

**立法會**  
***Legislative Council***

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**Panel on Development**

**Meeting on 28 October 2014**

**Updated background brief on the proposed  
Environmentally Friendly Linkage System for Kowloon East**

**Purpose**

This paper provides background information on the proposed Environmentally Friendly Linkage System ("EFLS") for Kowloon East and a brief account of the views and concerns expressed by Members at the meetings of the Legislative Council and the Panel on Development ("DEV Panel") on the subject since the 2011-2012 legislative session.

**Background**

2. The Kai Tak outline zoning plan approved in November 2007 provides for a possible rail-based EFLS, running within the Kai Tak Development ("KTD"). In December 2009, the Civil Engineering and Development Department commissioned a study to examine EFLS' preliminary feasibility ("the preliminary feasibility study"). In the 2011-2012 Policy Address, the Chief Executive announced the initiative to transform Kowloon East ("KE"), comprising KTD, Kwun Tong and Kowloon Bay, into a core business district ("CBD"). In drawing up the EFLS proposal to cope with the development strategies for KE CBD, the preliminary feasibility study considered the important role to be played by EFLS in "Energizing KE", i.e. to enhance inter-district and intra-district connectivity of KE. To solicit public views on the EFLS proposal, the Administration conducted two stages of public consultation ("PC") from

February to October 2012 and from October 2013 to February 2014 respectively<sup>1</sup>.

### **Feasibility studies for the proposed EFLS**

3. The Administration briefed DEV Panel in April 2012 on public views received during the on-going Stage 1 PC and the findings of the preliminary feasibility study. The study suggested adopting an elevated monorail system as EFLS linking the MTR Kowloon Bay Station through KTD, and across a new Kwun Tong Transportation Link ("KTTL") above the Kwun Tong Typhoon Shelter ("KTTS") to the MTR Kwun Tong Station. In October 2013, to facilitate the Stage 2 PC, the Administration published a public consultation digest providing, among others, a preferred EFLS alignment option, including the proposed locations of the EFLS stations (**Appendix I**). At the meeting on 27 May 2014, the Administration briefed DEV Panel on the outcome of the two-stage PC exercise and consulted the Panel on a funding proposal to carry out a detailed feasibility study ("DFS") and preliminary site investigation works for the proposed EFLS<sup>2</sup>. The estimated cost of the project under the proposal is about \$92 million. After deliberation, members voted down the proposal of supporting the Administration's submission of the funding proposal to the Public Works Subcommittee ("PWSC") for endorsement.

4. To address members' key concerns, the Administration changed the scope of the proposed DFS (as set out at **Appendix II**) and consulted DEV Panel on a funding proposal incorporating the revised scope of DFS (LC Paper No. CB(1)1774/13-14(01)) ("the Revised Proposal") at the meeting on 16 July 2014. Due to time constraints, the discussion on the Revised Proposal has not finished. Members agreed that the discussion would continue in a future meeting.

#### Scope of the detailed feasibility study

5. While some DEV Panel members acknowledged that an elevated monorail had its merit as it would occupy a relatively small amount of road space and could be a tourist attraction in its own right, other members held

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<sup>1</sup> The Administration briefed DEV Panel on public views received during the on-going Stage 1 PC at the meeting on 17 April 2012 and provided further updates on the EFLS project vide the discussion paper "Progress Report of Energizing Kowloon East Office and Its Continuing Operation"(LC Paper No. CB(1)287/12-13(03)) for the Panel meeting on 7 January 2013.

<sup>2</sup> The Administration advised members at the meeting that it planned to submit the funding proposal to the Public Works Subcommittee and the Finance Committee in late 2014 for consideration.

the view that the proposed DFS should examine whether other transport modes, such as the modern tramway, the elevated automated people mover, would be a more cost-effective option. They commented that, although the Administration had changed the scope of the proposed DFS, the revised scope could not address the concern that the Administration's inclination was to adopt the elevated monorail as EFLS for KE. They opined that the studies on other transport modes should be given equal weights.

6. According to the Administration, the findings of the preliminary feasibility study had indicated that the development of an elevated monorail in KE had a higher feasibility. The modern tramway was not so feasible due to space constraints on the ground level in KE. The Administration stressed that it had no pre-conceived position on the adoption of elevated monorail as EFLS for KE. In light of members' view that all possible transport options should be evaluated in detail, the Administration had changed the scope of the proposed DFS and would revise the relevant parts in the paper to be submitted to PWSC.

#### Financial viability and procurement approach

7. DEV Panel members have expressed concern that the development and operation of the proposed EFLS would involve substantial costs and might be financially unviable. Taking in view that EFLS might bring about a low return rate, some members considered that the system should be taken as an infrastructure investment of the Government. Some other members opined that if an elevated monorail would be adopted as EFLS for KE, to be constructed and operated by the MTR Corporation Limited ("MTRCL"), the market of railway service would be further dominated by the company and KE residents might have to pay a high fare for EFLS in future. To facilitate further discussion on the subject, DEV Panel members, at the meeting on 16 July 2014, requested the Administration to provide the Panel with more information, such as the financial positions of similar overseas EFLS, the pros and cons as well as the operation costs for the proposed EFLS under the management of different organizations, i.e. the Government, MTRCL and other companies/organizations.

8. The Administration advised that the objective of the proposed DFS was, after examining all possible options, to recommend the most cost-effective mode that could serve the largest number of passengers in KE. The public would be further consulted on any recommendations. Funding approval of the Finance Committee would be sought to develop the recommended transport mode. In the reply to a written question raised at the Council meeting of 14 May 2014, the Secretary for Development

advised that the proposed DFS would further examine, among others, the alignment and construction costs of EFLS, the financial performance and economic benefits, the most suitable mode of project implementation, and would formulate proposals for the construction and operation arrangements of the project. The Administration considered that it was premature at the present stage to consider entrusting the construction works to MTRCL.

#### Network coverage

9. During the motion debate on "Implementing the Kai Tak Planning to dovetail with KE development" held at the Council meeting of 20 March 2013, the Administration was urged, among others, to expeditiously implement the construction of a monorail system to connect Kai Tak, the various areas in KE and Kowloon City District, and at the same time, study the extension of the system to the mid-level areas of KE. At the meetings of DEV Panel in May and July 2014, some members relayed the local communities' requests for extending the coverage of the proposed EFLS to adjacent districts such as To Kwa Wan. Some held the view that the proposed alignment should not only serve new commercial developments. It should address the transport needs of local residents, including those living in public housing estates, for travelling inside KE.

10. The Administration advised that views about the locations of EFLS stations as well as extending the alignment to other areas had been received. These issues would be revisited in DFS. Given that EFLS, which would form the backbone of transport linkage serving KE, would only be commissioned in 2023 at the soonest, DFS would include formulating an integrated multi-modal linkage system by using various kinds of road-based green transport and pedestrian facilities to enhance the connectivity of the area at different stages of the CBD development, including the period before the commissioning of EFLS.

#### Implementation programme

11. Some DEV Panel members have expressed disappointment that the transport arrangement for KTD was still under discussion when the Kai Tak Cruise Terminal had been commissioned and other major residential, sports and tourism facilities at KTD were in the pipeline. They considered that the proposed DFS should set out an implementation timetable for different transport services in KE to tie in with the commissioning of the various facilities at KTD in the next nine to 10 years. The Administration said that it would endeavour to speed up the proposed DFS and the EFLS

project. Public engagement activities would be carried out concurrently with the conduct of DFS.

### Kwun Tong Typhoon Shelter

12. Under the Administration's proposed alignment, KTTL will run across the entrance of the existing 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 DEV Panel members opined that in the absence of a satisfactory arrangement for accommodating tall vessels in other suitable typhoon shelters, height restriction must not be implemented at KTTS. Some other members said that there were public aspirations, expressed during the Stage 1 PC, for a better use of the water body at the typhoon shelter, such as using it as a water sports centre. They suggested that consideration should be given to relocating KTTS.

13. The Administration advised that DFS would look into possible mitigation measures to address the impact of KTTL on high-mast vessels and the reprovisioning options for KTTS. The industry and the relevant Government departments would be consulted on these issues.

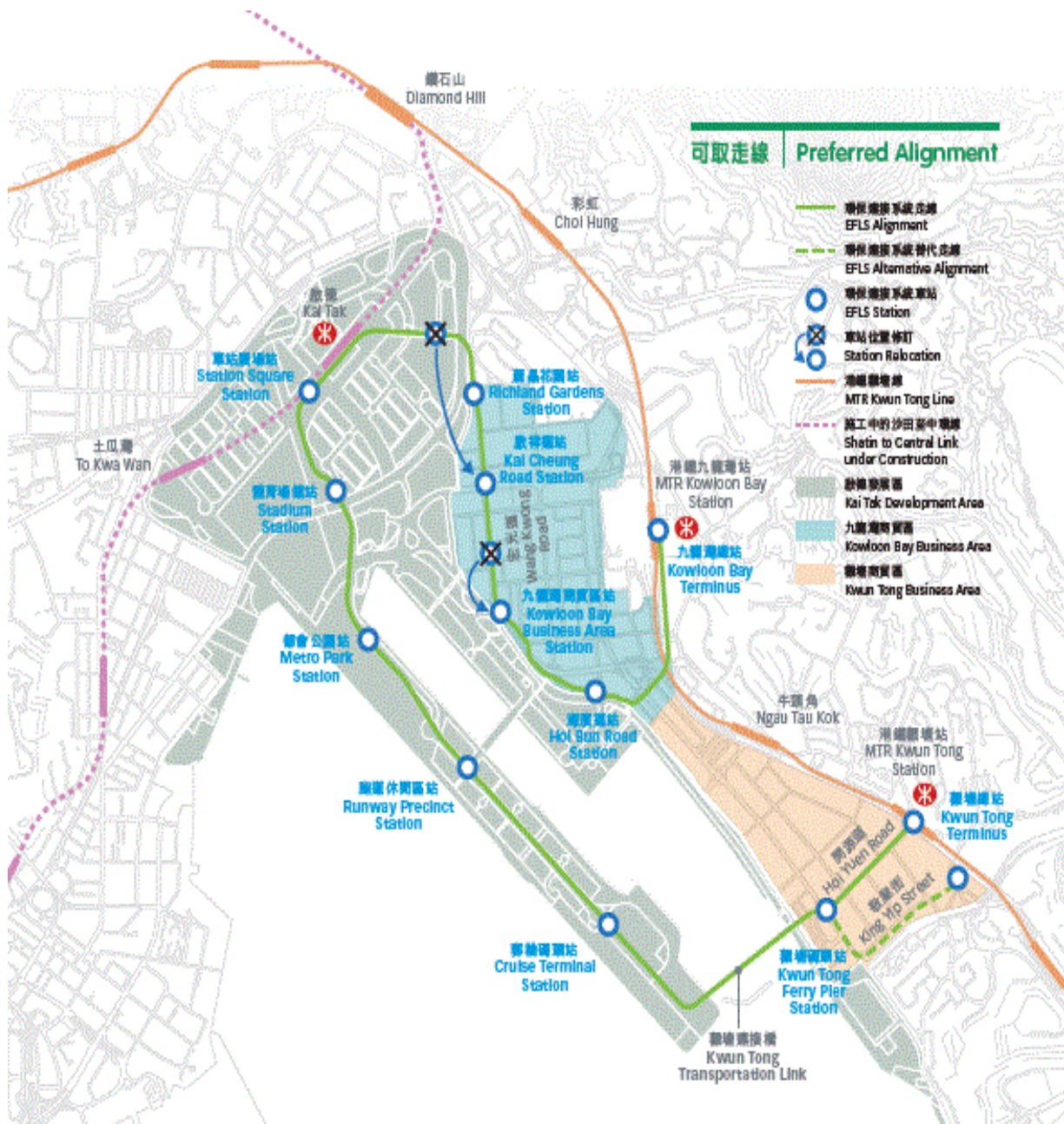
### **Recent developments**

14. The Administration will seek the Panel's support, at the meeting on 28 October 2014, for the Revised Proposal and upgrading PWP Item No. 065TR (DFS on EFLS) to Category A.

### **Relevant papers**

15. A list of relevant papers is shown in **Appendix III**.

環保連接系統可取走線  
Preferred alignment of the Environmentally Friendly Linkage System



資料來源：環保連接系統第二階段公眾諮詢摘要  
([http://www.ktd.gov.hk/efls/pdf/EFLS\\_Pamphlet.pdf](http://www.ktd.gov.hk/efls/pdf/EFLS_Pamphlet.pdf))  
Source: EFLS Stage 2 Public Consultation Digest  
([http://www.ktd.gov.hk/efls/pdf/EFLS\\_Pamphlet.pdf](http://www.ktd.gov.hk/efls/pdf/EFLS_Pamphlet.pdf))

### Study scope of the proposed detailed feasibility study

According to the discussion paper provided by the Administration for the meeting of DEV Panel on 16 July 2014 (LC Paper No. CB(1)1774/13-14(01)), the study scope of the proposed detailed feasibility study includes the following tasks --

- (a) Network development review based upon the comments received from the two-stage public consultation and the latest development<sup>3</sup> of Kowloon East, with sensitivity tests on alternative alignments and connections with MTR stations; patronage forecast; associated economic and financial performances assessment; and recommendation on a preferred alignment;
- (b) Study to formulate a well-planned integrated multi-modal linkage system by using the proposed elevated EFLS in addition to different kinds of road-based green transport and pedestrian facilities to enhance the connectivity of Kowloon East at different stages of the Central Business District development;
- (c) Study to examine a preferred operation mode, station design, related electrical and mechanical works, rolling stock and depot requirements of the EFLS;
- (d) Assessment on innovative designs, and arrangements for enhancing attractiveness and cost-effectiveness;
- (e) Technical assessments, including preliminary environmental assessment;
- (f) Financial assessment, procurement options and implementation programme assessment;
- (g) Topical study to examine better use of the water body at KTTS and/or Kai Tak Approach Channel, justifications for KTTL, mitigation measures to address impact of KTTL on high-mast vessels and any reprovisioning options of KTTS to comply with the requirements of the Protection of the Harbour Ordinance; and
- (h) Topical study on the applicability of alternative at-grade green transport modes in Kowloon East, including the modern tramway, for a comparison among various options.

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<sup>3</sup> The latest developments of Kowloon East will cover the outcome of the International Ideas Competition of the "Kai Tak Fantasy" to be announced in late 2014, increase in development intensity in KTD and the Territorial Population and Employment Data Matrices published by Planning Department in 2013.

## Appendix III

### Proposed Environmentally Friendly Linkage System for Kowloon East

#### List of relevant papers

Council/Committee	Date of meeting	Paper
Panel on Development	17 April 2012	<p>Administration's paper on "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>
Council meeting	27 June 2012	<p>Hansard -- written question (No. 8) on "Environmentally Friendly Linkage System for Kowloon East" (p. 16484 - 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></p>
Council meeting	24 October 2012	<p>Hansard -- oral question (No. 1) on "Ancillary Transport Facilities for New Cruise Terminal" (p. 532 - 544)  <a href="http://www.legco.gov.hk/yr12-13/english/counmtg/hansard/cm1024-translate-e.pdf">http://www.legco.gov.hk/yr12-13/english/counmtg/hansard/cm1024-translate-e.pdf</a></p>
Panel on Development	7 January 2013	<p>Administration's paper on "Progress Report of Energizing Kowloon East Office and its continuing operation" (LC Paper No. CB(1)287/12-13(03))  <a href="http://www.legco.gov.hk/yr12-13/english/panels/dev/papers/dev0107cb1-287-3-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/dev/papers/dev0107cb1-287-3-e.pdf</a></p> <p>Minutes of meeting (LC Paper No. CB(1)581/12-13)  <a href="http://www.legco.gov.hk/yr12-13/english/panels/dev/minutes/dev20130107.pdf">http://www.legco.gov.hk/yr12-13/english/panels/dev/minutes/dev20130107.pdf</a></p>



Council/Committee	Date of meeting	Paper
Council meeting	20 March 2013	<p>Hansard -- written question (No. 10) on "Ancillary transport facilities for future development at Anderson Road Quarry" (p. 7565 - 7570)  <a href="http://www.legco.gov.hk/yr12-13/english/coinmtg/hansard/cm0320-translate-e.pdf">http://www.legco.gov.hk/yr12-13/english/coinmtg/hansard/cm0320-translate-e.pdf</a></p> <p>Motion debate on "Implementing the Kai Tak Planning to dovetail with Kowloon East development"</p> <p>Hansard (p 7782-7873)  <a href="http://www.legco.gov.hk/yr12-13/english/coinmtg/hansard/cm0320-translate-e.pdf">http://www.legco.gov.hk/yr12-13/english/coinmtg/hansard/cm0320-translate-e.pdf</a></p> <p>Progress report  <a href="http://www.legco.gov.hk/yr12-13/english/coinmtg/motion/cm0320-m5-prpt-e.pdf">http://www.legco.gov.hk/yr12-13/english/coinmtg/motion/cm0320-m5-prpt-e.pdf</a></p>
Council meeting	6 November 2013	<p>Hansard -- written question (No. 20) on "Planning for Kai Tak Development Area" (p. 1888 - 1891)  <a href="http://www.legco.gov.hk/yr13-14/english/coinmtg/hansard/cm1106-translate-e.pdf">http://www.legco.gov.hk/yr13-14/english/coinmtg/hansard/cm1106-translate-e.pdf</a></p>
Council meeting	14 May 2014	<p>Hansard -- written question (No. 2) on "Environmentally Friendly Linkage System in Kowloon East" (p. 10913 - 10915)  <a href="http://www.legco.gov.hk/yr13-14/english/coinmtg/hansard/cm0514-translate-e.pdf#nameddest=wrq">http://www.legco.gov.hk/yr13-14/english/coinmtg/hansard/cm0514-translate-e.pdf#nameddest=wrq</a></p>
Panel on Development	27 May 2014	<p>Administration's paper on 65TR -- Detailed feasibility study for Environmentally Friendly Linkage System for Kowloon East (LC Paper No. CB(1)1456/13-14(04))  <a href="http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev0527cb1-1456-4-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev0527cb1-1456-4-e.pdf</a></p>

Council/Committee	Date of meeting	Paper
		Minutes of meeting (LC Paper No. CB(1)2016/13-14) <a href="http://www.legco.gov.hk/yr13-14/english/panels/dev/minutes/dev20140527.pdf">http://www.legco.gov.hk/yr13-14/english/panels/dev/minutes/dev20140527.pdf</a>
Panel on Development	16 July 2014	Administration's paper on 65TR -- Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East (LC Paper No. CB(1)1774/13-14(01)) <a href="http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev0716cb1-1774-1-e.pdf">http://www.legco.gov.hk/yr13-14/english/panels/dev/papers/dev0716cb1-1774-1-e.pdf</a>
Council question	15 October 2014	Written question (No. 18) on "Kai Tak Cruise Terminal" <a href="http://www.info.gov.hk/gia/general/201410/15/P201410150294.htm">http://www.info.gov.hk/gia/general/201410/15/P201410150294.htm</a>