

(Translation)

**Minutes of the 9th Meeting of the
7th Term Kwun Tong District Council (Full Council)**

Date: 28 April 2025 (Monday)

Time: 2:30 p.m. – 5:58 p.m.

Venue: Conference Room, Kwun Tong District Office,
Unit 05-07, 20/F, Millennium City 6, 392 Kwun Tong Road,
Kwun Tong, Kowloon

Chairman

Mr HO Lap-ki, Denny, JP

Members

Mr YU Siu-lun

Mr YU Man, MH

Mr YU Ka-ming

Mr NG Sing-wah

Mr NG Ting-fung

Mr LUI Tung-hai, MH

Ms LEE Shuk-woon, Sophia

Mr LEE Ka-hang

Mr FONG Yat-kwan

Mr LAM Fung, MH

Mr LAM Wai

Ms KAM Kin

Mr OR Chong-shing, Wilson, MH

Mr HUNG Kam-in, MH

Mr MA Yat-chiu, MH

Mr CHEUNG Yiu-pan

Mr CHEUNG Pui-kong

Mr CHEUNG Ki-tang, MH

Ms LEUNG Sze-wan

Ms FU Pik-chun, MH

Mr HSU Yau-wai

Mr LIN Ho-man, MH

Mr CHAN Yiu-hung, Jimmy, MH

Mr TSANG Wing-fai

Ms CHING Hoi-yan

Ms FENG Yunsi

Mr WONG Chun-ping, MH, JP

Mr WONG Kai-san

Ms YU Juliana

Ms ZHAN Baoyu

Mr LAU Kar-wah

Mr AU YEUNG Kwan-nok

Ms CHU Lok-wai

Mr TANG Wing-chun

Mr CHENG Keung-fung

Mr LAI Wing-chun, MH

Mr KAN Ming-tung, MH

Mr TAM Siu-cheuk

Mr KWAN Kin-wing

Mr PANG Chi-sang

In attendance

Ms CHAN Wai-chun, Regina

Assistant District Officer (Kwun Tong)1

Mr CHEUNG Ka-long, Kelvin	Assistant District Officer (Kwun Tong)2
Ms CHIN Tsang-lo, Jennifer	District Commander (Kwun Tong), Hong Kong Police Force
Ms TSE Tsui-yan	District Commander (Sau Mau Ping), Hong Kong Police Force
Mr SHIU Ling-fung	Police Community Relations Officer, Kwun Tong District, Hong Kong Police Force
Mr TAM Man-hoi	Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force
Mr CHUNG Yuk-ming, Wilson	Senior Engineer/1(East), Civil Engineering and Development Department
Ms LEE Lee	Senior Maintenance Surveyor/Kowloon East, Housing Department
Mr LIU Kin-wai, Rick	Chief Transport Officer/Kowloon 2, Transport Department
Ms LAW Kit-nor	District Environmental Hygiene Superintendent (Kwun Tong), Food and Environmental Hygiene Department
Mr LEUNG Po-wah, Taddy	District Social Welfare Officer (Kwun Tong), Social Welfare Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms NG Kin-ching	District Leisure Manager (Kwun Tong), Leisure and Cultural Services Department
Ms SIU Sau-king, Michelle	Deputy District Leisure Manager (District Support) Kwun Tong, Leisure and Cultural Services Department
Miss CHOW Tak-sum, Amy	Senior Executive Officer (District Management), Kwun Tong District Office
Mr FUNG Chi-man, Tom	Senior Liaison Officer (1), Kwun Tong District Office
Miss YIK Wai-sze, Cecilia	Senior Liaison Officer (2), Kwun Tong District Office
Mr TANG Chun-ming	Senior Liaison Officer (3), Kwun Tong District Office
Ms IP Yuk-mei, Eunice	Senior Liaison Officer (4), Kwun Tong District Office
Mr HEUNG Sai-yau, Calvin	Executive Officer I (District Council) (Acting), Kwun Tong District Office

Secretary

Mr CHOW Lap-kan, Douglas Senior Executive Officer (District Council),
Kwun Tong District Office

In Attendance by Invitation

Mr CHU Tun-hon, Vincent	Chief Engineer/Railway Development 2-1, Highways Department	Item II
Mr William CHEUNG	Senior Engineer/Railway Schemes (3), Highways Department	
Mr CHIANG Chung-sang, Sunny	Senior Engineer/Special Duties (2), Highways Department	
Ms LAI Cheuk-wah, Kristin	Engineer/Technical Services (3), Highways Department	
Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department	
Ms LEE Yuk-sin, Florence	Senior Town Planner/Kowloon 5, Planning Department	
Ms NG Pui-shan, Charlotte	Town Planner/Kowloon 4, Planning Department	
Ms Alice CHAN	Project Team Leader, Arup-AIS Joint Venture	
Mr Clifford LEUNG	Project Consultant, Arup-AIS Joint Venture	
Mr Elvis LAU	Project Consultant, Arup-AIS Joint Venture	
Ms LEUNG Chui-ha, Jodi	Regional Officer/Kowloon and Sai Kung, Independent Commission Against Corruption	Item III
Ms Alice CHOI	Senior Community Relations Officer, Independent Commission Against Corruption	

The Chairman welcomed all Members and government representatives to the 9th Full Council (“FC”) meeting under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Chairman said that no applications for absence had been received from Members for this meeting.

Item I — Confirmation of Minutes of Last Meeting

3. The minutes of the 8th meeting were confirmed without amendment.

**Item II — Proposed Smart and Green Mass Transit System in East Kowloon Project and Proposed Amendments to the Approved Kwun Tong (North) Outline Zoning Plan No. S/K14N/15
(KTDC Paper No. 11/2025)**

4. The Chairman welcomed Chief Engineer/Railway Development 2-1, Senior Engineer/Railway Schemes (3), Senior Engineer/Special Duties (2) and Engineer/Technical Services (3) of the Highways Department (“HyD”), District Planning Officer/Kowloon, Senior Town Planner/Kowloon 5 and Town Planner/Kowloon 4 of the Planning Department (“PlanD”), and Project Team Leader and Project Consultants of Arup-AIS Joint Venture (“consultant”) to brief Members on the latest progress of the Proposed Smart and Green Mass Transit System in East Kowloon (“MTS”) Project and the details regarding the proposed amendments to the Approved Kwun Tong (North) Outline Zoning Plan No. S/K14N/15.

5. The representatives of HyD and PlanD presented the paper.

6. Members supported the construction of the MTS and raised views and enquiries as follows:

6.1 Mr TAM Siu-cheuk commended the Government for proposing the construction of the MTS to address the traffic congestion problem in the uphill areas of Kwun Tong. He noted that the proposed Choi Wan Station (“Choi Wan Station”) would be located near Choi Hing Road. While the area had been undeveloped many years ago, it now included schools, Home Ownership Scheme courts and a Light Public Housing (“LPH”) project that would soon be ready for intake. He suggested building a footbridge at the LPH project on Choi Hing Road to connect it to the downhill area, thereby facilitating residents’ access to Choi Wan Station. He also suggested adding a footbridge in the proposed private housing development project on Choi Hing Road to connect it to Choi Wan Station. This would not only provide convenience for nearby residents, as well as teachers and students of nearby schools, but also enhance the attractiveness of the private housing development project, thereby increasing the Government’s revenue from the auction of the site.

6.2 Ms FU Pik-chun hoped that the MTS would be completed as soon as possible to facilitate residents’ travel. In addition, she raised the following views: (i) the proposed Shun Lee

Station (“Shun Lee Station”) would be located close to residential areas. Although the location was convenient, many residents had expressed concerns about potential issues relating to noise, privacy and dust. She noted that the station would be situated in a busy road section, with a bus terminus and several residential buildings nearby. Residents suggested that Shun Lee Station be sited next to Fook Tak Pak Kung Temple, which would not only provide convenience for nearby residents but also avoid areas with a high density of existing buildings, thereby mitigating the related impacts; (ii) several housing development projects in the uphill area near On Tai Estate would soon be occupied, and a large number of residents were expected to move in. She therefore suggested adding escalators to Footbridge KF142 at On Tai Estate. Additionally, she suggested that Footbridge KF142 be connected to the existing footbridge at the podium of Shun Lee Estate; (iii) she hoped that the proposed Shun On Station (“Shun On Station”) would adopt a name consistent with its actual location, as it was not situated in Shun On Estate; (iv) the proposed Sau Mau Ping Station (“Sau Mau Ping Station”) would be located outside the originally pledged 500-metre distance from Sau Mau Ping Estate. She hoped that the station’s location could be adjusted to enhance convenience for nearby residents.

- 6.3 Mr CHEUNG Pui-kong hoped that the administrative and tender procedures for the MTS would be further streamlined to implement the works as soon as possible, with a view to ensuring completion by the target year of 2033. In addition, he raised the following comments: (i) he opined that, in addition to cost savings, the long-term development of the MTS project should also be taken into account. The current design of the project made use of many existing footbridges as connecting facilities, linking nearby housing estates and courts to the stations, which was likely to result in a large number of passengers waiting for lifts during peak hours. He suggested that, in addition to installing additional lifts, escalators should also be provided to further enhance pedestrian accessibility; (ii) he pointed out that Sau Mau Ping Station would be located far from most blocks of several housing estates and courts in Sau Mau Ping, such as Sau Mau Ping South Estate, Hiu Lai Court and Sau Mau Ping Estate. Walking to the station would take more than 15 minutes, which would be very inconvenient for residents, particularly the elderly. Therefore, he suggested providing additional facilities connecting to Sau Mau Ping Station, such as installing a lift behind Sau Lok House at Sau Mau Ping Estate, and adding further links to the station at locations including Sau Mau Ping Shopping Centre and Sau Mau Ping Market; (iii) he noted that many residents in Kwun Tong District came from grassroots backgrounds, and therefore hoped that the fares for the MTS would be set at levels affordable to them, and that more fare concessions would be offered to ease the burden of transport costs on residents; (iv) he mentioned that the proposed Ma Yau Tong Station (“Ma Yau Tong Station”), together with the depot and its adjacent site, was now proposed to be rezoned for residential development, with an

estimated 8 900 additional units to accommodate approximately 24 000 residents. He hoped that the relevant departments, such as PlanD, HyD and the Transport Department (“TD”), could provide proposals at an early stage to address the traffic congestion on Po Lam Road and Sau Mau Ping Road that might arise from the population growth in the area.

- 6.4 Mr CHEUNG Ki-tang commended HyD and PlanD for their dedicated efforts in formulating the proposed scheme for the MTS. He believed that the proposed scheme generally addressed the demands of local residents, and put forward the following views: (i) he pointed out that the elevated heavy rail of the MTR Kwun Tong Line generated considerable noise, but it was difficult to retrofit facilities to resolve the problem. In view of this, he suggested installing noise barriers for the MTS. Although this would increase costs, from the perspective of long-term development, it would help mitigate future noise issues after the system was put into operation; (ii) he mentioned that Lei Yue Mun was developing rapidly and that the number of residents moving into the area would increase significantly. He learnt that the project planned to construct a subway to link the proposed Yau Tong East Station (“Yau Tong East Station”) with Yau Tong MTR Station, and therefore suggested that a subway be built simultaneously to connect Lei Yue Mun to Yau Tong MTR Station to facilitate access for residents in the entire Yau Tong area, including those in Lei Yue Mun; (iii) he mentioned that there were many new housing development projects along the MTS alignment, including those in Ma Yau Tong and Pik Wan Road. He therefore enquired whether the carrying capacity of the system could meet the travel demand of the additional residents; (iv) he enquired whether the project would include proposals for the provision of additional community facilities.
- 6.5 Mr HUNG Kam-in commended that the proposed scheme for the MTS project aligned with the needs of residents in Kwun Tong District, and raised the following views: (i) he suggested providing additional connecting facilities to enable residents to travel from Po Tat Estate to Po Lam Road, such as installing escalators and lifts beside the refuse collection point near Tat Fung House at Po Tat Estate to connect to Ma Yau Tong Station; (ii) he pointed out that Shun On Station was adjacent to Shun Tin Estate and On Tai Estate, rather than Shun On Estate, and therefore suggested that the naming of the station should be reviewed; (iii) he suggested that the alignment of the MTS should take into account future development needs, such as extensions to Tsz Wan Shan, Tseung Kwan O and the entire Yau Tong area.
- 6.6 Mr NG Sing-wah agreed with the views expressed earlier by Members and urged HyD and PlanD to follow up.

- 6.7 Mr LEE Ka-hang praised HyD for conscientiously listening to residents' views for formulating the current proposed scheme that met their needs. He hoped that government departments could draw on the experience of designing the MTS when preparing other infrastructure projects, so as to implement them in a more people-oriented manner. In addition, he raised the following views: (i) he pointed out that there were several new housing development projects in the Sam Choi area near Choi Wan Station, and suggested reserving space in the current station design to provide connections to these housing projects; (ii) he learnt that the MTS would be constructed under a Build-Operate-Transfer ("BOT") model, and suggested that the system be commissioned in phases, so that residents could enjoy convenient services on certain sections of the MTS at an earlier date; (iii) he enquired whether the Government would establish a mechanism to monitor fare adjustments. He pointed out that in previous projects operated under the BOT model, the Government's involvement in decision-making had been relatively insufficient. Therefore, he suggested that supervision be strengthened through the contract terms of the MTS.
- 6.8 Mr WONG Chun-ping expressed his gratitude to HyD and other government departments for their dedicated efforts over the years in improving the traffic problems in the Kwun Tong North sub-district. He welcomed the proposed scheme for the MTS, believing that it could address the travel needs of some residents. However, he pointed out that for Sau Mau Ping Estate and Sau Mau Ping South Estate, which together accommodated nearly 50 000 residents, the proposed alignment still fell short in terms of convenience. He therefore hoped that the relevant departments would further enhance the ancillary transport facilities in the area. In addition, he suggested installing lifts or escalators beside the lift connecting Sau Mau Ping Road to Sau Mau Ping Station to connect to Sau Lok House at Sau Mau Ping Estate, thereby facilitating residents' access to the station. He recalled that he had first proposed the construction of the MTR Kwun Tong North extension in 2012, prior to which the Government had proposed the East Kowloon Railway System. With the Government now planning to take forward the MTS, he would nevertheless continue to press for the construction of the MTR Kwun Tong North extension, so that trains could run underground to address issues such as noise and insufficient carrying capacity, while also more effectively improving transport convenience in the area.
- 6.9 Mr KAN Ming-tung praised the Government for extensively soliciting and taking on board public views through various channels, including organising workshops, in the course of formulating the proposed scheme for the MTS. As a result, the proposed alignment aligned more closely with residents' needs. He was pleased to learn that the proposed Lam Tin North Station ("Lam Tin North Station") could facilitate travel for

residents living in the uphill areas of Lam Tin and that Shun On Station, which would be located close to the United Christian Hospital (“UCH”), would provide local residents with an additional public transport option to the hospital in addition to buses and green minibuses. In addition, he raised the following views: (i) he suggested providing lifts and barrier-free access at housing estates and courts in Lam Tin East, such as Kwong Tin Estate and Hong Nga Court, to connect to Yau Tong East Station and facilitate residents’ access to the station; (ii) he pointed out that the current design used existing roads to connect Ma Yau Tong Station to Tseung Kwan O Road via Po Lam Road. He proposed adding roads connecting to the uphill area of Ma Yau Tong in the scheme, while widening the road section from the Lin Tak Road junction next to Tseung Kwan O Tunnel to Ma Yau Tong Landfill, to divert traffic flow in the future and enhance accessibility in the area; (iii) he anticipated that quite a number of residents would take the MTS to UCH, many of whom would be elderly. He therefore hoped that barrier-free facilities would be strengthened at all stations, in particular at Lam Tin North Station.

6.10 Mr YU Siu-lun commended the Government for actively listening to public views in formulating the proposed scheme for the MTS, and for including Lam Tin North Station in the proposed alignment, which had gained considerable support from residents. He also raised the following views: (i) he pointed out that although Lam Tin North Station would be located on Pik Wan Road, the alignment would pass through Lin Tak Road, where road improvement works were currently underway. He hoped that the relevant departments would coordinate the two large-scale projects to minimise the impact on nearby residents; (ii) he was pleased to learn that Shun On Station would be located close to UCH, and it was expected that many residents of Lam Tin would take the MTS to the hospital. Therefore, he suggested providing an additional station in the area, or adding connecting facilities to link the area to Lam Tin North Station or Yau Tong East Station; (iii) he hoped that after the commissioning of the MTS, fare concessions could be offered to residents without compromising service quality.

7. The consolidated response from the representatives of HyD was as follows:

7.1 Choi Wan Station: HyD indicated that under the current design, the Choi Wan Station would be built on the slope next to Choi Wan (I) Estate, and a footbridge would be built from the station across New Clear Water Bay Road to connect with Choi Hing Road, thereby facilitating access to the station for residents of the LPH project and the proposed private housing development project. As for Members’ suggestion to provide connecting facilities on Choi Hing Road to connect to the LPH project, the department would seriously consider the suggestion and would discuss with the Housing Bureau if the suggestion was considered feasible.

- 7.2 Expedition of the project: HyD stated that it had sought funding approval for the project study last year and would complete the design of the MTS as soon as possible, during which views from stakeholders and residents would be collected. The department had also been carrying out the relevant statutory procedures in parallel, including gazettal of the railway alignment scheme, conducting environmental impact assessments, and submitting the rezoning application for the depot site. To expedite progress, the department would streamline procedures at each stage as far as practicable. It would also include provisions in the project tender documents to encourage proposals that could accelerate works progress, such as the adoption of Modular Integrated Construction.
- 7.3 Shun Lee Station: HyD stated that the MTS design proposed the provision of stations near public housing estates and courts to facilitate residents' access. Regarding noise mitigation, the department would, where necessary, install noise barriers in accordance with the relevant environmental protection ordinances. As for residents' privacy, the department indicated that during the collection of expressions of interest ("EOIs") for the MTS last year, it had explored how different transport systems would apply new technologies to safeguard privacy. For example, the "SkyShuttle" and "Autonomous Rail Rapid Transit" in the Mainland had adopted the latest technologies to protect residents' privacy, whereby train windows became opaque when passing close to residential buildings, and reverted to transparent after the train had passed.
- 7.4 Connecting facilities to the proposed stations: HyD noted Members' suggestions regarding the connecting facilities for the proposed stations, such as connecting Footbridge KF142 to Shun Lee Station. The department would discuss with the relevant departments, such as the Housing Department ("HD"), on how to better connect the stations to nearby housing estates and courts.
- 7.5 Shun On Station: HyD noted Members' views on the station name and would carefully review how the station should be named to reflect its actual location.
- 7.6 Sau Mau Ping Station: HyD stated that Sau Mau Ping Station would mainly serve Sau Mau Ping Estate, On Tat Estate and the uphill Anderson Road Development Area, covering an extensive area. As the current station location was less convenient for some residents, the department would enhance the existing pedestrian connection system and consider installing lifts or escalators to connect to the station.
- 7.7 Cost savings: HyD indicated that the purpose of constructing the MTS was to serve the public. Therefore, the project would be implemented under the principle of "spend where necessary". For example, the construction of Lam Tin North Station was

proposed to better serve local residents.

- 7.8 Fares: HyD stated that in determining fares, various factors would be considered, including the acceptable and affordable levels for the public, as well as the operator's long-term financial sustainability.
- 7.9 Extension plans: HyD indicated that it would finalise the main alignment of the MTS from the proposed Choi Hung East Station ("Choi Hung East Station") to Yau Tong East Station as soon as possible, and would then progressively study the feasibility of the extensions suggested by the public, such as the Tsz Wan Shan Line.
- 7.10 Carrying capacity: When reviewing the transport systems proposed in the EOIs, HyD had taken carrying capacity into consideration and consulted a number of suppliers to confirm whether the systems could meet the relevant requirements. Since the MTS would need to operate on slopes, the department had considered not only its performance on gradients but also placed strong emphasis on carrying capacity. HyD's team of consultants would conduct detailed passenger flow analyses to evaluate the suitability of different systems based on the distribution of passengers at station entrances and exits.
- 7.11 Po Tat Estate: HyD stated that the proposed Po Tat Station ("Po Tat Station") would be built on a sloping site in Po Tat Estate, with lifts to be provided to connect the station to the ground level of the estate. In addition, HyD said that according to the current plan, pedestrian connection facilities would be constructed to link Po Tat Station to Po Lam Road and to the vicinity of the lift tower of the existing footbridge in the Anderson Road Development Area, thereby facilitating local residents' access to the station.
- 7.12 Phased commissioning: HyD responded to Members' suggestion of commissioning the MTS in phases. The department noted the suggestion and indicated that it had consulted system suppliers through the invitation of EOIs. Most suppliers had the capability to implement phased commissioning arrangements. Therefore, the department would consider the feasibility of adopting such an approach.
- 7.13 Works on Lin Tak Road: HyD stated that it had liaised with the Civil Engineering and Development Department ("CEDD") and had been informed that the road works being carried out by CEDD on Lin Tak Road would be completed before the commencement of the MTS works. HyD would continue to coordinate with CEDD on the works progress of both projects to avoid simultaneous construction, with a view to minimising the impact on nearby residents.

7.14 Additional station between Lam Tin North Station and Yau Tong East Station: HyD noted the suggestion of adding a station between Lam Tin North Station and Yau Tong East Station. The department explained that the current plan used 500 metres as a reference standard for service coverage, with the aim of enabling most residents in the area to reach a station on foot. According to the department's information, some blocks of Kwong Tin Estate and Hong Pak Court were within 500 metres of a station. As for the other blocks, HyD would study ways to improve pedestrian connection facilities to the stations. One option was to access Yau Tong East Station using the existing footpath along Pik Wan Road, while another option was to reach the station via the walkway and footbridge under construction in the Public Housing Developments at Pik Wan Road, Yau Tong. HyD noted that the area had few sites suitable for an additional station. One location that had been considered was near the Tseung Kwan O-Lam Tin Tunnel entrance, but the foundation works required for constructing a station there would be too close to the tunnel structure and would therefore involve considerable technical difficulties.

8. The consolidated response from the representative of PlanD was as follows:

8.1 Connecting facilities: PlanD noted Members' suggestions and would maintain close liaison with HyD to explore how stations, such as Choi Wan Station, could be connected to nearby proposed private housing development projects.

8.2 Addition of community facilities: PlanD stated that the MTS would improve transport and pedestrian networks in areas along the alignment. If further topside developments at the proposed stations were pursued, the department would actively seek to provide appropriate facilities to better support local residents and complement future development in the district.

8.3 Ma Yau Tong: PlanD noted that Members were concerned about the development of Ma Yau Tong, particularly in relation to transport. The department pointed out that, from an overall planning perspective, the MTS would help to divert the travel demand of members of the public in the district and provide them with more options. Additionally, the department would conduct detailed assessments of the station's topside development and provide appropriate supporting facilities to ensure smooth traffic flow. In terms of traffic improvement, the relevant departments had considered optimising several key junctions, including On Yu Road and Po Lam Road leading to the main development area in Ma Yau Tong, as well as the nearby Sau Mau Ping Road, to ensure that the new developments could be smoothly integrated with the existing transport network and avoid unacceptable adverse impacts on the district.

9. Members then raised views and enquiries as follows:

- 9.1 Mr LAI Wing-chun was pleased to learn that the MTS could improve traffic conditions in the uphill areas of Kwun Tong. He mentioned that HyD stated that it would commission consultants to study passenger flow distribution, and suggested applying advanced technologies to conduct the study to gain an accurate understanding of local residents' needs. If the MTS lacked sufficient carrying capacity, residents might turn to other means of transport. On the other hand, he suggested utilising artificial intelligence for more precise management of the operation of the MTS and to provide real-time information for residents.
- 9.2 Mr LAU Kar-wah welcomed the proposed scheme for the MTS. He noted that the consultation stage of the project was expected to be completed in 2027, followed by a six-year construction period with completion targeted for 2033. However, as the project operator had not yet been selected and other uncertainties remained, he was concerned that the project might not be completed on schedule by 2033. He therefore hoped that the relevant departments would clearly set out their respective responsibilities, together with the commencement and estimated completion dates of the works, so that Members could provide views and monitor the works progress. This was to ensure that all procedures would proceed in an orderly manner and that the project could ultimately be completed on time in 2033.
- 9.3 Mr YU Ka-ming expressed support for the MTS and hoped that the relevant works could commence as soon as possible.
- 9.4 Mr WONG Kai-san supported the revised alignment proposed by HyD. He noted that the green minibus service from Yau Tong to UCH operated at a low frequency, while Shun On Station would be located close to UCH, thereby facilitating Yau Tong residents in travelling to the hospital by taking the MTS in the future. In addition, he was pleased to learn that Yau Tong East Station would be provided with entrances and exits on Ko Chiu Road and Lei Yue Mun Road. He believed that this design would not only enhance convenience for current residents in Yau Tong but also provide convenient transport connections for the future population along Pik Wan Road. On the other hand, he pointed out that the works would face many technical challenges during construction. For example, the installation of bridge piers along the narrow Lei Yue Mun Road and Ko Chiu Road might affect traffic flow, while the newly built viaducts could cause noise or potential safety risks to nearby schools and residents. Therefore, he urged the relevant departments to carry out thorough planning in this regard. He believed that the Lei Yue Mun extension plan could improve tourism and transport connections in the area, which

would help enhance the economic benefits of the MTS. He suggested that the relevant departments conduct site visits to Lei Yue Mun to better plan for the area's development and give priority consideration to the feasibility of the above extension plan.

9.5 Ms YU Juliana welcomed the latest revised alignment of the MTS, believing that the newly added Lam Tin North Station could facilitate travel for residents of the housing estates in the uphill areas of Lam Tin, including Tak Tin Estate, Lam Tin Estate and Hing Tin Estate. However, residents of other housing estates and courts in Lam Tin, such as Kwong Tin Estate, Hong Nga Court and Hong Pak Court, could not directly benefit from the newly added station. She pointed out that the housing development projects along Pik Wan Road would provide nearly 3 000 flats, accommodating over 10 000 usual residents. In view of this, she suggested that the relevant departments actively consider adding a Kwong Tin Station between Lam Tin North Station and Yau Tong East Station. Although the construction costs would be high, the addition of the station could improve the overall alignment and enhance the system's efficiency. On the other hand, she pointed out that the sites selected for Lam Tin North Station and Yau Tong East Station involved land occupied by leisure facilities, such as the 5-a-side soccer pitch in Lam Tin Park and the Ko Chiu Road Rest Garden, and some of these facilities might be affected. She enquired whether there were any plans to re-provision these leisure facilities, including future locations and specific plans, so as to strike a balance between residents' needs for transport facilities and leisure facilities, and to ensure smooth implementation of the works. She hoped that the MTS project would be completed no later than 2033 so that residents could benefit as early as possible.

9.6 Mr PANG Chi-sang expressed his gratitude to HyD for conducting district consultations on the MTS over the past few months. He noted that some residents of housing courts such as Hong Nga Court, Hong Pak Court and Hong Tin Court had expressed concerns that the system would not directly benefit them, and therefore hoped that the relevant departments would actively explore ways to address the transport problems in the vicinity of these housing courts. In addition, he pointed out that the alignment of the MTS would primarily connect two major areas of Kwun Tong, namely Kwun Tong North and Kwun Tong Southeast, which had a total population of approximately 320 000. If the elevated railway system currently proposed by the Government was adopted, he hoped that the relevant departments would carefully consider whether the carrying capacity would be sufficient to meet residents' needs. He made particular reference to the subway connecting Yau Tong East Station to Yau Tong MTR Station and urged the relevant departments to plan the capacity of the subway in detail to avoid congestion when residents travelled from the uphill areas of Kwun Tong to Yau Tong MTR Station via Yau Tong East Station. He also hoped that the relevant departments would study extension plans and

explore ways to connect the MTS to the industrial area and waterfront areas of Yau Tong, so as to promote the overall development of the area.

- 9.7 Mr Wilson OR welcomed the MTS. He commended the relevant departments for pragmatically collecting views from different sectors and for their efforts in fostering the tripartite participation among the Government, the commercial sector and the public, thereby making the proposed alignment better suited to users' needs. He raised the following views and suggestions: (i) regarding the alignment, which would be nearly seven kilometres in length and comprising nine stations, he suggested that the accessibility of the stations should be carefully assessed and that the connecting facilities should be enhanced. To be specific, consideration could be given to extending connecting escalators and providing covered walkways to enhance convenience for residents; (ii) fares should be set based on the affordability of the public, and consideration could be given to adopting a section fare arrangement; (iii) he emphasised the importance of expediting the works to ensure completion no later than 2033. He suggested incorporating clauses regarding accelerating the construction progress into future tender documents, requiring tenderers to put forward concrete acceleration plans as an important assessment criterion; (iv) he hoped that the relevant departments would actively consider adding a station between Lam Tin North Station and Yau Tong East Station, so as to benefit the many schools and social welfare facilities built on the hillsides of Lam Tin, as well as the area's usual resident population of about 20 000 and an expected additional population of 10 000 in the future.
- 9.8 Mr LUI Tung-hai commended HyD for organising seminars to thoroughly solicit views from local residents and Members. He was also pleased to see that the department had adopted the suggestions he had earlier put forward, including the location of Shun On Station, the addition of Lam Tin North Station, and the provision of a subway connecting Yau Tong East Station to Yau Tong MTR Station. However, he hoped that while advancing the main alignment, HyD would also study extension plans to Lei Yue Mun and the Yau Tong industrial area, as well as the provision of a station near Kwong Tin Estate and Hong Pak Court in Lam Tin, so as to benefit more residents. On the other hand, he expressed concern about whether the subway connecting Yau Tong East Station to Yau Tong MTR Station would be open around the clock in the future, so that nearby residents could also use it during the early hours.
- 9.9 Mr LAM Fung supported the construction of the MTS. He wished to learn more about the smart and green aspects of the project, including the specific requirements and standards for construction materials and design, and how the project would be coordinated with its surroundings. On the other hand, he expressed support for the proposed private

housing development project above the Ma Yau Tong depot, but was concerned that the MTS might not be able to cope with the additional population load in the area. He hoped that the relevant departments would study the matter carefully and explore ways to maximise the project's economic benefits.

- 9.10 Mr Jimmy CHAN expressed his gratitude to the relevant departments for adjusting the design of the MTS, such as relocating Shun On Station closer to UCH and adding Lam Tin North Station. He understood that, for technical reasons, the alignment had to run through a tunnel to connect Lam Tin North Station and Yau Tong East Station. However, a number of housing courts along the alignment, including Tak Tin Estate, were not located near either of these two stations. Therefore, he hoped that HyD would consider providing an additional station between them to enhance convenience for residents in the Lam Tin area. On the other hand, he expressed concern about whether the fares of the MTS would be reasonable.
- 9.11 Mr LAM Wai hoped that, in addition to lifts, escalators would also be provided as connecting facilities for the MTS. He mentioned that the lifts on Footbridges KF142 and KF143 in On Tai Estate were frequently out of order, affecting residents' travel. He hoped that HyD, when planning the connecting facilities of the stations, would consider installing more than one lift or providing escalators to divert passenger flow and provide greater convenience for residents.
- 9.12 Mr HSU Yau-wai supported the MTS. He noted that the alignment from Shun On Station to Sau Mau Ping Station would run along a slope, above which there was a piece of flat land. He suggested making use of this flat land to address the shortage of parking spaces in On Tat Estate and On Tai Estate. Additionally, he learnt that a covered walkway was planned in the vicinity and hoped that the relevant departments would coordinate the works of the covered walkway and the MTS, thereby effectively improving accessibility between On Tat Estate and On Tai Estate. In addition, he suggested providing a cover for the uncovered walkway at Sau Mau Ping Station.
- 9.13 Mr TSANG Wing-fai stated that many residents hoped that the MTS could be commissioned as soon as possible. He hoped that the project could adopt a phased commissioning approach, so that the system could be put into service before 2033. In addition, he pointed out that Shun On Station, which had originally been planned near Shun On Estate, had now been relocated next to Shun Tin Estate. Therefore, he suggested providing connecting facilities at the station, such as links to the footbridge between On Tai Estate and Shun On Estate, to facilitate access to the station for residents of both estates. He also suggested providing more escalators to carry passengers into and out of stations

more efficiently. On the other hand, he mentioned that the building height at the depot development site under the project would reach 290 metres above Principal Datum, and suggested assessing whether this would give rise to a “wall effect”. In addition, he suggested incorporating sightseeing facilities into the MTS, such as providing sightseeing trains, so as to enhance passengers’ experience and boost the local economy.

9.14 Mr FONG Yat-kwan enquired whether the land sale and the construction of the MTS under the project would be tendered concurrently. He also enquired whether an unsatisfactory tender outcome for the proposed private housing development project would lead to a delay in the commencement of the MTS project.

9.15 Mr YU Man expressed support for the MTS. Given that the project was centred on smart and green principles, he enquired how the environmental benefits could be further enhanced during the system’s design and construction stages so as to ensure the genuine implementation of sustainable development. In addition, he noted that noise would be generated during construction and suggested adopting more comprehensive noise insulation facilities to reduce the impact on the community.

9.16 Ms CHING Hoi-yan stated that quite a number of elderly residents lived in the Pik Wan Road area, including Hong Pak Court, and they hoped to take the MTS to Shun On Station to reach UCH. She hoped that the project could consider adding a station between Lam Tin North Station and Yau Tong East Station to facilitate travel for residents in the uphill areas of Lam Tin.

9.17 Mr KWAN Kin-wing supported the proposed alignment of the project. He mentioned that while the paper showed the ground-level entrances and exits of Yau Tong East Station, it did not indicate the locations of lifts or escalators. He hoped that the relevant departments would, in planning Yau Tong East Station, provide appropriate pedestrian facilities taking into account the station’s surrounding environment, anticipated passenger flow, and future development needs.

9.18 Ms FENG Yunsi commended the proposed alignment of the MTS for connecting to MTR Kwun Tong Line stations at both the eastern and western ends, thereby making travel more convenient for residents. She hoped that convenient and barrier-free connecting facilities would be provided between Choi Hung East Station and Choi Hung MTR Station.

9.19 Mr TANG Wing-chun suggested incorporating tourism elements into the project, such as designing trains with distinctive appearances or adding features of East Kowloon at the stations. He also enquired whether an ecological compensation plan would be included

in the project planning.

9.20 Mr CHEUNG Yiu-pan welcomed the revised alignment, believing that it could help alleviate the transport pressure on the MTR Kwun Tong Line during peak hours. However, he pointed out that some sections of the alignment were located in the uphill areas of Kwun Tong, and the elevated sections would run very close to residential buildings, which was likely to cause noise nuisance to nearby residents. He therefore hoped that the project would include noise barriers or adopt a fully enclosed track design to reduce the impact of train-generated noise on nearby residents.

9.21 Ms Sophia LEE noted that the Sau Mau Ping Shopping Centre had heavy pedestrian flow and was frequented by many nearby residents, including those of Hiu Lai Court. She therefore hoped that Sau Mau Ping Station would be relocated closer to the shopping centre, or that connecting facilities such as escalators or lifts would be installed at the proposed site to enable more convenient access to the station for nearby residents. In addition, she hoped that Shun On Station would be equipped with lifts and barrier-free facilities to connect to UCH, thereby facilitating hospital access for mobility impaired persons.

9.22 Mr CHENG Keung-fung suggested providing a walkway on the viaduct between Sau Mau Ping Station and Shun On Station to facilitate residents' access to UCH. On the other hand, he enquired whether space would be reserved at Yau Tong East Station, just like at Choi Hung East Station, to accommodate future development needs.

10. The consolidated response from the representative of HyD was as follows:

10.1 Timeline: HyD indicated that the relevant statutory procedures of the project were being carried out concurrently to streamline the process at the project design stage and expedite the overall progress. Relevant consultation work, including consultation with District Councils, was being conducted this year with a view to commencing tendering next year and awarding the works contract before 2027. The contractor would then proceed with the project design and commence construction.

10.2 Locations of bridge piers for Yau Tong East Station: HyD explained that, unlike previous railway projects, this project would adopt an open tender approach to select the project contractor, as well as the relevant system and construction plan, after preliminarily determining basic parameters such as the location of each station. Although the department had commissioned a consultant to prepare a reference design, upon completion of the tender exercise, the successful contractor would be allowed to make enhancements and adjustments based on the reference design. Therefore, the locations of the bridge

piers for Yau Tong East Station were yet to be finalised.

- 10.3 Addition of a station between Lam Tin North Station and Yau Tong East Station: HyD noted Members' suggestion to add a station.
- 10.4 Connecting facilities: HyD stated that it attached great importance to the location and mode of connecting facilities. Taking Yau Tong East Station as an example, the station would be connected to Yau Tong MTR Station by a subway. Therefore, lifts would be incorporated in the project design to enable seamless and convenient cross-station transfer for passengers. In addition, the department would consider Members' suggestion of keeping the subway open around the clock. On the other hand, the department noted Members' other views on station connecting facilities, such as linking the station to Footbridges KF142 and KF143, and would liaise with other relevant departments for follow-up.
- 10.5 Fares: HyD indicated that in determining fares, it would give priority consideration to setting a level acceptable to the public so as to attract them to use the MTS. If fares were set too high, it would affect the public's choices.
- 10.6 Smart and green elements: HyD explained that the smart aspect of the MTS was mainly demonstrated through the application of smart technologies. For example, train windows would be adjusted to an opaque or transparent state depending on the conditions of different sections of the route, and the feasibility of driverless operation would also be explored. As for the green aspect, it referred to the system being mainly powered by electricity and adopting battery technology to reduce operational costs and energy consumption, thereby realising the concept of green energy.
- 10.7 Provision of escalators/parking facilities: HyD stated that the installation of escalators would need to take into account the spatial conditions and topographical factors of the relevant locations. The department noted Members' suggestion of providing parking facilities at stations of the system. However, due to the limited space at the proposed station sites, the conditions might not be suitable for providing parking facilities. In addition, HyD planned to pursue topside development at the depot site, where parking spaces would be provided.
- 10.8 Shun On Station: HyD noted Members' comment that the proposed location for Shun On Station was relatively far from Shun On Estate, and indicated that it would liaise with other relevant departments to study and follow up on specific pedestrian connection measures.

10.9 Barrier-free access at Choi Hung East Station: HyD would, depending on the final scheme adopted, determine how barrier-free facilities would be provided along the walkway connecting Choi Hung East Station with Choi Hung MTR Station.

10.10 Ecological compensation for the Ma Yau Tong depot site: HyD stated that it would formulate corresponding ecological compensation measures for the site involved in the Ma Yau Tong depot in accordance with the requirements of the relevant environmental protection ordinances.

10.11 Noise: In response to Members' concerns about noise, HyD indicated that the scheme would adopt a system similar to "SkyShuttle" and "Autonomous Rail Rapid Transit", which featured the use of rubber wheels instead of traditional steel wheels, significantly reducing the noise generated from friction between wheels and tracks. Furthermore, as the trains would have a lower passenger capacity, their overall weight would be lighter, and the noise generated during operation would accordingly be lower. Nevertheless, HyD acknowledged that the system would run close to residential buildings in certain sections, and would therefore continue to coordinate with the Environmental Protection Department ("EPD") to study and adopt the necessary noise mitigation measures.

10.12 Construction of walkways along viaducts: HyD noted Members' suggestions to construct walkways along viaducts, but stated that the feasibility of such a proposal could only be studied depending on the type of system ultimately adopted. HyD mentioned that if walkways were to be added alongside the viaducts, it might necessitate larger-scale viaducts and stations, which would increase the visual impact on nearby residential buildings.

11. The consolidated response from the representative of the consultant was as follows:

11.1 Carrying capacity: The consultant explained that the traffic model adopted had taken into account the carrying capacity of different transport modes, including the MTS, MTR and public transport operating on roads. If any shortfall in carrying capacity was identified, the traffic model would adjust the MTS scheme to optimise the overall transport network.

12. The consolidated response from the representative of PlanD was as follows:

12.1 Development plans for surrounding areas: In response to Members' concern about the coordination of the project with development plans in the surrounding areas, particularly in the Yau Tong area as mentioned earlier, PlanD indicated that it would maintain close liaison with HyD and keep HyD informed of the latest planning and development for

areas near the project.

12.2 “Wall effect”: In response to the potential “wall effect” arising from the proposed housing development above the Ma Yau Tong depot, PlanD stated that the consultant commissioned by HyD was conducting the relevant assessments, including analyses of air and visual impacts. In terms of air ventilation, while large buildings would inevitably have some impacts on the existing environment, the relatively large site area would allow mitigation through design adjustments, building gaps and coordination with the surrounding environment. According to the assessment results, the housing development project would not cause any insurmountable adverse impacts on the nearby environment. As for visual impacts, the new buildings would alter the existing landscape. However, the project’s visual impacts on the overall landscape could be effectively mitigated through refined design measures, including building material selection, colour coordination and building orientation arrangement.

13. Members then raised views and enquiries as follows:

13.1 Mr MA Yat-chiu suggested incorporating distinctive design features into the MTS, especially the proposed private housing development project at Ma Yau Tong. He considered that such an approach would not only meet practical needs but also transform the project into an infrastructure project with tourism appeal, thereby attracting a large number of visitors and injecting new impetus into Hong Kong’s economy. He recalled that the previous term of KTDC had visited Chongqing and toured the Liziba Railway Station residential project. The project integrated residential functions with sightseeing elements, making it a world-class tourist attraction that demonstrated the critical role of innovative design in enhancing spatial value and promoting economic development.

13.2 Mr KAN Ming-tung noted that the project works would affect leisure facilities along the alignment, including the 5-a-side soccer pitch in Lam Tin Park and the Ko Chiu Road Rest Garden in Yau Tong. He therefore requested that HyD and the Leisure and Cultural Services Department (“LCSD”) identify suitable alternative sites for reprovisioning these facilities upon completion of the works. On the other hand, he mentioned that although the project was a light rail rather than a heavy rail, he still hoped that PlanD would plan the number of parking spaces in accordance with the general planning standards, so as to meet the needs of an additional population of about 24 000. He pointed out that the ratio of parking spaces in the uphill areas had been lower in the past, leading to serious illegal parking problems in the vicinity, which PlanD should take as a lesson.

13.3 Mr LAU Kar-wah mentioned that when the Government planned for the project to be

completed in 2033, it should already have formulated a detailed internal work plan, including the responsibilities of the relevant departments, the coordination mechanism among them, and the timeframes for commencing and completing various tasks. He hoped that the relevant departments would make the project progress publicly available to facilitate real-time monitoring by the public and avoid deficiencies being identified only after completion. Meanwhile, he proposed that a strict penalty mechanism be incorporated into the tendering process, requiring contractors to complete each stage of works strictly in accordance with the prescribed timeline. He pointed out that the various stages of the works were closely interlinked, and delays in the early stages would inevitably hinder subsequent progress. He therefore considered that, through disclosing project progress and strengthening monitoring, the performance of each department could be properly assessed. Departments with good progress should be commended, while those with unsatisfactory progress should be urged to improve to avoid impeding the work of other departments.

- 13.4 Mr PANG Chi-sang noted that although new technologies could reduce noise generated during train operations, in the case of stations such as Shun Lee Station, Shun On Station and Yau Tong East Station, the shortest straight-line distance between the train route and the existing residential buildings would be only about 50 metres. Therefore, the MTS might still cause noise nuisance to nearby residents after completion. He opined that the contractor should carry out detailed calculations and make specific arrangements for noise control along each section in the construction stage, and suggested that the tender documents should clearly stipulate that the contractor must conduct necessary noise monitoring and install noise barriers at sections with more severe noise impacts.
- 13.5 Mr LAI Wing-chun considered that although the MTS would operate with fixed schedules during normal operations, it should possess the capacity to be deployed in both foreseeable and unexpected situations. Citing the example of large-scale events held earlier at the Kai Tak Sports Park, he pointed out that the service frequency at Kai Tak MTR Station had been increased during specific periods to meet the temporary transport demand. He therefore hoped that, at the preliminary design stage, due consideration and planning would be given to ensuring that the MTS, as an independently operated new transport system, could flexibly adjust its service capacity at any time to cope with predictable large-scale events or other emergencies.
- 13.6 Ms FU Pik-chun pointed out that Shun Lee Station would be located in the central area of Shun Lee Estate, with a straight-line distance of less than ten metres from residential buildings. Although the trains would use rubber wheels to reduce the noise generated from friction with the tracks, the close proximity would inevitably affect residents' lives.

She therefore suggested that HyD consider locating Shun Lee Station next to Fook Tak Pak Kung Temple, which was adjacent to Shun Lee Estate, where there would be sufficient space for the station. The location would still be within 500 metres of the surrounding residential buildings, thereby meeting planning requirements while reducing disturbance to nearby residents.

13.7 Mr CHEUNG Pui-kong referred to the proposal of providing connecting facilities from Sau Mau Ping Station to Sau Mau Ping Shopping Centre and Sau Mau Ping Market, pointing out that both premises were owned by Link. He remarked that the current station site was located at the top of a hillside and suggested adding a connecting footbridge or escalators on the third floor of Sau Mau Ping Shopping Centre to connect to the station. In addition, he suggested installing escalators along the staircase next to Sau Mau Ping Market to connect to the station. He hoped that the relevant departments would liaise with the property owner to explore the feasibility of these proposals. On the other hand, he suggested that HyD conduct a site inspection at Sau Mau Ping Estate to study the provision of noise barriers along the alignment of the MTS on Sau Mau Ping Road to reduce the noise impact of train operation on estate residents. As for the planning of Ma Yau Tong, he suggested that the relevant departments consult KTDC before formulating detailed plans to understand local residents' views.

13.8 Mr CHEUNG Ki-tang pointed out that approximately 20 000 residents would move into the housing project in Ma Yau Tong and the total population of Kwun Tong District would exceed 700 000 in the future. Therefore, the relevant departments should adopt a more forward-looking approach in their planning. He cited Yau Tong as an example, noting that although the population there had been continuously increasing, the government out-patient clinic repeatedly requested by residents would not be completed until 2028. This, he said, highlighted the need for early planning of ancillary facilities to meet the growing demand for public services. In addition, he mentioned the persistent shortage of parking spaces in Kwun Tong District, and suggested that the provision of parking facilities at suitable locations in the district be considered in conjunction with project implementation. On the other hand, he conveyed the suggestion from members of the public to provide shops in the subway connecting Yau Tong East Station with Yau Tong MTR Station, so as to address the lack of shopping malls in the vicinity of Pik Wan Road and Ko Chiu Road, thereby enhancing convenience for residents.

14. The consolidated response from the representatives of HyD was as follows:

14.1 Incorporation of tourism elements: HyD noted Members' suggestion of incorporating tourism elements into Ma Yau Tong Station and the depot above it, and indicated that it

would study whether the proposal could help improve operation and management and enhance the project's appeal.

- 14.2 Soccer pitch in Lam Tin Park: HyD explained that a ventilation opening would be required at the tunnel entrance of the project, and the proposed location of the opening was currently occupied by the 5-a-side soccer pitch in Lam Tin Park. The department advised that it had discussed the reprovisioning plan with LCSD and that a leisure facility no smaller in scale than the existing 5-a-side soccer pitch would be reprovisioned in accordance with the plan in the future.
- 14.3 Works progress: HyD responded to Members' concern about whether the project could be completed on schedule by 2033, indicating that in addition to improving the system design at the present stage, another key factor was how to ensure that the contractor would carry out the works as planned. HyD agreed with Members' suggestion that consideration could be given to including relevant clauses in the tender documents, under which contractors expediting the progress would be awarded extra marks, while penalties would be imposed if the commissioning schedule was not met. The department would closely monitor the overall works progress and would report the tendering results and subsequent developments to KTDC in due course.
- 14.4 Noise: HyD noted Members' concern about noise issues, particularly at Shun Lee Estate and along Sau Mau Ping Road, and indicated that it would conduct internal studies and collaborate with EPD to explore ways to improve noise reduction measures.
- 14.5 Carrying capacity: HyD stated that the project was a transportation system with medium-to-low carrying capacity, but its design standards were close to those of a heavy rail. Accordingly, an emergency response mechanism would be incorporated into the project planning to cope with unforeseen situations.
- 14.6 Sau Mau Ping Shopping Centre: HyD understood that Sau Mau Ping Shopping Centre was owned by Link and would further study the provision of connecting facilities at the shopping centre to link it to Sau Mau Ping Station.
- 14.7 Site inspections: HyD expressed its willingness to conduct site inspections with Members in areas along the alignment of the MTS to gather local views more extensively.
- 14.8 Ma Yau Tong: HyD stated that the development project in Ma Yau Tong would include the depot and the proposed topside development, with parking spaces to be provided. The department would further study the addition of parking spaces in the planning for Ma

Yau Tong and would consult the local community on the matter.

14.9 Subway at Yau Tong East Station: HyD indicated that the construction costs of the subway would be very high. If shops were to be provided in the subway, this would inevitably result in additional excavation and construction, thereby increasing the construction costs and time, which could affect the project progress and future operations.

15. The supplementary response from the representative of the consultant was as follows:

15.1 Emergency mechanism: The consultant pointed out that the depot in Ma Yau Tong was situated approximately at the midpoint of the entire alignment, making it an ideal location for both emergencies and normal operation. In addition to Choi Hung East Station and Yau Tong East Station at the two ends of the alignment, a route recovery line would be provided at other locations along the alignment to enable trains to reverse in the event of an emergency.

16. The supplementary response from the representative of PlanD was as follows:

16.1 Planning: PlanD noted Members' concern that a forward-looking approach should be adopted in district planning, particularly in addressing the infrastructure and service needs of the additional population. The department stated that it would convey the views of Members and residents to the relevant departments, with a view to facilitating the development and enhancement of various ancillary facilities and services at appropriate locations and timing.

17. The Chairman concluded that KTDC was highly concerned about the MTS project and had put forward many constructive views and suggestions. He hoped that HyD and the relevant departments would report on the progress of the project to KTDC in a timely manner.

18. The meeting noted the paper.

Item III — Work Plans for 2025/26
(KTDC Paper No. 12/2025)

Annex 1: Kwun Tong District Office (“KTDO”)

19. Mr WONG Chun-ping commended the work plan of KTDO for covering a wide range of areas and setting out clear work priorities. He was pleased to learn that KTDO attached great importance

to youth work and was dedicated to fostering in young people a proper attitude towards life and a sense of belonging to the community.

20. Ms ZHAN Baoyu suggested that KTDO introduce the pilot scheme on “joint property management” while assisting “three-nil” buildings in establishing owners’ corporations so as to provide owners with an additional option.

21. The Chairman responded to Mr WONG Chun-ping’s views on behalf of KTDO, stating that the Youth Community Building Committee and the Youth Development and Civic Education Committee under KTDO were responsible for implementing youth programmes in the district throughout the year, with a particular focus on life planning and experiential activities for young people. In addition, KTDO actively strengthened the youth network at the district level, and its Youth Pi @ Kwun Tong programme organised a series of life planning and thematic training activities and courses each year. He added that the committees and programmes responsible for youth work under KTDO would collaborate with one another to optimise resource allocation and foster synergy, thereby enhancing the effectiveness of youth development efforts.

22. The representative of KTDO stated that the Home Affairs Department was currently implementing the pilot scheme on “joint property management” in some of the 18 districts across Hong Kong to improve the management of old single-block buildings and “three-nil” buildings. Although the scheme had not been officially launched in Kwun Tong District, KTDO had been collecting views from the relevant buildings and owners’ corporations during routine visits to gauge their willingness to participate. When the pilot scheme on “joint property management” was launched in Kwun Tong District in the future, KTDO would contact buildings interested in joining the scheme.

23. The meeting noted the paper.

Annex 2: CEDD

24. Mr LUI Tung-hai referred to the public housing development project in Cha Kwo Ling Village mentioned in CEDD’s work report. He noted that Cha Kwo Ling village would face clearance, and that its history, culture and monuments held significant value for conservation and revitalisation. He therefore hoped that the relevant departments would attach due importance to the matter and expedite the consolidation, relocation, or revitalisation of the related resources so as to preserve their cultural significance. In addition, he pointed out that the second phase of the land resumption process was expected to be completed by June this year, yet the rehousing arrangements for hundreds of residents still remained unresolved. He hoped that relevant departments, such as the Lands Department (“LandsD”), HD and the Social Welfare Department (“SWD”), would work in close collaboration to

properly handle the difficulties facing the residents in a more humane manner, so as to avoid rigid and indifferent administrative procedures from affecting their lives. He said that these residents originally had places to live, but the Government's development plan had deprived them of their accommodation, and since most of them were not well-off, he hoped that the relevant departments would provide them with appropriate care and assistance.

25. The representative of CEDD responded to Mr LUI Tung-hai's views, stating that the scope of the site formation and infrastructure works for public housing development at Cha Kwo Ling Village did not cover the Tin Hau Temple. The temple, which was listed as a Grade 3 historic building, would not be affected by the development project. Regarding land resumption matters, the department stated that it would closely collaborate with LandsD with a view to completing the process by June this year. As for the rehousing arrangements for residents, the department understood Members' concerns and would relay them to the relevant departments.

26. The meeting noted the paper.

Annex 3: Food and Environmental Hygiene Department ("FEHD")

27. Ms Sophia LEE noted that the Rodent Activity Survey conducted using artificial intelligence technology was carried out on a semi-annual basis, and suggested increasing the survey frequency. She also enquired how FEHD calculated the Rodent Absence Rates ("RAR"). In addition, she commended Mr FUNG Chun-kin, Chief Health Inspector of FEHD, for his dedication in helping to address environmental hygiene issues in the community.

28. The representative of FEHD responded to Ms Sophia LEE's enquiry about the RAR, stating that the department used thermal imaging cameras combined with artificial intelligence technology to conduct comprehensive surveys on rodent activity. During the survey, the department would install thermal imaging cameras at over 200 locations across the district to capture rodent activity, and the data collected were analysed using artificial intelligence technology to understand the rodent activities at each location and to calculate the overall RAR for Kwun Tong District. FEHD stated that the data collected through this method would be used to identify which locations in the district required additional resources for rodent control, and which areas had seen improvements in rodent infestation, with the aim of ensuring more effective use and rational allocation of resources. The department mentioned that the survey was conducted across the territory semi-annually, with the results serving as a basis for work planning and resource allocation for the second half of the year. Another round of surveys would also be carried out in the second half of the year to collect data for planning rodent control work for the following year. On the other hand, the department thanked Ms Sophia LEE for her commendation of Chief Health Inspector Mr FUNG, stating that her commendation would be conveyed to him.

29. Mr CHEUNG Ki-tang stated that some residents had expressed concerns that the mosquito control work in certain areas of the district, particularly on hillsides, had become a mere formality. Relevant personnel only carried out simple spraying and then took photos as proof of completion, which seemed ineffective in controlling mosquito infestation. He hoped that the relevant departments would strengthen supervision of mosquito control work in order to reduce the impact of mosquito infestation on residents' lives.

30. The representative of FEHD responded to Mr CHEUNG Ki-tang's views, indicating that the department had provided clear guidelines on mosquito control work carried out by its staff or service contractors. Relevant personnel were required to strictly adhere to the established procedures, including taking photos upon completion of operations to serve as a record for the department's verification. If the department found that the relevant personnel merely took photos perfunctorily without properly fulfilling the work requirements, disciplinary action would be taken in accordance with internal guidelines if the case involved FEHD staff; for staff of outsourced service contractors, a notice of default would be issued to the contractor and fines would be imposed based on the circumstances. FEHD indicated that the current mosquito infestation index in Kwun Tong District was at a satisfactory level and it would continue to closely monitor changes as the weather became progressively hotter. The department welcomed Members to contact FEHD at any time for follow-up if they noticed any abnormal mosquito infestation situations in the district.

31. Mr CHEUNG Ki-tang explained that the problems he had mentioned earlier regarding mosquito control work in the district were not related to FEHD staff. However, given that many mosquito control measures fell under the responsibility of FEHD, he hoped that the department would continue to strengthen its efforts in this regard.

32. The meeting noted the paper.

Annex 4: HD

33. Ms FU Pik-chun mentioned that the Total Maintenance Scheme implemented by HD in Shun Lee Estate included window inspection this year. As the estate was over 40 years old and frequently exposed to wind and rain, most tenants had installed additional windows in their flats on their own. They were therefore required to engage registered contractors for the maintenance of such windows, and the associated costs often far exceeded expectations, leading to dissatisfaction among many tenants. As a result, she suggested that HD provide a clear standard for maintenance fees so that residents could choose either to use the services provided by HD or to engage their own contractors, thereby reducing their maintenance cost burden.

34. The representative of HD responded to Ms FU Pik-chun's views, stating that the Independent

Checking Unit (“ICU”) under the Office of the Permanent Secretary for Housing selected target buildings annually to implement the Mandatory Window Inspection Scheme, so as to prevent windows from becoming defective or dilapidated and posing a risk to the public. To minimise nuisances caused by repeated entries into tenants’ flats, HD would, where resources could be effectively deployed, implement the Total Maintenance Scheme in the relevant estate at the same time upon receiving pre-notification letters for mandatory window inspection issued by ICU. Some tenants in Shun Lee Estate had replaced the windows originally provided by HD in their flats or installed windows on their balconies, and they were responsible for the inspection and maintenance of such windows. Nevertheless, HD had provided additional assistance in this regard, including arranging for Qualified Persons to inspect the installations concerned, and notifying the ICU on the tenants’ behalf if the windows passed the prescribed inspections. If some of the windows required maintenance, HD would provide assistance to tenants who were receiving Rent Assistance, Comprehensive Social Security Assistance (“CSSA”), or whose household members in the rental flat were all aged 60 or above. Upon application, such tenants could receive free replacement of bar hinges and damaged glass panes. Windows that had been altered or installed by tenants were not standard fittings provided by the Housing Authority (“HA”), and HA would not assume any responsibility for such installations. Accordingly, tenants were required to engage registered contractors by themselves to conduct the prescribed window repair works and, upon completion, submit a certificate of completion of works to the ICU.

35. Ms ZHAN Baoyu commended Mr KWAN King-shing, Housing Manager of HD, for his dedicated service to Shun Tin Estate. She stated that he had actively assisted in the removal of the railings at the basketball court in the estate to facilitate the installation of flagpoles for the national flag and the regional flag. He had also made efforts to improve the environmental hygiene and law and order of Shun Tin Estate.

36. The representative of HD expressed gratitude to Ms ZHAN Baoyu for her recognition of the work of Housing Manager Mr KWAN and said that her commendation would be conveyed to him.

37. Ms FENG Yunsi pointed out that the works under the HAppy Estate Project in Ping Shek Estate would commence in 2025 and that residents had high expectations of it. However, the works mainly involved facade beautification and might not enhance residents’ overall sense of well-being. She indicated that residents hoped for the provision of additional elderly fitness facilities in the estate, such as fitness bikes, to shorten the waiting time for using such facilities. She also mentioned that some public facilities in the estate had fallen into disrepair, citing for example water seepage problems in the covers of walkways, and considered that such defects should be rectified in the course of the HAppy Estate works. On another front, she pointed out that the unsatisfactory positions of the drying racks in Kam Shek House and Lam Shek House had affected residents’ use as well as HD’s maintenance work. If scaffolding was to be erected for the facade beautification works, she

suggested taking the opportunity to adjust the positions of the drying racks to facilitate residents' use and reduce future maintenance costs.

38. The representative of HD thanked Ms FENG Yunsi for her views on the HAppy Estate works to be conducted in Ping Shek Estate. The department indicated that the various projects would be carried out in sequence, with facade beautification works to be undertaken first, followed by the addition of fitness facilities. She would contact Ms FENG after the meeting to gain a deeper understanding of residents' suggestions on the provision of such facilities at appropriate locations in the estate. Additionally, the department indicated that repair works would be arranged to address the water seepage issue in the covered walkways. On the other hand, HD stated that the facade beautification works that had been tendered did not include the replacement of drying racks in Kam Shek House and Lam Shek House. Nevertheless, the department would explore ways to properly address the issue.

39. The meeting noted the paper.

Annex 5: LCSD

40. The meeting noted the paper.

Annex 6: SWD

41. Ms Sophia LEE referred to the nuisance caused earlier to residents in Fu Wah Court by an individual with mental health problems. She expressed her gratitude to Chief Inspector Mr TAM Man-hoi and Sergeant CHIU of Sau Mau Ping Police District for their assistance in following up the case. At the same time, she hoped that SWD would provide appropriate assistance for persons with mental health problems.

42. The representative of SWD responded to Ms Sophia LEE's remarks on the case involving a person with mental health problems, stating that if Members came across cases involving individuals suspected of having mental health problems, they might refer the cases to SWD for follow-up. Social workers would then contact the persons concerned to understand their welfare needs and provide assistance where practicable.

43. Mr CHEUNG Ki-tang stated that he had referred cases to SWD's Integrated Family Service Centres ("IFSCs") in the past, but residents who sought assistance reported low satisfaction with the services, particularly considering that the services for financial support were inadequate. In addition, some pointed out that some centres had not properly provided their addresses and contact numbers, and he hoped that SWD would make improvements in this regard. He enquired how SWD assessed

the performance of IFSCs, such as whether it would invite individuals who sought assistance at the centres to participate in interviews or complete questionnaires to gauge their satisfaction with the services provided. He added that many residents who sought assistance from IFSCs had their cases rejected directly without undergoing the prescribed procedures for detailed assessment, and he enquired whether SWD would maintain simple records of such help-seekers.

44. The representative of SWD responded to Mr CHEUNG Ki-tang's views, stating that there were seven IFSCs in Kwun Tong District providing services to cases in need. In general, upon receiving referrals, the service centres would arrange social workers to meet or contact the individuals concerned, introduce the services, and refer them to suitable service units for follow-up as needed. For example, cases requiring applications for CSSA would be referred to SWD's Social Security Field Units for follow-up, while individuals requiring counselling services would continue to receive appropriate follow-up from social workers of IFSCs. Upon case closure, social workers would seek feedback from service users on the services provided by the centre. If they were willing, users would be invited to complete a user feedback questionnaire, the results of which would serve as a reference for future service provision.

45. Mr PANG Chi-sang mentioned that SWD had conducted opinion surveys on the effectiveness of services provided by subvented organisations. He pointed out that some residents had reported that when receiving services provided by these subvented organisations, they were unable to achieve the expected outcomes or even obtain basic services. He believed that this might involve policy-level issues or could be due to inadequacies in individual organisations' implementation of their work. He hoped that SWD would provide information on the above opinion surveys at meetings of the Social Welfare and Women Development Committee ("SWWDC") under KTDC, which would help Members better understand the problems concerned and make more accurate referrals, so that residents in need could receive more appropriate support.

46. The representative of SWD responded to Mr PANG Chi-sang's suggestion. He said that SWD would, in accordance with the established mechanism, deploy staff on a regular basis to monitor the subvented services provided by non-governmental organisations to monitor whether the services met the required standards. This included contacting service users where necessary to understand the situation. Relevant service monitoring information, if available, could be shared with Members at future SWWDC meetings.

47. The meeting noted the paper.

Annex 7: TD

48. The meeting noted the paper.

Annex 8: Hong Kong Police Force (“HKPF”) - Kwun Tong District and Sau Mau Ping District

49. Ms FU Pik-chun mentioned that, on 7 April this year, residents in Shun Lee Estate had engaged in a dispute over relationship issues and confronted each other with knives. Two off-duty police officers who had happened to pass by the scene had intervened bravely to mediate, successfully calming the residents in conflict and preventing possible injuries. She commended the two police officers for stepping in proactively even when off duty, fully demonstrating the professionalism and sense of responsibility of the police force.

50. Mr MA Yat-chiu praised the Kwun Tong Police District and Sau Mau Ping Police District for their proactive efforts in combating criminal activities in the district, including the successful arrest of the mastermind behind illegal prostitution activities in the areas of Hong Ning Road and Fu Yan Street. He considered the results commendable and hoped that enforcement actions would continue to be stepped up to prevent a resurgence of such crimes. In addition, he commended the Sau Mau Ping Police District for its recent successful raid on a drug den situated on Hong Ning Road, arresting those involved and cracking down on the drug activities in the premises, allowing the owner to reclaim the flat. He hoped that the police would continue to maintain good communication with district personalities to jointly uphold law and order in the district.

51. The representative of the Kwun Tong Police District of HKPF thanked Mr MA Yat-chiu for his recognition of the police’s anti-vice operations, stating that the relevant law enforcement measures would continue. She added that the police planned to install five sets of closed-circuit television cameras in the areas of Hong Ning Road and Fu Yan Street within this year. Two of them had already been installed at the junction of Hong Ning Road and Shung Yan Street and at 66 Hong Ning Road on 24 April and 29 April respectively, while the remaining three would be installed in succession. These devices were expected to serve as a deterrent and to assist the police in collecting crime intelligence.

52. The representative of the Sau Mau Ping Police District of HKPF expressed gratitude to Ms FU Pik-chun, Ms Sophia LEE and Mr MA Yat-chiu for their recognition of the work of the police, and said that their commendations would be conveyed to senior officers of HKPF and the police officers concerned.

53. The meeting noted the paper.

Annex 9: Independent Commission Against Corruption (“ICAC”) Kowloon East/Sai Kung Office

54. The meeting noted the paper.

Item IV — Annual Report of Kwun Tong and Sau Mau Ping Districts Policing Plan 2024
(KTDC Paper No. 13/2025)

55. The meeting noted the paper.

Item V — Work Reports of Committees under KTDC
(KTDC Paper No. 14/2025)

Annex 1: District Facilities and Works Committee

56. The meeting noted the paper.

Annex 2: Community Involvement, Culture and Recreation Committee

57. The meeting noted the paper.

Annex 3: Food, Environment and Hygiene Committee

58. The meeting noted the paper.

Annex 4: Traffic and Transport Committee

59. The meeting noted the paper.

Annex 5: Housing and Development Planning Committee

60. The meeting noted the paper.

Annex 6: SWWDC

61. The meeting noted the paper.

Annex 7: Youth Committee

62. The meeting noted the paper.

Annex 8: National Education Promotion Committee

63. The meeting noted the paper.

Item VI — Any Other Business

(A) Building Management Summit hosted by ICAC

64. The Chairman reported that ICAC had written to invite KTDC to support its upcoming Building Management Summit. The Chairman stated that the summit would provide the community with information on building maintenance and was very meaningful. Therefore, he suggested that KTDC accept ICAC's invitation and become a supporting organisation of the summit.

65. The meeting endorsed supporting the activity.

(B) The 16th “Quit to Win” Smoke-free Community Campaign

66. The Chairman reported that the Hong Kong Council on Smoking and Health (“COSH”) had earlier written to invite KTDC to support the 16th “Quit to Win” Smoke-free Community Campaign and grant COSH the consent to use KTDC's logo on relevant publicity items and during the event. The Chairman said that the campaign was meaningful and suggested that KTDC continue to support the activity.

67. The meeting endorsed supporting the activity.

Item VII — Date of Next Meeting

68. The next meeting was scheduled to be held on 27 June 2025 (Friday).

69. There being no other business, the meeting was adjourned at 5:58 p.m.

The minutes of the meeting were confirmed on 27 June 2025.

Kwun Tong District Council Secretariat
June 2025