

立法會
Legislative Council

LC Paper No. CB(1)1523/12-13
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Panel on Economic Development

Minutes of meeting
held on Monday, 22 April 2013, at 11:30 am
in Conference Room 3 of the Legislative Council Complex

Members present : Hon Jeffrey LAM Kin-fung, GBS, JP (Chairman)
Hon CHUNG Kwok-pan (Deputy Chairman)
Hon WONG Ting-kwong, SBS, JP
Dr Hon LEUNG Ka-lau
Hon Paul TSE Wai-chun, JP
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon James TIEN Pei-chun, GBS, JP
Hon Frankie YICK Chi-ming
Hon YIU Si-wing
Hon CHAN Han-pan
Hon Dennis KWOK
Hon Christopher CHEUNG Wah-fung, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Elizabeth QUAT, JP
Hon TANG Ka-piu

Members absent : Hon Andrew LEUNG Kwan-yuen, GBS, JP
Hon Ronny TONG Ka-wah, SC
Hon WU Chi-wai, MH
Hon SIN Chung-kai, SBS, JP

Member attending: Hon WONG Kwok-hing, MH

Public officers attending : Agenda Item III
Mr Philip YUNG, JP
Commissioner for Tourism

Miss Rosanna LAW, JP
Deputy Commissioner for Tourism

Mr Andy LAM
Assistant Commissioner for Tourism

Clerk in attendance : Mr Derek LO
Chief Council Secretary (1)5

Staff in attendance : Mr Noel SUNG
Senior Council Secretary (1)5

Ms Michelle NIEN
Legislative Assistant (1)5

Action

I Information paper issued since last meeting
(LC Paper No. CB(1)810/12-13(01) —Administration's paper on tables and graphs showing the import and retail prices of major oil products from March 2011 to February 2013)

Members noted the above paper issued since the last regular meeting.

II Items for discussion at the next meeting
(LC Paper No. CB(1)859/12-13(01) —List of outstanding items for discussion
LC Paper No. CB(1)859/12-13(02) —List of follow-up actions)

2. Members agreed to discuss the item "Proposals to enhance dark smoke control on vessels" at the next meeting scheduled to be held on 27 May 2013. The Chairman said that the Clerk would liaise with the various Government Bureaux concerned to see if they would propose any additional item(s) for

discussion at the next meeting.

(Post-meeting note: Subsequent to the meeting, the Administration proposed and the Chairman agreed that the item "Follow-up actions arising from the Report of the Commission of Inquiry into the collision of vessels near Lamma Island on 1 October 2012" be included in the agenda for the meeting on 27 May 2013.)

III Report on the progress of development of the new cruise terminal project at Kai Tak

LC Paper No. CB(1)859/12-13(03) —Administration's paper on development of a new cruise terminal at Kai Tak

LC Paper No. CB(1)859/12-13(04) —Paper on the development of new cruise terminal project at Kai Tak prepared by the Legislative Council Secretariat

LC Paper No. CB(1)859/12-13(05) —Further submission dated 15 April 2013 from a member of the public (古德齊) concerning the Cruise Terminal at Kai Tak

LC Paper No. CB(1)753/12-13(01) —Submission dated 19 March 2013 from a member of the public (古德齊) concerning the Cruise Terminal at Kai Tak

LC Paper No. CB(1)833/12-13(01) —Administration's response to a submission dated 19 March 2013 from a member of the public (古德齊) concerning the Cruise Terminal at Kai Tak)

3. The Chairman thanked the Commissioner for Tourism (C for Tourism) for arranging members of the Panel to visit the Kai Tak Cruise Terminal (KTCT) before the meeting.

4. C for Tourism briefed the Panel on the latest development of KTCT by highlighting the salient points in the paper.

Financial and operational arrangements of the cruise terminal

5. Mr TANG Ka-piu enquired whether the rental paid by the terminal operator, Worldwide Cruise Terminals Consortium (WCT), would be able to meet the recurrent expenditure of about \$220 million a year for operating the KTCT.

6. C for Tourism replied that the recurrent expenditure for operating the KTCT had already been included in the financial proposal for building the KTCT which had been approved by the Legislative Council. C for Tourism stressed that the income from KTCT should not be assessed purely on the basis of the rental received from WCT, but should be viewed more widely from the perspective of the overall economic benefits brought by the cruise terminal to Hong Kong.

7. Noting that the Government would receive a percentage of the gross receipts, ranging from 7.3% to 34%, from WCT as the variable rent for operating the KTCT, in addition to the fixed rental of \$13 million for 10 years, the Deputy Chairman enquired why there was a wide range of rental receipts and when the KTCT would be fully utilized. He was concerned that no cruise vessels would use the KTCT during the typhoon season between July and September.

8. C for Tourism advised that the percentage of receipts from variable rent would increase progressively as WCT increased its revenue and the arrangement was based on the tender submitted by WCT in 2011. C for Tourism said that so far 37 cruise vessels had confirmed that they would use the KTCT between 2013 and 2015. After the KTCT had established its reputation in the cruise industry and with the promotion efforts made by the Government and relevant parties, the number of cruise vessels using the KTCT was expected to increase. C for Tourism said that the peak season for cruise travel in Hong Kong was between October and April. During the upcoming typhoon season between July and September, the Government and the cruise terminal operator would organize special functions at the cruise terminal with a view to enhancing its attractiveness. Details would be announced in due course.

9. Dr Fernando CHEUNG enquired how the Government would monitor the income generated from the KTCT and the operation of WCT, e.g. contracting out its services.

10. C for Tourism advised that a management committee chaired by himself, and comprising representatives from WCT and the relevant sectors would be formed to give operational advice to WCT and monitor WCT's performance.

11. In response to Mr Paul TSE's enquiry about the future operational arrangements between the KTCT and the Ocean Terminal, C for Tourism advised that the KTCT was designed to accommodate the largest cruise liners which could not be berthed at the Ocean Terminal. The Government would ensure that the two cruise terminals would operate on a level-playing field and both cruise terminals would contribute to the tourism and economy of Hong Kong.

12. In response to the Chairman's enquiry regarding the provision of retail facilities at the KTCT, C for Tourism said that there was about 5,600 square metres of commercial area were available at the KTCT, and the terminal operator was inviting tenders for the provision of catering and retail facilities at the new cruise terminal.

Promotion of cruise tourism

13. Mr YIU Si-wing enquired what actions had been taken to attract Mainland visitors to use the KTCT.

14. In response, C for Tourism said that the Hong Kong Tourism Board had put in a lot of resources to attract visitors from the Mainland, the long-haul markets such as Australia, European countries and the United States to visit Hong Kong by cruise vessels. The tourism industry also endeavoured to promote cruise travel among local residents making use of the KTCT.

15. Mr WONG Ting-kwong enquired whether the Administration would give consideration to promoting to visitors using the KTCT trips to the Mainland cities, in view that the Hong Kong section of the express railway system would be completed in the near future.

16. C for Tourism said that the Government and the Hong Kong Tourism Board had promoted multiple-destination travel programmes for visitors, and would also promote such programmes to cruise tourists.

17. Mr WONG Ting-kwong and Mr Paul TSE pointed out that since 2012 Mainland visitors were allowed to travel by cruise vessels to Taiwan, Japan and Korea via Hong Kong. They enquired about the present situation of Mainland visitors travelling on cruise vessels to other Asian cities en route Hong Kong.

18. C for Tourism advised that the Government had maintained close liaison with the relevant Mainland authorities on the measure regarding Mainland visitors travelling to Taiwan, Japan and Korea en route Hong Kong. The implementation details of the measure were still being worked out. The number of Mainland visitors travelling to Taiwan only had leveled off after the initial fervour when the new policy was introduced in 2009.

19. The Chairman enquired about the progress in promoting Hong Kong as a homeport for international cruise liners.

20. C for Tourism advised that the Hong Kong Tourism Board had set up a co-op marketing fund with the cruise lines to promote Hong Kong as a homeport for cruise travels, to encourage cruise lines to include Hong Kong in their

itineraries and stimulate demand for cruise travel. With the commissioning of the KTCT, the Government and the Hong Kong Tourism Board would continue its efforts in promoting Hong Kong as a cruise hub.

Transport arrangements

21. Mr WONG Kwok-hing expressed concern that the roads connecting the Kowloon Bay area and the KTCT, and the carriageway inside the cruise terminal area might not be able to meet the demand of the large number of vehicles accessing the cruise terminal, in view that the cruise terminal might also become a focal point for local visitors. Mr WONG opined that the Administration should step up the improvements in the transport arrangements for the cruise terminal. Mr Christopher CHEUNG and Mr WONG Ting-kwong shared Mr WONG's concern. Mr CHEUNG opined that the landscaping on both sides of the main road to the cruise terminal should be improved. Mr WONG Ting-kwong was of the view that improvement to the directional signs in the nearby areas was needed to facilitate drivers finding their way to the KTCT. Mr CHEUNG further enquired about the maximum capacity of visitors that could be handled by the KTCT.

22. C for Tourism advised that the road leading to the KTCT was a dual two-lane carriageway which should be able to meet the demand of the users of the cruise terminals. When a cruise vessel berthed at the terminal, a shipping agent or a shore excursion operator would arrange coaches to carry the visitors between the cruise terminal and tourist spots. During special events and festive occasions, the Government would make special transport arrangements for the cruise terminal in order to ensure a smooth flow of vehicles and visitors. It took time for the green plants on the both sides of the main road of the KTCT to grow. The Government would continue to consider ways to further improve the transport arrangements at the cruise terminal, including provision of additional directional signs and implementation of contingent traffic arrangements. C for Tourism added that the immigration and customs clearance facilities of the KTCT were designed to handle some 3 000 passengers an hour.

23. Mr James TIEN was concerned about the arrangements for the visit by the first cruise vessel to the KTCT on 12 June 2013, in particular the transport arrangements. He enquired about the number of cruise vessels which would visit Hong Kong in 2013 and the progress in developing multiple-destination routes for cruise vessels visiting Hong Kong.

24. C for Tourism said that the Government would take all steps to ensure that the best arrangements were made for the first visit of a cruise vessel at KTCT, taken into account the experience gained in the trial visit of a cruise vessel in March 2013. The Government had liaised with the terminal operator, the

relevant shipping agents, shore excursion operators and transport service providers regarding the transport arrangements on the day. C for Tourism pointed out that the KTCT would be opened by phases, and the commercial facilities in the cruise terminal would come into operation by end of 2013. Such an arrangement was made with a view to ensuring the smooth commissioning and operation of the cruise terminal. C for Tourism added that 18 cruise vessels would use the KTCT between June 2013 and April 2014 and 19 in 2014-2015. C for Tourism said that the Government and the Hong Kong Tourism Board were discussing with the neighbouring ports regarding the development of multiple-destination programmes for cruise vessels visiting the region.

Carparking facilities

25. Given that a large number of visitors would use the cruise terminal, Dr Elizabeth QUAT was concerned whether the carpark facilities were adequate to meet the needs of the visitors. Mr Christopher CHEUNG shared Dr QUAT's concern.

26. C for Tourism stated that about 126 parking spaces for private vehicles were provided in KTCT. Members of the public might also make use of minibuses and taxis to access the KTCT.

27. Mr TANG Ka-piu was concerned about the parking facilities for coaches. He opined that facilities should be provided for visitors to access the KTCT on foot so that they would have an option to get there other than by vehicles. Mr TANG also enquired about the feasibility of providing a ferry service to access the cruise terminal.

28. C for Tourism remarked that there were 70 and 108 parking spaces at the KTCT for coaches and taxis respectively. C for Tourism pointed out that the other commercial and tourist facilities to be developed in the Kai Tak Development (KTD) area would also provide parking facilities. Pedestrian walkways would be provided under the KTD project and details would only be available as the KTD project progressed. The cruise terminal operator was still considering the feasibility of providing a ferry service to link up the cruise terminal and other tourist facilities.

29. In response to Mr YIU Si-wing's enquiry regarding the provision of parking spaces at the KTCT for cross-border passenger coaches and arrangement of a visit to the KTCT for representatives the industries concerned, C for Tourism said that the Government would be prepared to discuss with the relevant parties regarding designated parking spaces for cross-border passenger vehicles and would arrange a visit to KTCT for representatives of the relevant industries if required.

30. Dr Fernando CHEUNG was concerned about the provision of public transport services for people with disabilities to use the cruise terminal, in view that many cruise passengers were old and might need to use wheelchairs.

31. C for Tourism remarked that barrier-free facilities were provided at the KTCT in accordance with the advice of the Rehabilitation Advisory Committee and the Government was prepared to discuss with the relevant parties regarding the provision of public transport services for disabled persons using the KTCT.

Traffic in nearby districts

32. Mr Paul TSE was gravely concerned about the traffic situation in the vicinity of the KTCT. Mr TSE pointed out that the traffic in Kowloon Bay was already very busy and the situation would be further aggravated when a large number of cruise passengers arrived at the cruise terminal as well as local residents visited the cruise terminal. This would be especially so when mega events were held at the KTCT. Mr TSE said that good transport arrangements were crucial to the successful operation of the cruise terminal. He opined that arrangement should be made to provide public transport to link up KTCT with other major tourist spots and transport facilities, such as the express railway station and the airport.

33. C for Tourism responded that green minibus service and taxis were provided at the KTCT to serve the visitors. When a cruise vessel berthed at the KTCT, the shipping agent or the shore excursion operator would arrange coaches to carry the tourists between the cruise terminal and tourist spots. The relevant Government bureaux and departments and the transport service providers would make special arrangements for provision of public transport at KTCT during special events and occasions.

On-shore power facilities

34. Dr Elizabeth QUAT enquired about the development on the provision of on-shore power facilities for cruise vessels. Mr James TIEN echoed Dr QUAT's concern and enquired whether the cruise vessels berthing at the KTCT would be required to use low sulphur fuels during they stay in Hong Kong when on-shore power was not provided.

35. C for Tourism said that the Chief Executive had stated in his Policy Address that on-shore power facilities would be provided at the KTCT. The broad international standard on provision of on-shore power facilities was formulated only in 2012, and details of the standard had yet to be worked out. The Environment Bureau had commissioned the Electrical and Mechanical Services Department to conduct a feasibility study for the provision of on-shore

power facilities at the KTCT which was expected to commence by end 2013. Upon completion of the study, the Government would present the relevant financial proposals to the Legislative Council for approval. C for Tourism supplemented that the Environment Bureau was consulting the public on the use of low sulphur fuels by ocean going vessels while berthing in Hong Kong, and would make legislative proposals to the Legislative Council as and when appropriate.

Lighting intensity of the video wall

36. Dr Elizabeth QUAT enquired what arrangement would be made in response to complaints by residents in the district regarding the lighting intensity of the video wall of the cruise terminal.

37. C for Tourism remarked that the lighting intensity of the video wall of the cruise terminal would be varied in accordance with the external lighting condition to achieve a soft effect. Tests on the video wall were still being carried out, and the video wall should complement with the overall illumination system of the terminal building, and blend in well with the surrounding environment. The lighting intensity of the video wall was generally the same as similar video walls currently displayed on both sides of the harbour, and should not pose any safety hazards to other vessels and people working on the apron of the terminal.

Internal environment and the landscaped deck of the terminal building

38. Mr WONG Kwok-hing opined that artworks with local features should be displayed in the cruise terminal building in order to enhance its attractiveness and highlight Hong Kong's characteristics.

39. C for Tourism remarked that the Government would consider Mr WONG's suggestion and various other measures, e.g. holding exhibitions, in order to provide a comfortable environment inside the cruise terminal.

40. Dr Elizabeth QUAT opined that the landscaped deck of the cruise terminal might become very popular for visitors, especially for the local residents. She enquired whether it would be used for holding performances.

41. C for Tourism remarked that the Government would consider the feasibility of holding different functions, including performances inside the KTCT and on the landscaped deck.

IV Any other business

42. There being no other business, the meeting was adjourned at 12:41 pm.

Council Business Division 1
Legislative Council Secretariat
18 July 2013