

# **SMART AND GREEN MASS TRANSIT SYSTEM IN KAI TAK**

## **PROJECT PROFILE**

(prepared in accordance with  
the Environmental Impact Assessment Ordinance (Cap. 499))

July 2024

Civil Engineering and Development Department

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## **FIGURE**

**Figure 1 - Smart and Green Mass Transit System in Kai Tak**

# 1. Basic Information

## 1.1. Project Title

1.1.1. The project title is Smart and Green Mass Transit System in Kai Tak (KTGTS).

## 1.2. Purpose and Nature of the Project

1.2.1. The Chief Executive's 2023 Policy Address announced that the Government will commence the preparatory work, including planning and investigation work, for the implementation of smart and green mass transit system at the former runway of Kai Tak. The Project was included in the "Hong Kong Major Transport Infrastructure Development Blueprint" issued by Transport and Logistics Bureau in December 2023.

1.2.2. The proposed smart and green mass transit system in Kai Tak connects the Kai Tak Cruise Terminal (KTCT) to the MTR Tuen Ma Line (TML) Kai Tak Station (KAT) to strengthen the connection among the residential and commercial developments at the Former Runway of Kai Tak, including facilities focused on tourism, recreation, sports and the community.

1.2.3. The proposed KTGTS serves as a light and green feeder service of medium to low carrying capacity, which will adopt environmentally friendly and smart technologies and operate on a dedicated elevated corridor to improve the transport efficiency, safety and convenience.

## 1.3. Name of the Project Proponent

1.3.1. The Project Proponent is East Development Office, Civil Engineering and Development Department (CEDD) of the Government of HKSAR.

## 1.4. Location and Scale of the Project and History of the Site

1.4.1. The Project is an approximately 3.5km long elevated transport system connecting the Kai Tak Cruise Terminal and residential areas at the former Kai Tak Runway Area, Kai Tak Metro Park, Kai Tak Sports Park and the MTR TML Kai Tak Station. It is operated along a dedicated elevated corridor that is separated from at-grade roads, such as Shing Fung Road, Muk Tai Street, etc which would not be affected by traffic conditions. A new depot is required and is proposed to be built at the Kai Tak Runway Area near the Kai Tak Cruise Terminal. Various transit modes available in the Mainland and around the World are being considered. The proposed alignment and stations are shown in **Figure 1**.

## 1.5. Number and Types of Designated Projects

1.5.1. Depending on the smart and green mass transit mode for the Project to be recommended, the KTGTS and the associated stations may be classified as a Designated Project (DP) under Schedule 2, Part I, Category A.2 "A railway and its associated stations" of the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499).

1.5.2. Depending on the smart and green mass transit mode for the Project to be recommended, the proposed depot of the Project may also be classified as a DP under Schedule 2, Part I, Category A.4 "A railway siding, depot, maintenance workshop, marshalling yard or goods

yard”, or Category A.6 “A transport depot located less than 100 m from the nearest boundary of an existing or planned – (a) residential area; (b) place of worship; (c) educational institution; or (d) health care institution” of the EIAO.

## **1.6. Name and Telephone Number of Contact Person**

- 1.6.1. All enquiries regarding the Project can be addressed to:  
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East Development Office

Civil Engineering and Development Department

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## **2. Outline of Planning and Implementation Programme**

### **2.1. Project Implementation**

- 2.1.1. The Project Proponent has engaged consultants to undertake the investigation study of the Project. The consultants are responsible for undertaking the Environmental Impact Assessment (EIA) study according to the Study Brief to be issued by the Director of Environmental Protection and responding on behalf of the Project Proponent on issues related to EIA.

### **2.2. Project Timetable**

- 2.2.1. The investigation study commenced in June 2024 and the contract is targeted to be awarded in 2027 for construction. The programme of the Project will be ascertained by the investigation study, taking into account other relevant technical studies.

### **2.3. Interactions with Other Projects**

- 2.3.1. Potential projects that would have interface with the Project have been identified and are listed below. Some of these projects are under planning or implementation. This list should be revisited during preparation of the subject EIA study to ensure all the latest projects available from the respective stakeholders are incorporated.

- Central Kowloon Route
- Kai Tak Sports Park
- Kai Tak Metro Park
- Tourism Node
- Lung Tsun Stone Bridge Preservation Corridor at Kai Tak
- Private and public housing development in Kai Tak
- Open Space Development along Kai Tak River
- Pedestrian cum Cyclist Bridge with Travellers across Kwun Tong Typhoon Shelter

- 2.3.2. The EIA for the above projects, if required, will be considered by their respective proponents. The EIA study will consider the cumulative environmental impacts from the abovementioned concurrent projects during both construction and operational phases of the Project will be addressed in the EIA study as appropriate.

### **3. Possible Impact on the Environment**

#### **3.1. General**

- 3.1.1. The Project would only involve land-based construction works, such as site formation works, foundation and pier works, and construction of viaduct, elevated station and depot structures, etc. As for the construction and operation of the KTGTS, the potential impacts, which have been identified based on the available information, are discussed below.

#### **3.2. Air Quality**

##### **Construction Impacts**

- 3.2.1. Dust generated from the construction activities including site clearance, excavation works, backfilling, wind erosion of exposed area, temporary storage of spoil on site, superstructure work, etc., as well as gaseous emissions from constructional plants are expected to be the major sources of impact during construction phase. Potential air quality impact to nearby Air Sensitive Receivers (ASRs) will be controlled to within relevant standards with implementation of dust mitigation measures as stipulated in the “Air Pollution Control (Construction Dust) Regulation” (Cap. 311R), “Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation” (Cap. 311Z), “Air Pollution Control (Fuel Restriction) Regulations” (Cap. 311I) and other relevant technical circulars and guidelines such as Development Bureau (DEVB) Technical Circular (Works) (TCW) No.13/2020 and DEVB TCW No.1/2015 etc.

##### **Operational Impacts**

- 3.2.2. KTGTS to be operated will be electrically powered and hence there will be no dust and gaseous emissions. Inside the depot, gaseous and particulate emissions generated from exhaust emissions of equipment used for maintenance operations are expected to be insignificant as the equipment is operated on a routine but infrequent basis. Air quality impact during the operational phase of the proposed KTGTS is anticipated to be minor.

#### **3.3. Noise**

##### **Construction Impacts**

- 3.3.1. Aboveground construction works will need to be conducted during the construction phase. Construction noise generated from the use of Powered Mechanical Equipment during site clearance, piling, excavation, backfilling, construction of superstructures, etc. at works areas of the Project will be mitigated by suitable practices and precautionary measures (see Section 5.3.1). Potential noise impact to nearby Noise Sensitive Receivers (NSRs) in the vicinity of construction sites will be controlled to within relevant standards.

##### **Operational Impacts**

- 3.3.2. Potential operational noise impact to nearby NSRs may arise due to the noise arising from the operation of the vehicles of KTGTS, such as interaction between the tyres of the vehicle and the track, running motor, and the air conditioning system at the vehicle, and fixed noise sources, such as electrical and mechanical equipment and mechanical ventilation system

within stations and depot. As KTGTS to be operated will be electrically powered, the running motor noise will be lower. It is expected that most of the fixed noise sources would be housed within plant rooms, which would be effective in most cases for minimising noise impacts. Appropriate design considerations, such as speed limits, and noise mitigation measures will be identified to minimize the noise impacts to nearby NSRs as necessary.

### **3.4. Water Quality**

#### **Construction Impacts**

- 3.4.1. Water quality impact from construction activities including potential site surface runoff generated from construction works, sewage from workforce, and accidental spillage of chemicals are anticipated in this Project. These aforementioned impacts arising from the construction of the Project will be assessed and studied in the EIA study and appropriate mitigation measures will be recommended.

#### **Operational Impacts**

- 3.4.2. Surface runoff from the tracks, depot, and viaduct alignment during rainfall events is anticipated. Wastewater from operation includes sewage generated from stations and depot are anticipated in this Project. Proper drainage system, designed with pollution management measures, e.g. oil interceptors, needs to be provided to avoid pollution to water sensitive receivers. These aforementioned impacts arising from the operation of the Project will be assessed and studied in the EIA study and appropriate mitigation measures will be recommended.

### **3.5. Waste Management**

#### **Construction Impacts**

- 3.5.1. Solid waste generated from construction activities includes construction and demolition (C&D) materials, chemical waste, general refuse etc. Good site practices will be implemented to avoid or minimise potential environmental impacts associated with handling, collection and disposal of wastes.
- 3.5.2. Also, small amount of land-based sediment is anticipated for the foundation works of the KTGTS. The management and disposal of these wastes will be assessed in the EIA study.
- 3.5.3. There is no reclamation or marine works and only land-based construction works is involved in the Project. With proper construction site management, no floating waste will be generated from the Project. The management and disposal of these wastes will be assessed in the EIA study.

#### **Operational Impacts**

- 3.5.4. Municipal wastes, including food waste, paper, plastic and office waste, will be generated from the future stations and depot. A small amount of chemical waste may be produced during maintenance of vehicles at depot. The management and disposal of these wastes will be assessed in the EIA study.

## 3.6. Land Contamination

- 3.6.1. A desktop review has identified that the area at Kai Tak within the Project is mainly reclaimed land. This area was previously occupied as Kai Tak Airport. Previous approved EIA reports related to the Kai Tak development, including Decommissioning of the Former Kai Tak Airport other than the North Apron, Kai Tak Multi-Purpose Sports Complex and Central Kowloon Route projects, have been reviewed and the findings indicated that decontamination has been completed within former Kai Tak Airport. In addition, based on the aerial photos and findings from previous EIA reports for Kai Tak Multi-purpose Sports Complex and Central Kowloon Route, the Project area was a vacant land and has been construction site for past decade. As potential contaminative land uses are not identified, potential land contamination is not anticipated.

## 3.7. Ecology

### **Construction Impacts**

- 3.7.1. Neither natural habitat of flora nor fauna has been identified within Project as it is a reclaimed land. Hence, direct ecological impact during construction phase is expected to be insignificant. Desktop review<sup>1</sup> and site visit have identified that there were night-roosting ardeids in Kai Tak area and the flight corridor was along Kai Tak Approach Channel. Indirect disturbance, such as noise and human disturbance, may affect these roosting sites during the construction phase. However, these species are common and widespread in Hong Kong, potential ecological impacts associated with the construction is considered to be very minor.
- 3.7.2. Neither reclamation nor marine works will be required for the Project. Hence, there will be no marine ecology study.

### **Operational Impacts**

- 3.7.3. Similar to construction phase, only indirect disturbance may affect the roosting site of ardeids during the operational phase, potential ecological impacts associated with the operation is considered to be very minor.

## 3.8. Landscape and Visual

- 3.8.1. The proposed works as listed below will cause impacts on landscape during operational phase.
- Elevated structures;
  - Stations; and
  - Depot.

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<sup>1</sup> Agriculture, Fisheries and Conservation Department Newsletter Issue No. 26  
(<https://bih.gov.hk/filemanager/newsletter/en/upload/29/Issue.No.26.pdf>)



3.8.2. The potential landscape and visual impacts arising from the Project may be as follows:

#### **Construction Impacts**

- Loss of some landscape elements and amenity planting in Kai Tak Avenue Park, and Kai Tak Station Square

#### **Operational Impacts**

- Loss of some landscape elements and amenity planting in Kai Tak Avenue Park, and Kai Tak Station Square; and
- Any above-ground structure of KTGTS may induce visual impacts to the surroundings. It is anticipated that there will be visual impact on public viewers. However, the proposed KTGTS is mainly surrounded by residential/commercial developments along the former Kai Tak Runway Area, Kai Tak Sports Park and Kai Tak Station Square, visual impact to the water body in the vicinity is not significant.

### **3.9. Cultural Heritage**

3.9.1. A desktop review has identified that Lung Tsun Stone Bridge Site of Archaeological Interest (SAI) is located in about 70m away from the Project. Potential impacts associated with the construction is considered to be very minor. A review on the cultural heritage impact would be conducted in EIA study. Subject to the review findings, appropriate mitigation measures, if necessary, will be recommended in the EIA report in agreement with the Antiquities and Monuments Office (AMO) and implemented to the satisfaction of AMO.

3.9.2. Desktop review has also identified that there is neither declared monuments nor graded building in close proximity of the alignment. The nearest historic building and Government Historic Site identified are Old Far East Flying Training School and Sung Wong Toi Inscription Rock, which are both located about at 700m from the Project. Given the large separation, adverse potential impact is not anticipated.

### **3.10. Hazard to Life**

3.10.1. No Potentially Hazardous Installations (PHIs) nor Dangerous Goods (DG) stores was identified in the vicinity of the Project. The hazardous facilities such as the Kerry Dangerous Goods Warehouse (Kowloon Bay) and the petrol cum LPG filling stations are both located at about 500m away from the Project. The ferry pier for dangerous goods vehicles (DGV) in Kwun Tong and Ma Tau Kok Gas Works are located at more than 700m and 600m away from the Project respectively. Given the large separation between the potentially PHIs / DG and the Project, potential impact is not anticipated. The construction work would not require any use of explosives. Adverse impact is therefore not anticipated.

## 4. Major Elements of the Surrounding Environment

### 4.1. General

- 4.1.1. The KTGTS is proposed to be located at Kai Tak area and operate above Shing Fung Road.
- 4.1.2. Sensitive receivers have been identified based on existing and committed developments in the vicinity, with details provided in the following sections. Any other sensitive receivers to be identified during the EIA study will also be considered.

### 4.2. Air quality

- 4.2.1. Air Sensitive Receiver (ASR) is defined in Annex 12 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM) as “domestic premises, hotel, hostel, hospital, clinic, nursery, temporary housing accommodation, school, educational institution, office, factory, shop, shopping centre, place of public worship, library, court of law, sports stadium or performing arts centre”, as well as “any other premises or place with which, in terms of duration or number of people affected, has a similar sensitivity to the air pollutants as the aforelisted premises and places”.
- 4.2.2. ASRs that may be affected by construction of the Project will be included in the air quality impact assessment. Potential nearby ASRs of the Project are:
- Domestic premises including Upper River Bank, K. Summit, The Henley, One Victoria, Miami Quay, public housing development, etc;
  - Comprehensive developments in Kai Tak Area;
  - Hospitals, clinic including Robert Black Health Centre, Hong Kong Children’s Hospital etc;
  - Schools, educational institutions including Lee Kau Yan Memorial School and Ng Wah Catholic Secondary School;
  - Offices and shopping centres including Trade and Industry Tower, Inland Revenue Center, Airside, etc;
  - Sports stadium including Kai Tak Sports Park; and
  - Government, Institution or Community (GIC) sites at Kai Tak.

### 4.3. Noise

- 4.3.1. Noise Sensitive Receiver (NSR) is defined in Annex 13 of the EIAO-TM as “all domestic premises, temporary housing accommodation, hostels, convalescent homes, homes for the aged, educational institution (including kindergarten and nurseries), places of public worship, courts of law, hospitals, medical clinics, and any other premises or places that are considered by the Director to have similar sensitivity to noise as the above.”

4.3.2. NSRs that may be affected by construction and operation of the Project will be included in the noise quality impact assessment. Potential nearby NSRs of the Project are:

- Domestic premises including Upper River Bank, K. Summit, The Henley, One Victoria, Miami Quay, public housing development, etc;
- Comprehensive developments in Kai Tak Area; and
- Government, Institution or Community (GIC) sites at Kai Tak.

#### **4.4. Water Quality**

4.4.1. Potential nearby Water Sensitive Receivers (WSRs) of the Project would be:

- Kai Tak River / Nullah;
- Typhoon Shelters, e.g. To Kwa Wan Typhoon Shelter, Kwun Tong Typhoon Shelter; and
- Seawater Intake for Kai Tak District Cooling System and flushing water.

#### **4.5. Ecology**

4.5.1. Potential nearby ecological sensitive receivers of the Project would be:

- Ardeid Night Roost.

#### **4.6. Landscape and Visual**

4.6.1. Currently, the composition of Landscape Resources (LRs) within the project area consists of the future Kai Tak Sports Park, open space of Kai Tak Avenue Park and Kai Tak Station Square, and Kai Tak Sky Garden at Shing Fung Road.

4.6.2. No country parks, coastal protection areas, conservation areas, areas of high landscape value, scenic spots, hilltops, ridgeline, nature reserves and Sites of Special Scientific Interest (SSSI) is identified within the Project area.

4.6.3. No registered Old and Valuable Tree (OVT) nor stone wall trees are identified within the Project area. Furthermore, no potential sensitive LR such as Trees of Particular Interest (TPIs), rare, endangered and protected plants of Hong Kong are identified. Hence, there is no landscape with distinctive character/resources identified.

4.6.4. A series of key public view points can be identified based on existing/planned land use and physical conditions. The following key public viewers may be affected:

- Future users in Kai Tak Sports Park;
- Users in Kai Tak Station Square;
- Users of Kai Tak Sky Garden; and

- Future users of Kai Tak Metro Park.

4.6.5. Subject to the development of the Project, impacts to existing visually sensitive areas and major visual resources, such as the views towards the Lion Rock and Lei Yue Mun, and open spaces in Kai Tak area, etc., enjoyed by the public will be reviewed in the EIA study.

## **4.7. Cultural Heritage**

4.7.1. Lung Tsun Stone Bridge SAI is identified as heritage resource in the proximity of the Project. Since it is located in about 70m away from the Project, potential impacts associated with the construction is considered to be very minor.

## **5. Environmental Protection Measures to be Incorporated in the Design and Any Further Environmental Implications**

### **5.1. General**

- 5.1.1. The EIA study will determine the significance of environmental impacts (both cumulative impacts and those arising from the Project) and any avoidance or mitigation measures to ensure that all the works recommended by the Project would be environmentally acceptable. Reference would be made to the relevant legislation and other requirements including but not limited to the EIAO.
- 5.1.2. During the design stage of the Project, various environmental constraints, such as distance between the existing sensitive receivers and project alignment, would be taken into consideration. The alignment, location of stations and depot, construction methodology, etc. would be optimized to minimize the potential environmental impacts on the existing, committed and planned sensitive receivers.
- 5.1.3. The residual impacts, if any, would be confined within the allowable limits. Environmental monitoring and auditing of potential impacts that may arise from implementation of the works will be provided during construction and operational phases. Subject to the findings of the EIA study, the following mitigation measures would be incorporated in the design and construction of the Project.

### **5.2. Air Quality**

#### **Construction Phase**

- 5.2.1. In order to prevent adverse impacts on air quality, the control measures stipulated in the “Air Pollution Control (Construction Dust) Regulation” (Cap. 311R) should be implemented, wherever applicable, to limit the dust emissions from the site. Subject to investigation, the following mitigation measures will be considered during construction period to minimize the air quality impacts on nearby ASRs.
- Any vehicles with an open load compartment used for transferring dusty materials off-site will be properly fitted with side and tail boards and cover;
  - Stockpiles of sand and aggregate will be enclosed on three sides and water sprays will be used to dampen stored materials and when receiving raw material;
  - The site will be frequently cleaned and watered to minimize fugitive dust emissions;
  - In the process of material handling, any material which has the potential to create dust will be treated with water or sprayed with a wetting agent where practicable;
  - Implementation of wheel washing facilities at access roads into and out of construction sites;
  - Speed control of vehicles on-site; and

- Travelling route of the construction vehicles on public roads should be planned as far as practicable in a way to minimize the air quality impacts to ASRs.

5.2.2. To minimize the exhaust emissions from Non-road Mobile Machinery (NRMM), the following mitigation measures, which are not exhaustive, will be considered during construction period to minimize impacts on air quality on nearby ASRs.

- Connect construction plant and equipment to main electric supply and avoid use of diesel generators and diesel-powered equipment as far as practicable;
- Consider to restrict the use of exempted NRMMs; and
- Deploy electrified NRMMs as far as practicable.

### **Operation Phase**

5.2.3. KTGTS to be operated on the Project will be electrically powered so there will be no dust and gaseous emissions. Inside the depot, gaseous and particulate emissions generated from exhaust emissions of equipment used for maintenance operations are expected to be insignificant as the equipment is operated on a routine but infrequent basis. Hence, no mitigation measures are required.

## **5.3. Noise**

### **Construction Phase**

5.3.1. Subject to EIA findings, the following measures in accordance with EIAO Guidance Note No. 9/2023 will be considered during construction period to minimize the construction noise impacts on nearby NSRs.

- Use of quieter powered mechanical equipment and plant, and/or fitted with muffler/silencers/ sound reduction devices;
- Provision of temporary noise barriers and enclosures, where practicable;
- Noise screening structures or purposely-built noise barriers will be provided along the site boundary to provide additional protection to NSRs nearby;
- Good site practices will be implemented as effective noise mitigation measures. These will include, but not limited to, locating noisy equipment and activities as far from NSRs as practical, scheduling noisy activities to minimize exposure of nearby NSRs to high levels of construction noise, limiting the use and number of equipment operating close to the NSRs, proper maintenance of construction plant and devising methods of working to minimize noise impacts on the surrounding environment; and
- Travelling route of the construction vehicles on public roads should be planned as far as practicable in a way to minimize the noise impacts to NSRs.

## **Operation Phase**

5.3.2. In order to minimize the impacts arising from the Project on the nearby existing/planned NSRs, the following mitigation measures are to be considered.

- Provision of appropriate trackform / guideway design for compliance of stipulated noise criteria; and
- For fixed noise sources, such as ventilation system in stations and depot, if any, by careful sitting of noisy machinery within the site; by enclosing the noisy machinery within building structures; by using of acoustic louvers, silencer for ventilating fan, acoustic door and absorptive wall lining; and by locating the opening of the building away from any NSRs.

## **5.4. Water Quality**

### **Construction Phase**

5.4.1. In order to prevent adverse impacts on the water quality, the following general mitigation measures would be put in place where appropriate during construction phase.

- Good site practice in accordance with the ProPECC PN 2/23 and “Recommended Pollution Control Clauses for Construction Contracts” issued by Environmental Protection Department (EPD), and Environment, Transport and Works Bureau (ETWB) TCW No. 5/2005;
- All runoffs arising from the construction site should be properly collected and treated to ensure the effluent quality comply with discharge licences issued under “Water Pollution Control Ordinance” (Cap. 358);
- Open stockpiles of materials on site will be avoided or where unavoidable covered with tarpaulin or similar fabric during rainstorm;
- Mobile toilets or other appropriate means to store sewage before disposal through licensed collection agent or discharging to communal sewerage system; and
- Employ a licensed chemical waste collector for the collection and disposal/treatment of the contaminated water in accordance with the “Waste Disposal (Chemical Waste) (General) Regulation” (Cap. 354C).

### **Operation Phase**

5.4.2. In order to prevent adverse impacts on the water quality, the following general mitigation measures would be put in place where appropriate during operation phase.

- Provision of sand/ silt and oil/ grease traps to prevent ingress of pollutants to the stormwater system/ channelised watercourse;
- Surface runoff will be diverted through sedimentation basins and oil interceptors prior to discharge into public drainage system; and

- Wastewater from operation including air conditioning systems and sewage generated from stations will be properly collected for treatment and disposal.

## **5.5. Waste Management**

### **Construction Phase**

5.5.1. The following mitigation measures will be considered during the construction phase to minimize waste generation and provide good control on waste management.

- Good site practice and implementation of Waste Management Plan (WMP) will be adopted to minimize any potential waste impacts;
- Careful design, planning and good site management to encourage on-site sorting of C&D materials and minimize their generation during the course of construction;
- Chemical waste will be properly stored and transported off-site for treatment by a licensed chemical waste collector;
- Refuse will need to be stored in enclosed bins and reputable waste collector should be employed to remove the generated refuse from the site, separately from construction and chemical wastes, on a daily basis to minimize odour, pest and litter impacts;
- A recording system for the amount of wastes generated, recycled and disposed;
- A WMP shall be prepared and implemented;
- Use of reusable non-timber formwork to reduce the amount of C&D material; and
- Proper storage and site practices to minimize the potential for damage or contamination of construction materials.

### **Operation Phase**

5.5.2. During the operation phase, the generation of waste is expected only from maintenance activities. It is anticipated that waste impact during the operational phase would be minimal with proper disposal arrangement. For example, chemical wastes shall be disposed of in compliance with the “Waste Disposal (Chemical Waste) (General) Regulation” (Cap. 354C), while general refuse will be disposed of at designated landfill.

## **5.6. Land Contamination**

5.6.1. As decontamination has been completed within the Project site and contaminative land uses are not identified, potential land contamination is not anticipated.

## **5.7. Ecology**

5.7.1. In order to prevent adverse impact on ecology, necessary mitigation measures will be proposed.



## 5.8. Landscape and Visual

### Construction Phase

5.8.1. The following measures will be considered to minimize landscape impacts on existing landscape resources:

- Implementation of good site practices for preservation and protection of the existing landscape resources in accordance with ETWB TCW No. 5/2005 and DEVB TCW No. 4/2020;
- Reduction of construction period to minimum and introduction of phasing of the construction stage; and
- Reinstatement of all landscape areas temporarily disturbed upon completion of construction works on a like-to-like basis.

### Operation Phase

5.8.2. The following measures will be considered to minimize landscape impacts on existing landscape resources and visual impacts on nearby key Viewing Points (VPs) during operation phase:

- Sensible locations of viaduct alignment, columns and portals to minimize impact to existing trees and adjoining existing, planned and potential developments;
- Provision of aesthetic architectural design of aboveground structures;
- Adoption of greenery or planting as far as practicable;
- Adoption of tree transplanting and compensatory planting as part of mitigation for the loss of existing trees / woodland according to DEVB TCW No. 4/2020; and
- Controlling structures height / profiles and responsive structures massing, so as to minimize the bulkiness of the viaduct / station / depot structure to reduce potential visual impact.

## 5.9. Cultural Heritage

5.9.1. Potential impacts associated with the construction is considered to be very minor. Subject to the review findings to be conducted in EIA study, monitoring works will be implemented on the heritage resources during construction phase.

## 5.10. Hazard to Life

5.10.1. There are neither PHIs or DG stores near the site areas at Kai Tak. No explosives are required for construction under this Project. No mitigation measures are required.

## **5.11. Severity, Distribution and Duration of Environmental Effects and Further Implications**

- 5.11.1. Subject to the findings of assessments, effective control and mitigation measures will be identified to ensure the impacts will be at acceptable level. The possible severity, distribution and duration of environmental effects and further implications will be considered and addressed in the EIA, where applicable.

## 6. Use of Previously Approved EIA Reports

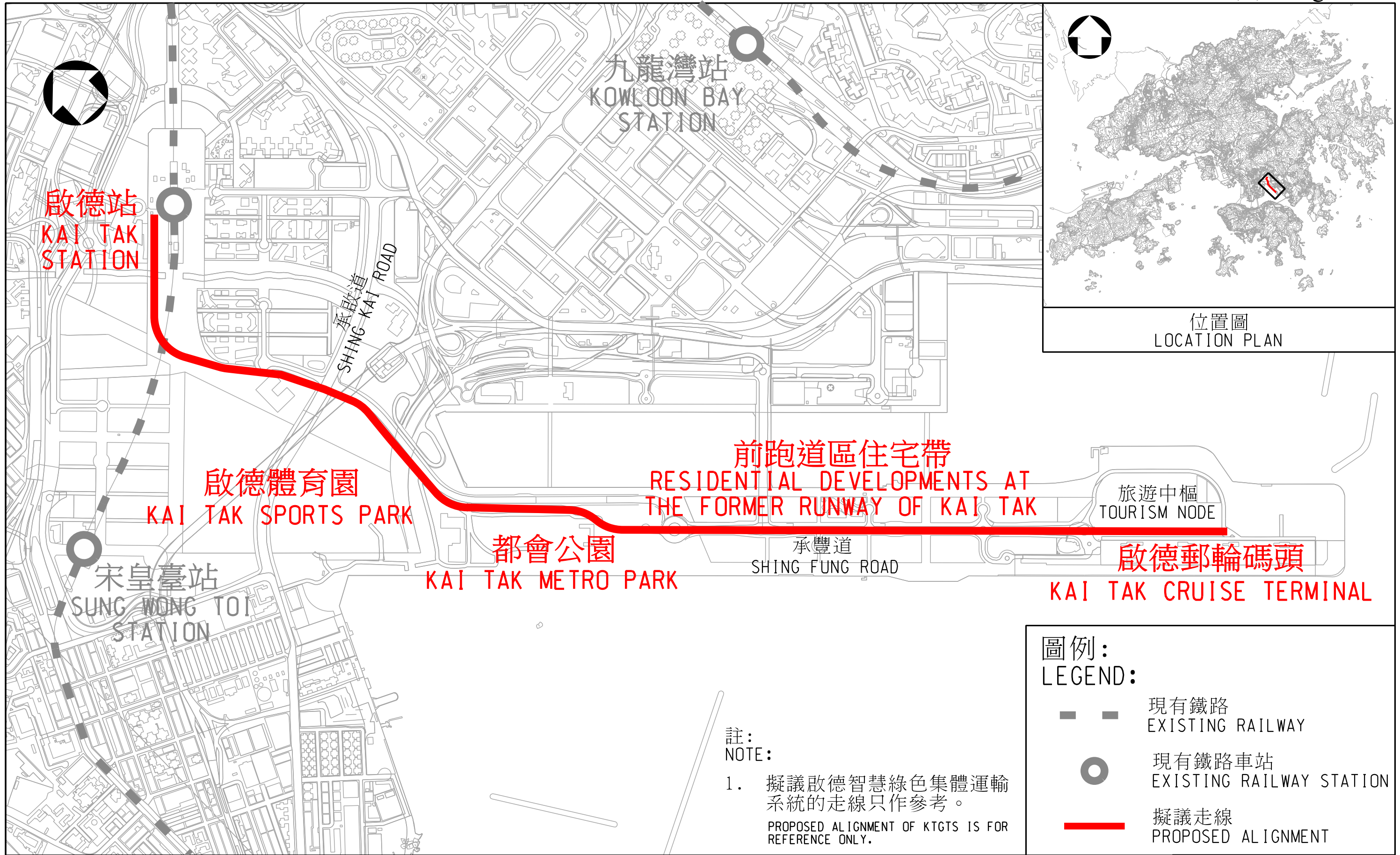
6.1.1. No previous approved EIA report exists for the Project. However, reference may be made to the following previously approved EIA reports within the study area:

Register No	Title
EIA-266/2020	A Rooftop Helipad at New Acute Hospital at Kai Tak Development Area
EIA-247/2016	Kai Tak Multi-purpose Sports Complex
EIA-208/2013	Central Kowloon Route
EIA-200/2011	Shatin to Central Link - Tai Wai to Hung Hom Section
EIA-157/2008	Kai Tak Development
EIA-139/2007	Decommissioning of the Former Kai Tak Airport Other than the North Apron
EIA-059/2001	Comprehensive Feasibility Study for The Revised Scheme of South East Kowloon Development
EIA-003/1998	Kai Tak Airport North Apron Decommissioning




# Figure 1

## Smart and Green Mass Transit System in Kai Tak

圖 1 Figure 1



**圖例:**  
**LEGEND:**

-  現有鐵路  
EXISTING RAILWAY
-  現有鐵路車站  
EXISTING RAILWAY STATION
-  擬議走線  
PROPOSED ALIGNMENT

**註:**  
**NOTE:**

1. 擬議啟德智慧綠色集體運輸系統的走線只作參考。  
PROPOSED ALIGNMENT OF KTGTS IS FOR REFERENCE ONLY.

圖則名稱 drawing title

**「啟德智慧綠色集體運輸系統」的初步方案**  
**SMART AND GREEN MASS TRANSIT SYSTEM IN KAI TAK (KTGTS) - PRELIMINARY PROPOSAL**

辦事處 Office  
東拓展處  
EAST DEVELOPMENT OFFICE

 土木工程拓展署  
CIVIL ENGINEERING  
AND DEVELOPMENT  
DEPARTMENT