

June 28, 2006

CB(1)1903/05-06(01)

Mr Rafael Hui
Chief Secretary of Administration
Chairman
Consultative Committee on the Core Arts and Cultural Facilities of the West Kowloon
Cultural District
5/F, Main Wing, Central Government Offices,
Lower Albert Road
Central
Hong Kong

Via Fax: (852) 2882 0099 & Email: cso@cso.gov.hk

Re: Call to add cruise terminals to the core facilities of West Kowloon

Dear Mr. Hui,

The key benefit of placing cruise terminals along the West Kowloon harbour-front (and not at the tip of the Kai Tak runway) are as follows:

1. All relevant transport infrastructure is in place to support the cruise terminal related transport requirements (Scarce harbour-front land and significant financial resources will be required to provide the necessary supporting infrastructure in Kai Tak);
2. The multi-modal transport services available in West Kowloon can handle the additional traffic, specifically the trips by crew and passengers which will primarily be between the cruise terminal and West Kowloon/TST and to and from the airport in Chep Lap Kok. The trip pattern for mechanical services, suppliers and terminal staff will be varied. (Kai Tak does not provide relevant multi-modal transport services for this trip pattern, and the timing thereof, will effect the already congested junctions and roads in Kowloon);
3. The cruise terminals will generate additional business for both planned and existing cultural, arts, retail, and hospitality facilities in West Kowloon and TST. (A similar diversity and abundance of facilities is not sustainable at the tip of the Kai Tak runway given the remote location, lack of access and lack of resident customers, and are less attractive to tourist).

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Various constraints have been suggested in West Kowloon. The marine related concerns – specifically the risk of an emergency anchor drop damaging the Western Harbour Crossing, or the need for redirection of the fairway and moorings, can be addressed through careful placement of the terminals and future piers.

Both West Kowloon and Kai Tak have similar water depths and dredging, if any, would therefore require the same resources.

Finally, the ability to expand the cruise terminals in the future are similar for both sites. For both, the public overriding need for the necessary reclamation for piers can be established with the reduction of scarce harbour-front land otherwise sterilized by berthing along side.

In short, placing the cruise terminals in West Kowloon will add value to existing and planned facilities, and make use of existing infrastructure. In Kai Tak, the opportunity cost (both social and economical) of the unnecessary harbour-front sterilized by the cruise terminal and supporting infrastructure, given the alternative land and marine uses which could otherwise be enabled, is high.

We look forward to presenting our case to you at a convenient time soonest.

Yours sincerely,



Paul Zimmerman
Convenor, Designing Hong Kong Harbour District

cc.

Hon. Selina Chow
Harbour-front Enhancement Committee
Legislative Council

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