



25 January 2021

Dear Ir Dr Hon LO Wai-Kwok, SBS, MH, JP

In reference to LC Paper No. CB(1)447/20-21(05), Findings Recommendations of Detailed Feasibility Study for Environmentally Friendly Linkage System of Kowloon East, the Hong Kong Boating Industry Association (HKBIA) objects to the construction of a “600 -meter long pedestrian cum cyclist bridge with travellators across Kwun Tong Typhoon Shelter”.

Such a bridge would have to be tall enough for boats to pass under otherwise, it would be in breach of the Protection of the Harbour Ordinance as boats will not be able to use a large part of the typhoon shelter needed for mooring and anchorage during inclement weather.

In the case that this cyclist bridge is built tall enough for boats to cross under, assuming 20m, 400m of the bridge will be a 1:20 ramp taking up more than 2/3 of the total bridge length (excluding landings). Therefore, a bridge that is compliant with the Protection of the Harbour Ordinance may not be an accessible pedestrian & cyclist bridge. The sheer size of the bridge makes it out of place in the middle of the typhoon shelter.



Red = Simple Massing of 20m clear height bridge (ignoring structure)

Green = 1:20 ramp for 20m clear height bridge

Pink = 1:12 ramp 20m clear height bridge



Therefore, we would much prefer to have an electric ferry network to connect Ngau Tau Kok to Kai Tak instead of a bridge. A ferry link is ideal, it celebrates Hong Kong's strong maritime culture and embraces what makes Hong Kong unique - a city that has close ties with the water. Throughout the history of HK, water transportation has been iconic for Hong Kong – from Sampans to the Star Ferry, and perhaps in the not-too-distant future, the Electric Ferry in Kwun Tong Typhoon Shelter.



Sampan



Star Ferry



Electric Ferry

Yours Sincerely,

Lawrence Chow
Chair
On behalf of the HKBIA