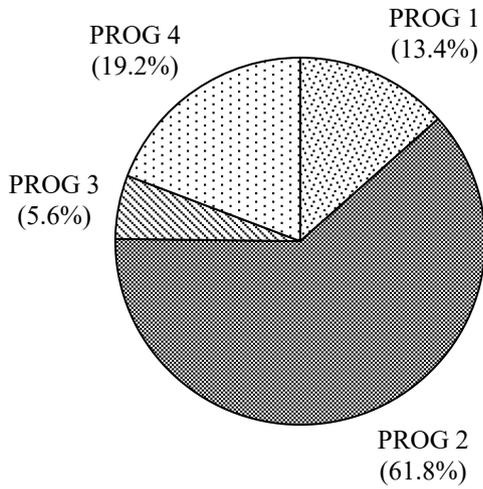
Provision for 2026-27 is \$5.6 million (2.2%) higher than the revised estimate for 2025-26. This is mainly due to the increased provisions for general departmental expenses and personnel related expenses, partly offset by the decreased cash flow requirement for consultancy studies on new railway projects and a net decrease of five posts in 2026-27.

Programme (4)

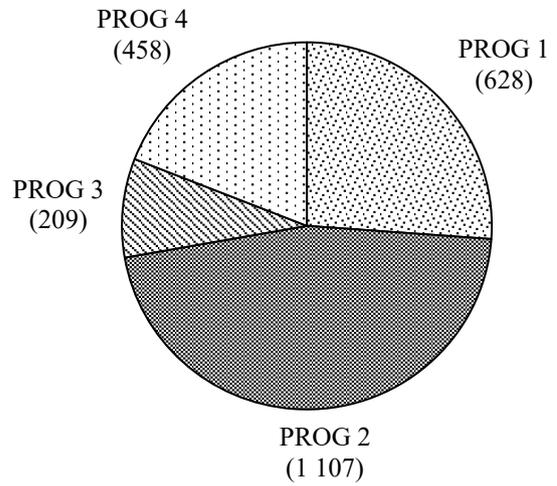
Provision for 2026-27 is \$39.6 million (4.2%) lower than the revised estimate for 2025-26. This is mainly due to the decreased provisions for electricity for public lighting as well as lighting and vegetation maintenance, decreased cash flow requirement for procurement/replacement of equipment and a net decrease of two posts in 2026-27, partly offset by the increased provision for general departmental expenses.

Head 60 — HIGHWAYS DEPARTMENT

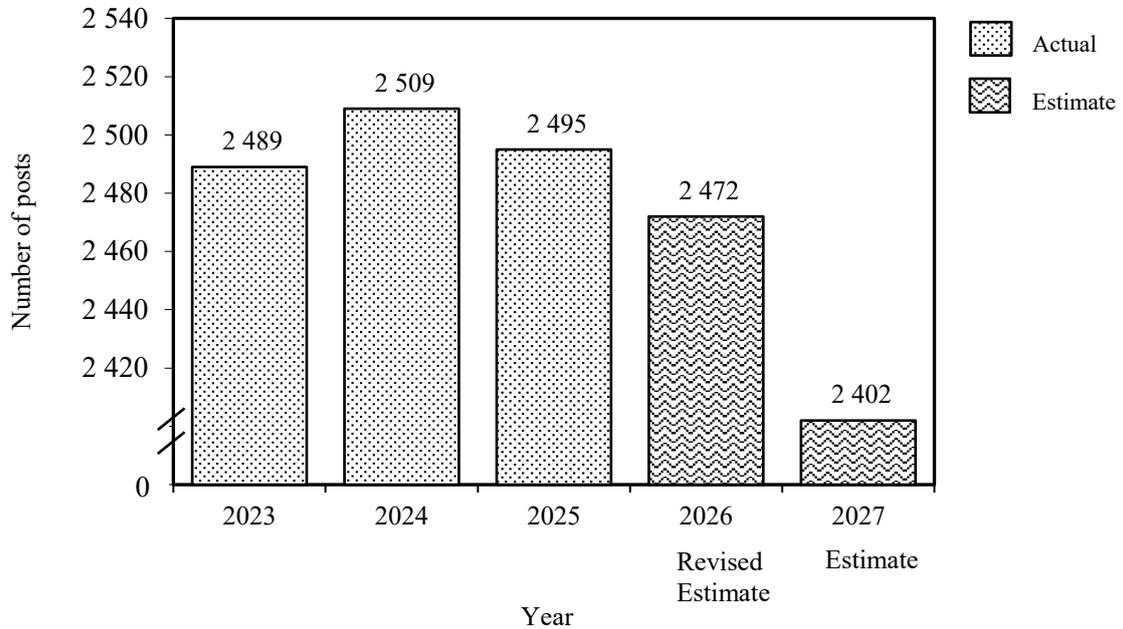
*Allocation of provision
to programmes
(2026-27)*



*Staff by programme
(as at 31 March 2027)*



*Changes in the size of the establishment
(as at 31 March)*



Head 60 — HIGHWAYS DEPARTMENT

Sub-head (Code)	Actual expenditure 2024-25	Approved estimate 2025-26	Revised estimate 2025-26	Estimate 2026-27
	\$'000	\$'000	\$'000	\$'000
Operating Account				
Recurrent				
000	Operational expenses	4,071,746	4,346,589	4,181,643
272	Electricity for public lighting.....	257,149	264,930	230,811
	Total, Recurrent.....	<u>4,328,895</u>	<u>4,611,519</u>	<u>4,412,454</u>
Non-Recurrent				
	General non-recurrent	24,281	170	167
	Total, Non-Recurrent.....	<u>24,281</u>	<u>170</u>	<u>167</u>
	Total, Operating Account	<u>4,353,176</u>	<u>4,611,689</u>	<u>4,412,621</u>
Capital Account				
Plant, Equipment and Works				
603	Plant, vehicles and equipment.....	—	336	336
661	Minor plant, vehicles and equipment (block vote).....	10,911	1,760	9,860
	Total, Plant, Equipment and Works.....	<u>10,911</u>	<u>2,096</u>	<u>10,196</u>
	Total, Capital Account.....	<u>10,911</u>	<u>2,096</u>	<u>10,196</u>
	Total Expenditure	<u><u>4,364,087</u></u>	<u><u>4,613,785</u></u>	<u><u>4,422,817</u></u>

Head 60 — HIGHWAYS DEPARTMENT

Details of Expenditure by Subhead

The estimate of the amount required in 2026–27 for the salaries and expenses of the Highways Department is \$4,705,760,000. This represents an increase of \$282,943,000 over the revised estimate for 2025–26 and \$341,673,000 over the actual expenditure in 2024–25.

Operating Account

Recurrent

2 Provision of \$4,476,616,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Highways Department.

3 The establishment as at 31 March 2026 will be 2 472 posts. It is expected that there will be a net decrease of 70 posts in 2026–27. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2026–27, but the notional annual mid-point salary value of all such posts must not exceed \$1,519,643,000.

4 An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2024–25 (Actual) (\$'000)	2025–26 (Original) (\$'000)	2025–26 (Revised) (\$'000)	2026–27 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	1,655,158	1,675,455	1,674,901	1,698,286
- Allowances.....	38,951	44,442	38,334	37,808
- Job-related allowances.....	1,734	2,035	2,060	2,106
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	4,122	4,767	3,277	3,554
- Civil Service Provident Fund contribution.....	156,801	174,011	169,750	187,993
- Disturbance allowance.....	73	—	—	—
Departmental Expenses				
- Maintenance materials.....	25	31	30	50
- Workshop services.....	278,620	307,551	281,341	311,581
- General departmental expenses.....	326,100	323,068	335,772	345,484
Other Charges				
- Highways maintenance.....	1,610,162	1,815,229	1,676,178	1,889,754
	4,071,746	4,346,589	4,181,643	4,476,616

5 Provision of \$225,350,000 under *Subhead 272 Electricity for public lighting* is for paying electricity bills for all highways facilities including public lighting, traffic signals, lifts and escalators for footbridges and subways, and ventilation systems for public transport interchanges.

Capital Account

Plant, Equipment and Works

6 Provision of \$3,350,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$6,510,000 (66.0%) against the revised estimate for 2025–26. This is mainly due to the decreased requirement for new equipment.

Head 60 — HIGHWAYS DEPARTMENT

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2025	Revised estimated expenditure for 2025–26	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	805	Replacement of Bridge Inspection Vehicle for Tsing Sha Control Area	18,648	—	336	18,312
		Total	<u>18,648</u>	<u>—</u>	<u>336</u>	<u>18,312</u>