

保護海港協會有限公司的信頭

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**Submission on South East Kowloon Development
LegCo Panel on Planning, Lands and Works
Meeting on Thursday, 29th October 1998**

GENERAL

The proposed South East Kowloon Development (“SEKD”) comprises about 600 hectares, half of which is from the existing Kai Tai Airport and the other half from the reclamation of the entire Kowloon Bay. While our Society strongly objects to the reclamation of Kowloon Bay, we support a sensible development of Kai Tak Airport for the following purposes:-

- (a) Construction of a Cruise Centre to promote Hong Kong’s Tourism Industry;
- (b) Provision of transport infrastructure and other essential infrastructural facilities; and
- (c) Population decantation in support of urban renewal projects.

PROTECTION OF THE HARBOUR ORDINANCE

Although Kowloon Bay regrettably is not within the of the Ordinance, yet it is very much part of Victoria Harbour and the spirit and principle of the Ordinance should still apply. Therefore Kowloon Bay should also be regarded as a ‘special public asset and a natural heritage of Hong Kong people’ and should not be destroyed.

CUMULATIVE EFFECT

The SEKD must not be looked at in isolation of Government’s overall plans for harbour reclamation (see Annexure I - Map of Reclamation In Victoria Harbour). The cumulative impact must be considered. Apart from Government’s proposal of putting 320,000 people on SEKD, the Government is proposing to put a further 330.000 people on other harbour reclamations. Their “City Within A City” approach will mean putting a total of 650,000 people in Victoria Harbour in the centre of Hong Kong’s metro areas.

CITY WITHIN A CITY

This title adopted by the Government is almost a confession of doom. It is an extremely doubtful approach never before tried in any major city for the obvious reason that it simply cannot work. No major city can afford to ruin its environment by putting 650,000 people (which is the population of a normal city) within the city itself. The tremendous environmental, social and traffic problems are unthinkable.

Therefore Hong Kong is being asked to gamble with the life and future of the city of Hong Kong and the welfare of its six and a half million population.

Any sensible legislature or other independent tribunal should exercise the greatest caution over such an approach and should demand the higher degree of proof that there is no alternative and that such an approach is wise and sensible and will not be damaging to the city and the environment.

PROBLEMS

- (a) **Traffic** - Putting 320,000 people on the SEKD will generate additional traffic and over-burden the existing transport system.
- (b) **Air Pollution** - Even today the air quality of the urban areas of Hong Kong already far exceeds internationally acceptable standards. Such a vast increase in population will only aggregate air pollution/
- (c) **Sewerage** - The sewerage system will become over-burdened. If the discharge is into the harbour, the water quality will be even worse than it is now and the whole harbour will stink.
- (d) **Overcrowding** - What the Government is proposing is directly contrary to the Metro Plan which has now been conveniently dumped.

Damage to Tourism - Hong Kong's major attraction to tourists will be destroyed.

THE HARBOUR AND TOURISM

According to the Hong Kong Tourist Association (see Annexure 2 - Importance of the Tourism Industry):-

- (a) The HKTA is also concerned that the best-known image of Hong Kong may be tarnished by various land reclamation and infrastructural projects that are changing the appearance of Hong Kong's harbour.

- (b) Hong Kong IS the harbour; its unique, best-known image must be boosted, not tarnished. The environment is one of the most important issues in the future development of the tourism industry.
- (c) Tourism is the second-largest earner of foreign exchange for Hong Kong, after textile/garments. Tourism earned for Hong Kong a revenue of HK\$75 billion in 1995, equivalent to more than HK\$12,000 for every man, woman and child in Hong Kong. This was the equivalent of 8% of Gross Domestic Product in 1995.
- (d) Tourism provides employment directly and indirectly for close to 350,000 people, or about 12% of Hong Kong's workforce.
- (e) 55% of tourists is attracted to Hong Kong by our harbour and visit the Peak to look at Hong Kong's famous harbour. Even the President of the United States Bill Clinton and Hilary Clinton during their recent visit specifically asked to be taken on a harbour cruise.

FRAGRANT HARBOUR

“Hong Kong” in Chinese means “fragrant harbour”. A harbour caters for shipping, both freight and passenger. While tremendous provisions have been made for freight and cargo shipping with plans for a container and freight handling capacity which will triple the present size, no provision is being made for passenger shipping.

With the proposed Kowloon Point Reclamation and the consequential destruction of Ocean Terminal and the china Ferry Terminals, there will be no facility for passenger shipping visiting Hong Kong.

According to the Hong Kong Tourist Association, recent research indicates that there will be a growing demand of facilities for passenger shipping from visiting cruise liners. Cruising is a fast growing facet of the tourism industry with 27 new vessels currently being built designed to carry between 2,000 to 3,000 passenger each. (See Annexure 3 - Shun Po newspaper article dated 22nd October 1998).

CRUISE CENTRE

If the Hong Kong Government has the courage and foresight, there is every opportunity to make Hong Kong a Cruise Centre for the Far East so that Hong Kong will become the “Miami of the East” before Singapore captures the position. The development of a Cruise Centre at Kowloon Bay will enhance Hong Kong's position as a passenger shipping centre of the Far East.

Hong Kong has the great advantages of having a deep water harbour right in the centre of the city and being geographically located in the centre of the Far East. The

Our Society has commissioned a preliminary study and we enclose herewith a conceptual plan showing the proposed Cruise Centre (see Annexure 4). The proposed six piers may not all be immediately needed. These six piers can be built in step with demand.

But if Kowloon Bay is reclaimed, it will be permanently lost and the damage can never be remedied. In comparison with the 77,000 hectares (300 square miles) of land in the New Territories, the production of merely 300 hectares of land from the destruction of Kowloon Bay is meaningless.

Kam Tin Valley in the New Territories has 2,000 hectares available for development (see Annexure 5 - Kam Tin As A Future Regional City), but obviously no one can put a Cruise Centre there. Therefore the 300 hectares of harbour in Kowloon Bay is both invaluable and irreplaceable. Surely anyone with any knowledge of town planning and common sense will understand this.

NOT A SENSIBLE DEVELOPMENT

Government's proposals for SEKD lack detailed information, careful thought and is generally premature. This especially applies to the Kowloon Bay South development.

The massive area proposed to be reclaimed to provide open space at the expense of the harbour simply does not make sense because after all, what is the more open than the harbour?

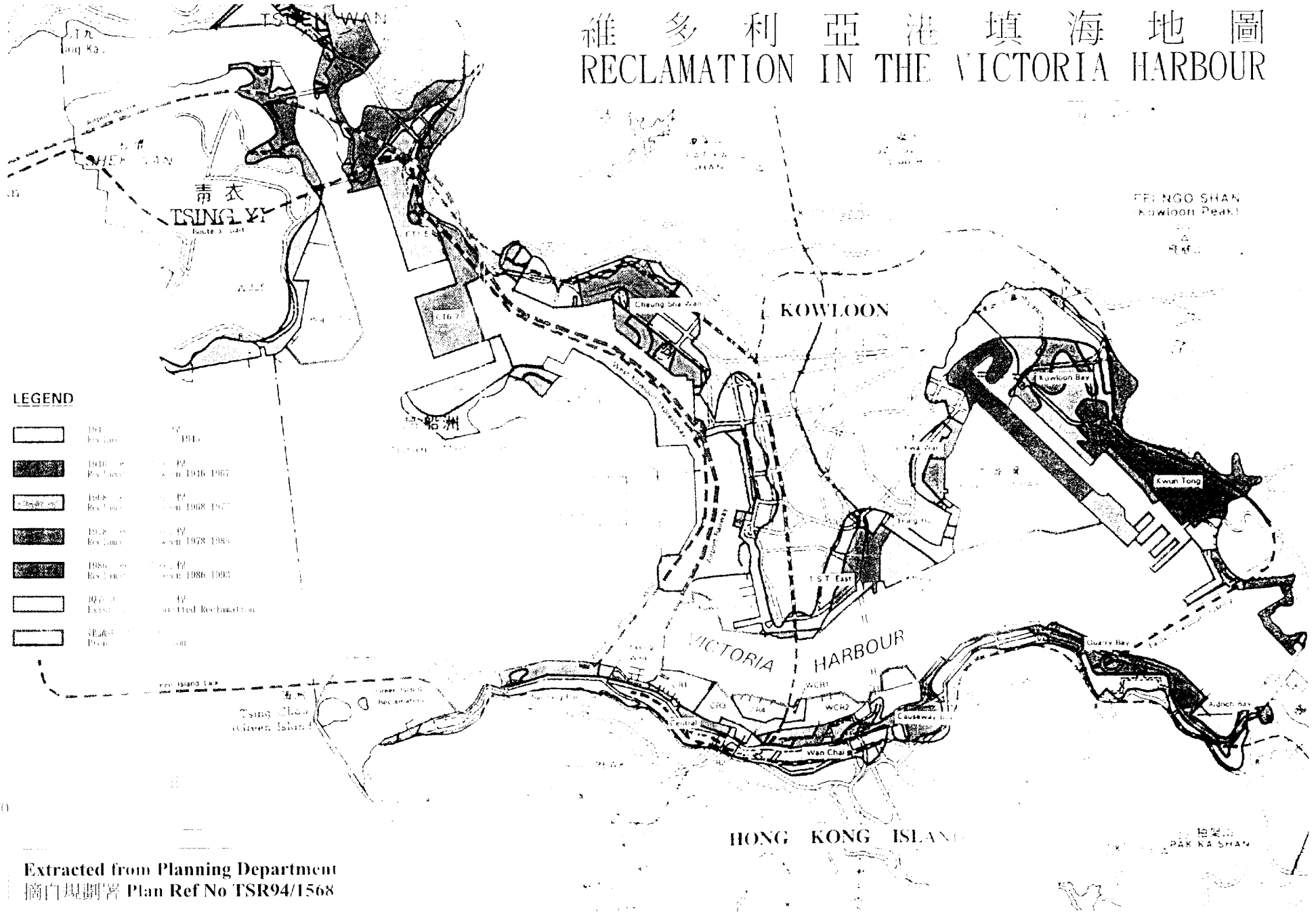
The proposed SEKD is no more than an easy, un-imaginative, short sighted quick fix. It will make Hong Kong a much worse city to live in and will generally downgrade the quality of life of its people without any lasting benefit.

FUTURE CHALLENGE

Hong Kong is facing population increase of 3 million over the next 25 to 30 years. Even filling in the whole of Victoria Harbour so as to generate another 1,000 hectares of land cannot solve the problem. Destroying the harbour serves no purpose because it simply does not solve Hong Kong's long term needs.

The only way ahead is an immediate program to develop the New Territories in a sensible and sensitive way (see Annexure 6 - Option for a Minimum Harbour Reclamation and a Balanced New Territories Development Pattern) carefully balancing urban development against protection of the environment.

維多利亞港填海地圖 RECLAMATION IN THE VICTORIA HARBOUR



LEGEND

[Pattern]	1941-1945	1946-1967	1968-1977	1978-1983	1984-1993	1994-1999	2000-2009	2010-2019	2020-2029
[Pattern]	1941-1945	1946-1967	1968-1977	1978-1983	1984-1993	1994-1999	2000-2009	2010-2019	2020-2029
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Extracted from Planning Department
 摘自規劃署 Plan Ref No TSR94/1568

HKTA POSITION PAPER

IMPORTANCE OF THE TOURSIM INDUSTRY

POSITION

A prime goal of the HKTA is to ensure that everyone in Hong Kong is aware of the importance of the tourism industry and fosters its growth to boost its earning power, employment opportunities, profitability and worldwide respect.

FACT

Tourism is the second-largest earner of foreign exchange for Hong Kong, after textiles/garments.

Tourism earned for Hong Kong a revenue of HK\$75 billion in 1995, equivalent to more than HK\$12,000 for every man, woman and child in Hong Kong. This was the equivalent of 8% of Gross Domestic Product in 1995.

Revenue from textile/garment industry in 1995 was HK\$88 billion.

Tourism provides employment directly and indirectly for close to 350,000 people, or about 12% of Hong Kong's workforce.

Tourism helps to stimulate infrastructural and recreational developments, all of which also benefit Hong Kong residents.

Tourism enhances Hong Kong's international profile.

QUOTES

Tourism works for Hong Kong.

Sooner rather than later, tourism will be Hong Kong's Number One foreign-exchange earner.

What the garment industry was to Hong Kong's past, tourism will be to its future - the main economic pillar.

A happy tourist is a free ambassador for Hong Kong.

HKTA

September 1996

(Importance of the Tourism Industry - page 1)

HKTA POSITION PAPER
ENVIRONMENTAL ISSUES

POSITION

The HKTA is concerned about the general level of cleanliness in Hong Kong particularly of Victoria Harbour, public areas and beaches, as it affects Hong Kong's image as a desirable tourist destination. In many key markets, cleanliness is a major consideration when planning overseas travel.

The HKTA is also concerned that the best-known image of Hong Kong may be tarnished by various land reclamation and infrastructural projects that are changing the appearance of Hong Kong's harbour.

FACTS

The HKTA recently commissioned an environmental audit of the tourism industry, which is being undertaken by the Centre for Environmental Technology, to assess the level of impact of environmental damage on the tourism industry and to develop an action plan for its improvement.

The HKTA welcomes the infrastructural improvements that accompany the Airport Core Programme (ACP) inasmuch as they will enhance Hong Kong's infrastructural facilities. However, the Association is concerned about the possible negative effects of water pollution; the changing harbourscape; the flow and safety of marine traffic (especially in light of the HKTA's goal to develop Hong Kong as a cruiseship hub); and Hong Kong's appeal for pedestrians and sightseers enjoying harbourside promenades.

The HKTA is pleased with the government's plan to spend HK\$9.4 billion on an urgently-needed sewage improvement scheme to clean up Victoria Harbour.

The HKTA is also delighted that the government has introduced tougher measures to control air, water, waste and noise pollution, and is devoting a growing percentage of public spending to environmental protection (HK\$6.2 billion in 1995/96).

The HKTA supports the "polluter pays" principle adopted by the government.

Many of Hong Kong's hotels and tourism organisations are developing their own environmental protection plans, including encouraging energy and water-saving practices, and participating in tree-planting and beach-cleaning activities.

The HKTA and the tourism industry donate one third of the money raised at the annual Tourism Walks for Charity to a local environmental charity.

The HKTA proudly promotes Hong Kong's scenic beauty and exceptional ratios of land conserved within country parks (40%, in 21 country parks) and non-developed rural land (a further 40%).

All new development recommended in the HKTA's VISTOUR Study will undergo feasibility studies which include an environmental impact study.

QUOTES

Hong Kong IS the harbour; its unique, best-known image must be boosted, not tarnished.

The environment is one of the most important issues in the future development of the tourism industry.

HKTA

September 1996

(environmental Issues - Page 2)

旅協促盡快興建新郵輪碼頭

研究指郵輪旅客年收益逾二億

香港旅遊協會昨天公布「香港郵輪市場研究」結果，估計來自郵輪旅客的額外收益每年可高達三億一千五百萬元。新郵輪碼頭啓用後二五年期間，預計共可為本港賺取高達三十四億元利潤。

「香港郵輪市場研究」由旅協委託MVA亞洲有限公司聯同多間本地及國際顧問公司進行，評估範圍包括亞洲郵輪市場趨勢、本港郵輪業務現況、市場需要和未來的增長潛力。

報告指出，郵輪市場未來將穩健發展。全球各地的郵輪公司已投資七十億美元訂購約二十七艘新郵輪，一九九九年陸

續投入服務。

這批新一代的超級郵輪每艘可載客二千至三千人。旅協指出，一九九六年，香港成為亞洲第二受歡迎的郵輪旅遊目的地，排名僅次於新加坡。新加坡在亞洲郵輪市場的佔有率達百分之五十，香港的市場佔有率為百分之三十。以吞吐量計算，訪港及離港的郵輪乘客約達四十七萬二千人，新加坡則為七十九萬四千人。

一九九二年，訪港的海外郵輪乘客僅有七萬人次，但去年底已增至十三萬人次，即每年平均增長百分之十三。

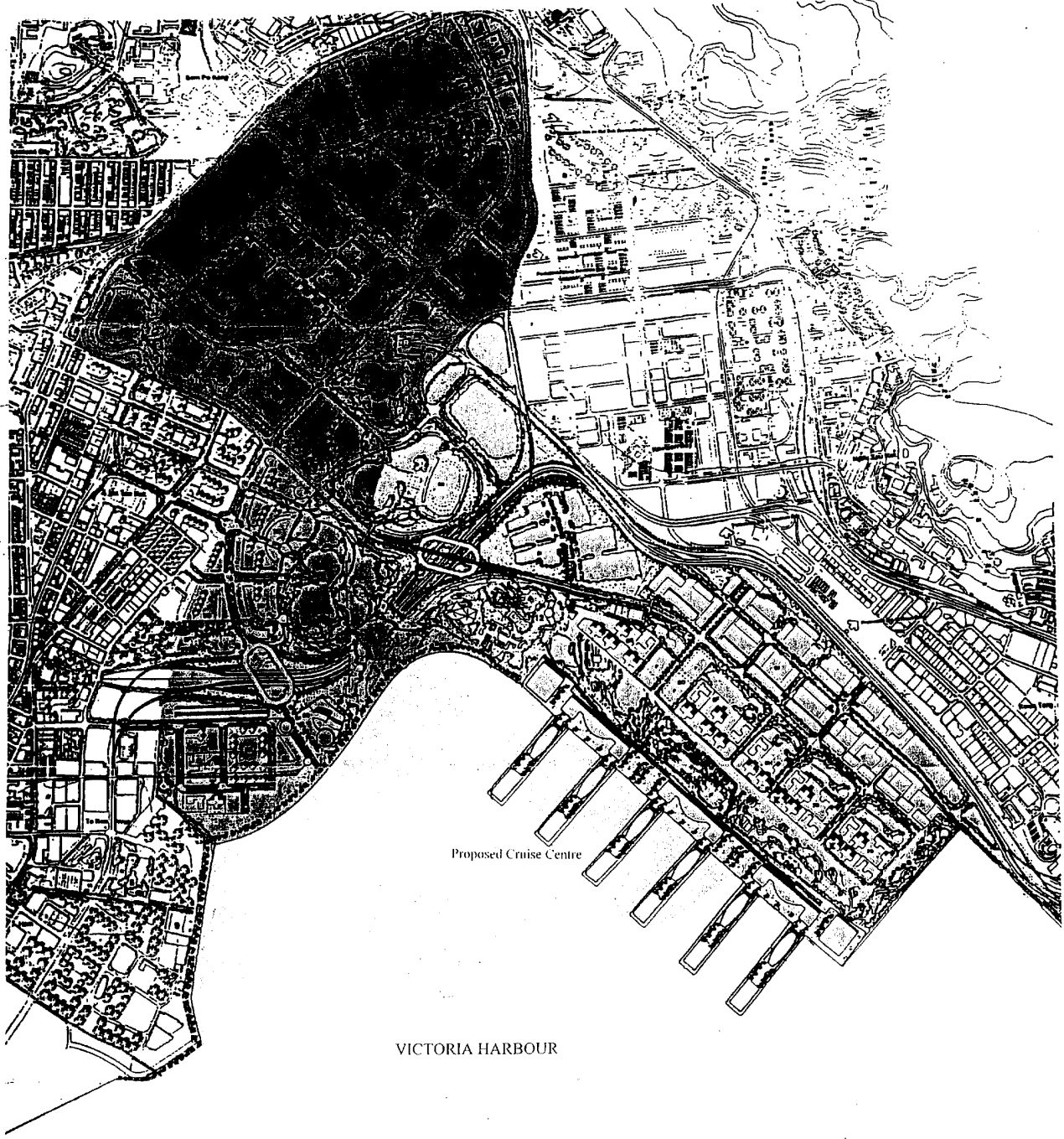
本港市民乘坐傳統郵輪出外旅遊的增幅更為顯著，吞吐量由九二年僅四千六百人次，大幅增至九七年的四十二萬五千人次。一九九七年，使用香港郵輪港口的乘客共五十五萬五千人次，較五年前的七萬四千六百人次，每年平均增加百分之四十九。

旅協建議香港在可行情況下，盡快興建合適的郵輪碼頭設施，以供現代化超級郵輪使用。此舉並有助吸引更多郵輪選擇以香港為停泊基地及主要的中轉港口，並非只作短暫停留。

研究又指出，以本港現在的郵輪設施而言，預料到二〇〇六年，香港的郵輪碼頭吞吐量每年為七十六萬九千人次，年增長率為百分之四。然而，若香港興建全新的郵輪碼頭供超級郵輪作為停泊基地，則預料至二〇〇六年，每年的吞吐量將增至約一百萬人次，即每年平均增長約百分之九。

研究並選出多個具潛力的地點，包括九龍角填海區、中環灣仔填海區（假若日後進行上述填海計劃）、紅磡及北角等。這些初步選址仍須進行詳細的技術研究。

旅協的《香港郵輪市場研究報告》最近已呈交特區政府考慮。《香港郵輪市場研究報告》由一九九五年底完成的《香港旅客及旅遊業研究》提出*







Proposed Cruise Centre

VICTORIA HARBOUR

**Proposed South-East Kowloon Development
Following a Reduced-Reclamation Scenario**

-Adapted and Modified from Master Landscape Plan,
South East Kowloon Development Statement,
Planning Department, September 1993

LEGEND

-  Kai Tak Airport Development Package
-  Kai Tak Nullah and Kwun Tong Typhoon Shelter Development Package
-  Kowloon Bay Reclamation Early Development Package
-  Kowloon Bay Reclamation Remainder Development Package (to be dropped for the protection of the Harbour)