



第二十八期中九龍幹線通訊

Issue No. 28 - Central Kowloon Route (CKR) Newsletter

中九龍幹線第二期公眾參與活動進展報告 Progress Update on Phase 2 Public Engagement of CKR

編者的話

中九龍幹線的第二期公眾參與活動在2012年12月初展開，以諮詢公眾對項目的詳細設計及施工安排的意見。

我們在2012年12月5日舉行了傳媒簡介會，向各媒體介紹中九龍幹線項目及開展第二期的公眾參與活動。隨後，我們在12月12日至20日舉行了10場焦點小組會議，向沿線居民講解中九龍幹線項目並聽取他們的意見。我們亦在其後與專業團體、環保組織及應各區居民/商戶的要求舉辦了更多的焦點小組會議。在2012年12月到2013年3月期間，我們共舉辦了20多場焦點小組會議。一共有約500人次出席。

同時，我們舉辦了3場公眾論壇以鼓勵公眾廣泛討論中九龍幹線項目。第一及第二場論壇分別在2013年1月12日及19日在油尖旺區及九龍城區舉行，就項目各範疇進行討論。第三場論壇在2013年2月2日舉行，專題討論在九龍灣進行臨時填海以建造中九龍幹線的海底隧道。三場論壇共有約300人次出席。

我們在2012年12月至2013年1月期間就項目諮詢油尖旺、九龍城、黃大仙及觀塘區議會。我們亦在2013年1月，就中九龍幹線在西九龍、馬頭角及啟德發展區的設計諮詢海濱事務委員會。

本期通訊會概述我們透過公眾參與活動所收集的主要意見及其跟進情況。

Message from the Editor

The Phase 2 public engagement of Central Kowloon Route (CKR) commenced in early December 2012 to consult the public on the detailed design and construction arrangement of the project.

We held a media briefing to introduce the CKR project and the Phase 2 public engagement to various media on 5 December 2012. From 12 to 20 December 2012, 10 focus group meetings were conducted for the residents of the buildings along the CKR alignment to brief them on the project and collect their views. We then organized more focus group meetings with professional institutes, green groups and residents/merchants of various districts upon request. Between December 2012 and March 2013, we held over 20 focus group meetings attended by a total of about 500 participants.

Concurrently, three public forums were held to encourage wider public discussion of the project. The first and second public forums were held on 12 and 19 January 2013 in Yau Tsim Mong and Kowloon City Districts respectively to discuss various aspects of the project. The third public forum was held on 2 February 2013 to discuss the temporary reclamation in Kowloon Bay for construction of underwater tunnel of CKR project. A total of about 300 participants attended the three public forums.

We consulted the Yau Tsim Mong, Kowloon City, Wong Tai Sin and Kwun Tong District Councils (DC) between December 2012 and January 2013. Furthermore, the Harbourfront Commission (HC) was consulted in January 2013 on the design of CKR in West Kowloon, Ma Tau Kok and Kai Tak Development (KTD).

This newsletter will give an overview of the major comments received during public engagement exercise and the status of the follow up actions being pursued.

油尖旺區公眾論壇
Public Forum in Yau Tsim Mong District



九龍城區公眾論壇
Public Forum in Kowloon City District



九龍灣臨時填海專題討論公眾論壇
Public Forum for Temporary Reclamation in Kowloon Bay



中九龍幹線的設計

油麻地

我們建議在中九龍幹線西面隧道出口建造園景平台，大部份市民均支持這建議。我們透過問卷收集市民的意見，結果顯示約70%的公眾支持開放園景平台給公眾使用。

我們在2013年1月就中九龍幹線項目諮詢了海濱事務委員會。委員會亦支持建議的園景平台，並認為平台可以成為連繫油麻地舊區及西九龍填海區的各項發展(包括高鐵西九龍站及西九龍文化區)的行人走廊的關鍵部份。惟委員會亦認為園景平台需與富榮花園一帶的行人通道有適當的接駁，以提供一條由西九龍填海區南面通往油麻地北面及大角嘴的行人通道。我們會優化有關的設計以盡量配合這構想。

此外，我們建議拆卸現時使用量低的東莞街行人隧道，以在駿發花園對開一段加士居道天橋建造隔音罩。公眾大多支持有關建議，但同時關注在渡船街及甘肅街交界處的行人過路設施，以連接附近的新發展及油麻地。我們會繼續與運輸署探討合適的方案。



啟德發展區

中九龍幹線在啟德發展區的工程包括建造連接T2主幹路的主線，連接啟福道、啟翔道及未來啟德發展區D2路的啟德交匯處，以及幹線東面的通風大樓及行政大樓。在2013年1月舉行的會議上，海濱事務委員會對啟德交匯處及通風及行政大樓及附屬設施所佔用的土地面積，及相關行人通道及市民前往啟德河的通道表示關注。我們隨後已按委員會的意見，優化中九龍幹線的設計，以盡量減少幹線及其各項附屬設施所使用的土地。我們亦已修改幹線的設計以便建造啟德河西岸的行人通道連接住宅區及啟德海濱長廊。我們會繼續與海濱事務委員會就幹線在啟德發展區的設計交換意見。

Design of Central Kowloon Route

Yau Ma Tei

The majority of the public supported our proposal to construct a landscape deck at the western tunnel portal of CKR. According to the public responses collected through questionnaires, about 70% of the public supported opening the landscape deck for use by the public.

We consulted the HC in January 2013. Members of the HC supported the proposed landscape deck and considered that the landscape deck could form a key part of the pedestrian route connecting the inland areas in Yau Ma Tei and West Kowloon development (including West Kowloon Terminus of Express Rail Link (XRL) and West Kowloon Cultural District). However, members of the HC observed that the landscape deck should be connected with the pedestrian facilities in the vicinity of Charming Garden to form a pedestrian route linking the West Kowloon Reclamation Development in the south to the northern parts of Yau Ma Tei and Tai Kok Tsui. We will optimize the relevant design to complement this idea in so far as possible.

Moreover, we propose to demolish the existing under-utilized subway at Tung Kun Street to make way for the construction of noise enclosure at the Gascoigne Road Flyover (GRF) fronting Prosperous Garden. The public generally supported the proposal and expressed concern on pedestrian facility at the junction between Ferry Street and Kansu Street to connect the new developments area with the Yau Ma Tei. We will continue to develop suitable design options with the Transport Department (TD).

Kai Tak Development Area

The works of CKR in KTD include construction of the mainline connecting with Trunk Road T2; Kai Tak Interchange for connection with Kai Fuk Road, Kai Cheung Road and future Road D2; and the ventilation and administration buildings. At the HC meeting in January 2013, members of the HC voiced concerns on the area of land taken up by Kai Tak Interchange and the ventilation and administration buildings and the impact of these works on the pedestrian connections to Kai Tak River. We have enhanced the design of CKR taking into account these comments to minimize the land requirement of CKR and the ancillary facilities. We have also revised the CKR layout to facilitate construction of the pedestrian walkway connecting future residential areas with Kai Tak waterfront. We will continue to exchange views with the HC on the design of CKR in KTD.

馬頭角

很多區議員及居民均支持重置九龍城碼頭公共運輸交匯處，並在交匯處上面建造園景平台，以改善環境並減少交匯處運作對附近居民的影響。根據第二期公眾參與活動期間收到的問卷顯示，大約68%的公眾表示支持開放園景平台供公眾使用。但亦有意見認為，園景平台面積太大會影響其附近景觀。我們已按有關意見省略平台橫跨新碼頭街的部分，以適當地減少平台面積。

公眾亦歡迎建議的馬頭角海濱長廊，並希望長遠能連接紅磡和啟德發展區的海濱長廊。另外，亦有意見建議活化已停用的九龍城汽車渡輪碼頭，成為當區的旅遊景點。

新碼頭街近偉景閣的短期租約停車場將於中九龍幹線工程展開後終止服務，以騰出空間作為臨時搬遷九龍城碼頭公共運輸交匯處及交匯處的收費錶停車位。馬頭角居民擔心停車場終止服務後，區內將缺乏私家車泊位。

Ma Tau Kok

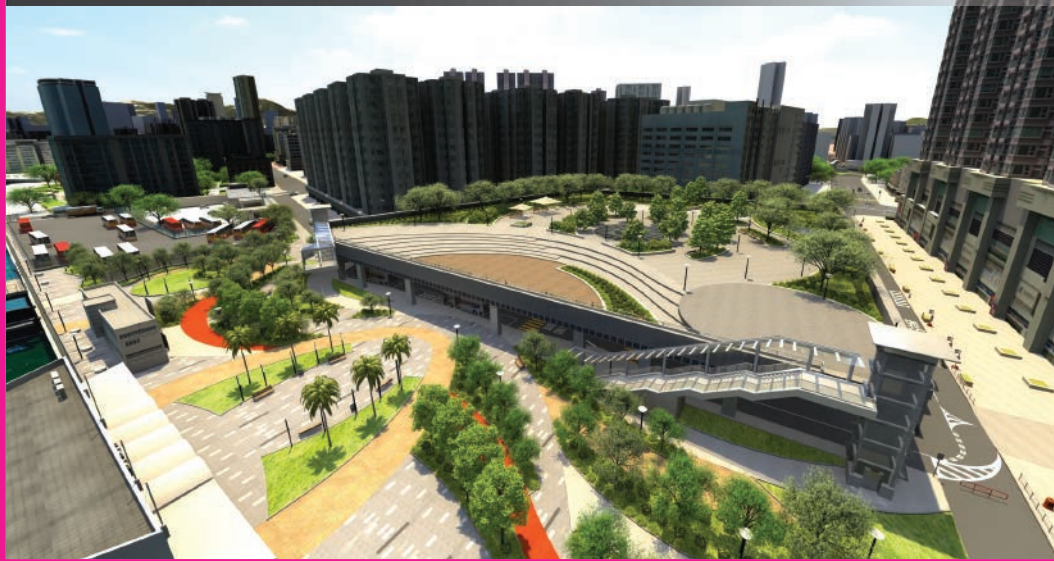
Many DC members and local residents supported the re-provisioning of Kowloon City Ferry Pier Public Transport Interchange (PTI) and the construction of a landscape deck above the PTI to improve the environment and minimize the impact of the operation of the PTI on adjacent residents. According to the questionnaires collected through Phase 2 public engagement, about 68% of the public supported opening the landscape deck for use by the public. However, some members of the public considered that the landscape deck would be too massive which would affect the landscape around its vicinity. We have suitably reduced the size of landscape deck by omitting the part spanning across San Ma Tau Street.

The public also welcomed the proposed Ma Tau Kok waterfront promenade and hoped it would be connected with the waterfront promenades in Hung Hom and KTD in the long run. In addition, some members of the public suggested that the disused Kowloon City Vehicular Ferry Pier could be revitalized to turn it into a local tourist attraction.

The existing short-term tenancy (STT) car park at San Ma Tau Street near Wei Chien Court will be terminated upon commencement of the construction of CKR to make room for the temporary re-provisioning of Kowloon City Ferry Pier PTI and relocation of the metered car parking spaces. Local residents of Ma Tau Kok were concerned about the shortage of car parking spaces after closure of the STT car park.

馬頭角園景平台及海濱長廊

Ma Tau Kok Landscape Deck and Waterfront Promenade



公共交通服務

有意見認為應在中九龍幹線東西兩面的出入口提供合適的公共交通設施以利用中九龍幹線改善公共交通服務。我們正與運輸署討論於隧道西面出入口附近提供轉乘公共交通工具的安排。我們亦正研究在隧道東面出入口設置巴士站的可行性。

Public Transport Services

Members of the public considered that suitable facilities should be provided at the eastern and western tunnel portals to take advantage of CKR to improve public transport service. We are discussing with TD on the arrangements for providing facilities in the vicinity of the western tunnel portal for interchanging public transport routes. We are also investigating the possibility of providing bus lay-bys at the eastern tunnel portal.

文物保育



油麻地警署
Yau Ma Tei Police Station

Preservation of Cultural Heritage

油麻地警署

油尖旺區議會和大部分市民均支持保育油麻地警署，並認為政府應制定一個全面的保育計劃。路政署會繼續與相關部門商討警署合適的長遠用途。

Yau Ma Tei Police Station

Yau Tsim Mong DC and the general public supported the preservation of Yau Ma Tei Police Station and considered that Government should formulate a comprehensive preservation plan. Highways Department (HyD) will continue to discuss with various concerned departments on the suitable long-term use of the police station.

重置公共設施

玉器市場重置安排

玉器市場須於中九龍幹線工程期間拆卸。玉器市場的商戶要求將現時兩個玉器市場臨時重置至同一地點。路政署現正研究如何修改各項重置及施工安排，以確定商戶的要求是否可行。

Re-provisioning of Public Facilities

Re-provisioning of Jade Hawker Bazaars (JHB)

The JHB will be demolished for the construction of CKR. The operators of the JHB requested that the two existing bazaars should be re-provisioned on a single temporary site. We are reviewing ways for revising the re-provisioning and construction arrangements to determine whether the request of the operators is feasible.

油麻地多層停車場

油麻地多層停車場將於中九龍幹線動工後約一年清拆。在第二期公眾參與活動的過程中，有區議員及公眾認為需要重置部份停車位以應付需求。但運輸署於2012年進行的調查顯示，停車場使用率依然偏低，平均使用率只有百分之二十五，所以政府建議不需重置停車場。我們會聯同運輸署繼續密切留意該區的泊車需求。如有需要，會與有關政府部門商討，透過短期租約及在區內的新發展項目提供停車位。

Yau Ma Tei Multi-storey Car Park Building (YMTCPB)

YMTCPB will be demolished about one year after the commencement of the main works of CKR. During Phase 2 public engagement, some DC members and members of the public considered that part of the parking spaces should be re-provided to meet the present demand. However, the results of a survey conducted by TD in 2012 shows that the average utilization of the parking spaces is only 25% which is still low. The Government therefore propose not to re-provide the car park building. We will continue to work with TD to closely monitor the parking demand in the district. If necessary, we will discuss with relevant departments to provide car parking spaces through short-term tenancy and in proposed new development projects in the district.

油麻地專科診所新翼

油麻地專科診所新翼將於中九龍幹線主體工程動工後約一年清拆。位於診所大樓內的醫院管理局設施將會在伊利沙伯醫院興建的新專科診所大樓內重置。有油麻地區居民擔心新址較遠離油麻地區，對現有病人可能帶來不便。據我們了解，新大樓的公共交通配套是方便的。除現有直達醫院的專線小巴外，市民亦可乘搭途經加士居道或衛理道的巴士抵達新大樓，而新大樓會建有行人天橋連接醫院。此外，醫院當局亦會探討加強專線小巴服務的可行性。

Yau Ma Tei Specialist Clinic Extension (YMTSCE)

The YMTSCE will be demolished about one year after the start of the main works of CKR. The facilities of Hospital Authority within the building will be re-provided in the new building to be constructed in the Queen Elizabeth Hospital (QEH). Some Yau Ma Tei residents were concerned that this would cause inconvenience to the existing users of these facilities. We understand there will be convenient public transport services for the new building. Apart from the minibus routes directly serving QEH, the public can also get access to the new building through bus services along Gascoigne Road and Wylie Road. The new building will be connected to QEH through footbridges. The management of QEH will also consider the possibility of enhancing minibus services.

環境關注 Environmental Concerns

西面出口

駿發花園的居民十分關注中九龍幹線對油麻地一帶環境的影響，並提出以下建議：

初步跟進情況：

i

遷移中九龍幹線西面隧道出入口以遠離駿發花園最少1,000米

i

遷移幹線出入口至遠離駿發花園1,000米的位置在油麻地避風塘，須要填海以建造出入口及連接路。再者，連接中九龍幹線與現有道路的連接路會比現時的设计更長，導致更多的空氣及噪音污染。

ii

將駿發花園第1座及第5座對出的加士居道天橋半密封式隔音罩改為全密封式隔音罩

ii

擬議的半密封式隔音罩已能大幅減低噪音。將半密封式隔音罩轉為全密封式隔音罩只能帶來極有限的額外成效。全密封式隔音罩亦會對景觀造成更大的影響。而且有關的一段加士居道天橋不能承受全密封式隔音罩所導致的額外負荷。而在地面加建支撐結構亦會影響渡船街及甘肅街的路口及附近的休憩用地。我們仍在探討建議是否可行。

iii

將加士居道天橋全密封式隔音罩伸延至油麻地天主教小學

iii

東莞街以北的一段加士居道天橋在中九龍幹線工程範圍以外。

Western Portal

Residents of the Prosperous Garden were concerned about the environmental impact of CKR in Yau Ma Tei and made the following proposals:

Preliminary Follow Up Actions:

i

the western tunnel portal for CKR should be relocated at least 1,000m away from Prosperous Garden

i

The proposed location for western tunnel portal will necessitate reclamation in the Yau Ma Tei Typhoon Shelter. Furthermore, slip roads required to connect the portal to Yau Ma Tei Interchange would be longer than the existing design thus resulting in more air and noise pollution.

ii

the proposed semi-enclosure for Gascoigne Road Flyover (GRF) fronting Blocks 1 and 5 of Prosperous Garden should be replaced by a full enclosure

ii

The proposed semi-enclosure for GRF can already significantly reduce the impact of traffic noise. The replacement of the semi-enclosure by a full enclosure could only bring very limited additional benefits on noise mitigation. The full enclosure would also result in greater visual impact. Furthermore, the existing structure of GRF does not have any spare capacity to cope with the additional loading resulting from a full enclosure. The construction of independent support would affect the junction of Ferry Street and Kansu Street and open space in the vicinity. We are still investigating the feasibility of this proposal.

iii

the full enclosure for GRF should be extended to Yaumatei Catholic Primary School

iii

The proposed extension of noise enclosure to cover YMTCPs falls outside the boundary of the CKR project.

通風大樓

按第二期公眾參與活動期間收到的問卷，通風大樓的3個設計方案的支持率如下 -

- 方案1 - 行雲流水：15%
- 方案2 - 順時以動：19%
- 方案3 - 空中花園：38%
- (有25%的回覆沒有意見。有3%的回覆建議考慮其他方案。)

以上的結果顯示方案 3 - 空中花園獲較多的支持。亦有意見認為可混合各方案的優點，制定更好的設計。我們會參考公眾的意見，繼續進行通風大樓的設計。

設計方案三 (空中花園) Design Option 3 – Terrace



Ventilation Buildings

According to the questionnaires returned during Phase 2 public engagement, the preferences on the three design options for the ventilation buildings are as follows

- Option 1 - Streamline: 15%
- Option 2 - Motion: 19%
- Option 3 - Terrace: 38%
- (25% of the respondents indicated that they had no comments. 3% of the respondents suggested other options)

The above statistics show that option 3 – Terrace has received greater support. Some respondents suggested that better designs could be adopted by combining the merits of different options. We will make reference to the public opinion and continue the design of ventilation building.

施工安排

馬頭角

馬頭角居民要求在施工期間加強交通設施，如提供額外的停車位和增加渡輪航線，及增加和改善旅遊巴士上落客位置。路政署正與運輸署研究，利用土瓜灣驗車中心旁邊的臨時停車場，在中心的非辦公時間提供臨時旅遊巴士泊車位的可行性。

區內的居民擔心在九龍城碼頭公共運輸交匯處建造明挖回填隧道時，會帶來噪音、空氣污染、交通安全等問題。路政署會在施工期間採取適當的臨時交通安排以確保交通安全及避免造成擠塞。我們亦會實施有效的緩解措施，例如安裝隔音罩，以減少建造期間的噪音和空氣污染。

Construction Arrangements

Ma Tau Kok

The residents of Ma Tau Kok requested enhancements to public transport services during the construction period through measures such as provision of additional car parking spaces, additional ferry routes and more pick-up/drop off points for coaches. We are discussing with TD on the possibility of using the temporary car park next to the To Kwa Wan Vehicle Examination Centre during non-operation hours of the centre for temporary parking of coaches.

Local residents were concerned about the cut-and-cover tunnel on the Kowloon City Ferry Pier PTI would result in noise and air pollution and traffic safety problems. HyD will implement suitable temporary traffic arrangements during construction to ensure traffic safety and avoid traffic congestion. We will also implement appropriate mitigation measures such as temporary noise enclosure to reduce the noise and air quality impacts during construction.

九龍城碼頭公共運輸交匯處的隔音罩
Noise Enclosure at Kowloon City Ferry Pier PTI



九龍灣臨時填海

中九龍幹線其中一段370米長的隧道將於九龍灣以臨時填海方式建造。由於九龍灣屬維多利亞港範圍，所以我們按《保護海港條例》(香港法例第531章)的要求提出有力和令人信服的資料，證明臨時填海有凌駕性的公眾需要，並就填海進行公眾諮詢，包括在2013年1月諮詢海濱事務委員會、在2013年1月與專業團體舉行論壇及在2013年2月2日舉行臨時填海的專題公眾論壇。海濱事務委員會、專業團體及公眾人士普遍同意臨時填海具凌駕性公眾需要，亦同意沒有其他合理的替代方案，及建議的填海範圍是最小的。



焦點小組會議
Focus Group Meeting

對私人樓宇的影響

中九龍幹線主要由3.9公里長的隧道組成。其中由油麻地上海街至馬頭圍的一段隧道，行經深入地底的岩層，將以鑽爆方法建造。幹線沿線的居民就幹線對樓宇安全及重建價值的影響表示關注。我們與有關居民舉行數次焦點小組會議，討論居民的關注，解釋中九龍幹線現時選取的走線不涉及收回及遷拆任何私人樓宇。但由於走線所經地區已是高度發展，所以部分隧道會經過一些現有私人樓宇下面的地層。

有關部份主要會以鑽爆方法建造。我們已制定妥善的設計及施工方案，以確保中九龍幹線的建造及其後的營運不會影響沿線樓宇的結構安全及使用。由於中九龍幹線的隧道將深入堅固的岩層建造，而隧道的設計亦已考慮沿線樓宇重建後的荷載，所以中九龍幹線的隧道不會影響沿線物業在現有建築法例、地契及各分區計劃大綱圖規限下可達的各種發展參數，亦即不會影響沿線物業的重建潛力。我們在2013年3月出版中九龍幹線通訊的特刊，提供進一步資料回應有關居民的關注。(特刊可在中九龍幹線的網站下載，網址 - http://ckr-hyd.hk/newsletter/issue_sp_2013_v2.pdf。) 我們會繼續與有關的居民進行商討。

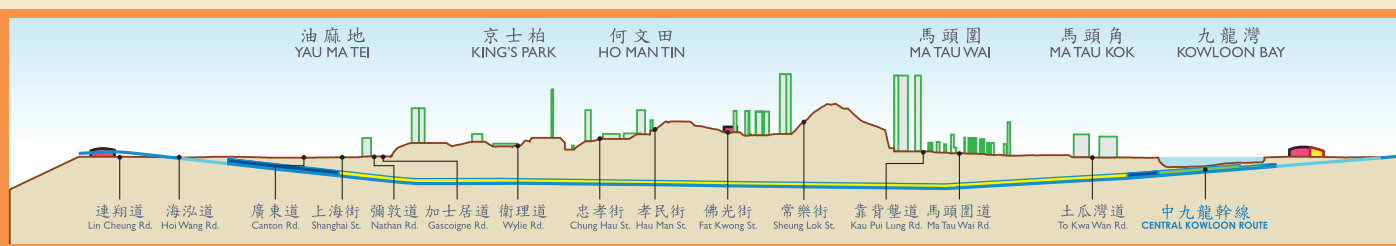
Temporary Reclamation at Kowloon Bay

A 370 m long section of the CKR tunnels will be constructed in the seabed of Kowloon Bay through temporary reclamation. Since Kowloon Bay is part of the Victoria Harbour, we had prepared Cogent and Convincing Materials in accordance with the Protection of the Harbour Ordinance (Cap 531) and carried out consultation including consulting the HC in January 2013, conducting a forum with the major professional institutions in January 2013 and a thematic public forum on the temporary reclamation on 2 February 2013. The HC, the professional institutions and the public generally accepted the overriding public need for the temporary reclamation, agreed that there were no reasonable alternatives and that the extent of the reclamation is the minimum.

Impact on Private Buildings

CKR consists mainly of tunnels with a total length of 3.9 km. The tunnel from Shanghai Street to Kowloon City Ferry Pier PTI will be constructed by drill-and-blast method deep in rock strata. Many residents along the alignment of CKR expressed concerns on the impact of CKR on the structural integrity and redevelopment potential of their properties. We have conducted several focus group meetings to discuss the concerns with the residents and explained that CKR would not involve resumption and demolition of any private buildings. However, since the areas along the alignment of CKR are highly developed, part of the tunnels of CKR will have to be constructed underneath private buildings.

These parts will be mainly constructed by drill-and-blast method. We will adopt appropriate design and construction arrangements to ensure that the construction and subsequent operations of CKR will not affect the structural integrity and use of existing buildings. As the tunnels will be constructed deep in rock strata and the additional loadings resulting from the redevelopment of buildings along the tunnel alignment have been allowed in the tunnel design, the tunnels of CKR will not affect the various development parameters that could otherwise be achieved under the existing building regulations, land leases and Outline Zoning Plans, i.e. the redevelopment potential will not be affected. We published a special issue of the CKR Newsletter in March 2013 to provide additional information to respond to the concerns of the residents. (The newsletter can be downloaded at http://ckr-hyd.hk/newsletter/issue_sp_2013_v2.pdf.) We will continue to liaise with the concerned residents.



透過第二期公眾參與活動，我們得悉除了部分沿線受影響的居民外，公眾及區議會普遍繼續支持建造中九龍幹線，以紓緩現時在中九龍主要東西幹道的交通擠塞問題及應付在九龍區各項發展的交通需求。我們亦得悉公眾人士包括沿線的居民就項目的設計及施工安排的關注及意見。我們會與相關的持份者就其關注繼續溝通，以優化中九龍幹線的設計及安排。

項目環境影響評估報告的公眾查閱在2013年3月25展開並在4月23日結束，我們已通知區議會及關注團體有關這安排。我們會按《環境影響評估條例》(香港法例第499章)的條文跟進公眾就報告提出的意見，並預計在本年內完成環評程序。我們已開始為油麻地警署及油麻地專科診所的重置工程進行申請撥款程序。我們並會在本年內按《道路(工程、使用及補償)條例》為工程進行刊憲。

Through the Phase 2 public engagement exercise, we understand that apart from some affected residents along the alignment, the public and DCs generally continue to support the implementation of the CKR project to relieve the traffic congestion at the major east-west corridors in central Kowloon and to cope with traffic demand arising from various developments in Kowloon. The general public including residents along the alignment of CKR raised concerns on the detailed design and construction arrangement of the project. We will continue to engage different stakeholders to address their concerns.

Public inspection of the Environmental Impact Assessment (EIA) report was conducted between 25 March 2013 and 23 April 2013. DCs and interested parties have been informed of this arrangement. We will follow up the public comments on EIA report in accordance with the provisions of the Environmental Impact Assessment Ordinance (Cap 499). We anticipate that the EIA process will be completed within this year. We have started the funding approval procedures for the re-provisioning works of Yau Ma Tei Police Station and YMTSCE. The CKR project will be gazetted in accordance with the Roads (Works, Use and Compensation) Ordinance within this year.

最新消息 - 中九龍幹線社區聯絡中心 News - Central Kowloon Route Community Liaison Centre

我們已於油麻地甘肅街/上海街交界開設社區聯絡中心，以方便市民理解中九龍幹線項目的資訊，並繼續與市民保持緊密聯繫及商討。中心的開放時間如下：

星期一至五：上午9時至下午6時
星期六：上午9時至下午1時
星期日及公眾假期休息

市民亦可繼續透過電郵、網站、電話熱線、傳真等方法與我們聯絡或提出意見。

In order to ensure continual dialogue with the public and to facilitate understanding the information about the CKR project, we have established the Community Liaison Centre at the junction of Kansu Street and Shanghai Street in Yau Ma Tei. The opening hours are:

Mondays to Fridays: 9am to 6pm
Saturdays: 9am to 1pm
Closed on Sundays and Public Holidays

Public can also reach us through email, website, hotline or fax to express your views about CKR.



聯絡資料 Contact Information

如對本工程有任何疑問及意見，可透過以下方法聯絡我們。
Should you have any enquiries and comments on the project, please contact us.

電話 Telephone



(852) 2762-3601

傳真 Fax



(852) 3764-0268

網址 Website



www.ckr-hyd.hk

電郵 E-mail



enquiry@ckr-hyd.hk