

# **Smart and Green Mass Transit System in Kai Tak**

**Task Force on Kai Tak Harbourfront Development**

**27 March 2025**

A series of thin, light green wavy lines that sweep across the bottom of the slide, creating a sense of movement and flow.

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# Background

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- The Chief Executive announced in the 2023 Policy Address to construct the Smart and Green Mass Transit System in Kai Tak (“KTGTS”), which serves as a light and green feeder service to nearby railway station.
- The Government has adopted a “dual innovation” approach, including “policy innovation” and “approach innovation” in implementing the KTGTS project (“the Project”), with a view to expediting its completion.

# Smart and Green Mass Transit System

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**Compared to the heavy rail system, Smart and Green Mass Transit System is:-**

- lightweight and convenient, equipped with rubber tyres to minimise noise;
- driven by batteries and overhead lines are not required, which is a more cost-effective option;
- to adopt an open and environmentally friendly design, combined with natural ventilation and greening, for the stations;
- equipped with real-time monitoring of passenger demand to facilitate responsive service adjustments and provision of real-time information to passengers, etc.

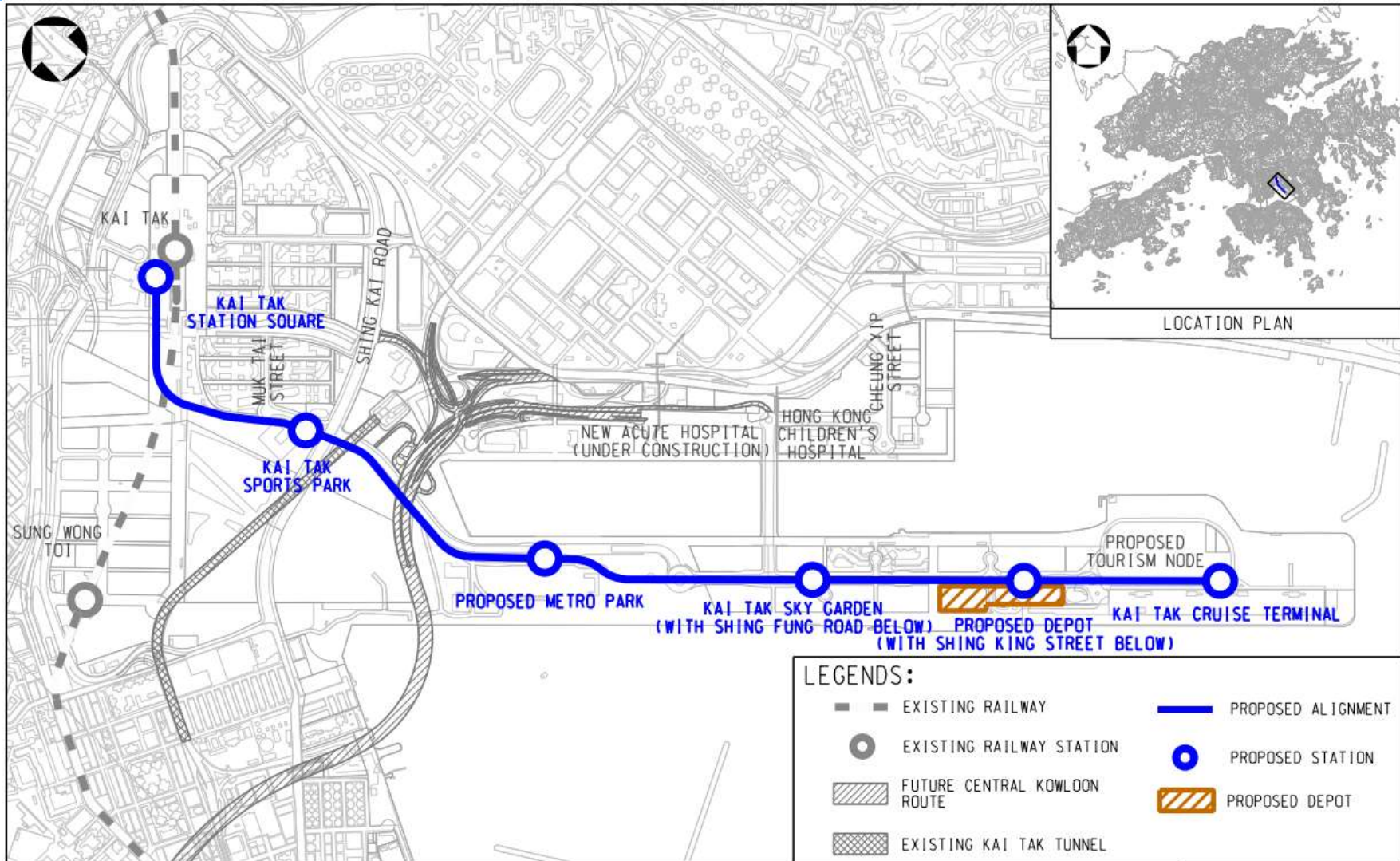


# Latest progress

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- We are now taking forward the planning and investigation works of the Project in full swing.
- The Project is a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (Cap. 499) (“EIAO”). Environmental Protection Department issued the Environmental Impact Assessment Study Brief for the Project in August 2024, in accordance with the EIAO. We are conducting impact assessments on noise and visual impacts etc. accordingly to optimise the design scheme and propose appropriate mitigation measures.
- We had invited relevant system suppliers and operators to submit Expressions of Interest (EOI) for the Project between August to October 2024. A total of 30 submissions have been received.
- We are making reference to the views gathered from the EOI exercise for ascertaining the technical details, delivery mode and financial arrangement, and preparing the tender documents.

# Design scheme – proposed alignment



# Photomontage (1) of KTGTS

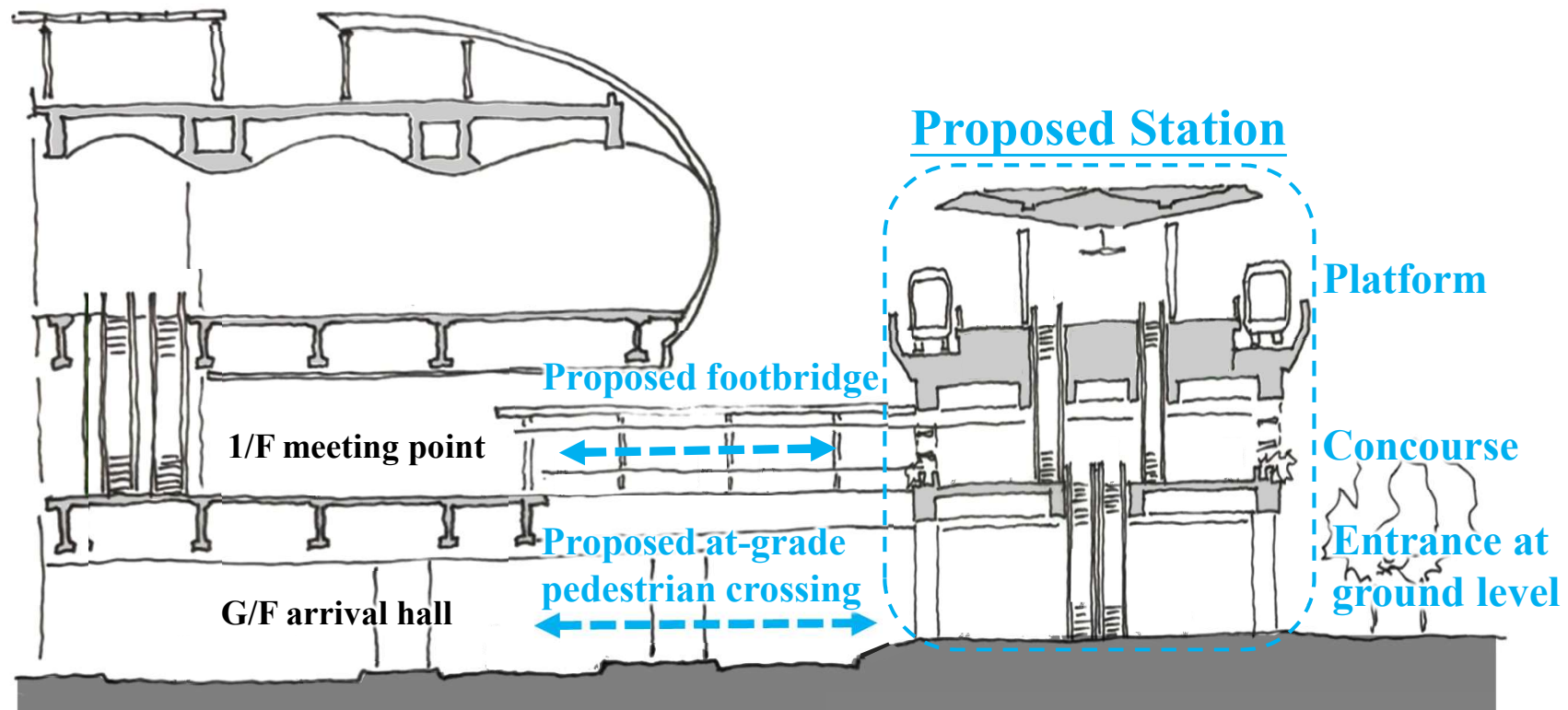


Note:

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

# Station design

## Kai Tak Cruise Terminal



Note: 1. The structures and buildings shown on the sketch are for illustrative purpose only.

# Photomontage (2) of KTGTS



Notes:

1. The shortest distance between the proposed KTGTS and residential buildings is about 20 metres.
2. The structures and buildings shown on the photomontage are for illustrative purpose only.

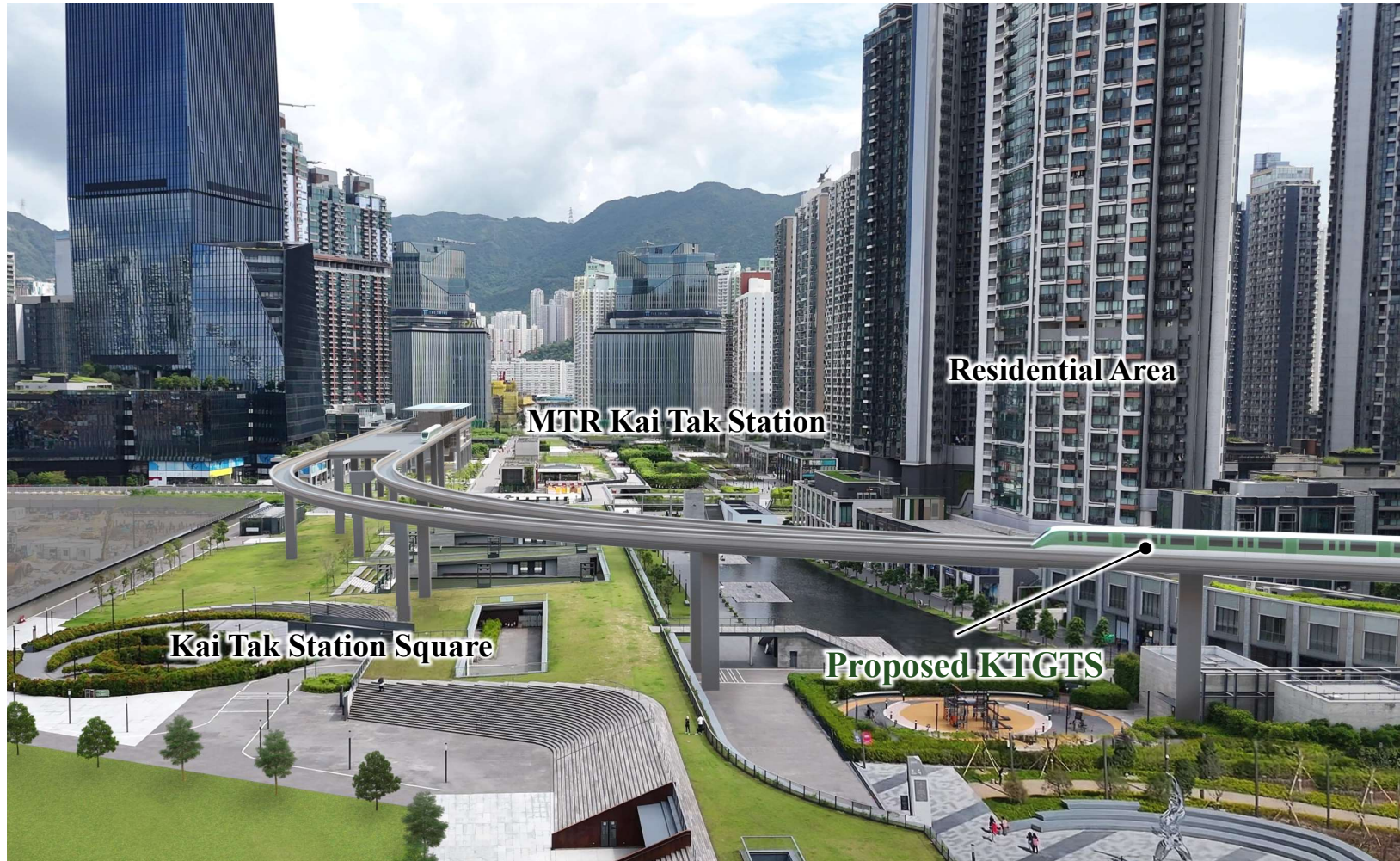
# Photomontage (3) of KTGTS



Notes:

1. The shortest distance between the proposed KTGTS and residential buildings is about 20 metres.
2. The structures and buildings shown on the photomontage are for illustrative purpose only.

# Photomontage (4) of KTGTS



Note:

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

# **Suggestions on potential extension of system**

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- We noted some public views for extension of the system to other facilities and areas.
- Based on the findings of the investigation consultancy study and with reference to the views gathered from the EOI exercise, there are many technical difficulties in extending the system to other facilities and areas. We also need to consider the impact on the implementation programme and financial viability of the Project.
- In order to facilitate the early implementation of the Project, we would adopt the current proposed alignment as the basis, and will explore the feasibility of reserving provisions for future extension to other facilities and areas in the design of the KTGTS.

# Compliance with Harbour Planning Principles and Guidelines

  Preserving Victoria Harbour

- Project will not involve any reclamation or discharge of pollutants

  Stakeholder Engagement

- We consulted the Traffic and Transport Committee of Kowloon City District Council, the Task Force on Kai Tak Harbour Subcommittee of Matters Relating to Railways under Panel on Transport of LegCo in March, June and October 2024 respectively. The committees and the Task Force supported the Project in general.

  Sustainable Development

- KTGTS provides a light and green feeder service, which can decrease the reliance on road transportation and thus reduce roadside emissions from traffic within the area
- The KTGTS will implement appropriate mitigation measures to minimise the potential environmental impacts at different project stages.
- Exterior design of stations and elevated corridor will blend in with surrounding environment and developments. An open and environmentally friendly design will be adopted.

  Integrated Planning

- The proposed elevated corridor of KTGTS, to be constructed atop of part of the existing Kai Tak Sky Garden, can serve as a cover to provide a more comfortable walking environment and experience of the public.
- Proposed stations at Kai Tak Cruise Terminal and Shing King Street provide convenience to the public and visitors for enjoyment of facilities at the Tourism and Leisure Hub.

  Vibrant Harbour

- Proposed KTGTS is with proposed six stations adjacent to major developments, facilities and MTR Kai Tak Station

  Accessible Harbour

- Proposed KTGTS provides convenience to the public and visitors to reach different areas and facilities within the area, which enhances the accessibility to Kai Tak Development area and renders a vibrant atmosphere at the harbourfront for the enjoyment of the public and visitors.

  Public Enjoyment

# Views from Members given on 5 June 2024 meeting

Member's views given on 5 June 2024 Meeting	Updates provided on 27 March 2025 Meeting
<b>I - Impacts on surrounding environments</b> <ul style="list-style-type: none"> <li>to mitigate impacts on surrounding environments and residents in the neighborhood</li> <li>to consider making use of existing Kai Tak Sky Garden</li> </ul>	<b>Having reviewed, to construct the dedicated corridor of the KTGTS atop of part of the Kai Tak Sky Garden (KTSG)</b> <ul style="list-style-type: none"> <li>✓ KTSG's function as a pedestrian network not affected</li> <li>✓ elevated corridor of KTGTS served as a cover to provide comfortable walking environment and experience for the public</li> </ul>
<b>II – Carrying capacity</b> <ul style="list-style-type: none"> <li>to take into account passengers from Kai Tak Sports Park and Kai Tak Cruise Terminal</li> </ul>	<b>Locations of proposed stations</b> <ul style="list-style-type: none"> <li>✓ six stations adjacent to major developments, facilities and MTR Kai Tak Station</li> <li>✓ KTGTS's design can cater for the traffic demand of these facilities and areas</li> </ul>
<b>III - Operation</b> <ul style="list-style-type: none"> <li>to consider user-friendliness and accommodation for passengers carrying luggages</li> </ul>	<b>Proposed stations</b> <ul style="list-style-type: none"> <li>✓ provision of lifts and escalators at the stations</li> <li>✓ provision of pedestrian linking facilities connecting with nearby major facilities</li> </ul>
<b>IV - Alignment</b> <ul style="list-style-type: none"> <li>to cover MTR Kwun Tong Station, MTR Ngau Tak Kok Station, Kwun Tong Ferry Pier</li> </ul>	<b>Suggestions on potential extensions of KTGTS</b> <ul style="list-style-type: none"> <li>✓ to adopt current proposed alignment as the basis to facilitate the early implementation of the Project</li> <li>✓ to explore the feasibility of reserving provisions for extension in the design of the KTGTS</li> </ul>

# Way forward

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- We will continue to adopt the “dual innovation” approach in implementing the Project.
- We target to strive to invite tender in second half of 2025, with an aim to award the contract in 2026.
- Meanwhile, we will review the viability of compressing the programmes in various stages from planning, design to construction, such as adoption of Design for Manufacturing and Assembly, Multi-trade Integrated Mechanical, Electrical and Plumbing technology, etc. with a view to commissioning the KTGTS in about 2031.

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

**-End-**