

2011 - 12 施政報告 Policy Address

繼往開來

From Strength to Strength

增加寫字樓供應
支持香港經濟發展

**Increasing Office Supply to sustain
Hong Kong's Economic Growth**

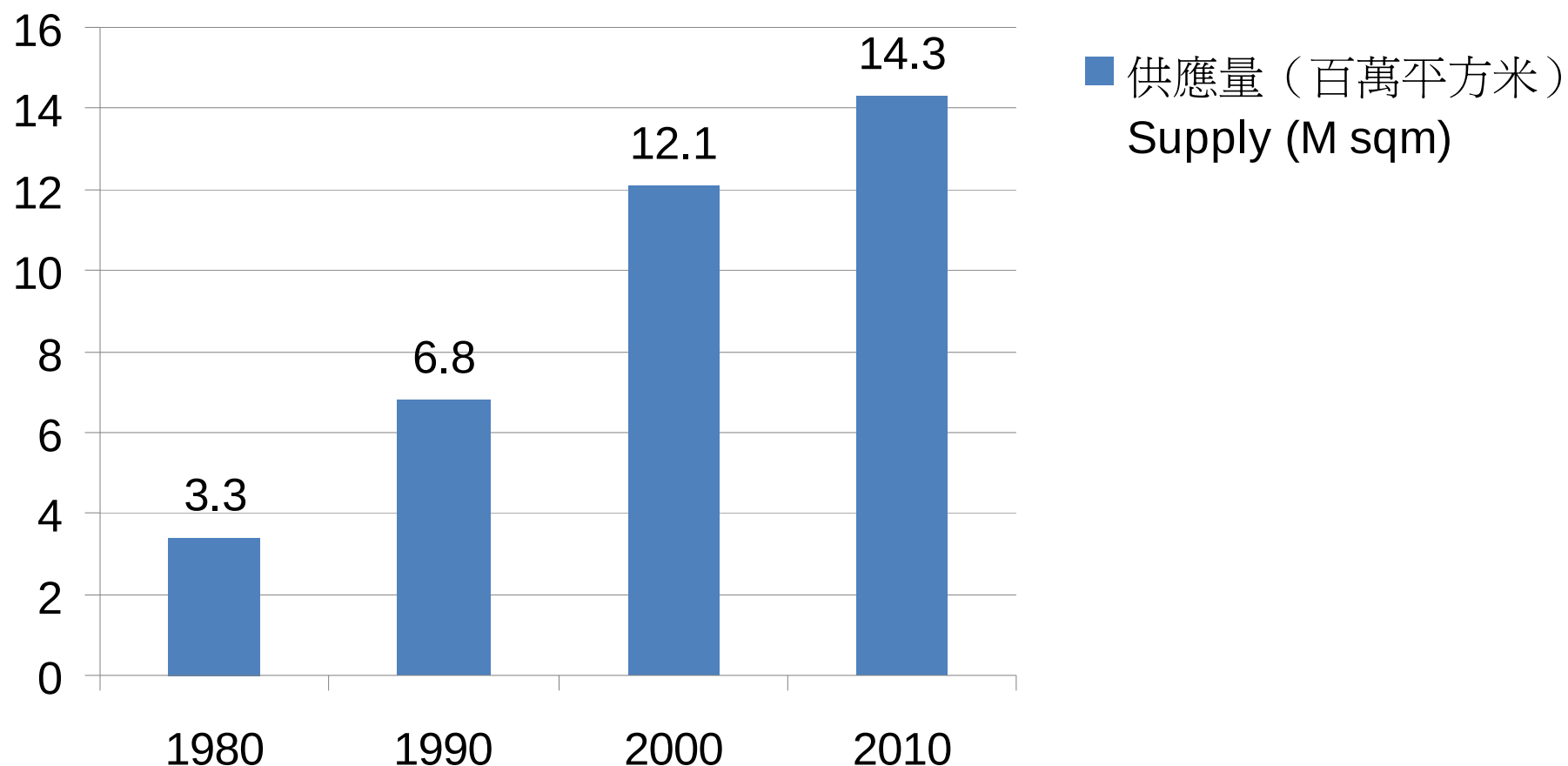
發展局
Development Bureau



香港寫字樓發展

Office Development in Hong Kong

供應量（百萬平方米） Supply (M sqm)



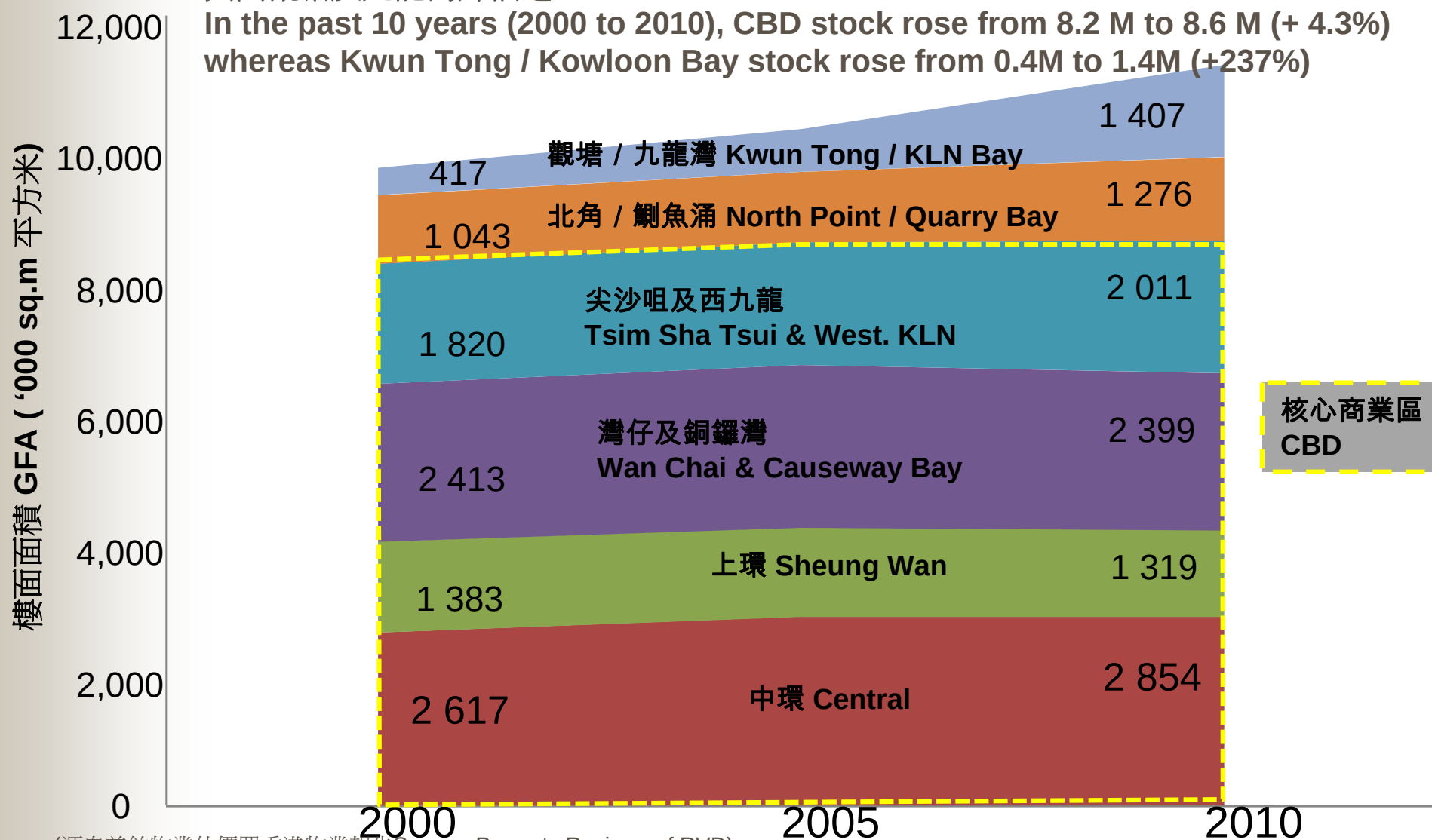
(源自差餉物業估價署香港物業報告 Source: Property Reviews of RVD)

香港寫字樓發展 (續)

Office Development in Hong Kong (Cont'd)

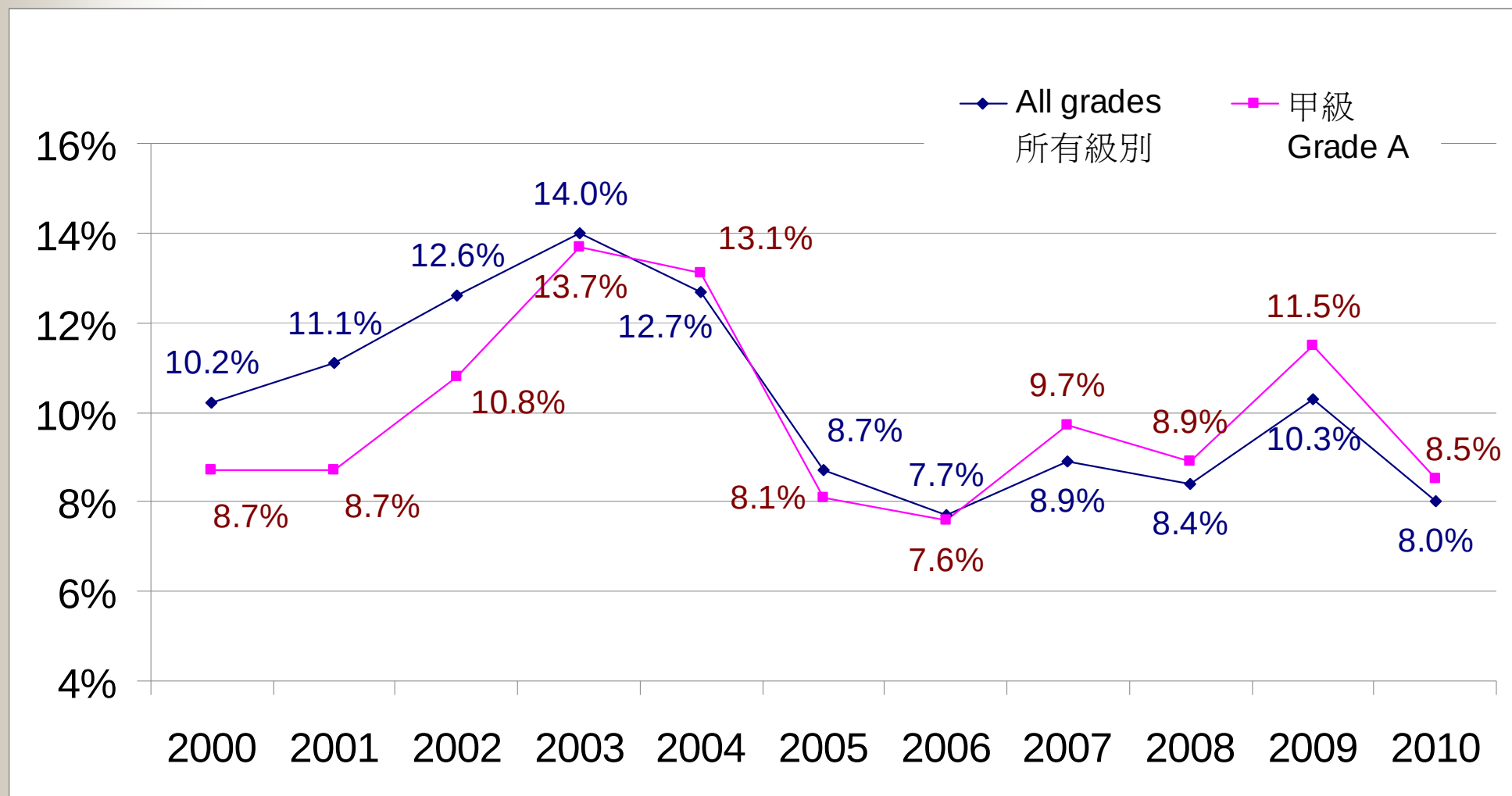
過去10年（2000至2010年）核心商業區供應由820萬平方米升至860萬平方米(4.3%)，其間觀塘及九龍灣升幅達237%。

In the past 10 years (2000 to 2010), CBD stock rose from 8.2 M to 8.6 M (+ 4.3%) whereas Kwun Tong / Kowloon Bay stock rose from 0.4M to 1.4M (+237%)



寫字樓空置率

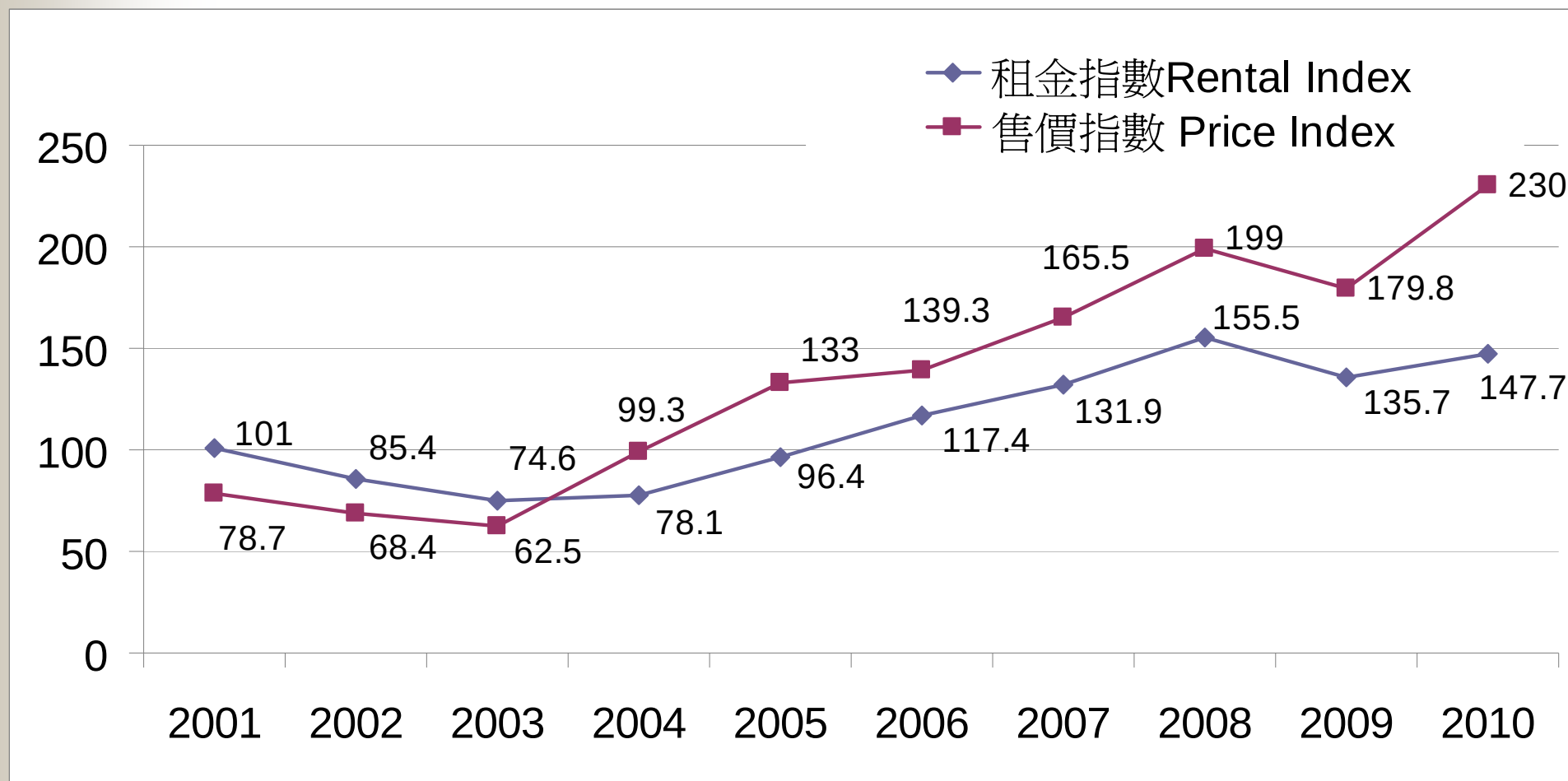
Office vacancy rates



(源自差餉物業估價署香港物業報告 Source: Property Reviews of RVD)

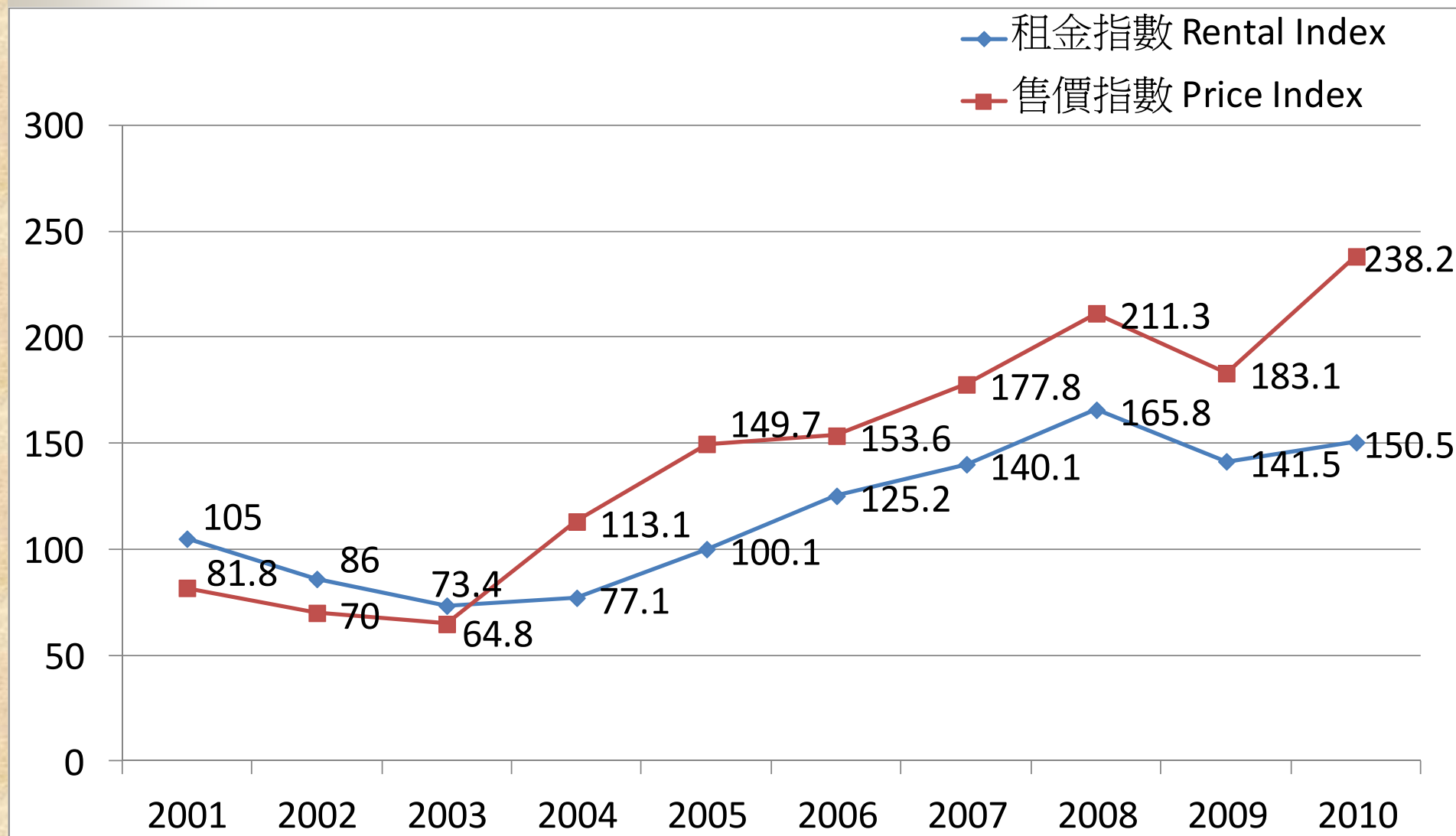
寫字樓租金及售價指數

Office Rental and Price Indices



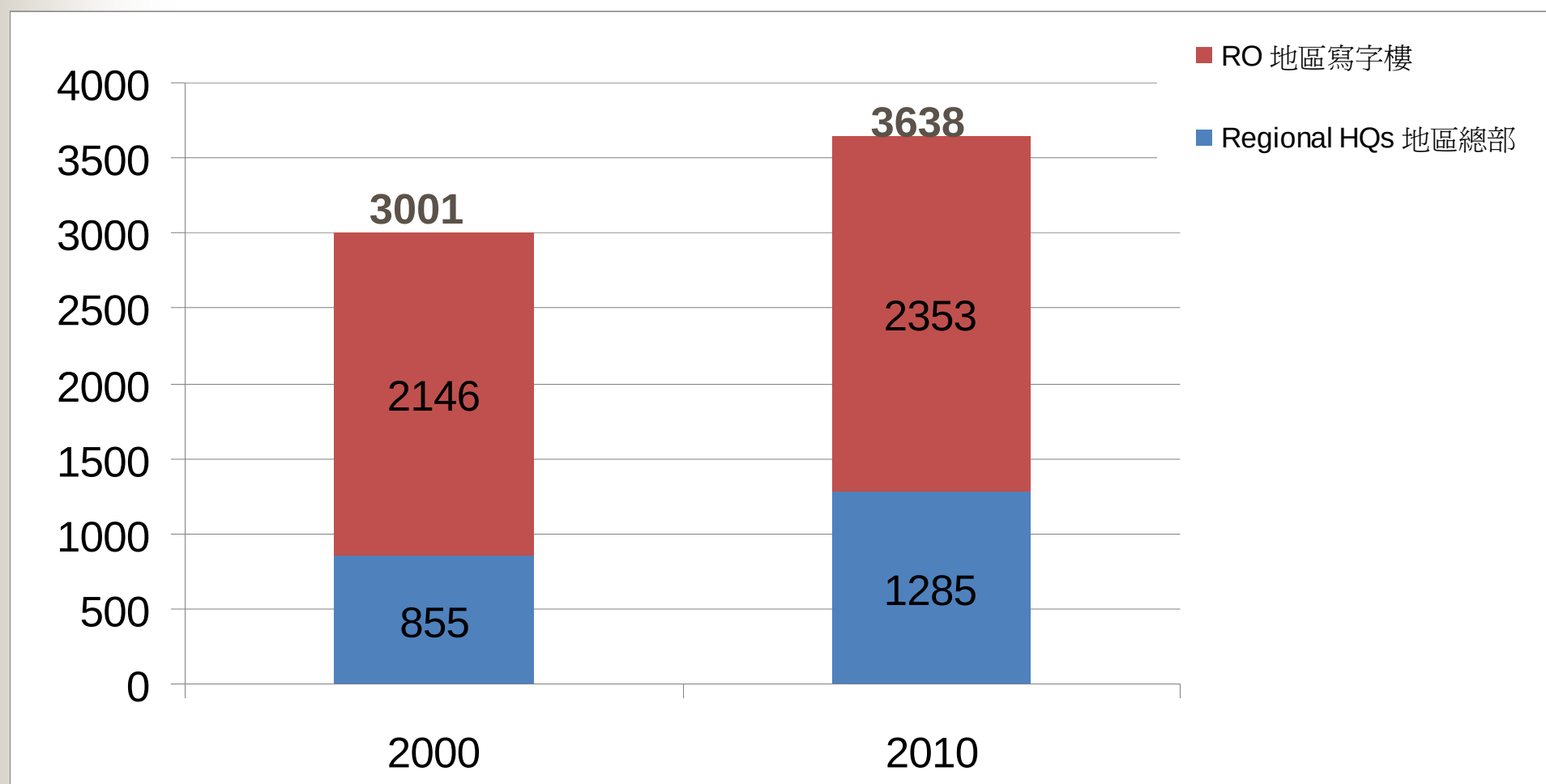
(源自差餉物業估價署香港物業報告 Source: Property Reviews of RVD)

甲級寫字樓租金及售價指數 Grade A Office Rental and Price Indices



(源自差餉物業估價署香港物業報告 Source: Property Reviews of RVD)

地區總部及地區寫字樓 Regional Headquarters and Regional Offices



(源自: 代表香港境外母公司的駐港公司按年統計調查報告-政府統計處代表投資推廣署)
Source: Annual Survey of Companies in HK Representing Parent Companies Located outside HK, C&SD on behalf of InvestHK

與內地經濟緊密合作

Closer Economic Partnership with Mainland

- 隨著國家「十二五」規劃支持香港鞏固其作為國際金融、貿易、航運中心的地位，並發展成為國際資產管理和離岸人民幣業務中心。

The National 12th Five-Year Plan supports Hong Kong's position as international financial, trade and shipping centre, and offshore RMB business centre

- 維持香港的地位和長遠發展，穩定而充足的優質辦公室供應至為關鍵。

To sustain Hong Kong's position and longer term development, a steady and adequate supply of quality office space is pivotal.



增加寫字樓供應 Increase Office Supply

「為提升競爭力，我們必須維持穩定及足夠的甲級寫字樓供應，並更積極地進行土地用途規劃、城市設計和地區改善，以及提供更便捷的交通網絡，發展新的優質辦公室羣。」

“To enhance our competitiveness, we must maintain a steady and adequate supply of Grade A offices, and strive to develop new high-grade office clusters through land use planning, urban design, area improvement and the provision of better transport networks.”

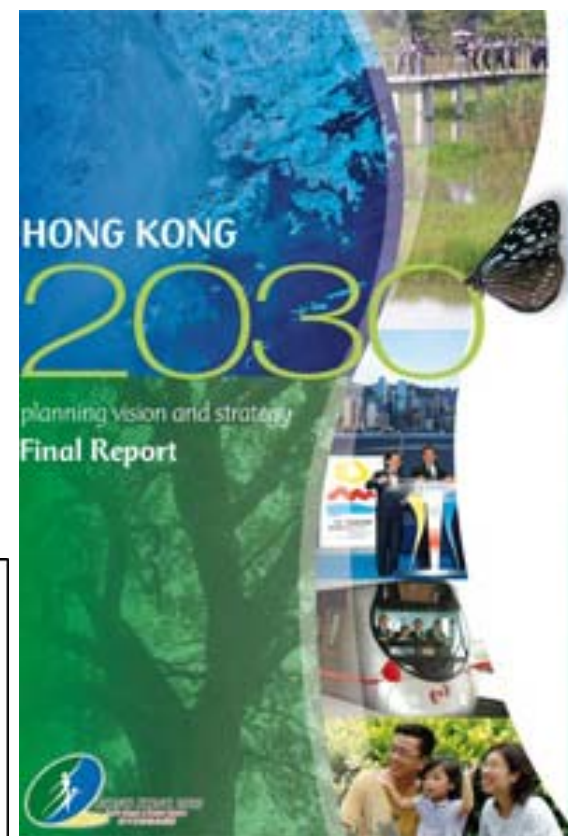
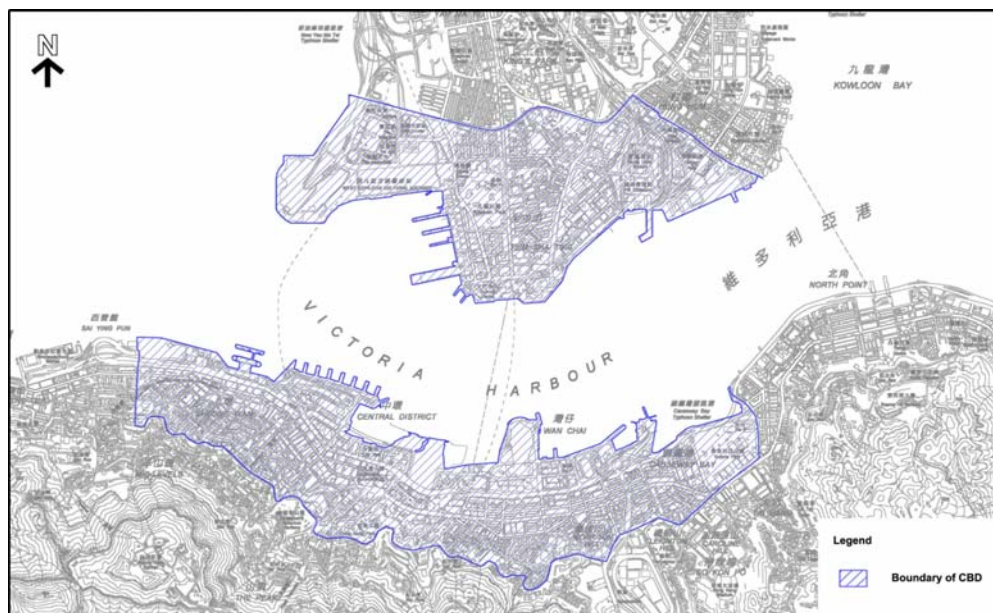
(extracted from the Financial Secretary's 2011-12 Budget Speech)
摘錄自財政司司長二零一一至一二年度《財政預算案》



香港2030研究：辦公室發展策略

HK2030 Study: Office Development Strategy

- 鞏固核心商業區
Consolidation of CBD
- 政府辦公室遷離核心商業區
Relocation of government offices away from CBD
- 在核心商業區外發展辦公室樞紐
Development of new office nodes outside CBD



已採取的政策措施

Policy initiatives adopted

- 城規會自2001年起把合適工業地區改劃為「商貿」地帶，促進轉型
“OU(Business)” zoning introduced by Town Planning Board since 2001 to facilitate transformation of industrial sites
- 自2010年4月推出的鼓勵活化工廈措施
Measures to incentivise revitalisation of industrial buildings introduced since April 2010
- 主動出售商業/商貿用地
Initiate sale of commercial/ business sites

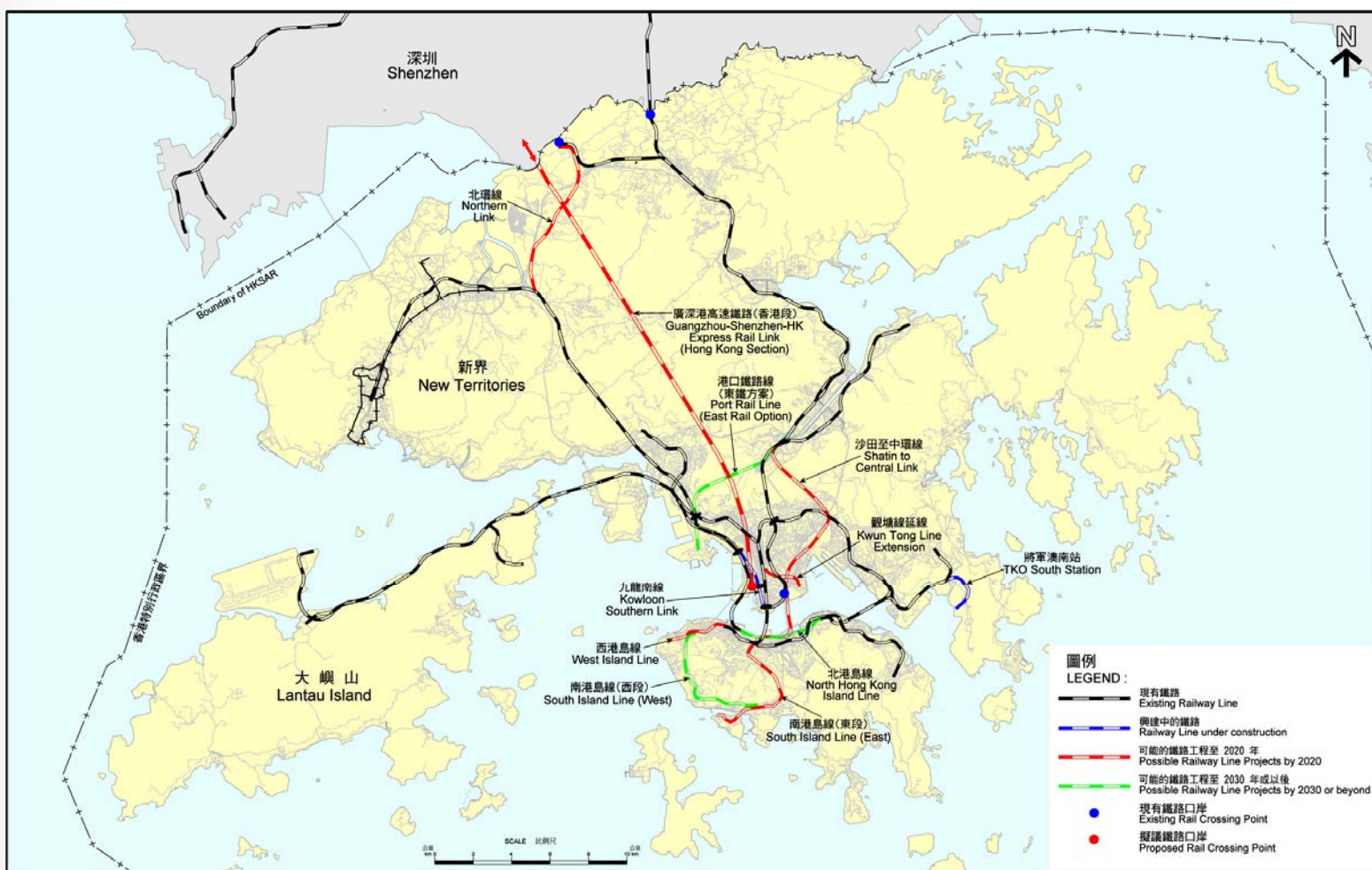


已採取的政策措施(續)

Policy initiatives adopted (Cont'd)

- 投資運輸系統，加強商業區連繫

Invest in transport infrastructure to enhance accessibility to business districts



2011年3月12日發展局舉辦辦公室發展研討會，集思廣益

Seminar on Office Development on 12 Mar 2011 to collate views

總體意見：

Overall Comments:

- 支持雙管齊下策略，鞏固現有核心商業區和創建新商業中心樞紐
Support dual strategy of consolidation in existing CBD and creating new decentralising business nodes
- 期望政府採取更具策略性、積極和富有遠見的方針
Expect Government to take a more strategic, proactive and visionary approach
- 促進公私營合作
Promote public private partnership
- 一個成功的商業區須擁有良好的通達性、多元化設施和活動、高品質的建築、良好的配套和具吸引力的街道景觀
A successful business district requires good connectivity, diversity, high quality buildings, ancillary facilities, attractive streetscape



活化工業大廈 – 進展

Revitalisation of Industrial Buildings - Progress

- 35宗申請獲批，包括九宗重建和26宗整幢改裝，共提供38萬平方米樓面作非工業用途。

35 applications approved, comprising 9 redevelopment and 26 wholesale conversion, and producing 380,000m² floor area for non-industrial use

- 23宗申請正由地政總署處理。

23 applications under processing by Lands Department

- 自措施推出後，14宗涉及工業大廈整幢改裝的規劃申請已獲城市規劃委員會批准，而8宗正在處理中。

Since introduction of the revitalisation measures, 14 planning applications relating to wholesale conversion of industrial buildings have been approved, and 8 are being processed by the Town Planning Board



中期檢討結果

Mid-term Review Outcome

我們將推行以下優化措施：

We will adopt the following refinements to the existing package of measures:

- 就根據活化措施提出整幢改裝的申請而言，確認在改裝大廈的主要天台層設置獲豁免計入總樓面面積的公用設施（如升降機機房），將不會視作增加建築物的高度；同樣地，在大廈外部安裝覆蓋層或幕牆，亦不會視作增加建築物的體積。

Affirm that, for the purpose of applying for wholesale conversion under the revitalisation measures, placing GFA-exempted utility installations (e.g. machine room for lifts) on the main roof would not be regarded as increase in building height, while installation of claddings or curtain walls on the external walls would not be regarded as increase in building bulk.





中期檢討結果 (續)

Mid-term Review Outcome (Cont'd)

- 容許對建築物的現有構架作小規模改動，包括改動建築物的內外部結構，前提是拆卸外部結構的範圍不得超過現有大廈總樓面面積的10%，而大廈改裝後的總樓面面積不得增加。

Allow minor changes to the existing building frame, including variations to the internal and external structures, on the conditions that demolition of external structures should involve no more than 10% of the total GFA of the existing building and that there is no net increase in the GFA after conversion.

- 鼓勵根據活化措施提交的新整幢改裝申請，參與「BEAM Plus」評估，但申請人無須取得特定的評級。

Encourage new applicants for wholesale conversion to obtain certification by the BEAM Plus Assessment, though they would not be required to obtain a mandatory rating.

- 延長活化措施申請期3年，即截止申請日期由2013年3月31日延至2016年3月31日。

Extend the application period for the revitalisation measures for three years, i.e. extending the deadline for submission of applications from 31 March 2013 to 31 March 2016.



土地供應 Land Supply

- 在2011-12年度首二季度，4幅商業/貿用地已經出售，另一幅正進行招標。當中2幅由政府主動出售，3幅由發展商成功從勾地表勾出。

In the first two quarters of 2011-12, 4 commercial/business sites have been sold and one is being tendered, comprising 2 by government-initiated sale and 3 by successful triggering from the Application List.

- 政府已公布在2011-12年度第三季度出售1幅商貿用地。
1 business site announced for sale in the 3rd quarter of 2011-12.
- 上述商業/貿用地位於觀塘、九龍灣、沙田、紅磡及西貢，共可提供約300,000平方米總樓面面積。

The above sites are located at Kwun Tong, Kowloon Bay, Sha Tin, Hung Hom and Sai Kung, and will yield a total of about 300,000 m² gross floor area.

起動九龍東

Kick-Starting the Development of East Kowloon

「香港的傳統核心商業區已無法滿足經濟增長對寫字樓的需求，我們必須開拓另一個核心商業區——九龍東。」

“Hong Kong's traditional core business districts can no longer satisfy the growing demand for office space. We must develop another core business district — East Kowloon.”

(extracted from the Chief Executive's 2011-12 Policy Address)

摘錄自行政長官二零一一至一二年《施政報告》)



啓德機場和鄰近工業區

Kai Tak Airport and industrial areas in the vicinity



九龍東(啓德發展區、觀塘和九龍灣)
Kowloon East (Kai Tak Development Area, Kwun Tong and Kowloon Bay)



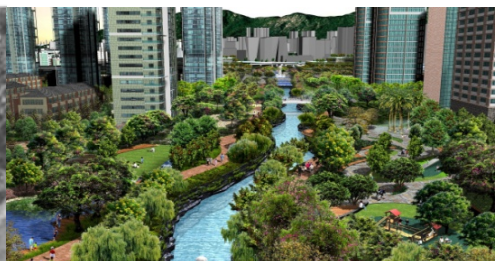
啓德發展的機遇

Opportunity of Kai Tak Development

- 發展啓德成爲一個維港畔富有特色、朝氣蓬勃、優美動人及與民共享的社區

Developing Kai Tak into a distinguished, vibrant, attractive and people-orientated community by the Victoria Harbour

- 住用樓面面積: 約 2百萬平方米
Domestic GFA : about 2 million sq m
- 非住用樓面面積: 約 2百萬平方米
Non-domestic GFA: about 2 million sq m
- 住宅單位數目: 33 200個
Number of Flats: 33 200
- 人口: 89 800
Population: 89 800
- 休憩用地: 約100公頃
Open Space: about 100 ha



啓德發展的機遇 (續)

Opportunity of Kai Tak Development (Cont'd)

- 2010年3月成立啓德辦事處，加快實施步伐，提升規劃和建設效率

Established Kai Tak Office (KTO) in March 2010 to effectively coordinate the design and expedite implementation of KTD

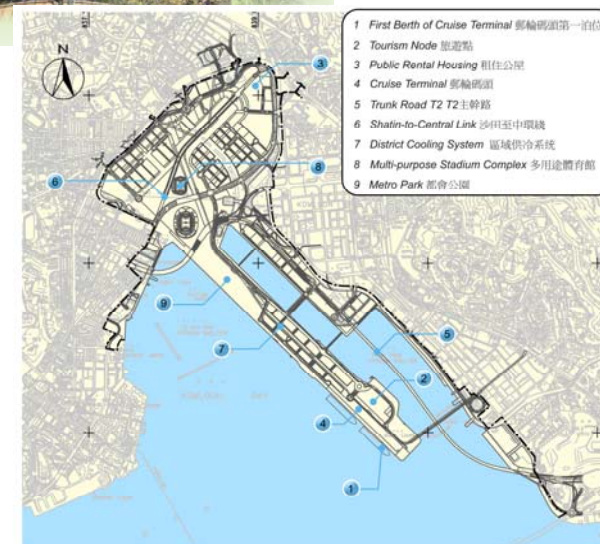
- 每季出版啓德發展通訊「啓德新里程」與公眾保持溝通

Publish KTD Newsletter "Kai Tak on the Move" quarterly to keep public informed

- 啓德發展首階段預計於2013年完成，當中包括郵輪碼頭大樓和首個泊位、公共房屋、區域供冷系統第一期

First phase development to be completed in 2013 (including Cruise Terminal building and its 1st berth, public housing and District Cooling System Phase 1)

- 整個項目預計於2021年前完成
- Overall completion by 2021

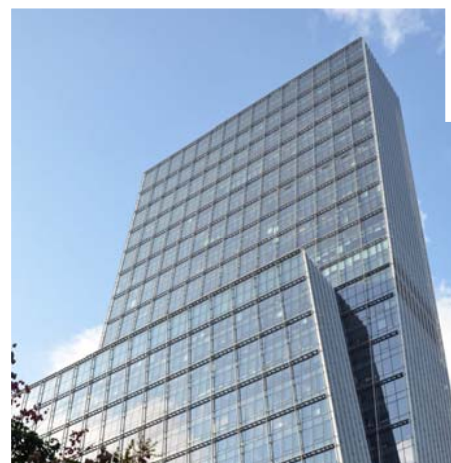


率先在九龍東發展的辦公室

First-mover of private development in Kowloon East

- 一些私人發展商憑着敏銳的市場觸覺，把握時機，率先在九龍東進行發展，興建了一些高級的商業大廈和購物中心。區內已有約140萬平方米的辦公室落成。

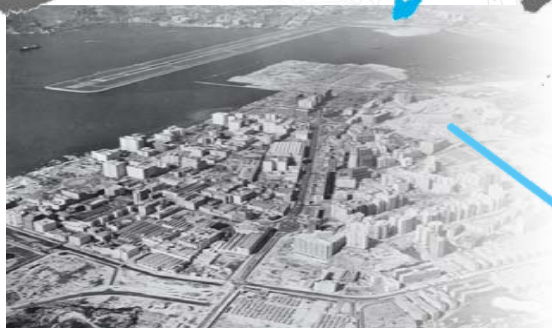
With first-mover initiatives of some private developers, high grade office buildings and retail centres are emerging in Kowloon East. About 1.4 M m² office space have been completed.



起 *energising* 動

Kowloon East

九龍東



Connectivity 連繫

Design 設計

Diversity 多元化

Branding 品牌

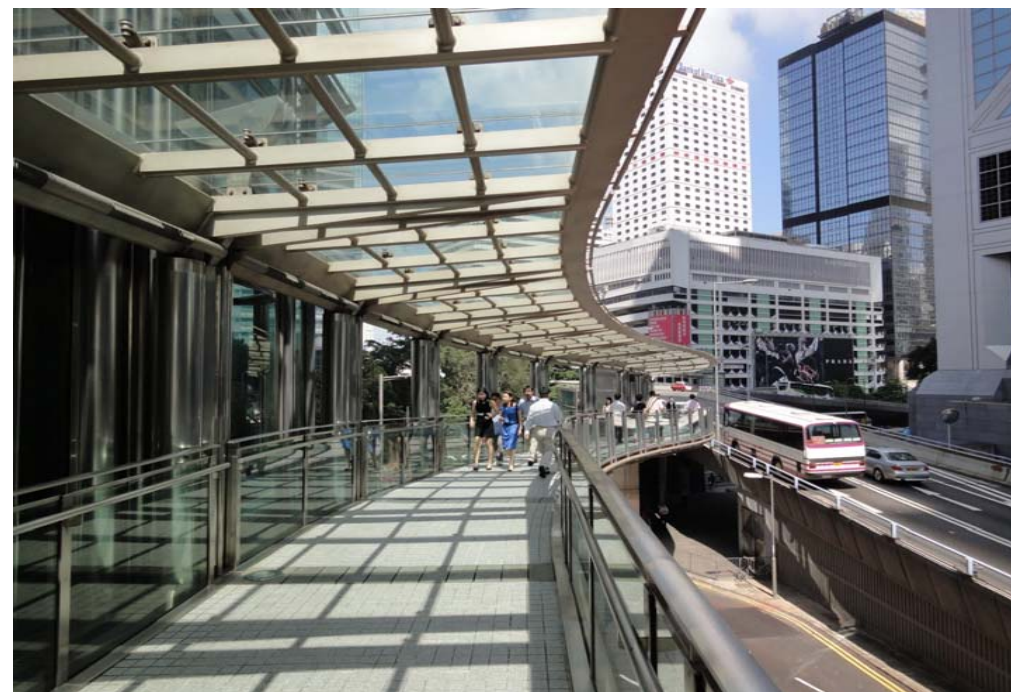
CBD²

Connectivity 連繫

monorail and pedestrian bridges 單軌鐵路及行人天橋

*Environmentally Friendly Linkage System
(EFLS) to enhance intra-district connectivity*

環保連接系統貫通九龍東



品牌 Branding

a premier office node 優質辦公室

*opportunities of branding and innovation
to be fully exploited*

充分把握機會塑造嶄新面貌



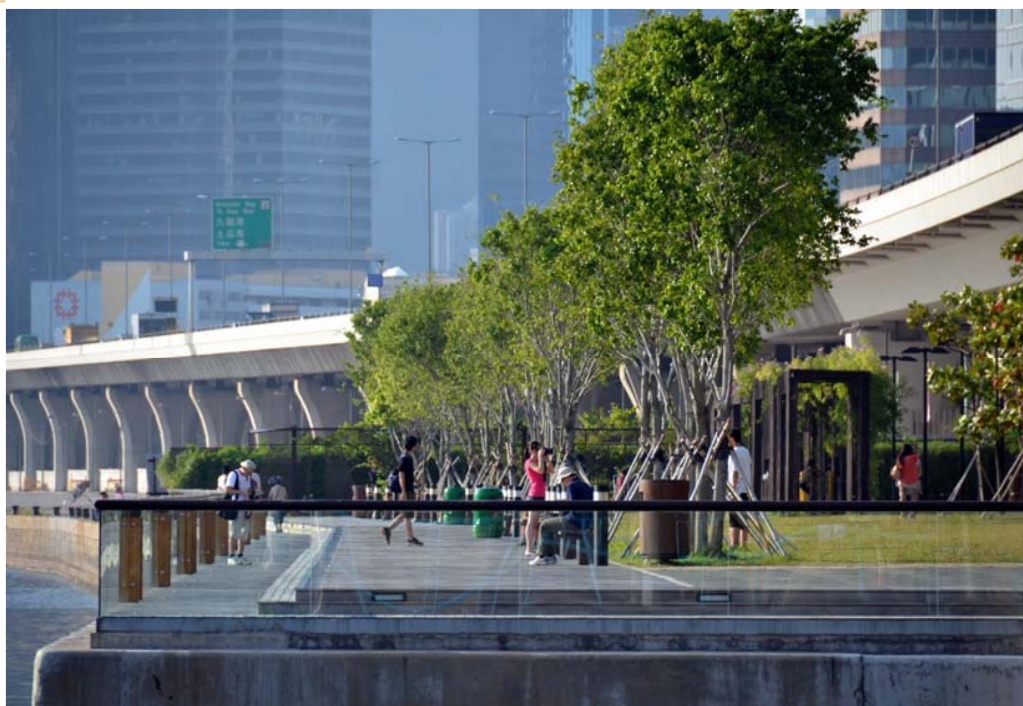
Design 設計

urban greening 都市綠化

improvements in streetscape

greening and public open spaces

改善街道景觀 綠化設施和公眾休憩用地



Diversity 多元化

vibrant waterfront 活力海濱

*alfresco dining water activities and
entertainment to enhance vibrancy*

露天食肆 水上活動及娛樂設施以添朝氣活力



政府的措施 - 檢討土地用途

Government Initiatives - Review land use

■ 釋放劃為行動區的政府土地作發展

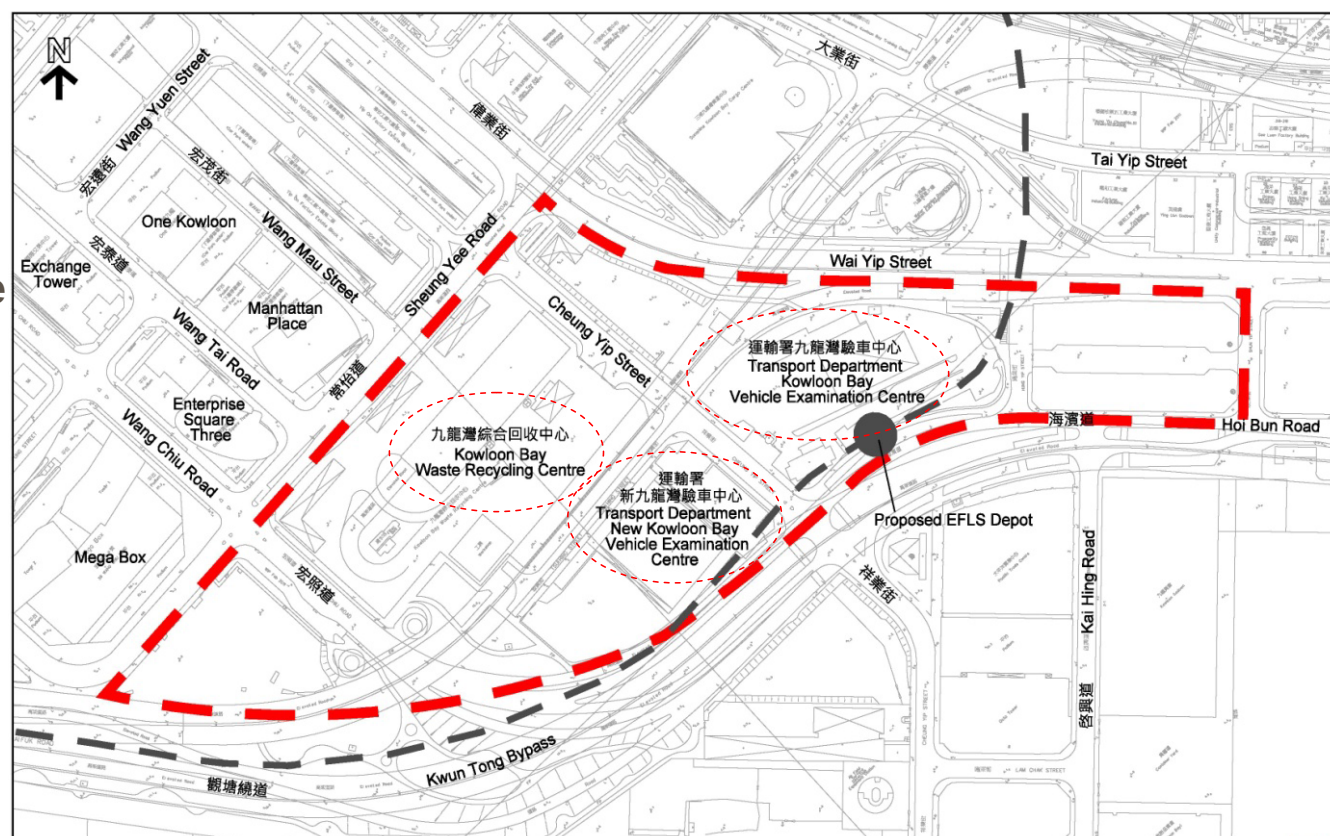
Release government land at two Action Areas for development

行動區1 — 海濱道重建地盤

Action Area 1 – Hoi Bun Road Redevelopment site

我們建議把現有的廢物回收中心及驗車中心遷往其他地點，以騰出約6.4公頃的政府土地，發展成全新的活力樞紐。

We propose to relocate the existing waste recycling centre and vehicle examination centres to release some 6.4 hectares of government land for the development of a new vibrant node.



政府的措施 - 檢討土地用途 (續)

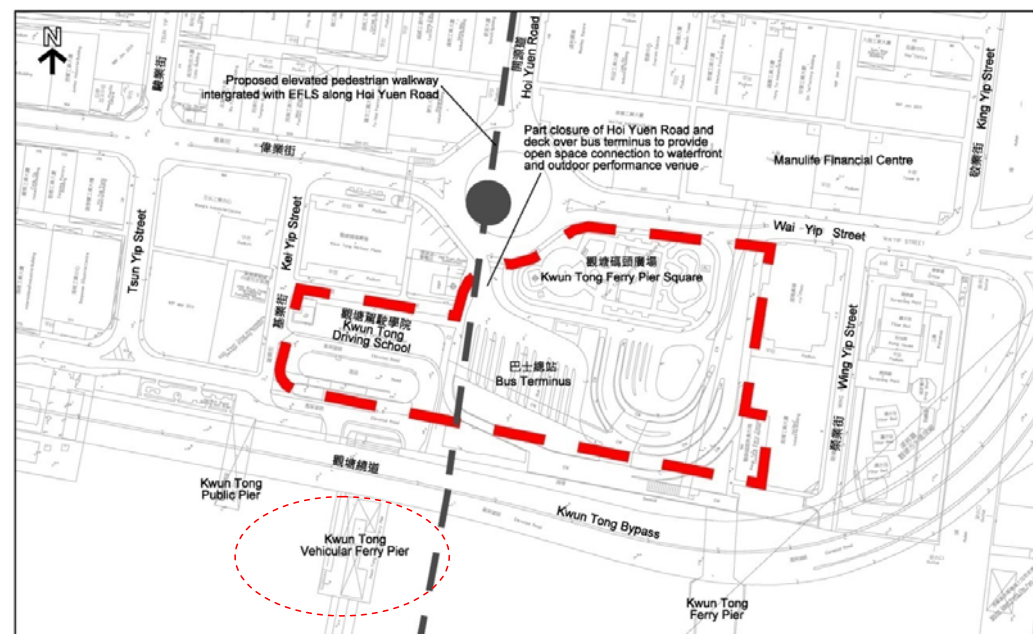
Government Initiatives - Review land use (Cont'd)

行動區2 — 觀塘渡輪碼頭海旁發展地盤

Action Area 2 – Kwun Tong Ferry Pier Waterfront Development site

我們建議為巴士總站加設上蓋，以闢設公共休憩空間及戶外表演場地。發展項目內將設有擬議環保連接系統的車站，以加強連繫。

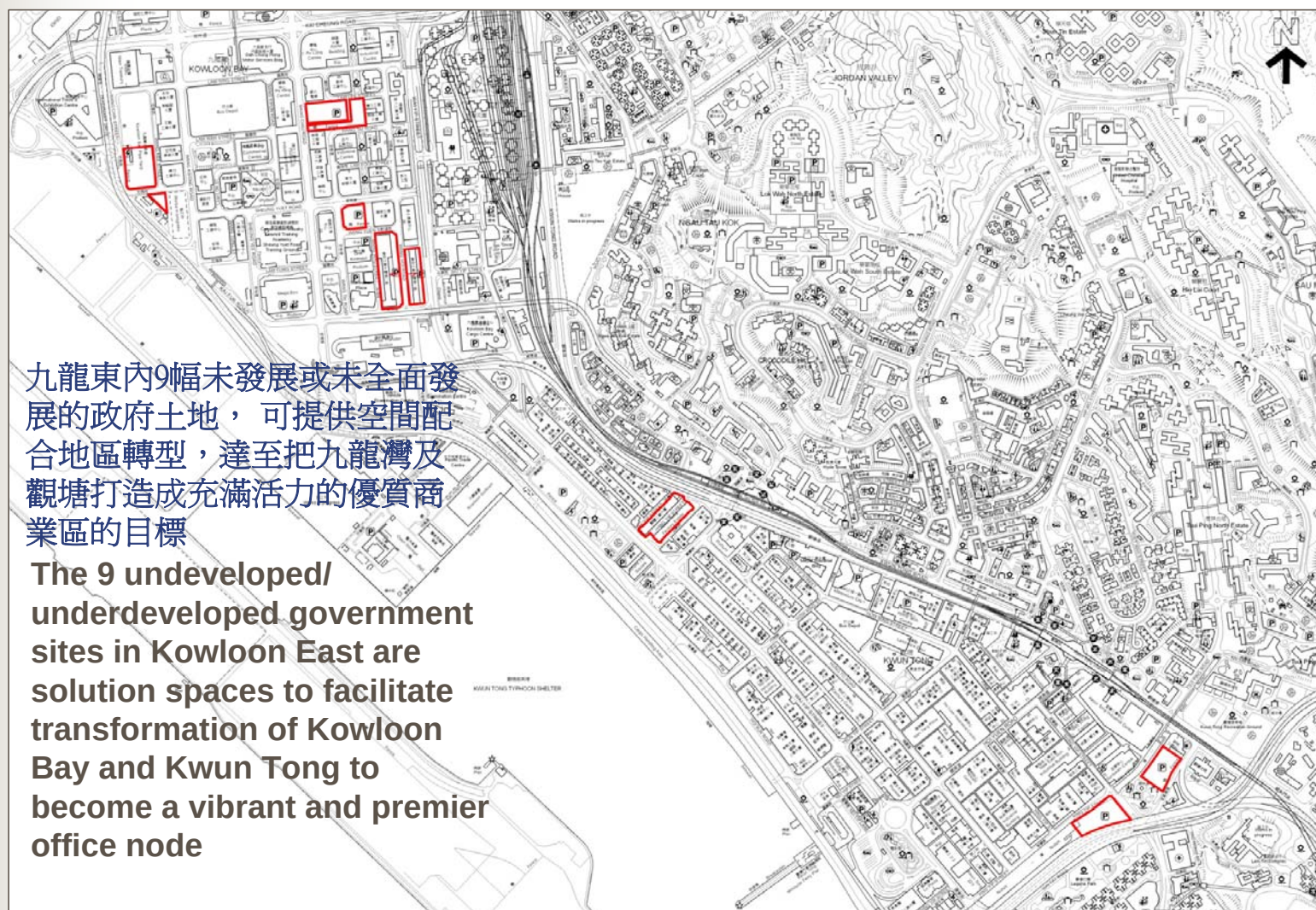
We propose to deck over the bus terminus to provide public open space and outdoor performance area. A station of the proposed EFLS is proposed to be located within the development to enhance connectivity.



政府的措施 - 檢討土地用途 (續)

Government Initiatives - Review land use (Cont'd)

- 釋放其他政府土地作發展
Release other government sites for development



九龍東內9幅未發展或未全面發展的政府土地，可提供空間配合地區轉型，達至把九龍灣及觀塘打造成充滿活力的優質商業區的目標

The 9 undeveloped/underdeveloped government sites in Kowloon East are solution spaces to facilitate transformation of Kowloon Bay and Kwun Tong to become a vibrant and premier office node

Government Initiatives - Review land use (Cont'd)

- ## ■ 遷置政府辦事處至啓德

Relocate government accommodation to Kai Tak



啓德政府合署
Kai Tak Government Office

灣仔政府大樓群的重置地盤 Reprovisioning site for WCGOC

政府的措施 - 促進連繫

Government Initiatives - Improve connectivity

■ 啓德分區計劃大綱圖

Kai Tak Outline Zoning Plan

■ 預留以鐵路爲主的環保連接系統走線

Reserved alignment of a rail-based

Environmentally **F**riendly **L**inkage **S**ystem (EFLS)

- 連接觀塘海旁、郵輪碼頭暨旅遊中心、跑道休閒區、都會公園、體育場館區和車站廣場

Connect Kwun Tong waterfront, cruise terminal cum tourism node, Runway Precinct, Metro Park, Sports Hub and Station Square

- 成爲啓德發展特色，提升整體對遊客的吸引力

An icon enhancing overall tourism appeal of Kai Tak site



政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

- 加強與九龍腹地的連繫
Enhance connectivity to the Kowloon hinterland
- 催化九龍灣及觀塘重新發展，轉化爲一個核心商業區
Provide catalytic effect to the regeneration of Kowloon Bay and Kwun Tong into a central business district



政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

便捷區內連繫

Convenient intra-district connector

- 連繫啓德商業/商貿發展區，擬議的兩個行動區及九龍東商業區
Link up Kai Tak Commercial/Business developments with two proposed Action Areas and Kowloon East CBD
- 經現有地鐵線及沙田至中環線連繫其他商貿區
Link up with other CBDs through existing MTR line and the Shatin-to-Central Link
- 連繫主要旅遊景點/休憩用地，可產生協同效應
Link up major tourism attractions/open spaces and generate synergy effect



政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

- 環保連接系統零碳排放、較柴油巴士節省能源；可成為香港特色，極具旅遊吸引力

No carbon emission along its passage, much less energy consumption than diesel buses;

Unique landmark in Hong Kong with high tourism appeal



構想圖 / Artist's impression

政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

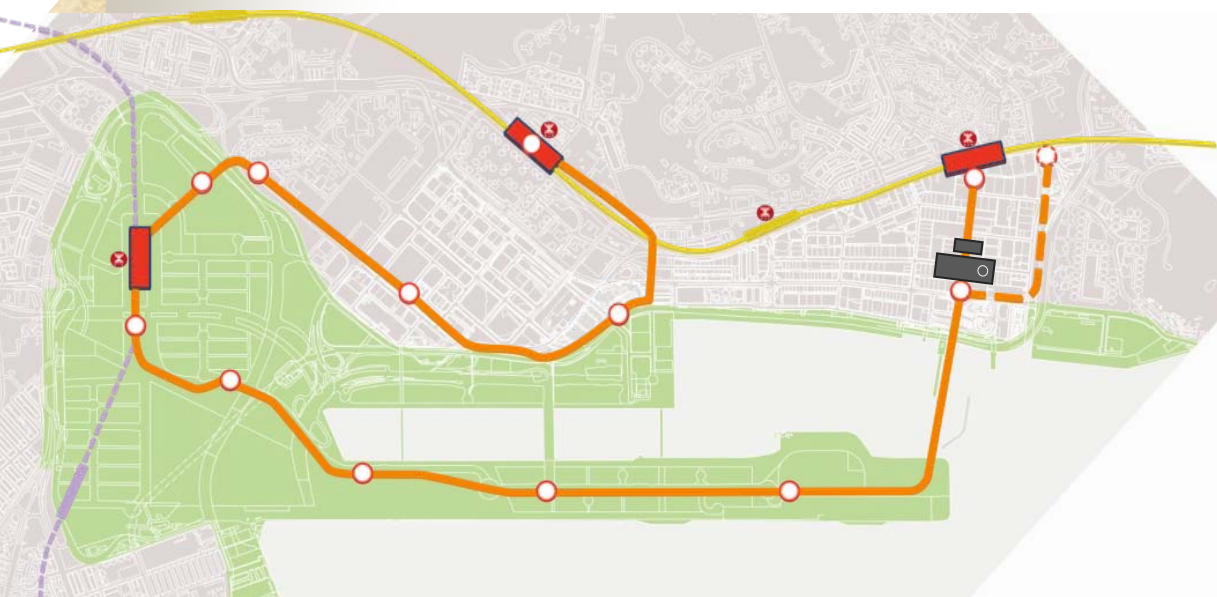
- 全長約9公里，採用高架單軌列車，設12個車站。
Total length about 9 km, use elevated monorail system and have 12 stations.



構想圖 / Artist's impression

政府的措施 - 促進連繫 (續)

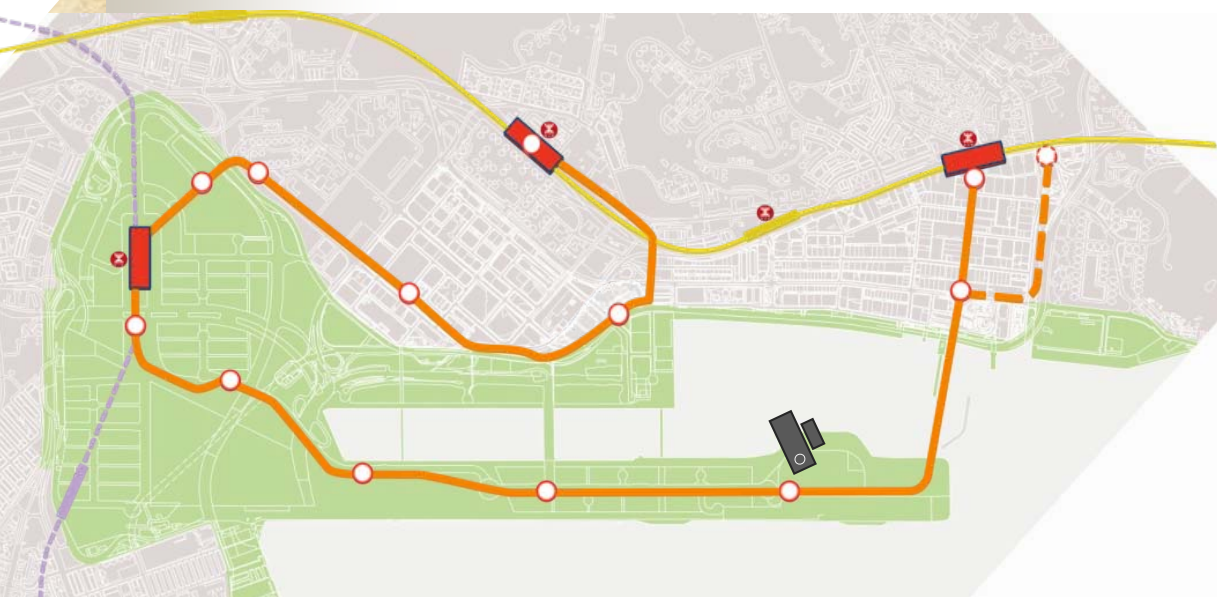
Government Initiatives - Improve connectivity (Cont'd)



開源道
Hoi Yuen Road

政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

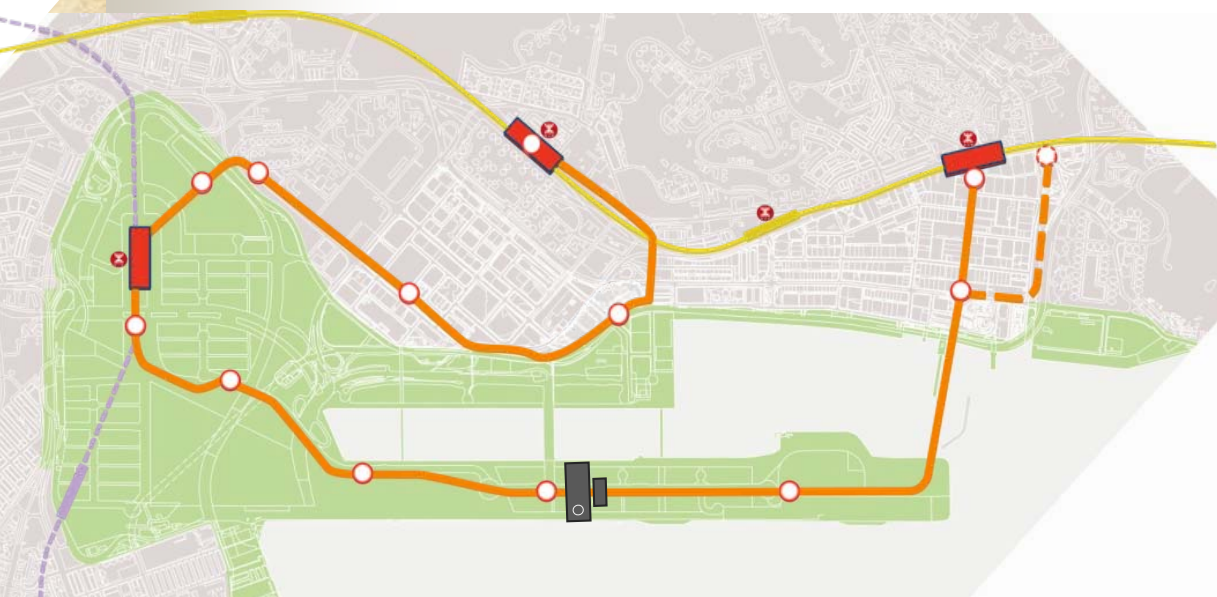


觀塘連接橋

Kwun Tong Transportation Link

政府的措施 - 促進連繫 (續)

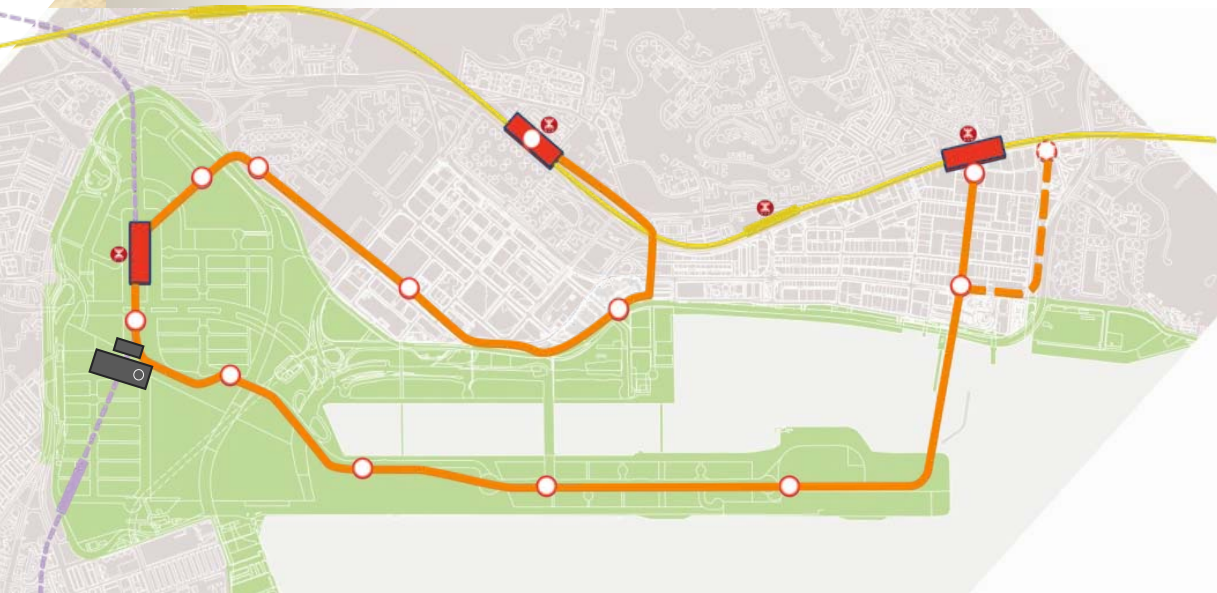
Government Initiatives - Improve connectivity (Cont'd)



高架行人道之上
Above elevated walkway

政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)



車站廣場
Station Square

政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

- 最早通車年期為 2023 年
Earliest Commissioning Year : 2023
- 過渡期安排：其他路面環保交通工具
Interim Arrangement : Other road-based environmentally friendly transport modes



構想圖 / Artist's impression

政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

- 即將就單軌列車方案及其他可行環保連接系統建議諮詢公眾。
Will consult the public on the monorail system together with other feasible proposals

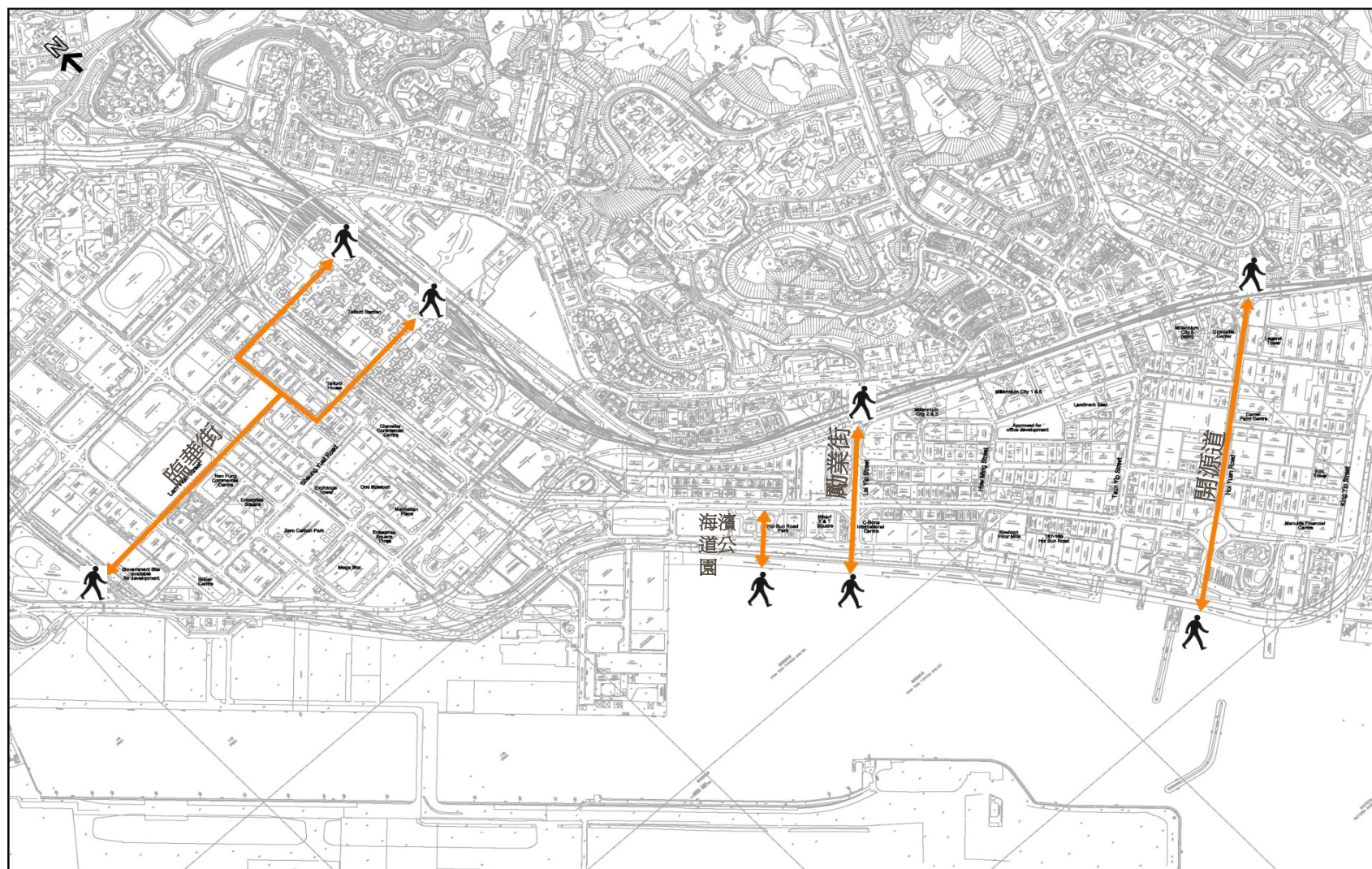


政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

■ 研究改善行人連接系統

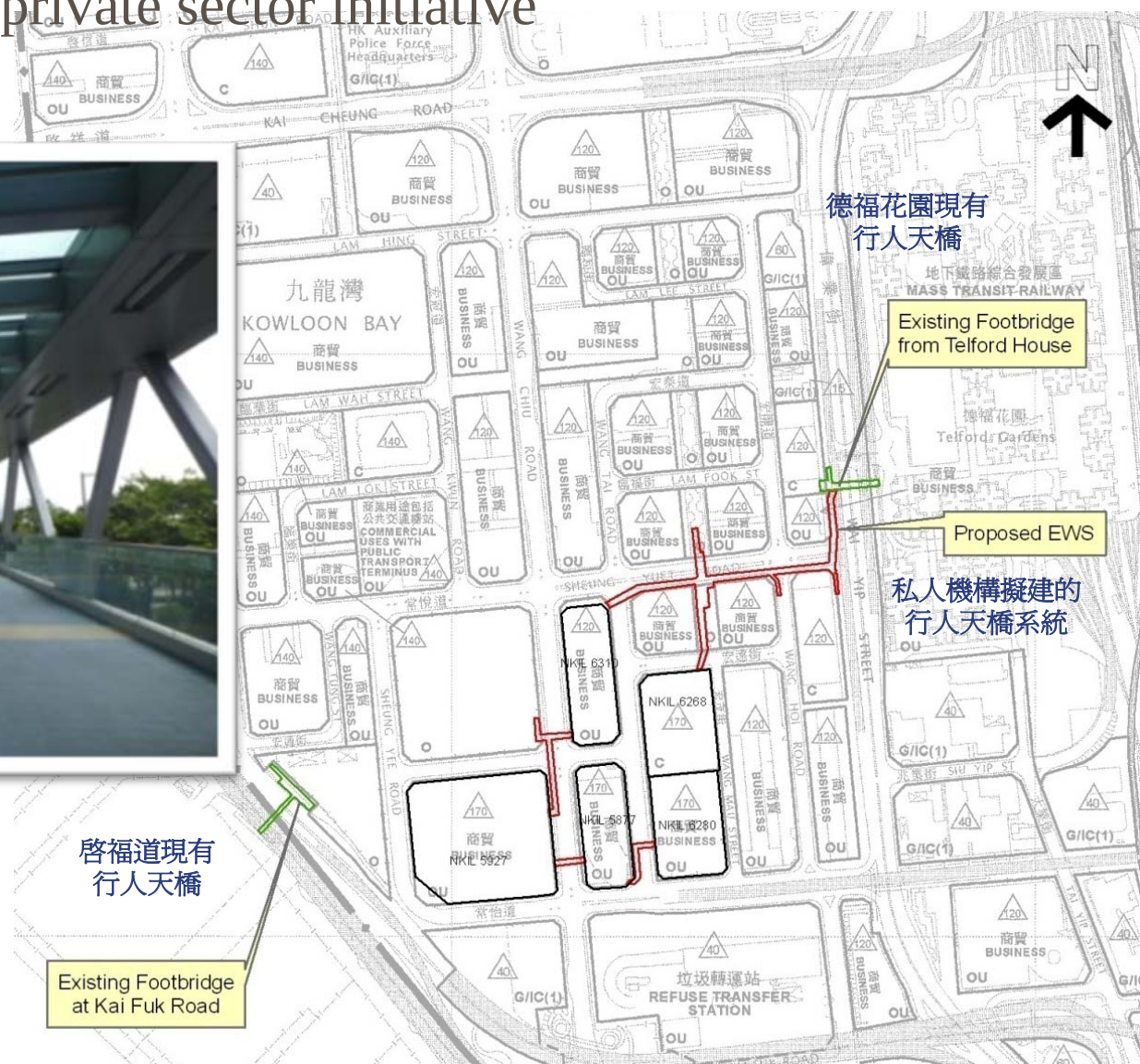
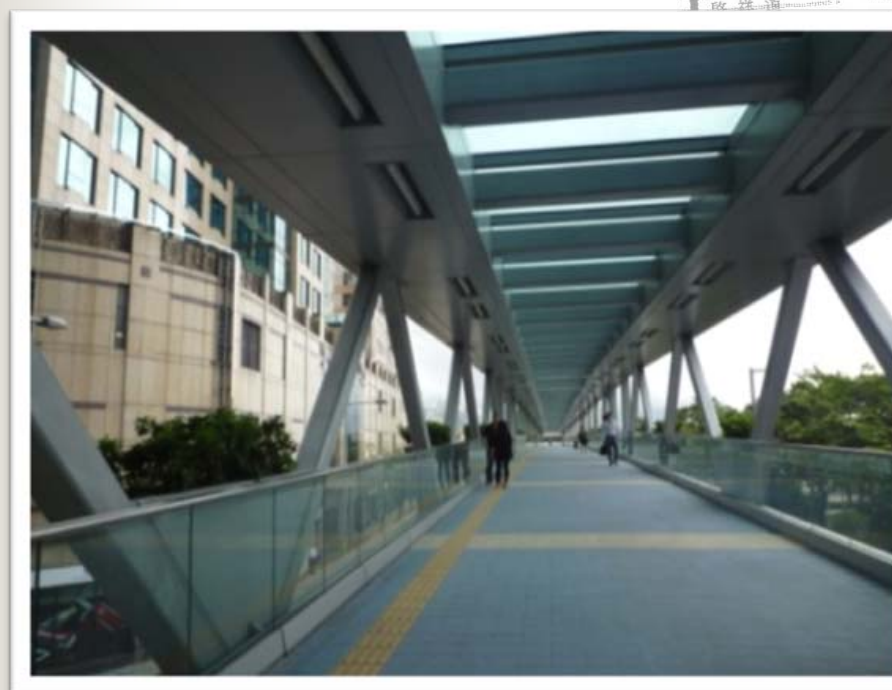
Examining improved/enhanced pedestrian connections



政府的措施 - 促進連繫 (續)

Government Initiatives - Improve connectivity (Cont'd)

- 鼓勵及協助私人機構提出的發展方案
Encourage and facilitate private sector initiative

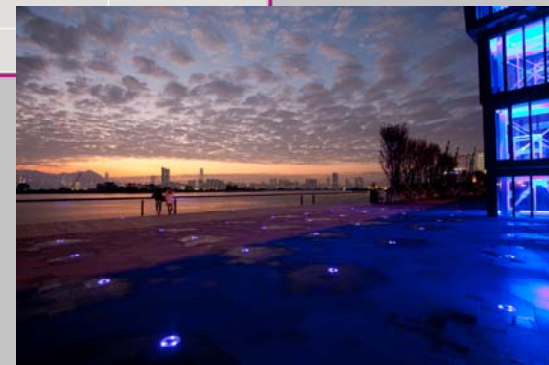


政府的措施 - 推廣多元化

Government Initiatives - Promote diversity

- 行動區2建議設有藝術創作室，娛樂場所及沿海濱食肆
Arts and entertainment facilities and Food & Beverages at waterfront site at Action Area 2

— 九龍東
Kowloon East
■ 擬議行動區
proposed action areas



政府的措施 - 推廣多元化 (續)

Government Initiatives - Promote diversity (Cont'd)

- 觀塘避風塘可設水上運動/船舶設施

Marina / water sports activities at Kwun Tong Typhoon Shelter

— 九龍東
Kowloon East
▲ 水上運動 / 船舶設施
water sports / marina facilities



政府的措施 - 推廣多元化 (續)

Government Initiatives - Promote diversity (Cont'd)

- 尋求保育舊工業建築的機會

Identify opportunities for industrial heritage preservation

— 九龍東
Kowloon East



政府的措施 - 創造新地標

Government Initiatives - Create destination effect

- 設立一座零碳排放建築物及休憩空間於九龍灣的建造業議會訓練場地前址
Establish a zero carbon emission building and open space at former CIC Training Ground at Kowloon Bay

— 九龍東
Kowloon East

■ 零碳排放的建築物及休憩空間
zero carbon building and open space



政府的措施 - 創造新地標 (續)

Government Initiatives - Create destination effect (Cont'd)

- 優化街道景觀及綠化設施

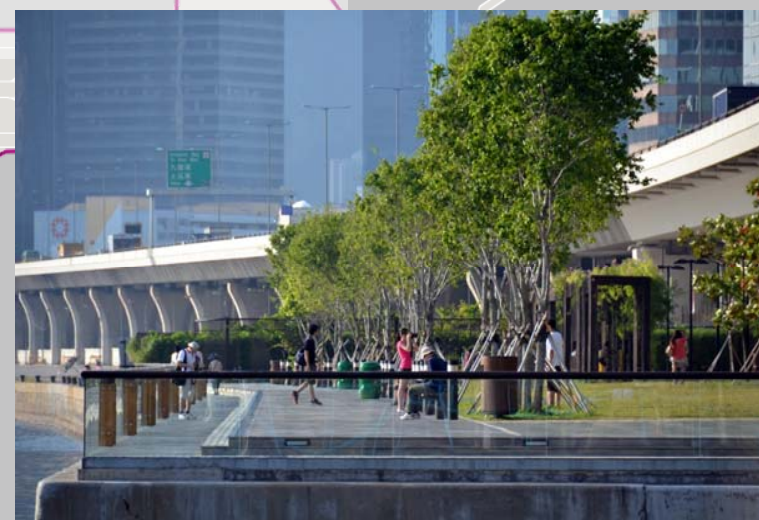
Enhance streetscape and greening through urban design

- 提升現有休憩空間

Upgrade existing open space

— 九龍東
Kowloon East

■ 現有公共空間
existing open spaces



政府的措施 - 創造新地標 (續)

Government Initiatives - Create destination effect (Cont'd)

- 發展長約十一公里的海濱長廊
Develop a 11 km continuous promenade



— 九龍東
Kowloon East

● 11公里海濱長廊
11 km promenade



政府的措施 - 促進私人機構發展

Government Initiatives - Facilitate private sector development

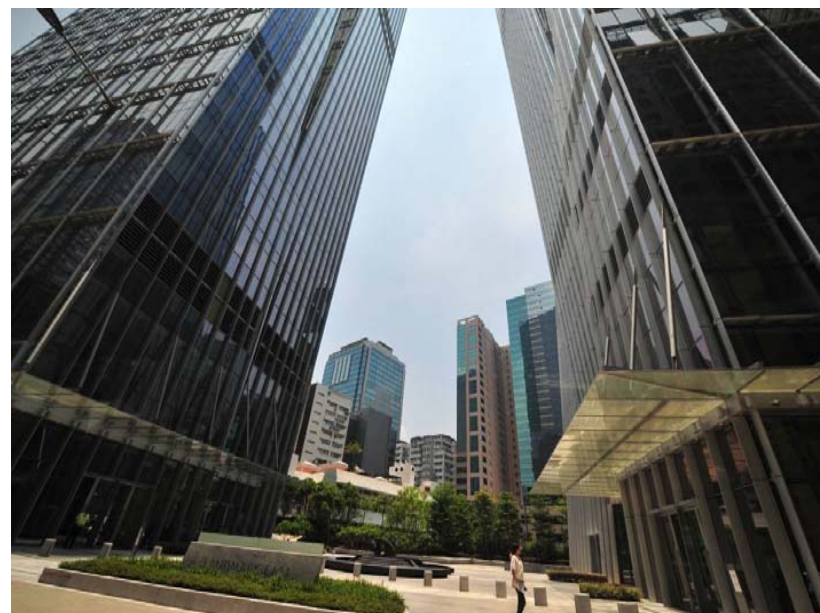
- 加快處理重建及活化工業大廈的申請

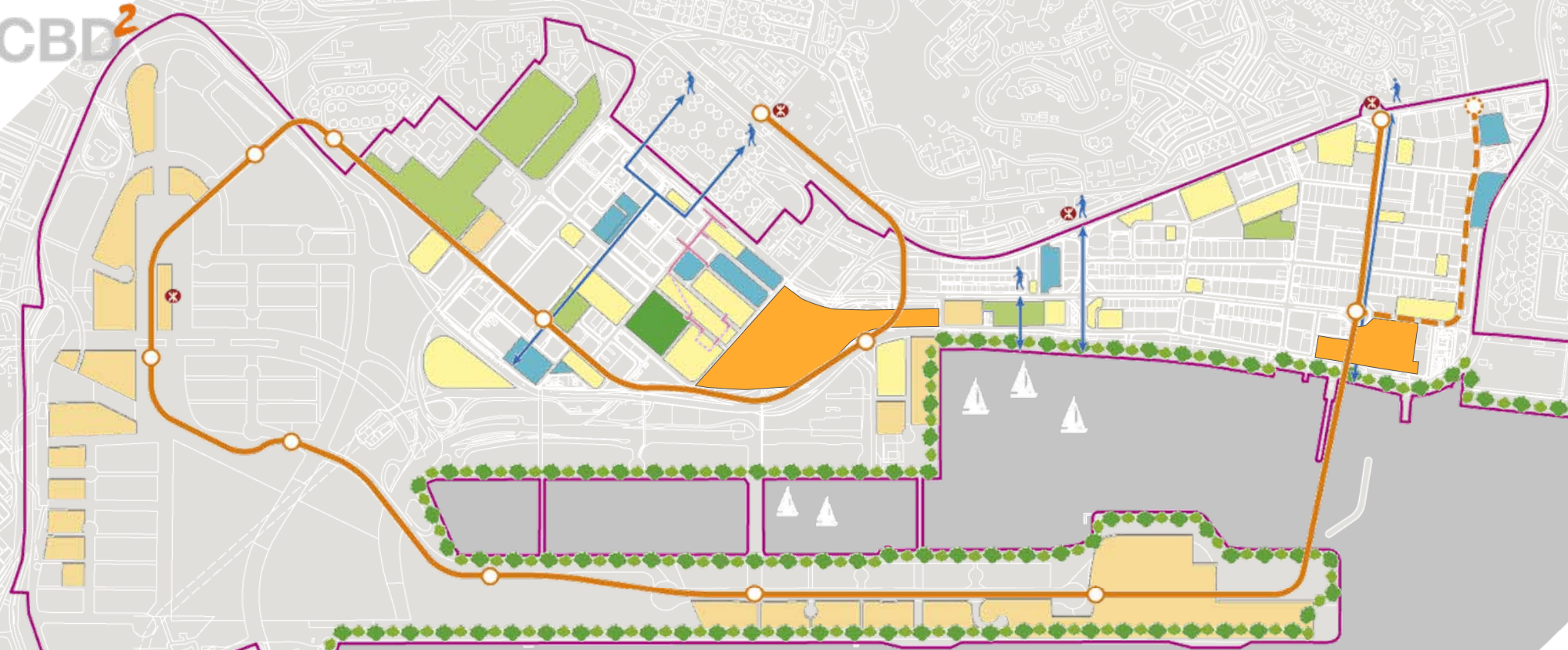
Expedite processing of application for redevelopment or wholesale conversion of industrial buildings

- 為私人機構的土地發展建議提供一站式諮詢服務

Provide one-stop advisory service to private sector land development proposals

- 協調各政府部門的工作
Coordinate departments' efforts in the area





- 九龍東
Kowloon East
- 率先完成的私人重建項目
first-mover private sector redevelopment
- 規劃中的商業 / 商貿發展
planned commercial / business development
- 可供發展的政府土地
government sites for development
- 零碳排放的建築物及休憩空間
zero carbon building and open space
- 現有公共空間
existing open spaces
- 行人天橋 (由私人發展商提出)
pedestrian bridge (private initiative)
- 環保連接系統
EFLS
- 環保連接系統替代路線
EFLS alternative route
- ... 11公里海濱長廊
11 km promenade
- 行人連接系統
pedestrian connections
- 水上運動 / 船舶設施
water sports / marina facilities
- 擬議行動區
proposed action areas

起 energizing 動 Kowloon East 九龍東

面對的挑戰 Challenges

- 現時區內許多分層工業大廈業權分散，可能會為加快重建工業大廈或改裝整幢工業大廈的工作帶來另外一項挑戰。
The present fragmented ownership in many existing flatted industrial buildings in the area may present a further challenge to their speedy redevelopment or wholesale conversion.



落實工作 Implementation



我們計劃在發展局成立新的九龍東發展辦事處，由多類專業人士組成，負責督導和監察香港這項極為重要的策略性發展，致力實現九龍東願景。
We intend to set up a new multi-disciplinary Kowloon East Development Office (KEDO) in Development Bureau to steer and monitor this highly strategic and significant development for Hong Kong, and champion the goals we have set for Kowloon East.