

## Major Infrastructure Developments under Construction and Planning

The Government will continue to upgrade our infrastructure and push ahead with large-scale projects to reinforce Hong Kong's position as Asia's world city. These investments will also create a comfortable and pleasant living environment in which the whole community can take pride.

- More than 1 600 infrastructure projects will be undertaken
- Investment totalling \$600 billion. The projects will mostly be completed within the next nine years
- 30 000 jobs to be created by the end of 2002

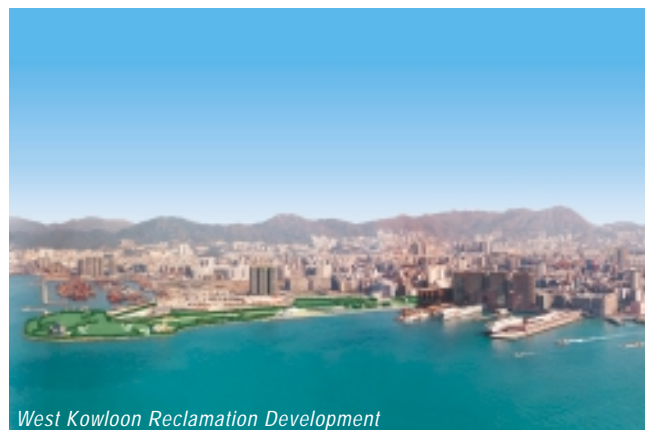


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## Areas for Major New Development

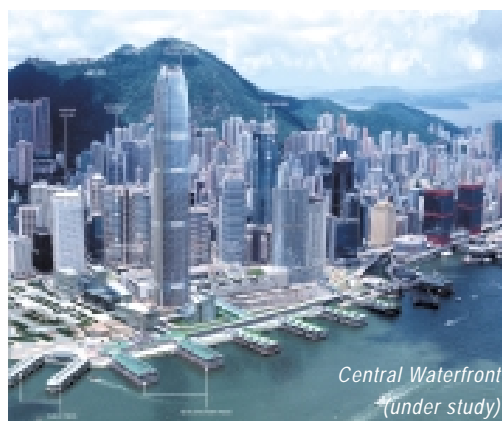
### (a) New Developments Around Victoria Harbour

We are creating a new look for the harbour, being Hong Kong's most precious natural assets. Against a backdrop of peaks and ridges, its stunning beauty will be further enhanced with new developments along the waterfront at Southeast Kowloon, West Kowloon, Central and Wan Chai. These important projects will provide immense recreation opportunities and world class cultural and entertainment facilities for Hong Kong people and boost our city's attraction as a tourism destination.

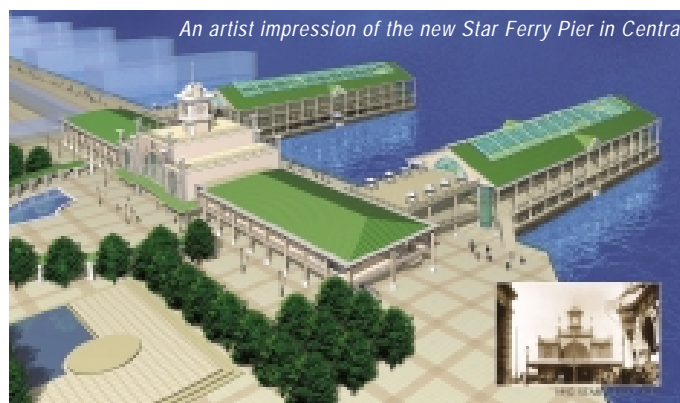


*West Kowloon Reclamation Development*

- West Kowloon Reclamation - A strip of 40-hectare land at the southern tip to be developed into an integrated arts, cultural and entertainment district. It will enhance Hong Kong's position as Asia's premier centre of arts, culture and entertainment and create a new outlook for Victoria Harbour. A concept plan competition was launched in June last year, attracting over 160 entries from local and overseas participants. Winners will be announced on February 28, 2002, and a Masterplan study will be conducted to take forward the implementation of the winning designs.
- Central Reclamation Phase III - The new reclaimed land of 23 hectares will accommodate the Airport Railway extended overrun tunnel and Central-Wan Chai Bypass and provide a continuous waterfront promenade to create an attractive urban environment. Works are scheduled to commence in 2002 for completion in 2007, costing about \$4.2 billion. An agreement has been reached with the Star Ferry Company Limited on the relocation of the Central Star Ferry Pier. The new pier, located on the site of Piers 7 and 8, will be a modern interpretation of its century-old architectural style.



*Central Waterfront  
(under study)*



*An artist impression of the new Star Ferry Pier in Central*

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- Wan Chai Development Phase II - About 29 hectares of land will be reclaimed. This project, together with Central Reclamation, will provide land mainly for the construction of a North Hong Kong Island Link, the Central Wanchai Bypass and the Island Eastern Corridor Link. Works are tentatively scheduled to commence in 2004 for completion in 2010, costing about \$3.8 billion.

- Southeast Kowloon Development - A total development area of 413 hectares, housing about 250 000 people. The whole development will turn the area to a new "City within a City". A sports stadium, a metropolitan park of 24 ha and a cruise terminal will be the main features of the area. In addition, the area will feature pedestrian-oriented design, scenic and accessible waterfront, tourism and leisure activities, rail based infrastructure and environmental friendliness. It will be completed progressively in the next 15 years, costing about \$16.1 billion.



## (b) Proposed Next Generation New Towns

As Hong Kong's population is expected to grow to more than 8 million in 2011, new development areas must be identified. The Government is considering possible development of Kwu Tung North, Fanling North and Hung Shui Kiu into our next generation new towns to meet the community's increasing aspirations for a better living environment. All of them would be planned on rail-based and environmental friendly principles. Implementation of the new towns will depend on the pace of population growth, actual demand of land for urban expansion, routing of transport infrastructure under planning, etc.

- Fanling North New Town - A riverside town planned to accommodate about 80 000 people, featuring a green neighbourhood, a balanced community, sustainable transport measures, a pedestrian-friendly environment, and integration of existing and new developments.
- Kwu Tung North New Town - A boundary town planned to accommodate a population of about 100 000, built around a railway station with distinctive town centre design.
- Hung Shui Kiu New Town - A gateway town to house at least 160 000 people distinguished by environmental-friendly transport, green neighbourhoods, high quality urban and landscape design, balanced community facilities, and co-existence with traditional developments.

## Transport and Logistics Centre Development

Effective and integrated transport network is vital to mobility of people, vehicles and goods. With Hong Kong's excellent transportation facilities and the Pearl River Delta Region's high productivity, Hong Kong can be developed into a logistics hub to link up with the Mainland and other parts of the world.

### (a) Rail

- About 65 % of the population and 70 % of the population of the employment will be within rail catchment by 2007
- New rail links to be completed in the years ahead include:-
  1. MTR Tseung Kwan O Extension in 2002, at an estimated cost of \$18 billion
  2. West Rail in 2003, at an estimated cost of \$46.4 billion
  3. Ma On Shan to Tai Wai Rail Link, and KCR Extension to Tsim Sha Tsui East, both in 2004, at an estimated cost of \$16.3 billion
  4. Penny's Bay Rail Link in 2005, at an estimated cost of \$2.6 billion
  5. Sheung Shui to Lok Ma Chau Spur Line in 2007, at an estimated cost of \$10 billion
- Preparation work has started for another six rail projects proposed in the Railway Development Strategy 2000, including:-
  1. Sha Tin to Central Link to be completed between 2008 and 2011 at an estimated cost of \$27 billion to \$37 billion
  2. Island Line Extensions to be completed between 2008 and 2012 at an estimated cost of \$19 billion to \$20 billion
  3. Kowloon Southern Link to be completed between 2008 and 2013 at an estimated cost of \$7 billion to \$8 billion
  4. Northern Link to be completed between 2011 and 2016 at an estimated cost of \$9 billion
  5. Port Rail Link costing \$5 billion to \$9 billion, with completion schedule depending on cargo growth
  6. Regional Express Line costing \$13 billion to \$17 billion, with completion schedule depending on traffic growth
- The proposed Regional Express Line under study will provide Hong Kong with an express railway linkage with other Mainland cities, both within and beyond Guangdong. It will cut the travelling time from Hong Kong to Guangzhou to about 60 minutes

### (b) Road

- Shenzhen Western Corridor linking Hong Kong to Shekou to be completed in 2005/06, costing \$2.8 billion
- Deep Bay Link to be completed in 2005/06 at an estimated cost of \$6.4 billion
- Route 9(Sha Tin to Cheung Sha Wan section) to be completed in 2007 at an estimated cost of \$8 billion
- Route 9(Tsing Yi to Cheung Sha Wan section) to be completed in 2008 at an estimated cost of \$13 billion
- Route 10 (North Lantau to Yuen Long Highway) to be completed in 2008 at an estimated cost of \$22 billion
- Link between Kennedy Town and Pok Fu Lam and the remaining section of Route 7 between Pok Fu Lam and Aberdeen, subject to review, are scheduled for completion in or after 2010 at an estimated cost \$11 billion

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- Central Kowloon Route to be completed in 2011 at an estimated cost of \$8 billion
- Central Wanchai Bypass and Island Eastern Corridor Link to be completed in 2012 at an estimated cost of \$9 billion
- The Stonecutters Bridge which forms part of Route 9 with a main span of 1 000 meters will be one the longest cable-stayed bridges in the world
- The Tsing Lung Bridge, with a main span of 1 400 metres forming part of Route 10, will be one of the longest suspension bridges in the world

### (c) Logistics

- Container Terminal 9 is being constructed on Tsing Yi for completion by 2004. Covering 68 hectares, it will have six berths with a design capacity to handle at least 2.6 million twenty-foot equivalent units (TEUs) a year. The new marine basin will be able to handle the largest container ships presently on the drawing board
- 4 potential areas have been initially identified for long term port facilities development. They are West Tuen Mun, Northwest Lantau, East Lantau and South-east Tsing Yi
- The Steering Committee on Logistics Development and the Hong Kong Logistics Development Council are taking forward initiatives to develop Hong Kong into a logistics hub to link the Mainland with the world
- A new Marine Cargo Terminal at the airport is providing direct 24-hour access to 16 ports in the Pearl River Delta
- A 1.4 hectare logistics centre will be built to further expand the airport's capabilities



*Hong Kong is the world's busiest container port*

## Regenerating Old Urban Areas

- With a people-oriented approach, the Urban Renewal Authority (URA) will implement 225 redevelopment projects in the next 20 years. Nine target areas have been identified, including Tsuen Wan, Sham Shui Po, Tai Kok Tsui, Yau Ma Tei, Ma Tau Kok, Kwun Tong, Yau Tong, Wan Chai and Sai Ying Pun
- Three URA redevelopment projects in Wan Chai, Sham Shui Po and Tai Kok Tsui are being implemented in advance of the URA's finalisation of its first 5-year Corporate Plan, with a development cost amounting to \$2.6 billion
- The Town Planning Board has rezoned more than 200 hectares of industrial land to business, commercial and other uses last year alongside new steps to enable more flexible use of industrial land. Kwun Tong (about 44 hectares), Kwai Chung (about 41 hectares), Ngau Tau Kok and Kowloon Bay (about 22 hectares), and Cheung Sha Wan (about 21 hectares) top the list as far as rezoning of industrial land is concerned
- The Planning Department is conducting further studies to explore the possibility of even more flexible use in industrial premises, such as loft apartments and mega book stores, educational institutions etc.



*Cherry Street Development Scheme*



*Fuk Wing Street/ Fuk Wah Street  
Development Project*



*Johnston Road Development Scheme*

## A Cleaner, Greener and Heritage-Minded Hong Kong

### (a) Cleaner Environment

- Stage I of the Harbour Area Treatment Scheme (HATS), including a 23.6 km-long deep tunnel conveyance system and the chemical sewage treatment works at Stonecutters Island, has already been fully commissioned in late 2001. The Stage I system currently handles 70% of the sewage from the urban area around the Harbour. It can handle a maximum of 1.7 million cubic metres of sewage per day, serving a population of 3.5 million people, Government is now undertaking a programme of trials and studies in order to formulate the best way forward for the remaining stages of HATS.
- Hong Kong is the first city in Asia to introduce ultra-low sulphur diesel for its vehicle fleet
- More than 14 000 taxis (80%) have switched to liquefied petroleum gas, and particulate reduction devices to be installed in all pre-Euro standard diesel vehicles



LPG Taxi

### (b) Greener Environment

- Develop a new wetland park in Tin Shui Wai
- 38% of Hong Kong's land area is designated as Country Parks attracting over 10 million visitors last year



Urban Greening

- More resources to be deployed to strengthen our greening work, including active planting, beautification and maintenance of 8.5 hectare prominent urban land and key waterfront areas, greening up of 22 hectare government vacant land, planting of 60 000 trees per year in urban areas, and planting 950 000 tree seedlings in the Country Parks



Wetland Park

### (c) Heritage Protection

- Much attention is devoted to preserving centuries of cultural heritage and our unique character
- The restoration of the Hung Shing Temple in Sai Kung has won the "Outstanding Project" of UNESCO Asia-Pacific Heritage 2000 Awards for Cultural Heritage Conservation; whereas the restoration of the King Law Ka Shuk Ancestral Hall in Tai Po Tau, Tai Po has won an "Award of Merit" of UNESCO Asia-Pacific Heritage 2001 Awards for Cultural Heritage Conservation



King Law Ka Shuk, Tai Po after restoration

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## Recreation and New Tourism Developments

- West Kowloon – A culture belt will be created, stretching from the new arts, culture and entertainment area on the West Kowloon Reclamation to the existing museums and performing venues in Tsim Sha Tsui, the former Marine Police Headquarters and the Tsim Sha Tsui Promenade
- Central – A waterfront promenade of about 1 300 m in length and 60 m in width is to be designed. A heritage, entertainment and dining area will be developed, radiating from the site of the existing Central Police Station covering the Government House, St John's Cathedral, Hollywood Road, Lan Kwai Fong and Ladder Street
- Lantau Island – The Hong Kong Disneyland, together with a new tourism node in Yam O, the Big Buddha and Tung Chung Cable Car, will make Lantau a tourism island
- Sai Kung – The countryside and peaceful harbour in Sai Kung provide good opportunities for the development of water sports and world class resorts. A new public golf course is under planning in Kau Sai Chau
- Aberdeen Harbour – the strategic development plan of the Ocean Park will be integrated into the new Aberdeen Harbour tourism node under planning