

Task Force on Kai Tak Harbourfront Development

For discussion
on 5 June 2024

TFKT/03/2024

Smart and Green Mass Transit System in Kai Tak

PURPOSE

This paper seeks Members' views on the implementation of smart and green mass transit system in Kai Tak (KTGTS).

BACKGROUND

2. After reviewing the latest technology of smart and green mass transit systems¹ and the latest population and development at Kai Tak Development area, the Chief Executive announced in the 2023 Policy Address to construct the KTGTS, connecting the former Kai Tak runway area to the MTR Kai Tak Station to strengthen connections among the residential and commercial developments, facilities focused on tourism, culture and recreation, sports and the community within the area, as well as the connection with the railway network, serving visitors and living and working population. This proposed project was included in the "Hong Kong Major Transport Infrastructure Development Blueprint" issued by Transport and Logistics Bureau in December 2023.

SCOPE OF THE PROJECT

3. The proposed KTGTS is about 3.5 km long, connecting Kai Tak Cruise Terminal and residential areas at Kai Tak former runway area, Kai Tak Metro Park, Kai Tak Sports Park and MTR Kai Tak Station. We will study in detail the locations of the stations and arrangement of associated connection facilities in the investigation stage. The preliminary alignment and

¹ The Government has previously considered to construct an Environmentally Friendly Linkage System linking up former Kai Tak runway area and Kowloon East. However, constructing the proposed system in developed areas in Kowloon East would face technical constraints arising from the congested development in the vicinity. It is also not a sustainable and preferred option due to the high construction and operating costs.

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photomontages of KTGTS are shown in **Annexes A to C**.

BENEFITS

4. The implementation of KTGTS can serve as a light and green feeder service to nearby MTR Kai Tak Station for Kai Tak former runway area, which provides more travel options for residents and tourists to further enhance the connectivity of Kai Tak former runway area.

5. KTGTS will be operated in elevated mode and separated from the at-grade traffic, which will not be intervened by road traffic condition. Depending on the type of smart and green mass transit system to be adopted, the estimated journey time is about 10 minutes between Kai Tak Cruise Terminal and MTR Kai Tak Station.

6. In addition, a smart and green mass transit system typically does not require the installation of overhead lines, and its electrical and mechanical supporting systems are relatively simple. Depending on factors such as the infrastructure of the project and the overall capacity of the system, it is expected that implementing a smart and green mass transit system would be a more cost effective option.

HARBOUR PLANNING PRINCIPLES

7. We consider that the proposed KTGTS aligns with the Harbour Planning Principles in the following aspects-

(a) Preserving Victoria Harbour

The proposed KTGTS will not involve any reclamation or discharge of pollutant which may affect the Victoria Harbour and/or its seabed, marine ecology and water quality.

(b) Stakeholder Engagement

The Traffic and Transport Committee of Kowloon City District Council (KCDC) was consulted on 14 March

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2024 and members of KCDC were generally supportive of the project.

(c) Sustainable Development

The proposed KTGTS, which will be equipped with rubber tyres and driven by electric power, can provide a light and green feeder service. Moreover, the proposed KTGTS can decrease the reliance on road transportation which reduces roadside emissions from traffic.

(d) Vibrant and Accessible Harbour

Kai Tak former runway area will be connected to the MTR Kai Tak Station by the proposed KTGTS, which strengthens connectivity among the residential and commercial developments, facilities on tourism, culture and recreation, sports and community within the area. It enhances the accessibility to Kai Tak Development area and renders a vibrant atmosphere at the harbour-front.

WAY FORWARD

8. In response to the public aspiration for an early commissioning of the KTGTS, we have reviewed the required procedures and proactively commenced the preparatory works on planning and investigation of the project since the Chief Executive announced the proposed initiative in 2023 Policy Address. Tenders for engagement of consultants for the investigation study of the project were invited with an aim to commence the investigation study by mid-2024.

9. We plan to invite relevant suppliers and operators to submit expressions of interest in the second half of this year, in order to finalise the specific requirements and design of the systems and their associated infrastructure. Meanwhile, we will carry out the relevant statutory procedures, such as Environmental Impact Assessment and relevant planning application etc. concurrently.

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10. In addition, since the systems will be commissioned in Hong Kong for the first time, we will also need to work out the related financial arrangement, operating requirements and regulatory framework. We will strive to invite tenders for construction of the project in 2026 with an aim to award the contract in 2027.

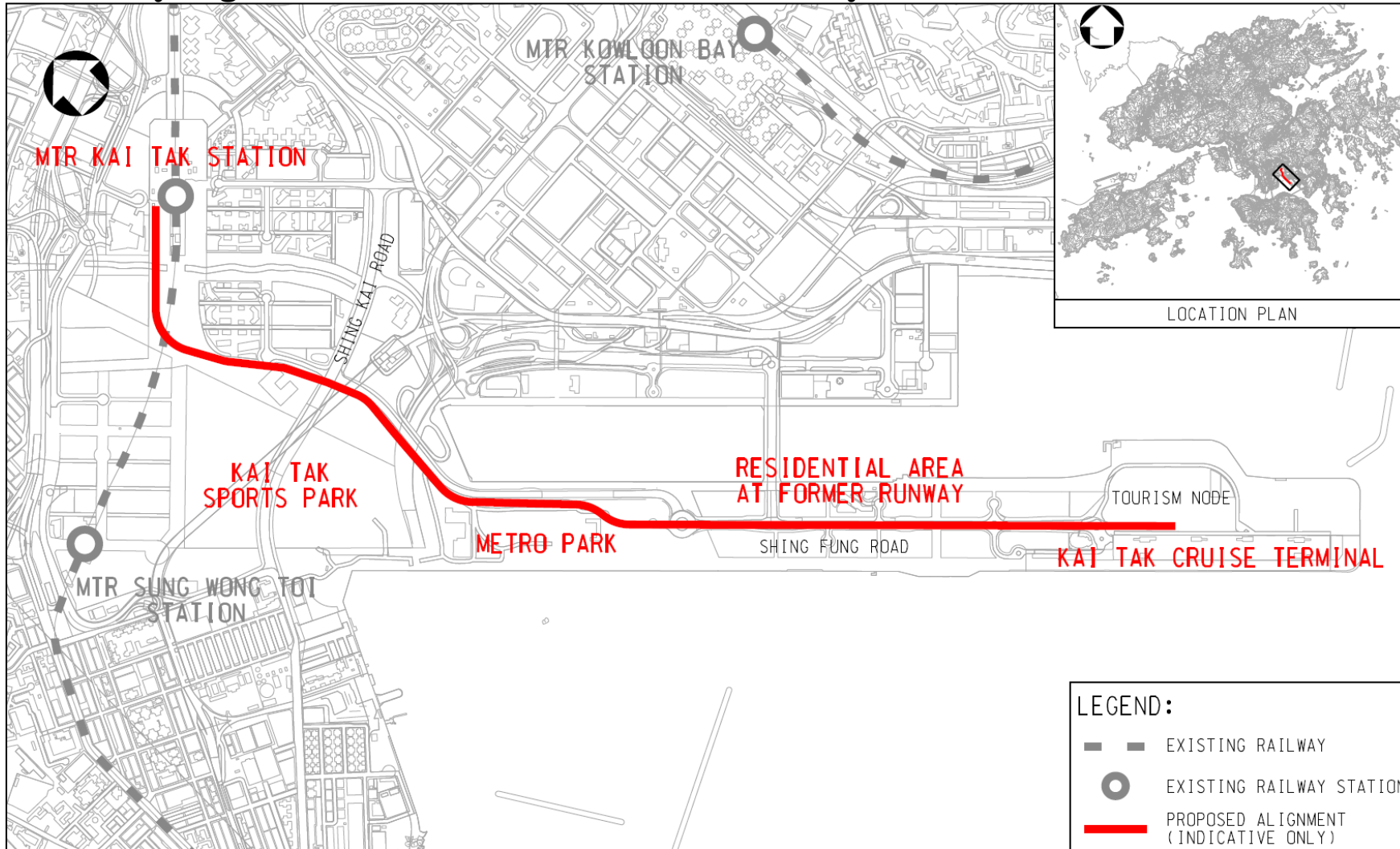
11. At the same time, we will continue to actively explore technical proposals to shorten the construction period. For example, we may explore starting the advance works as early as possible, bringing forward the commencement of part of the system testing as well as adoption of Design for Manufacturing and Assembly, Multi-trade Integrated Mechanical, Electrical and Plumbing, etc. to strive for earlier completion of the works.

12. Members are invited to give views on the implementation of the KTGTS.

- Annex A** Preliminary Alignment of Smart and Green Mass Transit System in Kai Tak
- Annex B** Photomontage (1) of Smart and Green Mass Transit System in Kai Tak
- Annex C** Photomontage (2) of Smart and Green Mass Transit System in Kai Tak

**Civil Engineering and Development Department
May 2024**

Preliminary Alignment of Smart and Green Mass Transit System in Kai Tak



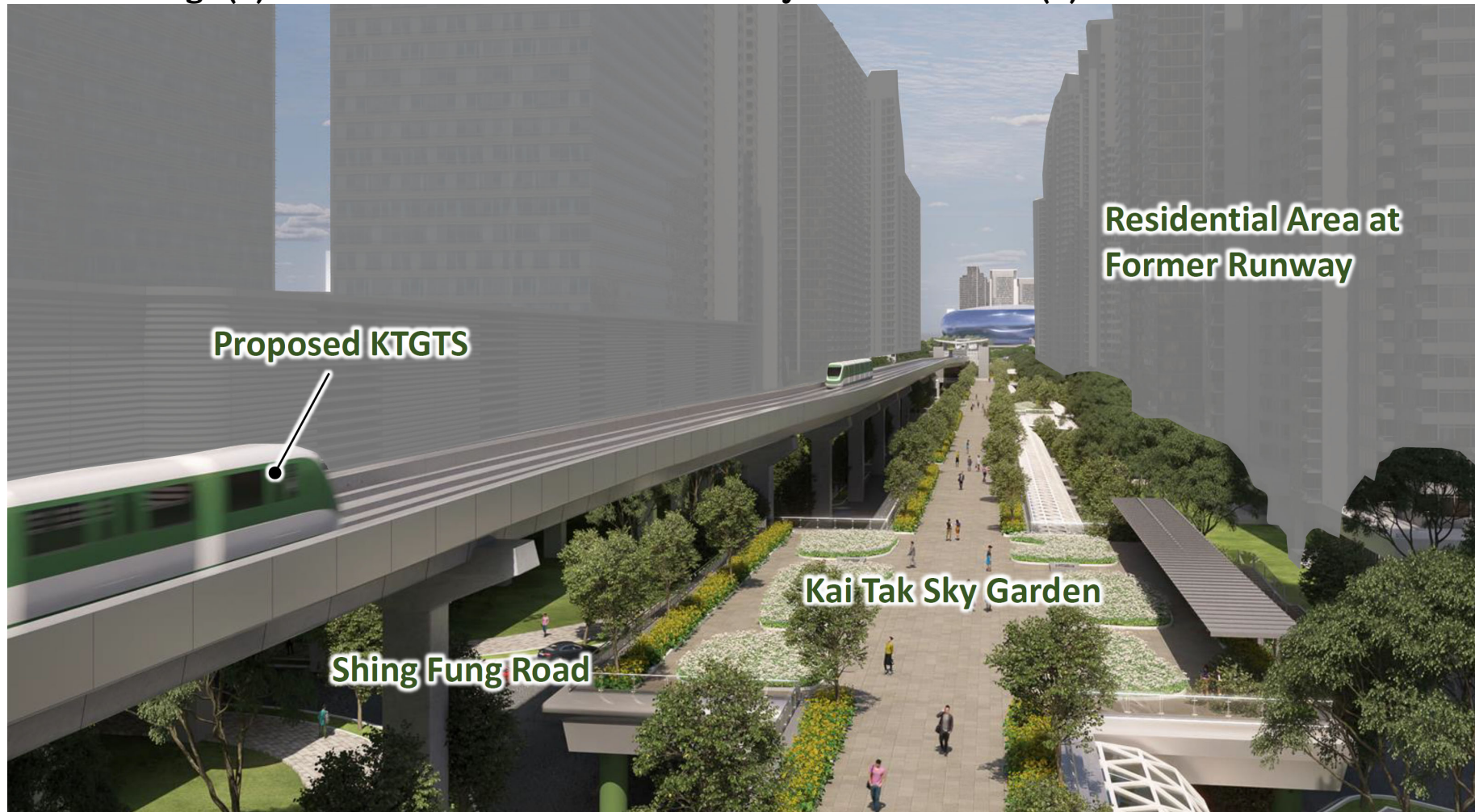
Photomontage (1) of Smart and Green Mass Transit System in Kai Tak



Note:

1. The structures and buildings shown on the photomontage are for illustrative purpose only.

Photomontage (2) of Smart and Green Mass Transit System in Kai Tak (2)



Note:

1. The distance between the proposed KTGTS and some residential buildings is about 10 metres the closest. When the proposed KTGTS spans across the major roads or facilities, its design may involve long-span bridge structures.
2. The structures and buildings shown on the photomontage are for illustrative purpose only.