

Tung Chung Cable Car Project

Purpose

This paper presents for members' information the "Preliminary Preferred Alignment" of the Tung Chung Cable Car System.

Background

2. In 1998, the Government tasked the Mass Transit Railway Corporation to undertake a feasibility study (the Study) on the development of a cable car system linking Tung Chung and Ngong Ping on Lantau Island. The Study concluded that the project is feasible in both financial and technical terms and will bring about social-economic benefits to the Hong Kong economy, including inducing additional tourist visitation to attractions on Lantau Island, serving as another tourist attraction to enhance visitors' experience in Hong Kong, etc.

3. Subsequently, we drew up a broad framework for implementing the project. Our intention is to grant a franchise for the finance, design, construction and operation of the cable car system on a Build-Operate-Transfer basis.

Alignment and Terminal Locations

4. Plan A shows the alignment as recommended by the Study. It proposes that the Tung Chung Terminal should be located at Tung Chung Town Centre, with the cableway extending towards an intermediate station on the south shore of the Airport Island, before turning up to the Ngong Ping Terminal at the Ngong Ping plateau. The location of the Tung Chung Terminal at Tung Chung Town Centre is essential for ensuring adequate public transport links for cable car riders to the system. The intermediate station on the Airport Island, apart from serving as a turning station, is expected to capture the interest of transit

passengers in taking a short trip to Ngong Ping while they stay in Hong Kong. The proposed location of Ngong Ping Terminal has the advantages of being close to the Giant Buddha and having less impact on the ecology of the surrounding areas.

5. After the release of the Study report, the Airport Authority expressed concern about the location of the proposed intermediate station. The proximity of the proposed location to the fuel tank farm might pose potential hazards to cable car commuters and preclude future expansion of the fuel tank farm. To address the problem, the Government conducted in December 2000 a desk top study to identify other possible alternative locations of the intermediate station. The aim was to identify a revised alignment which is generally acceptable to parties concerned.

6. The desk top study has, based on a set of assessment criteria, established a revised alignment. These criteria include, amongst others, aspects like ecological and environmental impacts, technical and safety considerations, land use compatibility, etc. The revised alignment is shown as "Preliminary Preferred Alignment" on Plan A.

Way Forward

7. We are conducting a preliminary round of consultation with parties concerned to address environmental and local concerns. Apart from the Islands District Council, we consulted the Country and Marine Parks Board in January 2001 and will consult relevant panels of the Legislative Council and the Advisory Council on the Environment. The "Preliminary Preferred Alignment" will form the basis for inviting detailed proposals from bidders at around the second quarter of 2001. The successful bidder will take necessary steps to satisfy statutory requirements under different legislation such as the Town Planning Ordinance, the Environmental Impact Assessment Ordinance and the Country Parks Ordinance. It may be necessary to revise or propose alternatives to the "Preliminary Preferred Alignment" in the process of taking forward these procedures.

Advice Sought

8. Members are invited to express views on the “Preliminary Preferred Alignment” of the cable car project.

Tourism Commission
Economic Services Bureau
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