

**By post and fax at 2369 4980**

19 September 2017

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Dear Ir MA

**Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East**

Thank you for the letter dated 30 August 2017 inviting the Institution for views on the Detailed Feasibility Study (DFS) for the Environmentally Friendly Linkage System (EFLS) for Kowloon East and informing us of the recently released “*Report on Identification of Suitable Green Public Transport Modes*” (the Report) and “*Literature Review Report on Worldwide Application of Road-based and Rail-based Green Public Transport Systems*” which contain details of the assessment of the stage 1 study.

With reference to *Section 5.3 – Option 1: At-Grade Dedicated Corridor* of the Report, the Institution agrees that it may be a great challenge to reserve dedicated bus lanes required for the bus rapid transit (BRT) in the existing road layout. We also consider that impacts to the remaining lanes (after such reservation) for local traffic could be enormous taking into account the traffic volume forecast and the needs of kerbside delivery to buildings/ shops in the districts along the transformation of Kowloon East.

The Institution considers that BRT and modern tramway can be more efficient and flexible in terms of alignment and structure requirements than monorail and automated people mover (APM) because the at-grade shared corridor can allow different transport modes to operate while maintaining the existing number of traffic lanes. But we also note the point that it may not fully fulfil the purpose of providing an efficient and reliable transport system to Kowloon East as a future CBD as elaborated in *Section 5.4 – Option 2: At-Grade Shared Corridor* of the Report.

For an efficient and reliable EFLS, it is aware that a transport system with partly elevated (or underground) and partly at-graded alignments may lead to ineffective use of the transition space and the downsides of at-graded operation as stated above. Meanwhile, in view of the existing road layout and development, we agree that a grade-separated alignment is a better choice while underground alignment is not preferred.

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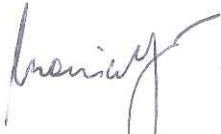
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The Institution considers that if the proposal for an elevated corridor for EFLS is selected, monorail or APM seems to offer more advantages to EFLS for Kowloon East. To facilitate different stakeholders with better understanding of and more informed deliberations on the Study, we suggest the Administration to share more information about the decision alternatives that have been identified/ considered, cost-benefit analyses done, research data collected, and consultations/ stakeholders surveys results obtained for the subject matters.

Thank you for your attention.

Yours sincerely



Monica YUEN (Mrs)  
Chief Executive and Secretary  
The Hong Kong Institution of Engineers

MY/ML