

**For discussion  
on 25 May 2009**

**Legislative Council Panel on Economic Development  
Development of a New Cruise Terminal at Kai Tak**

**Purpose**

This paper updates Members on the progress of the new cruise terminal project at Kai Tak, and seeks Members' views on our proposed implementation plan.

**Background**

2. At the meeting of the Panel on 24 October 2008, we briefed Members on Government's decision to fund, design and build a new cruise terminal at Kai Tak which will be leased to a cruise terminal operator.

**Development Timetable**

3. The Government is committed to developing Hong Kong into a leading cruise hub in the Asia-Pacific region through the development of a cruise terminal which is modern and able to meet market needs. We plan to commence operation of the first berth of the new cruise terminal in mid-2013, and complete the full-fledged cruise terminal building in 2014/15.

**Latest Development**

4. Since the announcement in September 2008 that the Government would fund, design and build the new cruise terminal, we have pushed ahead with the preparatory work. We are proceeding in parallel on different fronts. We have already started mapping out the detailed user requirements, commenced the detailed design of the site formation works for the cruise terminal, invited prequalification of tenderers for the cruise terminal building, and started working out the leasing arrangements for

the future cruise terminal operation.

## **Hardware**

### User Requirements

5. To ensure that the new cruise terminal is able to meet market needs, the Tourism Commission (TC) has engaged a cruise consultant with international experience to draw up a draft layout plan and user requirements and ancillary facilities for the new cruise terminal, and is consulting the cruise and tourism industries. We will refine the user requirements and ancillary facilities based on industry's feedback.

### Site Formation Works

6. The Civil Engineering and Development Department (CEDD) is responsible for the site formation works of the new cruise terminal. CEDD engaged an engineering consultant in March 2009 to conduct site investigation and detailed design of the works. We are now comparing a number of arrangements which will provide the most effective interface between the site formation and cruise terminal building works. The current plan is to complete the design work and tender documents for tender invitation in August 2009 with the aim to commence construction works by end 2009.

7. Details of the proposed site formation works are at **Enclosure 1**. In order to ensure an early start of the construction works and in view of the volatility of the construction prices, we planned to adopt parallel tendering ahead of funding approval. We will apply for funding for the works after the Legislative Council (LegCo)'s summer recess.

### Cruise Terminal Building

8. In order to expedite implementation of the project, the Architectural Services Department (ArchSD) has, in parallel, invited prequalification for the "design and build" tenderers for the cruise terminal building in March 2009. We received a total of nine applications at the closing date on 14 April 2009. ArchSD is conducting

a detailed assessment of the prequalification submissions. The current plan is to complete the assessment by the end of June this year when four suitable candidates will be selected to participate in the subsequent tendering exercise.

9. ArchSD is now preparing the tender documents and once the user requirements and ancillary facilities of the new cruise terminal are finalised, ArchSD will invite “design and build” tenders for the cruise terminal building. This is now scheduled for the third quarter of 2009. We will seek funding approval for the works from LegCo early next year. We hope the above arrangement will enable us to commence the cruise terminal building works in 2010 with a view to bringing forward its completion.

#### Leasing Arrangements

10. We will lease the new cruise terminal to a cruise terminal operator who will be responsible for operating the berths, the embarking and disembarking of cruise passengers, and managing the cruise terminal including the ground transportation area and ancillary commercial area. TC will draw reference from international experience and would co-ordinate inputs from relevant departments in formulating the terms and conditions of the future tenancy agreement, including the operation and management requirements, rental arrangements and interface with the relevant Government user departments.

11. We intend to conduct a prequalification exercise for the tenancy agreement in 2010, and invite tender in 2011. The tender will be awarded in 2011/12 so that the lessee can start accepting advance bookings for berthing slots after the commencement of the operation of the first berth in mid-2013.

#### **Software**

#### Advisory Committee on Cruise Industry (ACCI)

12. Apart from hardware development, we have not lost sight of developing the software to meet the needs of the cruise market in Hong

Kong. TC is working with the ACCI to formulate measures to facilitate cruise itinerary development; strengthen co-operation with neighbouring coastal provinces in the Mainland; promote cruise tourism in Hong Kong and the region; facilitate interim berthing arrangements; and encourage supply of talents for the cruise market and related industries.

13. Key deliverables include the launch of a “Cruise South China” website by the Hong Kong Tourism Board (HKTB) in January this year, which provides the cruise market players with information on port facilities and tourism resources of Hong Kong and four neighbouring coastal provinces in the Mainland (namely Guangdong, Guangxi, Fujian and Hainan) to facilitate the development of new itineraries in the region. On the basis of a manpower survey conducted by the ACCI, a number of newly developed courses on cruise tourism has been/will be launched this year to meet the needs and developments of the cruise market.

#### Alternative berthing arrangements

14. For cruise vessels which exceed the berthing capability of the Ocean Terminal or have conflicts in schedules and require alternative berthing locations, TC will facilitate the vessel calls and assist in the liaison between the local shipping agencies of the cruise operators and relevant departments such as the Lands Department, Marine Department, Transport Department and Police as necessary. Since November 2006 we have introduced a set of “Streamlined Procedures for Applying for a Temporary Multiple-Visits Waiver for Berthing Cruise Vessels at the Container Terminal” to facilitate container terminal operators to apply for the berthing of cruise vessels at their facilities. In September 2008, the Government promulgated to the industry a set of guidelines on “Streamlined Procedures for Arranging Temporary Anchorage and Tendering for Cruise Vessels” to enable cruise operators to arrange mid-stream operations more expeditiously.

15. TC works closely with the Government departments, cruise operators, shipping agencies and travel agents on the berthing arrangements to devise the most appropriate arrangement for each vessel call in order to facilitate the embarkation and disembarkation of passengers. HKTB also arranges cultural performances, and sets up

temporary visitor enquiry and service counters, etc. on cruise passengers' arrival in Hong Kong so that they can experience the hospitality of Hong Kong.

#### Mainland tour groups to take cruise vessels from Hong Kong to Taiwan

16. The Central People's Government announced on 18 April 2009 that Mainland tour groups could travel to Taiwan from Hong Kong by taking cruise vessels homeporting at Hong Kong. The initiative is widely welcomed by the industry, and will foster the development of "multi-destination" cruise itineraries to Hong Kong and Taiwan, thus enriching the travel experience of Mainland visitors. The measure will also help attract more Mainland visitors to Hong Kong and boost our tourism, retail, catering, hotel and related industries, and add impetus to Hong Kong's development as a leading regional cruise hub.

#### **Advice Sought**

17. Members are invited to note the latest progress and give views on the implementation plan of the new cruise terminal.

**Tourism Commission  
Commerce and Economic Development Bureau  
May 2009**

**Legislative Council Panel on Economic Development**

**PWP Item No. 736 CL –  
Site formation for Kai Tak Cruise Terminal Development**

**PROPOSAL**

We intend to upgrade **736CL** to Category A for carrying out the site formation works for the new cruise terminal comprising –

- (a) construction of about 1 100m long seawall;
- (b) construction of two alongside berths and necessary mooring and fender systems, including 850m long berthing structures and about 150m long associated transition structures at two ends, for berthing of cruise vessels;
- (c) provision of a 35m wide apron area along the berthing length including, as appropriate, interfacing provisions for installation of apron facilities by others;
- (d) dredging of about 86 ha of adjoining seabed to allow manoeuvring and berthing of cruise vessels with deep drafts; and
- (e) environmental mitigation measures including monitoring and audit programme for works mentioned in sub-paragraphs (a) to (d) above.

—— A plan showing the proposed works is at **Annex**.

2. We plan to start the site formation works in December 2009 for completion by December 2015, with the target to commission the first berth to receive cruise vessels in mid-2013.

**JUSTIFICATION**

3. The Government is committed to developing Hong Kong into a leading cruise hub in the region. According to the cruise market consultancy

study commissioned by the Tourism Commission earlier, Hong Kong would require an additional berth between 2009 and 2015, and one to two further berths beyond 2015. The timely development of new cruise terminal facilities is critical to the development of Hong Kong into a cruise hub in Asia. With the availability of new cruise terminal facilities and appropriate market strategies, it is estimated that the economic benefits brought by the cruise industry may range from \$1.5 billion to \$2.6 billion per annum and the additional jobs generated may be around 5 300 to 8 900 by 2023, depending on different growth scenarios.

## **FINANCIAL IMPLICATIONS**

4. At the meeting of the Panel on Economic Development on 24 October 2008, we briefed Members that the estimated cost of the new cruise terminal project was about \$7.2 billion (at September 2008 price). We are in the process of developing the detailed design for the cruise terminal works and would be in a position to provide an updated cost estimate for the project after finalisation of the detailed design.

5. Subject to funding approval, we will deliver the works under standard re-measurement contracts, with provisions for price adjustments. We will also award an independent environmental checker consultancy to monitor the environmental mitigation measures adopted.

## **PUBLIC CONSULTATION**

6. During public consultation under the Planning Review of Kai Tak Development, the relevant district councils and the general public were supportive of the early implementation of the Kai Tak Development, including the new cruise terminal.

7. The Civil Engineering and Development Department (CEDD) consulted the Traffic and Transport Committee of the Kwun Tong District Council and the Housing and Infrastructure Committee of the Kowloon City District Council on the proposed works on 7 and 28 June 2007 respectively. Both Committees supported the proposed works. The Eastern District Council was also consulted through submission of an information paper on 17 May 2007 concerning the seabed dredging works falling within the District. Members did not raise any objection to the proposed works. We gazetted the proposed works under the Foreshore and Sea-bed (Reclamations) Ordinance on 10 August 2007. One objection was received and was withdrawn

unconditionally after the Administration held discussion with the objector. The works were authorised on 27 December 2007.

8. At its meeting on 24 October 2008, we briefed Members of the Panel on Economic Development on the Government's decision to fund, design and build a new cruise terminal at Kai Tak for leasing to a cruise terminal operator for operation. Members had no objection to this development approach.

### **ENVIRONMENTAL IMPLICATIONS**

9. The dredging works for the Kai Tak cruise terminal is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance. CEDD conducted an EIA which concluded that the dredging works would not cause adverse environmental impact with the implementation of mitigation measures. The Director of Environmental Protection approved the EIA report for the proposed dredging works on 19 December 2007 and issued the Environmental Permit to CEDD on 2 February 2009.

10. The cruise terminal itself, other than the aforesaid dredging works, is not a designated project under Schedule 2 of the EIA Ordinance. However, it lies within the boundary of the planned Kai Tak Development which is a designated project requiring an EIA report under Schedule 3 of the Ordinance. The EIA report for Kai Tak Development was approved on 4 March 2009 under the EIA Ordinance.

11. For short-term impact caused by the works during construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures under the works contracts. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, the use of movable noise barriers and silenced plant to reduce noise generation, construction of temporary drains to dispose of site run-off, as well as other procedures recommended by the EIA reports.

12. We will include a sum in the project estimate for implementing environmental mitigation measures.

13. We have examined the design and construction method of the proposed works in the planning and design stages and have adopted measures to reduce the generation of construction waste, where possible. In addition,



we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception facilities<sup>1</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste; and using non-timber formwork to further minimise the generation of construction waste.

14. We will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities, and control the disposal of inert construction waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

15. On completion of the detailed design, we will be able to provide an accurate estimate of the volume of construction waste generated by this project. We will endeavour to reuse the bulk of the inert waste on site. Surplus material will be delivered to public fill reception facilities for reuse in future.

16. We have found that of the 18 trees within the project boundary, 7 are dead. The proposed works will involve the removal of the remaining 11 trees, including felling of 3 *Leucaena leucocephala* (銀合歡). They are self-seeded trees that would affect the growth of indigenous species. We will transplant the remaining 8 within the project site. All trees to be removed or transplanted are not important trees<sup>2</sup>.

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<sup>1</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

<sup>2</sup> An “important tree” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria:-

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metre above ground level), or with height/canopy spread equal or exceeding 25 metres.

## **HERITAGE IMPLICATIONS**

17. The project will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites / buildings, sites of archaeological interests and Government historic sites, identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**

18. The project will not require land acquisition or resumption. No major clearance works are anticipated.

## **BACKGROUND**

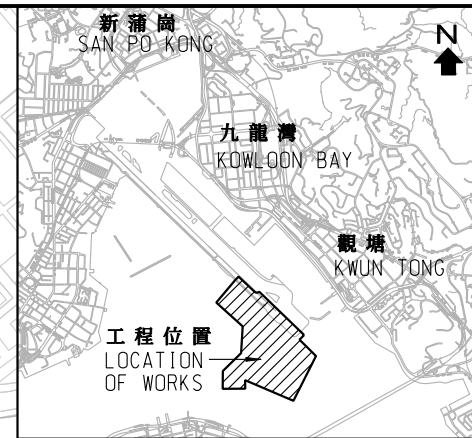
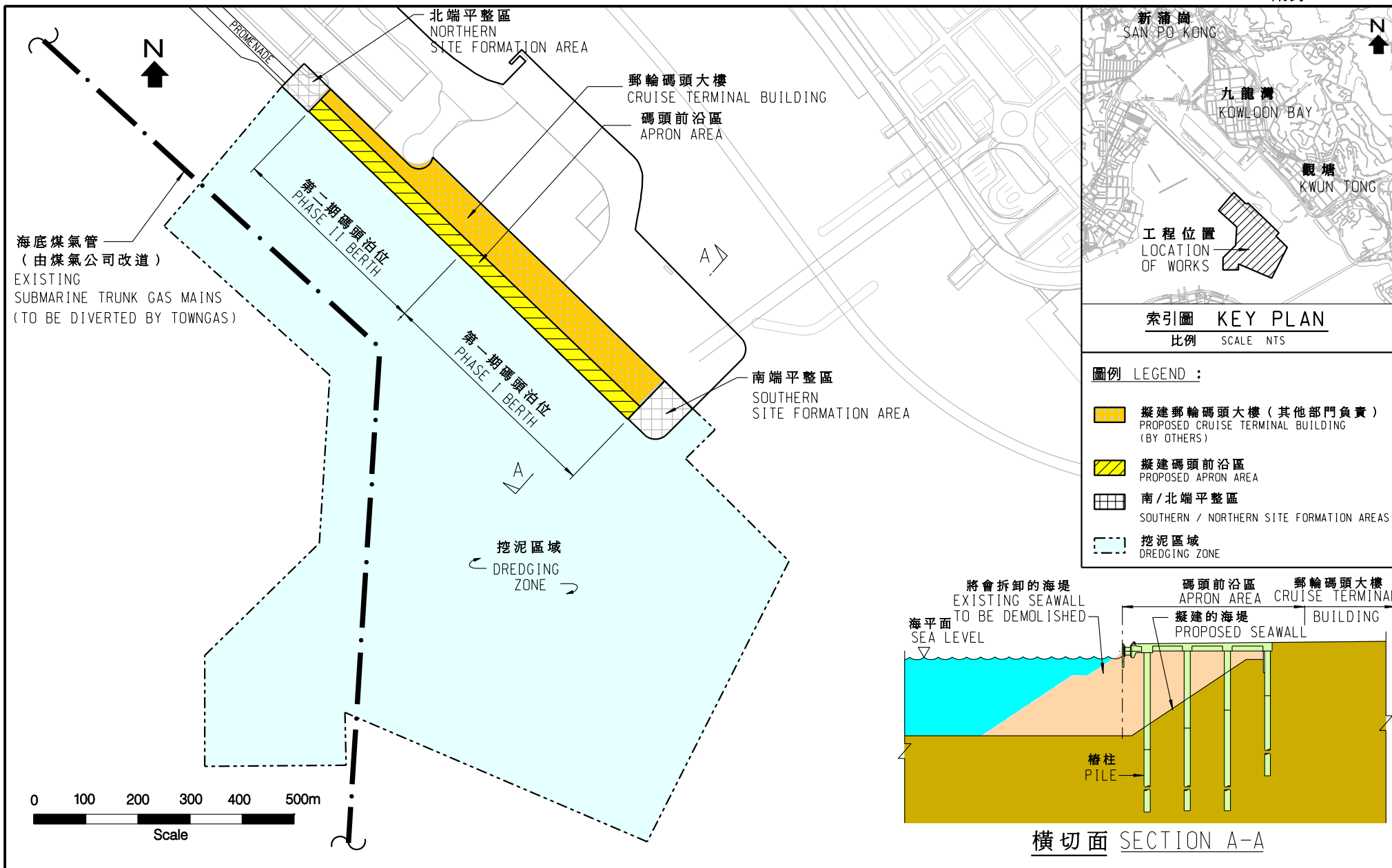
19. We included **736CL** in Category B on 4 December 2008.

20. CEDD engaged a civil engineering consultant to commence in March 2009 the site investigation and detailed design for the project. The cost of site investigation works and the consultancy fees, at a total amount of \$18.6 million (in September 2008 prices), is charged to block allocation **Subhead 7100CX** “New town and urban area works, studies and investigations for items in Category D of Public Works Programme”.

## **ATTACHMENT**

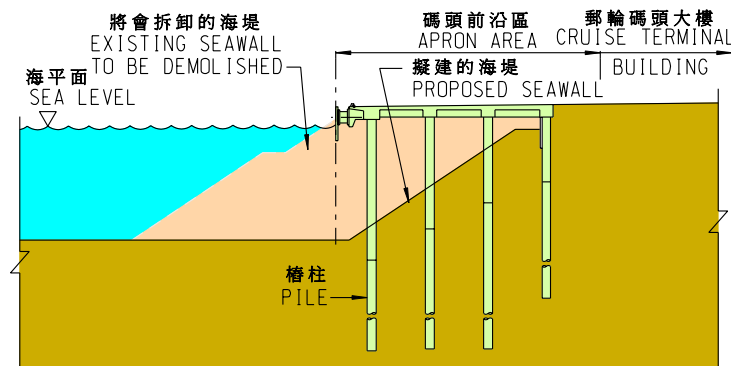
Annex – Plan No. KZ612

**Tourism Commission**  
**Commerce and Economic Development Bureau**  
**May 2009**



索引圖 KEY PLAN  
比例 SCALE NTS

- 圖例 LEGEND :
- 擬建郵輪碼頭大樓 (其他部門負責)  
PROPOSED CRUISE TERMINAL BUILDING (BY OTHERS)
  - 擬建碼頭前沿區  
PROPOSED APRON AREA
  - 南/北端平整區  
SOUTHERN / NORTHERN SITE FORMATION AREAS
  - 挖泥區域  
DREDGING ZONE



橫切面 SECTION A-A

圖則名稱 drawing title  <b>啟德郵輪碼頭土地平整工程</b> SITE FORMATION FOR KAI TAK CRUISE TERMINAL DEVELOPMENT	繪圖 drawn	簽署 initial	日期 date	項目編號 item no.	辦事處 office
	K.Y. Lam	Signed	17 April 2009	7736CL	九龍拓展處 KOWLOON DEVELOPMENT OFFICE
	核對 checked	簽署 initial	日期 date	比例 scale	土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
Jonathan Li	Signed	17 April 2009	1 : 10 000 (FOR A4)		
核准 approved	簽署 initial	日期 date	圖則編號 drawing no.		
-	-	-	KZ612		