

**立法會**  
***Legislative Council***

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**Panel on Development**

**Meeting on 17 December 2012**

**Updated background brief on energizing Kowloon East**

**Purpose**

This paper provides background information on the Administration's initiatives on transforming Kowloon East into a core business district ("CBD") and a brief account of the views and concerns expressed by Members on the subject.

**Background**

2. In his 2011-2012 Policy Address, the Chief Executive announced that a visionary, coordinated and integrated approach would be adopted to expedite the transformation of Kowloon East, comprising the new Kai Tak Development area ("KTD"), Kwun Tong and Kowloon Bay, into an attractive, alternative CBD to support Hong Kong's economic development.

**Conceptual master plan for Kowloon East**

3. To facilitate the transformation, the Administration has mapped out a conceptual master plan for Kowloon East by adopting the broad strategies of connectivity, branding, design and diversity. A key feature of the conceptual master plan is the designation of two clusters of government sites as Action Area 1, i.e. the Hoi Bun Road Redevelopment in Kowloon Bay, and Action Area 2, i.e. Kwun Tong Ferry Pier Waterfront Development in Kwun Tong for comprehensive development to facilitate a diversity of land uses and activities that will complement the

transformation of Kowloon East into an alternative CBD. Details about the broad strategies and Action Areas are in **Appendices I and II** respectively.

### **Initiatives for energizing Kowloon East**

4. To put plans into action, the Administration has taken forward the initiatives set out in the ensuing paragraphs.

#### Signature projects at Kowloon East

5. The Administration has undertaken three signature projects with a view to improving the existing environment of Kowloon East for the early enjoyment of the public, including (a) Kwun Tong Promenade Stage 2 to extend the Stage 1 Promenade at the former Kwun Tong Public Cargo Working Area; (b) Kai Tak Runway Park Phase 1 to provide a waterfront promenade at the runway tip facing Lei Yue Mun; and (c) the Open Space cum Zero Carbon Building of the Construction Industry Council ("CIC") in Kowloon Bay developed by the Administration in collaboration with CIC and funded by CIC to showcase state-of-the-art eco-building designs and technologies. These projects will act in synergy with the Kai Tak Cruise Terminal development, which is scheduled for commissioning in mid-2013. On 13 July 2012, the Finance Committee ("FC") approved, on the recommendation of the Public Works Subcommittee ("PWSC"), two funding proposals for the construction works for Kwun Tong Promenade Stage 2 and Kai Tak Runway Park Phase 1 at an estimated cost of \$250.7 million and \$169.7 million respectively.

#### Energizing Kowloon East Office

6. With funding approval from FC in April 2012 for the creation of two supernumerary directorate posts<sup>1</sup> for one year, the Energizing Kowloon East Office ("EKEO")<sup>2</sup>, established under the Development Bureau, was inaugurated on 7 June 2012 to steer, supervise, oversee and monitor the transformation of Kowloon East. The major roles of EKEO are listed in **Appendix III**. The site office for EKEO houses an information kiosk. Apart from serving as a venue for hosting public engagement activities and receiving visitors, the kiosk also accommodates

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<sup>1</sup> The supernumerary posts include a Principal Government Town Planner and a Government Architect.

<sup>2</sup> This office was previously named "Kowloon East Development Office".

exhibition panels, models and video programmes about energizing Kowloon East and KTD. Under the steer of the Development Bureau, EKEO is headed by a Principal Government Town Planner and a Government Architect, and supported by civil servants and non-civil service contract staff.

### Environmentally friendly linkage system

7. Under the conceptual master plan for Kowloon East, inter- and intra-regional connectivity will be enhanced through the provision of an environmentally friendly linkage system ("EFLS") linking KTD, Kwun Tong and Kowloon Bay with the existing Mass Transit Railway ("MTR") Kwun Tong Line and the future Shatin to Central Link. In April 2012, the Administration briefed the Panel on Development ("DEV Panel") on the preliminary findings of the feasibility study and the on-going public consultation exercise<sup>3</sup> on the construction of an EFLS. The feasibility study recommends the adoption of an elevated monorail system as EFLS and proposes a 9-kilometre 12-station line linking the MTR Kowloon Bay Station to KTD.

### **Concerns raised by Members**

8. Since the announcement of the initiatives to energize Kowloon East, members have expressed views on the subject at various meetings. At the Council meeting of 14 December 2011, a motion debate was held on "Capitalizing on the opportunity presented by the building of a cruise terminal to develop Kowloon East into a business and tourism district". The wording of the motion passed is in **Appendix IV**.

9. Two Members (Hon Alan LEONG and Hon Paul TSE) raised written questions separately on issues related to EFLS and EKEO at the Council meetings of 27 June and 4 July 2012. Through these questions, Members expressed their views and concerns, among others, on the costs, efficiency, operating and maintenance expenses and development flexibility of EFLS, as well as the work of EKEO in exploring various initiatives to vitalize the industrial areas in Kwun Tong. These questions and the Administration's replies are provided in **Appendices V and VI**.

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<sup>3</sup> The consultation exercise for soliciting public views on the EFLS proposal comprises two stages. Stage 1 public consultation commenced in February 2012. Views collected at Stage 1 public consultation will be analysed and further discussed at Stage 2 public consultation, which will be conducted in end 2012/the first quarter of 2013.

10. The Administration briefed DEV Panel members on the initiatives to energize Kowloon East, including the study on EFLS and the proposed set-up of the Kowloon East Development Office ("KEDO", later renamed as "EKEO") at the meetings on 14 October and 19 December 2011, 16 January and 17 April 2012. The proposed set-up of KEDO was also discussed at the meeting of the Establishment Subcommittee on 15 February 2012. The major concerns raised by Members during the relevant discussions at the meetings of these committees are summarized in the ensuing paragraphs.

#### Implementation of the energizing Kowloon East project

11. Members stressed the importance for the project of energizing Kowloon East to have full policy support, which would be essential in resolving problems that might arise from redevelopment of old industrial buildings. Some Panel members also urged the Administration to involve the private sector and non-government organizations in taking forward the project, and to address the rehousing needs of residents and possible livelihood problems of shop operators affected by the project. There were concerns that a number of old industrial areas other than those in Kowloon East also possessed potentials for revitalization. In selecting industrial areas for revitalization or transformation, it was necessary for the Administration to keep the public and industrial building owners informed of the Administration's plan and timetable in this respect.

12. The Administration responded that, in revitalizing former industrial areas, it had not ignored the development potentials of areas other than Kowloon East. It emphasized that, to make focused and cost-effective use of public resources, Kowloon East was the most suitable district for the time being for transforming into an alternative CBD.

#### Environmentally friendly linkage system

13. Some members were concerned that, with a high capital cost and a low projected return rate, the proposed EFLS would have to rely on full Government subsidy for operation in the long run. They considered that the Administration should review the estimated cost by conducting a detailed study. As regards some members' questions on whether consideration would be given to transport modes other than a monorail system, the Administration pointed out that it remained open-minded on whether road-based green transport modes should be adopted in place of a

monorail system and would engage the public extensively on various transport modes.

14. Under the preliminary proposal, the proposed Kwun Tong Transportation Link, being an integral part of EFLS, will span across the entrance of the Kwun Tong Typhoon Shelter ("KTTS") with a suggested vertical clearance of 21 metres above the sea level, thereby rendering it impossible for some high-mast vessels to use KTTS. Some members urged that in the absence of a satisfactory arrangement for accommodating the high-mast vessels to other suitable typhoon shelters, height restriction must not be implemented at KTTS. The Administration assured members that it would commission a survey and a study in mid-2012 to explore feasible and agreeable alternative measures.

#### Role and operation of the Energizing Kowloon East Office

15. Some Panel members stressed that EKEO should not only provide administrative support but also take the lead in resolving conflicting requirements of the government bureaux/departments for taking forward the project. The Administration advised that EKEO would take a coordinating role in soliciting cooperation to implement the various initiatives. For problems that could not be tackled by EKEO, the Secretary for Development would attend to the matters.

16. In view of the complicated tasks to be undertaken in transforming Kowloon East, some ESC members were concerned that the one-year duration for the two directorate posts in EKEO would be insufficient for the Office to achieve visible accomplishments. The Administration advised that it was inclined to exercising tighter control of resources before the long-term need of the Office had been worked out. According to its plan, the Administration would report the progress of work of EKEO to DEV Panel and consult members on the longer-term staffing arrangement before the expiry of the two posts.

#### **Recent Developments**

17. The Administration will update DEV Panel on the progress made under the initiatives of energizing Kowloon East, and seek members' views on the continuing operation of EKEO at the Panel's meeting on 17 December 2012.

**Relevant papers**

18. A list of relevant papers is shown in **Appendix VII**.

Council Business Division 1  
Legislative Council Secretariat  
10 December 2012

### **Strategies for mapping out the conceptual master plan for Kowloon East**

According to the discussion paper prepared by the Administration for the meeting of DEV Panel on 19 December 2011 (LC Paper No. CB(1)599/11-12(03)), the Administration has mapped out the conceptual master plan for Kowloon East by adopting the following strategies<sup>4</sup> --

(a) Enhancing connectivity

The Administration will consider enhancing inter- and intra-regional connectivity through the provision of an Environmentally Friendly Linkage System linking KTD, Kwun Tong and Kowloon Bay with the existing Mass Transit Railway Kwun Tong Line and the future Shatin to Central Link. Enhancement to pedestrian facilities such as footbridge networks and wider pavements will also be considered.

(b) Branding the place with quality urban design

The Administration will consider branding Kowloon East as a premier office node and promoting the image of this new CBD both locally and overseas. Recognizing that the street pattern, the transport system, the public facilities, etc. that were designed for the requirements of the manufacturing operation and warehouse uses may no longer be effective for business operators and office workers nowadays and the importance of quality urban design in enhancing and branding the place, the Administration will consider improvement in greening, enhancement of streetscape and public open space, provision of a continuous waterfront promenade and conservation of some buildings with special characters.

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<sup>4</sup> According to the Administration's reply to a written question raised by the Hon Paul TSE at the Council meeting of 4 July 2012, the Administration has refined the conceptual master plan, taking into account the public views collected in various briefings, seminars and workshops organized by the pre-Kowloon East Development Office (later named as the Energizing Kowloon East Office) since February 2012. The hyperlink to the updated conceptual master plan, i.e. Conceptual Master Plan 2.0, is:  
[http://www.ekeo.gov.hk/en/conceptual\\_master\\_plan/master\\_plan\\_2/index.html](http://www.ekeo.gov.hk/en/conceptual_master_plan/master_plan_2/index.html)

(c) Promoting diversity

While KTD will provide tourism, sports and leisure facilities to a predominantly office and commercial use in Kowloon Bay and Kwun Tong, the Administration will consider other uses such as street level shops, cafes by the waterfront, restaurants and entertainment uses at piers, marinas and water sports facilities for development at appropriate locations to enhance the vibrancy of the district.



### **Two Action Areas under the conceptual master plan for Kowloon East**

According to the Administration<sup>5</sup>, two clusters of Government sites in Kowloon East are designated as Action Areas as follows --

(a) Action Area 1 -- Hoi Bun Road Redevelopment

It will be a new vibrant node for offices, exhibition/conference facilities, hotel/service apartments and retail/entertainment outlets. With the location of the proposed Environmentally Friendly Linkage System ("EFLS") station and depot connecting to KTD, the area will become the linkage hub of Kowloon East. The existing waste recycling centre and vehicle examination centres currently occupying the site of Action Area 1 will be relocated to release some 6.4 hectares of Government land for the development.

(b) Action Area 2 -- Kwun Tong Ferry Pier Waterfront Development

It will be a new hub for small offices, artist workshops, entertainments, galleries and specialty retails and restaurants along the waterfront promenade to complement a tourism node to be developed at the runway tip. The size of the proposed site for Action Area 2 is about 2.7 hectares. The existing bus terminus will be decked over to provide open space and outdoor performance area, and integrate with the upgraded Kwun Tong Ferry Pier Square and waterfront promenade. Elevated pedestrian walkway will be constructed to link with the proposed EFLS along Hoi Yuen Road.

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<sup>5</sup> Source: The Administration's paper for the meeting of DEV Panel on 19 December 2011 (LC Paper No. CB(1)599/11-12(03))  
<http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev1219cb1-599-3-e.pdf>

### Major roles of the Energizing Kowloon East Office

According to the Administration<sup>6</sup>, the major roles of the Kowloon East Development Office (later named as the Energizing Kowloon East Office) are as follows --

- (a) to advocate the conceptual master plan of Kwun Tong and Kowloon Bay and continuously develop it to reflect the development needs of Kowloon East, and explore options for strategic refinement of the Outline Zoning Plans;
- (b) to engage major stakeholders and the public to promote Kowloon East and attract local and overseas developers and users;
- (c) to provide one-stop advisory and coordinating support to land development proposals from project proponents that are conducive to private sector development for transforming Kowloon East into a modern and premier business district; and
- (d) to undertake planning and engineering studies and implement small-scale projects such as road/traffic improvement works, improvement to pedestrian connections, streetscape, greening and promenade, waterfront enhancement, local open space, etc. in Kwun Tong and Kowloon Bay that are directly related to the urban regeneration of Kowloon East; and specifically to coordinate government efforts in releasing the two Action Areas for development.

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<sup>6</sup> Source: The Administration's paper for the meeting of the DEV Panel on 16 January 2012 (LC Paper No. CB(1)797/11-12(03))

<http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev0116cb1-797-3-e.pdf>

(Translation)

**Motion on  
"Capitalizing on the opportunity presented by  
the building of a cruise terminal to develop Kowloon East  
into a business and tourism district"  
moved by Hon Paul TSE  
at the Council meeting of 14 December 2011**

**Motion as amended by Hon CHAN Kam-lam, Hon Alan LEONG,  
Hon WONG Kwok-kin and Hon Fred LI**

That the plan of Energizing Kowloon East announced by the Chief Executive in the Policy Address this year will inject fresh economic impetus and create employment opportunities for the entire Kowloon; in this connection, this Council urges the Government to capitalize on the opportunity presented by the building of a cruise terminal and the development of Kai Tak new area, expeditiously finalize an environmentally friendly linkage system and its extension to To Kwa Wan, enhance the designs of the Metro Park and the Longjin Bridge conservation zone, construct a new Kowloon harbourfront promenade stretching from Lei Yue Mun to Sham Shui Po, enhance the uses of typhoon shelters, introduce leisure water sports facilities, and improve the transport network of Kowloon; and, to consolidate the existing tourism infrastructure and facilities and build new ones, while implementing the plan of Energizing Kowloon East, with a view to developing Kowloon East into an important core business and tourism district; this Council also urges the Government to:

- (a) when establishing a Kowloon East Development Office responsible for steering and monitoring this strategic development project, follow the same approach of holding discussions with the public adopted in the planning for the Kai Tak Development Area, so as to enable people, especially those from Kowloon East, to fully participate in the discussions and put forward views on the alignment, station locations and fares of an environmentally friendly elevated monorail system, as well as the layout of public open spaces, the construction of footbridges, and the designs of waterfront promenades, etc.;

- (b) expeditiously complete and announce the financial report and feasibility study on the monorail system, and study the sustainable development of monorail operation;
- (c) improve the linkage of the existing transport network of Kowloon East with those of the various districts in Hong Kong, and ensure that the new developments will not cause any traffic congestion and obstruct local district residents commuting to and from work and travelling to and from the district; and
- (d) expedite the relocation of Government office buildings in Wan Chai to the district, so as to stimulate economic activities in the district and create employment opportunities;
- (e) review the road transport network of the various areas of Kowloon East, project whether the traffic loads of the existing road networks in the various communities are adequate for dovetailing with the future development of the district, and expeditiously implement improvement works in accordance with the review outcomes and development needs;
- (f) study the linkage of the new and old areas in Kowloon East by an environmentally friendly mass transit system, and improve the public transport supporting facilities connecting Kowloon East to other districts, so as to cope with the needs of tourists and businesses in the future;
- (g) perfect the pedestrian linking systems and barrier-free facilities in the new and old areas of Kowloon East, so that tourists and residents can travel between new and old development areas smoothly and without obstruction;
- (h) expeditiously finalize the construction of a general hospital in Kai Tak and expedite the expansion of the United Christian Hospital, so as to meet the medical needs arising from the population growth and development of Kowloon East in the future;
- (i) study the construction of cycle tracks along the harbourfront of Kowloon East and various other districts for linkage with the cycle track to be constructed in the Kai Tak New Development Area, so as to develop a network of urban cycle tracks;

- (j) make use of the advantages of Kowloon East, such as cultural monuments and existing waterways, etc., for developing a special heritage trail blending environmentalism, historical monuments, local culture and tourism, so as to add special features to the district;
- (k) increase the space for greening and public art in Kowloon East, and introduce bazaars with local characteristics, such as temple fairs, so as to attract tourists and create employment opportunities;
- (l) use the site of the former Tai Hom Village and San Po Kong Industrial Area, etc., for developing cultural and creative industries, so as to build the district into a tourism spot related to the Hong Kong film industry; and
- (m) construct a network of designated cycle tracks in Kowloon East for internal and external connection, strengthen green transport as a feature of the district and upgrade bay water quality standards for enjoyment by the public and tourists, promote diversified local development and provide Hong Kong people with an appropriate urban residential area.

**Written question raised by Hon Alan LEONG at the Legislative Council meeting of 27 June 2012 and the Administration's reply**

**Environmentally friendly linkage system for Kowloon East**

Question:

Regarding the environmentally friendly linkage system (EFLS) in the Energizing Kowloon East initiative, will the Government inform this Council:

- (a) given that apart from the proposed monorail, the authorities have included other environmentally friendly modes of transport in their scope of studies, of the details of these modes of transport in terms of costs, transport efficiency, operating and maintenance expenses, economic internal rate of return, future development flexibility and accessibility to the various districts within Kowloon East;
- (b) given that the relevant feasibility study does not recommend the extension of EFLS to some old developed districts in Kowloon East, including To Kwa Wan, Kowloon City and San Po Kong, and one of the reasons is that while the anticipated patronage for the said branch extensions is relatively low, the additional construction costs incurred will be very high, whether the authorities, having regard to this problem, have studied other environmentally friendly modes of transport which may be available for use by the residents of these old districts and are also economically efficient; if so, of the details; if not, the reasons for that;
- (c) whether it knows which other places have monorail systems, and how these monorail systems compare with one another in terms of costs, efficiency, operating and maintenance expenses, economic internal rate of return and development flexibility; and
- (d) of the estimated annual operating and maintenance expenses of the proposed monorail system?

Reply:

President,

In his 2011-12 Policy Address, the Chief Executive announced that we would adopt a visionary, co-ordinated and integrated approach to transform Kowloon East, comprising the Kai Tak Development (KTD) Area, the former industrial areas of Kwun Tong and Kowloon Bay, into an attractive central business district (CBD) to sustain Hong Kong's long-term economic development. To achieve this goal, the infrastructure works within the district should be well-planned for enhancing connectivity. Befitting Kowloon East CBD's green vision and development strategies, the proposed EFLS as a transport mode with low carbon emission will enhance inter-district and intra-district connectivity of Kowloon East.

In December 2011, we briefed the Panel on Development of the Legislative Council on the Government's new initiative on transforming Kowloon East into a CBD, including a two-stage public consultation exercise to be commenced for soliciting public views on the EFLS proposal. The Stage 1 public consultation commenced in February 2012 and the Panel on Development was consulted in April 2012. Views collected at the Stage 1 public consultation will be analysed and reported to relevant stakeholders at the Stage 2 public consultation, which will be conducted in end 2012, with a view to arriving at a consensus reflecting the majority of public views on the way forward for the EFLS.

My reply to the various parts of the question is as follows:

- (a) The Kai Tak Outline Zoning Plan approved in November 2007 has contained a reserve for an elevated rail-based environmentally friendly transport system as a long term transport mode subject to detailed investigation. In December 2009, we commissioned the consultants to study the feasibility of providing the EFLS in the form of elevated rail line. Apart from the proposed monorail, the EFLS feasibility study has also examined rubber-tyred Automatic People Mover (APM). The passenger capacity, construction cost, operating and maintenance expenses of both monorail and APM are of similar order, though the APM would cause more visual impact and blockage to daylight/ventilation. To tie in with the completion of the cruise terminal and public housing development in 2013, the study has also preliminarily examined the applicability of other road-based green public transport modes for KTD Area, including the supercapacitor bus, battery-electric bus and hybrid bus. On the other hand, the bus

companies are now arranging to conduct pilot schemes on these different types of green buses in order to ascertain their suitability for use in Hong Kong. Road-based green buses will offer an advantage of lower procurement cost and running cost as well as higher flexibility for route planning and modification, but will occupy or share road space thus having lower transport efficiency and adding pressure to the already busy road network in districts adjoining KTD. In response to the public suggestions solicited during the Stage 1 public consultation, we will further look into other technical aspects of the road-based green public transport modes such as traffic impact, land use and cost implications. Relevant information will be made available for public consideration during the Stage 2 public consultation.

- (b) The study suggests not extending the EFLS to To Kwa Wan, Kowloon City and San Po Kong. The major factors in consideration of penetrating the elevated monorail into the old residential areas are the complicated technical difficulties and constraints of topographical environment, including the noise and visual impacts on the residential areas, concerns about intrusion of privacy of the premises, etc. To enhance the connectivity between KTD and To Kwa Wan, Kowloon City and San Po Kong, the study suggests extending some of the existing bus routes via Prince Edward Road East to KTD as well as fourteen items of proposed/enhanced footbridges, subways and at-grade pedestrian crossings.
- (c) There are quite a number of monorails in use in the overseas cities, for example, Kuala Lumpur in Malaysia (opened in 2003), Las Vegas in the United States (opened in 2004), Moscow in Russia (opened in 2004), Sentosa in Singapore (opened in 2007) and Palm Jumeirah in Dubai (opened in 2009). We do not have information about the capital investment, operating and maintenance expenses and financial performance for the above overseas monorails. Given the differences in topographical environment, social factor and implementation timeframe, it would be unable to compare the construction cost, operating and maintenance expenses and financial performance of the proposed EFLS with the above overseas monorails on a like-with-like basis.
- (d) According to the preliminary estimation in the EFLS feasibility study, assuming that the fare structure for the EFLS is similar to that for the Mass Transit Railway and excluding the replacement costs for electrical/mechanical facilities and rolling stock, the revenue could



cover the operating and maintenance expenses of the EFLS. As the detailed feasibility study has yet to proceed and there is no local operating data for the monorail, the annual operating and maintenance expenses of the EFLS could only be broadly estimated to be in the range from \$18 to \$23 million per kilometre of rail length at 2010 price level. The actual figure will be subject to the final design and the operating situation.

**Written question raised by Hon Paul TSE at the Legislative Council meeting of 4 July 2012 and the Administration's reply**

**Initiatives under "Energizing Kowloon East" project**

Question:

It has been reported that the Energizing Kowloon East Office (EKEO) plans to transform the 200,000 feet derelict land under an elevated section of the Kwun Tong Bypass and the Tsun Yip Street Playground into music performance area and public space, so as to vitalise the industrial zone which falls silent at night time. In this connection, will the Government inform this Council:

- (a) apart from the development of outdoor performance area/public space, and in view of the insufficient timeslots for performances in the Hong Kong Coliseum (HKC), whether it has considered converting the two soccer pitches and two basketball courts in the Tsun Yip Street Playground into an indoor venue which can accommodate both cultural performances (e.g. concerts and visual arts displays) and ball games, so as to add cultural and recreational elements to the Kowloon East core business district project, as well as meet part of the demands for using HKC; if it has, of the outcome; if not, whether it can assess the feasibility of the aforesaid recommendation; and
- (b) of a comparison of the level of satisfaction in usage and construction costs between EKEO, which was built with recyclable steel structures and old containers as its essential construction materials and embodies a number of energy-conservation concepts, and traditional office buildings, which are built with materials such as steel, concrete and glasses, etc.; if the outcome of the comparison proves that the former brings about better results on land utilisation and office uses, as well as being more cost effective, whether the authorities will consider constructing more government offices similar to EKEO in other areas in Kowloon East, and relocating some government departments to the redevelopment area to foster regional development and compensate for the deficiency of the recently commissioned new Central Government Complex at Tamar which has already been criticised for not having sufficient office space?

Reply:

President,

In his 2011-12 Policy Address, the Chief Executive announced that we would adopt a visionary, co-ordinated and integrated approach to transform Kowloon East, comprising the Kai Tak Development Area (KTDA), the former industrial areas of Kwun Tong and Kowloon Bay, into an attractive central business district (CBD) to sustain Hong Kong's long-term economic development. In just a few months' time since its establishment in February this year, the Pre-Kowloon East Development Office has organised various briefings, seminars and workshops to engage the public and relevant stakeholders and draw on their ideas and insights. The views collected had been consolidated to form the Conceptual Master Plan of Kowloon East 2.0 (CMP 2.0), which was announced on June 7, 2012 when the Energizing Kowloon East Office (EKEO) was established officially. The CMP 2.0 embraces the grand vision of promoting our long-term economic growth and global competitiveness by transforming Kowloon East into another premier CBD. It also spells out the ten main tasks that need to be accomplished in achieving the vision. They include exploring the possibilities to develop the vacant lot of about 10,000 square metres under the Kwun Tong Bypass into a public space for staging arts and cultural performances and to transform Tsun Yip Street Playground into an inviting and vibrant place. It is to integrate arts and cultural activities into city life and create a unique atmosphere to set the scene for the transformation of Kowloon East.

My reply to the two parts of the question is as follows:

- (a) The Tsun Yip Street Playground (TYS Playground) lies at the heart of the Kwun Tong Business Area where buildings are densely packed. According to the Draft Kwun Tong (South) Outline Zoning Plan (S/K14S/17), the YYS Playground is zoned as 'Open Space'. It is an invaluable 'city lung'. We therefore should strive to preserve and transform this urban space into a place where people would like to work, to do business, to walk, to stay and to play. To this end, we will enhance tree planting and greening works and consider introducing new design elements for transforming the YYS Playground into Kwun Tong Industrial Heritage Park. The Park will be a testament to the transformation of Kowloon East from an old industrial area into a new business centre as well as a link for the past, present and future. The YYS Playground can also be used to stage various arts performances or carnivals in future, turning this rare open

space in the heart of Kwun Tong into a dynamic and vibrant public space within the business area.

- (b) The office building of the EKEO commenced operation in early June. Apart from basic office facilities, it also houses an information kiosk. Apart from serving as a venue for hosting public engagement activities and receiving visitors, the kiosk also accommodates exhibition panels, models and video programmes about Energizing Kowloon East and KTDA. In addition to providing an efficient workspace for the professional EKEO team in Kowloon East, the office building of the EKEO is a pilot project that showcases a new sustainable design concept with low carbon footprint. The building itself serves as a demonstration model for other temporary buildings in Hong Kong in the future, including construction site offices. As the office building is a temporary structure made of recyclable freight containers and other steel works, its size and height are restricted by the container module, making it only suitable for short and medium term use by small to medium sized teams. Given that the office building is a temporary structure and its design, materials and building services facilities are intended for short-term use only, its construction cost is lower than that of a general permanent government office building. That said, as the design concepts and standards for temporary structures and general government buildings are different, we should not draw a direct comparison between their construction unit costs.

On relocating government departments to new development areas, the Finance Committee of the Legislative Council has approved funding for the construction of Trade and Industry Tower in the KTDA in January 2012. The Tower will provide 33,000 square metre net operating floor area and will mainly be used for accommodating the government offices currently housed in the Trade and Industry Department Tower in Mong Kok as well as other leased private premises. Moreover, the three existing office buildings near the Wan Chai waterfront will also be relocated to the two reserved sites for new government office buildings at the KTDA. Moving government offices from prime locations to government office buildings in the KTDA will not only optimise use of land resources but also boost the development of Kowloon East.

## Energizing Kowloon East

### List of relevant papers

Date	Meeting/Event	References
14 October 2011	Panel on Development	Administration's paper -- Initiatives of the Development Bureau in the 2011-2012 Policy Address and Policy Agenda (LC Paper No. CB(1)35/11-12(01)) <a href="http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev1014cb1-35-1-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev1014cb1-35-1-e.pdf</a>
26 October 2011	Council Meeting	Hansard -- written question (No. 19) on "Infrastructural developments and policies to promote cruise tourism" (p. 606 - p. 609) <a href="http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm1026-translate-e.pdf">http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm1026-translate-e.pdf</a>
14 December 2011	Council meeting	Motion debate on "Capitalizing on the opportunity presented by the building of a cruise terminal to develop Kowloon East into a business and tourism district"  Hansard (Floor)(14 and 15 December 2011) <a href="http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm1214-translate-e.pdf">http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm1214-translate-e.pdf</a> (p. 3716 - 3750) <a href="http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm1215-translate-e.pdf">http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm1215-translate-e.pdf</a> (p. 3783 - 3807)

Date	Meeting/Event	References
19 December 2011	Panel on Development	<p>Administration's paper -- Energizing Kowloon East (LC Paper No. CB(1)599/11-12(03))  <a href="http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev1219cb1-599-3-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev1219cb1-599-3-e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)1346/11-12)  <a href="http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20111219.pdf">http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20111219.pdf</a></p>
16 January 2012	Panel on Development	<p>Administration's paper -- Kowloon East Development Office (LC Paper No. CB(1)797/11-12(03))  <a href="http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev0116cb1-797-3-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev0116cb1-797-3-e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)1608/11-12)  <a href="http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20120116.pdf">http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20120116.pdf</a></p>
15 February 2012	Establishment Subcommittee	<p>Administration's paper -- Head 159 -- Government Secretariat: Development Bureau (Works Branch) (LC Paper No. EC(2011-12)20)  <a href="http://www.legco.gov.hk/yr11-12/english/fc/esc/papers/e11-20e.pdf">http://www.legco.gov.hk/yr11-12/english/fc/esc/papers/e11-20e.pdf</a></p> <p>Minutes of meeting (LC Paper No. ESC36/11-12)  <a href="http://www.legco.gov.hk/yr11-12/english/fc/esc/minutes/esc20120215.pdf">http://www.legco.gov.hk/yr11-12/english/fc/esc/minutes/esc20120215.pdf</a></p>
17 April 2012	Panel on Development	<p>Administration's paper -- Environmentally Friendly Linkage System for Kowloon East (LC Paper No. CB(1)1514/11-12(02))  <a href="http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev0417cb1-1514-2-e.pdf">http://www.legco.gov.hk/yr11-12/english/panels/dev/papers/dev0417cb1-1514-2-e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)2565/11-12)  <a href="http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20120417.pdf">http://www.legco.gov.hk/yr11-12/english/panels/dev/minutes/dev20120417.pdf</a></p>

Date	Meeting/Event	References
20 April 2012	Finance Committee	Administration's paper -- Recommendations of the Establishment Subcommittee (LC Paper No. FCR(2012-13)9) <a href="http://www.legco.gov.hk/yr11-12/english/fc/fc/papers/f12-09e.pdf">http://www.legco.gov.hk/yr11-12/english/fc/fc/papers/f12-09e.pdf</a>
13 June 2012	Public Works Subcommittee	Administration's paper -- Head 703 -- Buildings -- Recreation, Culture and Amenities -- Open Spaces -- 425RO -- Runway Park at Kai Tak, Kowloon City District (LC Paper No. PWSC(2012-13)29) <a href="http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-29e.pdf">http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-29e.pdf</a>  Administration's paper -- Head 703 -- Buildings -- Recreation, Culture and Amenities -- Open Spaces -- 439RO -- Kwun Tong promenade (stage 2) (LC Paper No. PWSC(2012-13)30) <a href="http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-30e.pdf">http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-30e.pdf</a>  Minutes of meeting (LC Paper No. PWSC81/11-12) <a href="http://www.legco.gov.hk/yr11-12/english/fc/pwsc/minutes/pwsc20120613.pdf">http://www.legco.gov.hk/yr11-12/english/fc/pwsc/minutes/pwsc20120613.pdf</a>
27 June 2012	Council Meeting	Hansard -- written question (No. 8) on "Environmentally Friendly Linkage System for Kowloon East" (p. 16484 - p. 16487) <a href="http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm0627-translate-e.pdf">http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm0627-translate-e.pdf</a>
4 July 2012	Council Meeting	Hansard -- written question (No. 14) on "Initiatives under Energizing Kowloon East" Project (p. 17335 - p. 17338) <a href="http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm0704-translate-e.pdf">http://www.legco.gov.hk/yr11-12/english/counmtg/hansard/cm0704-translate-e.pdf</a>

<b>Date</b>	<b>Meeting/Event</b>	<b>References</b>
6 July 2012	Finance Committee	Administration's paper -- Recommendations of the Public Works Subcommittee on Public works programme and capital subvention projects (LC Paper No. FCR(2012-13)52) <a href="http://www.legco.gov.hk/yr11-12/english/fc/fc/papers/f12-52e.pdf">http://www.legco.gov.hk/yr11-12/english/fc/fc/papers/f12-52e.pdf</a>