

精彩啟德 邁進新紀元

今年夏天，隨着座落於前跑道的啟德郵輪碼頭迎接第一艘郵輪，以及在北面停機坪舉行社區種植日活動，都標誌着啟德發展計劃的首階段基礎設施工程圓滿竣工，象徵啟德已邁進一個全新紀元。



首度迎來郵輪泊岸

■6月12日，首次訪港的世界頂級郵輪海洋水手號緩緩駛進啟德郵輪碼頭泊位，成為正式使用這個全新劃時代碼頭設施的第一艘郵輪。啟德曾是香港著名國際機場的所在地，在過去數十年迎接了數以百萬計的旅客，現在啟德將成為香港的海上大門。這艘載着3 000多名來自世界各地旅客的皇家加勒比國際郵輪公司旗下的超級郵輪，訪港停留了20小時。旅客們均對造價82億港元的啟德郵輪碼頭大樓和泊位設施留下深刻印象。

啟德郵輪碼頭是啟德發展計劃內首個落成的重要旅遊基礎設施項目，亦是促進香港發展成為亞洲區的郵輪中心的重要一環，有助提升香港的旅遊吸引力，從而帶來更多發展機遇。

世界級港口設施

啟德郵輪碼頭日後可同時容納兩艘總噸位達220 000噸的世界最大型郵輪，建造這個令人嘆為觀止的地標是一項非常艱巨的任務。其中由土木工程拓展署負責的土地平整工程，須分多個階段進行，包括建造一條約1 100米長的斜面海堤，興建一個

海洋水手號
首泊啟德郵輪碼頭
Inaugural Berthing
at the Kai Tak Cruise Terminal
by Mariner of the Seas

啟德郵輪碼頭前沿區
Apron area of Kai Tak
Cruise Terminal

碼頭大樓樓高三層，樓面面積達143 000平方米，其中包括佔地23 000平方米的乘客登船手續辦理和輪候區、行李處理區，以及佔地5 600平方米的附屬商業區。在繁忙時間，海關、出入境及衛生檢疫設施每小時可處理多達3 000名乘客。碼頭亦設有五條可隨意使用於兩個泊位的登船橋，供各類型的郵輪乘客上落。

碼頭大樓的設計獨特，沿大樓主線平均設置四個中庭，高度相等於三個樓層，讓自然光透進室內，營造充滿活力、悠閒舒適的環境。頂層設有面積約23 000平方米的園景平台，命名為啟德郵輪碼頭公園，是香港其中一個最大的公眾天台花園，並將與位於前跑道末端的跑道公園連接，讓郵輪旅客及本地居民可以一邊漫步，一邊飽覽維港的醉人景色。

850米長、35米闊的碼頭前沿區連靠岸平台，以及挖掘約86公頃毗連碼頭的海床，以提供12至13米的水深，讓郵輪安全地迴旋和停泊。

隨着首個泊位正式投入服務，第二個泊位將於2014年落成，可供中型郵輪停泊。待煤氣公司搬移海底輸氣管道，以及土木工程拓展署完成所需的疏浚工程後，第二個泊位將於2015年可供最大型的郵輪停泊。

打造矚目的海上地標

啟德郵輪碼頭大樓座落於前跑道末端，位處維多利亞港中心，延綿的流線型外觀高雅且不落俗套，勢將成為香港另一矚目的地標。

靈活多變 綠色設計

除獨特的外型外，啟德郵輪碼頭亦具備一系列可持續發展的設計特色，確保大樓實現環保理念，同時亦為旅客提供方便舒適的環境，其中包括連接區域供冷系統、太陽能光電系統、太陽能熱水系統、作灌溉用途的雨水回收系統，以及自動開關電梯和行人輸送帶。

碼頭大樓採用寬跨距設計概念，讓人流往來暢通無阻。在郵輪旅遊淡季時，大樓內的等候大堂可輕易改動成不同間隔，作會議、展覽、聚會和宴會場地用途。為了推廣郵輪旅遊和展示大樓的多元化用途，香港旅遊業議會於今年9月20至22日假碼頭大樓舉辦「郵輪假期博覽」。8月和9月亦舉行了其他非郵輪性質的活動，例如汽車展，藉以展示郵輪碼頭大樓靈活多變的設計，適合舉辦各式各樣活動。

配套完善 往來自如

郵輪碼頭座落前機場跑道南端，當年可供747大型客機降落，其長度可想而知。故此，必須設置便捷的連接設施，方便旅客往返市區，為船隻提供所需補給，同時亦讓公眾可享用環境優美的啟德郵輪碼頭公園、鄰近的跑道公園及其他海濱行人道。為此，土木工程拓展署於2009年展開了前跑道南面發展項目的前期基礎設施工程第一期，並已於2013年5月完工，工程費用約5億4 000萬港元。

新建造的長約1.8公里的雙線不分隔臨時車道，是此項前期基礎工程的重要一環。該新建車道由承昌道、啟德橋和承豐道三部分組成，把郵輪碼頭及跑道公園與九龍灣的祥業街連接起來。為回應市民在多次公眾諮詢活動中所提出的建議，即期望能盡享優美的海濱，日後承豐道將會移至前跑道中央部分，

並擴展成為一條雙程雙線分隔車道，而騰出的現有路段會作為闊約25米的海濱長廊的一部分，為啟德締造一個無車的海濱休憩區。

綠意綿綿 令人嚮往

一邊沿著前跑道漫步，一邊欣賞維港景致，不再是遙不可及的夢想。我們特意在沿前跑道面向九龍灣及觀塘方向新建的承豐道設置海濱行人道，並把種植帶後移，藉以騰出海邊沿岸空間，讓遊人盡覽海濱景致。為了令視野更遼闊，海濱長廊的圍欄改以橫向的欄杆代替傳統的垂直式設計。此外，在沿車道合適的位置上，行人道和行車道的燈柱將二合為一，提高視野通透度，讓迷人的景致盡入眼簾。

綠化是整個啟德發展計劃的核心理念。在路旁種植的樹木品種均經過精心挑選，除提供遮蔭外，更需具備抵風抗鹽的特性，並會隨著季節變化而

呈現不同色彩，增添趣味。為使環境更加綠化優美，沿承豐道一帶會以竹樹代替一般圍板分隔尚未動工的地盤。

沿承豐道更設有四組臨時座椅供遊人歇息或靜坐欣賞海濱景致。座椅設計別具心思，靈感是來自啟德發展計劃公共創意研究中以「樹」作為核心設計概念的建議。此外，在靠近將來跑道公園入口的位置，更設有以舊貨櫃改裝成的臨時洗手間連座椅，進一步實現啟德可持續發展的環保理念。

更多基建陸續展開

隨著前跑道的基建項目圓滿竣工，土木工程拓展署已展開北面停機坪第3A期及第4期基礎設施工程，有關工程主要是加強道路及行人路的連接，預計於2017年完成，工程預算費用約22億港元。新蒲崗、土瓜灣及啟德發展區之間的連繫將更緊密，為將來的發展做好準備。□

沿承豐道設置的臨時設施，包括路邊座椅及洗手間連座椅

Temporary seats and temporary toilets with a bench along Shing Fung Road



Kai Tak Coming to life

In summer this year, two events signalled the start of a new era at Kai Tak with an inaugural berthing at the Kai Tak Cruise Terminal in the Former Runway plus a community planting day at the North Apron area to mark the completion of the first stage of infrastructure works under the Kai Tak Development (KTD).

二樓乘客登船輪候大堂
Passenger waiting hall on 2nd Floor



Cruising into Operation

■ On June 12, the world-class cruise liner Mariner of the Seas edged in to berth at the Kai Tak Cruise Terminal and marked its maiden call to Hong Kong as the first vessel officially to use the brand new state-of-the-art port facilities. Once the site of Hong Kong's legendary airport that welcomed millions of passengers over many decades, Kai Tak is reborn as the gateway to the city by sea. The more than 3 000 Royal Caribbean International cruise liner passengers from all over the world were clearly impressed by this HK\$8.2 billion project, including the Kai Tak Cruise Terminal building and berthing facilities on their 20-hour overnight stay.

The Kai Tak Cruise Terminal is the first major tourism infrastructure project completed in KTD and is a key element of the strategy to develop Hong Kong into a

major Asian cruise hub with all the benefits this source of tourism will bring.

A World-Class Port Facility

Constructing this impressive cruise terminal, which eventually will be capable of handling simultaneously two of the world's largest cruise liners of up to 220 000 gross tonnages each, was a formidable task. The site formation works, carried out by the Civil Engineering and Development Department (CEDD) in stages, involved building a new 1 100m-long sloping seawall and an extensive apron area featuring a quay deck of 850m by 35m. To enable these enormous vessels to safely manoeuvre and berth, about 86 hectares of adjoining seabed would require dredging up to 12-13m of water depth.

While the first berth has now been commissioned, the second berth will be

completed in 2014 to be used by medium-sized vessels. Upon relocation of the submarine gas mains by Towngas and completion of the remaining dredging works by CEDD, it will then be available for use by 2015 by the biggest kind of ships.

Building an Iconic Gateway

Standing proud at the end of the Former Runway in the middle of Victoria Harbour, the new Kai Tak Cruise Terminal building is understated and elegant with an elongated form that will create an iconic landmark for Hong Kong.

The three-storey terminal building has 143 000m² of floor space, which includes approximately 23 000m² of passenger waiting, check-in and baggage handling areas with further 5 600m² of ancillary commercial space. At peak times, the customs, immigration and quarantine facilities will be able to handle 3 000 passengers per hour. And five boarding bridges along the two berths give fast and convenient access for passengers of vessels of any size.

Set at regular intervals along the terminal building, four full height atria let natural light flood in to create a vibrant, comfortable and lively environment. On the rooftop, a landscaped deck of nearly 23 000m², known as the Kai Tak Cruise Terminal Park, is one of the largest public roof gardens in Hong Kong. It will be connected to the Runway Park at the tip of the Former Runway providing a beautiful place for cruise passengers and local residents to gather, have leisure walk and enjoy spectacular harbour views.

Green and Flexible Design

Besides the impressive look, the new Kai Tak Cruise Terminal building features various sustainable designs including connection to the District Cooling System, photovoltaic systems, a solar hot water system, rain water recycling for irrigation, and service-on-demand controls for escalators and passenger conveyor walkways, ensuring that the terminal building is environmental as well as tourist friendly.



啟德橋
Kai Tak Bridge

The terminal building has a wide span structure that is designed to optimize flow and flexibility with the waiting halls easily converted to other uses such as conferences, exhibitions, meetings and banquets during the non-peak periods. To promote cruise tourism and demonstrate the versatility of the terminal building, the Travel Industry Council of Hong Kong organized a Cruise Holiday Expo in the terminal building from September 20 to 22 this year. Others non-cruise events (e.g. car shows) were held in August and September to showcase the flexibility of the cruise terminal structure in hosting various events.

Well Supported and Connected

The cruise terminal's position at the end of a runway long enough to land 747s in its heyday meant that good connections were essential for passengers to get into town and ships to be provisioned, while enabling the community to enjoy the Kai Tak Cruise Terminal Park, the nearby

Runway Park and other waterfront walks. As a quick interim solution, CEDD started construction back in 2009 and completed in May 2013 the stage 1 advance infrastructure works for developments at the southern part of the Former Runway, at a project estimate of about HK\$540 million.

A newly built 1.8km temporary access road with a single two-lane carriageway was a key element of this infrastructure. The road comprises three individual parts: Shing Cheong Road, Kai Tak Bridge and Shing Fung Road, which connect the cruise terminal and Runway Park directly to Cheung Yip Street in Kowloon Bay. For greater public enjoyment of the waterfront areas, Shing Fung Road will in future be located to the middle of the Former Runway and expanded into a dual 2-lane carriageway, whereas the existing section of this new access road will be converted as part of a 25-m wide waterfront promenade. This change is in response to the clear

desire of the community for a vehicle-free waterfront at Kai Tak as reflected in the public consultations.

Set in a Green Scene

Walking leisurely along the Former Runway to enjoy the harbour view is no longer a dream now. Shing Fung Road, part of the new access road running along the edge of the Former Runway, provides a landscaped waterfront footpath facing Kowloon Bay and Kwun Tong for everyone to enjoy. The greenery beside this Shing Fung Road section has been set back to give magnificent unobstructed sea views from the walkway. Again, to enhance visual permeability, the railings along the promenade are fitted with horizontal infill bars instead of conventional vertical infillings. The pedestrian and carriageway light poles along the waterfront promenade

are also integrated where possible to enhance visual permeability.

Greenery is a core feature throughout Kai Tak. The types of trees planted beside the road have been chosen for their wind and salt tolerance, as well as to provide plenty of shades and seasonal variations. Bamboos have been used in lieu of hoardings along Shing Fung Road, making a softer vertical shield to screen sites that are yet to be built.

Visitors to the area can rest and enjoy the views at four sets of temporary seats that have been inspired by the Public Creatives Study concept of tree theme that runs through the development imagery. There are also temporary toilets, made out of sustainable recycled freight containers with a bench close to the future Runway Park entrance.

More Infrastructure Gets Underway

With the advance runway infrastructure in place, CEDD started from the third quarter of 2013 the construction of stages 3A and 4 infrastructure works in the North Apron area focusing on more roads and pedestrian connections for completion by 2017, at a total project estimate of about HK\$2.2 billion. Connectivity between San Po Kong, To Kwa Wan and KTD will be enhanced to cater for further developments. □



承豐道
Shing Fung Road

社區種植日 展現綠色願景

■在香港市區中心締造一個可持續發展的綠化環境，一直是啟德發展計劃的願景。今日，隨着居民陸續遷入區內的公共屋邨，以及早期基礎設施相繼落成，啟德發展計劃已實實在在呈現眼前。

自2009年起，土木工程拓展署已致力實現啟德的綠色願景，並會在未來幾年內，繼續在啟德建造更多舒適又充滿大自然氣息的綠化

政府和區議會的嘉賓，包括發展局常任秘書長（工務）韋志成、土木工程拓展署署長韓志強、九龍城區議會主席劉偉榮、黃大仙區議會主席李德康和觀塘區議會副主席蘇麗珍，出席擔任主禮嘉賓和致辭，並一同進行了一個簡單而隆重的植樹儀式。

40多名來自聖公會靜山小學的師生亦一同參與種植

秋楓樹，締造林蔭大道的優美景致。區內大型的美化市容地帶將栽種綻放不同時花的樹木，透過充滿生氣的景觀設計，帶出季節性轉變的視覺效果。

北面停機坪區內一系列新建的街道會特別以「沐」字為首命名，靈感是來自活化後

的啟德河，以及由土木工程拓展署進行的公共創意研究中以「樹」為主題概念的建議。由「樹」的概念創造出來的啟德活力磁場視覺形象特徵，已融入區內不同工程項目的圍板圖案設計中，成為社區種植日現場背板和圍板的設計元素。□



聖公會靜山小學學生代表向主禮嘉賓致送紀念品
Presentation of souvenirs to officiating guests by representatives from S.K.H. Ching Shan Primary School

設施。已完工的北面停機坪第一期基礎設施工程包括興建新道路和行人天橋、優化現有道路和行人隧道、建造兩條箱形排水暗渠，以及種植逾158 000棵樹木和灌木，以美化環境。

土木工程拓展署於8月9日舉行社區種植日活動，藉以標誌北面停機坪第一期基礎設施圓滿竣工，以及宣揚政府在基礎設施進行綠化工程的決心和努力。是次活動在承啟道近德朗邨旁的美化市容地帶舉行，目的是提高公眾對啟德道路網採用綠色設計理念的認識，令區內的道路除應付交通需要外，可同時為街道景觀增添綠意盎然的悠閒寫意空間。

嘉賓學生歡度難忘一天
在種植活動當日，天朗氣清，風和日麗，我們邀請了來自

活動，齊齊歡度一個難忘的上午。啟德發展區內將興建兩所設施完善的小學校舍，日後該校與聖公會日修小學合併後將會遷入其中一間。新校舍預計於2015年第三季竣工。

林蔭大道 綻放季節色彩
常任秘書長在致辭時表示，啟德發展區內會廣泛栽種富特色的樹木，以營造連綿的綠色道路網絡，為市民提供舒適的自然環境。位於北面停機坪區內的主幹道，兩旁將種滿高大挺拔的



主禮嘉賓參與種植活動
Officiating guests participating in planting activities

Community Planting Day Embraces Green Theme

■ The vision for Kai Tak has always been for a green oasis of sustainable living in the heart of Hong Kong. Now, with residents moving into the public housing and the early infrastructure completed, KTD is truly coming to life.

Since 2009, CEDD has been striving to make the vision a reality and support the many new amenities that will appear at Kai Tak in the coming years. The completed stage 1 infrastructure works at the North Apron area included building new roads and footbridges, improving existing roads and pedestrian subways, constructing two drainage box culverts, and planting more than 158 000 trees and shrubs to beautify the environment.

To mark the completion of the stage 1 infrastructure works at North Apron area and promote the government's commitment to greening in infrastructure works, CEDD organized a Community Planting Day on August 9. The event took place at the amenity area along Shing Kai Road outside Tak Long Estate in

Kai Tak. The event aimed to raise public awareness of the green design principles that are incorporated into the road network in the Kai Tak area to not only cater for transport needs, but also enhance the streetscape with freshness and beauty of nature.

A Memorable Day for Guests and Students

Amongst the participants turning up for the occasion were guests from the government and local councils, including Mr Wai Chi-sing, Permanent Secretary for Development (Works), Mr Hon Chi-keung, Director of Civil Engineering and Development, Mr Lau Wai-wing, Chairman of Kowloon City District Council, Mr Li Tak-hong, Chairman of Wong Tai Sin District Council, and Ms So Lai-chun, Vice Chairman of Kwun Tong District Council, who together officiated at the ceremony. These officiating guests delivered speeches and took part in the planting ceremony on a fine and sunny Friday morning.

More than 40 teachers and students from S.K.H. Ching Shan Primary School were also present at the event to enjoy a memorable day out in the morning. Their school will combine with the S.K.H. Yat Sau Primary School and move into one of the two new primary school premises that will be constructed with much improved facilities at Kai Tak. The new school premises are due for completion in the third quarter of 2015.

Elegant Boulevards and Seasonal Themes

In his speech, Mr Wai said that trees with thematic characteristics will be extensively planted in the district to create a continuous green area, providing a comfortable and natural environment for the public. The main roads in the North Apron area will be lined with tall and stately Autumn

Maple trees for an elegant boulevard effect. The vibrant landscape design will see the district's large amenity areas decorated with a variety of colourful flowering trees that reflect the changing seasons.

Drawing inspiration from the revitalised Kai Tak River and echoing the tree theme of KTD developed by CEDD's Study on Public Creatives, new local roads in the North Apron area are all named starting with the Chinese character “沐” (“muk”). Kai Tak's visual identity icon of the “Current of Vitality” created from the tree concept is also being integrated into hoarding graphics at various construction sites inside Kai Tak, and formed the basis of the backdrop and hoarding designs for the community planting day event. □



2013年公務員優質服務 獎勵計劃「部門合作獎」

Partnership Award of the Civil Service Outstanding Service Award Scheme 2013



■ 土木工程拓展署聯同發展局起動九龍東辦事處及建築署於去年底組成參賽隊伍，由九龍拓展處負責統籌以「起動九龍東辦事處臨時辦公室及資訊站」作為參賽項目，競逐2013年公務員優質服務獎勵計劃的「部門合作獎」。我們於今年2月通過第一階段的會面評審後，最近成功奪得「部門合作獎」優異獎，並獲頒贈BEAM Plus最高鉑金級別臨時建築物。是次獲獎，不但肯定了我們在創新及質素方面的努力，亦見證了決策局與部門緊密合作和協調的成果。□

■ CEDD, the Energizing Kowloon East (EKE) Office of Development Bureau and the Architectural Services Department teamed up at end last year and made a submission on “Temporary Office for Energizing Kowloon East Office cum Information Kiosk” to participate in the Civil Service Outstanding Service Award Scheme 2013. The team, led by Kowloon Development Office, was shortlisted after the Stage One interview screening in February 2013 and received recently a Meritorious Award under the Partnership category. The Partnership Award, together with the Platinum rating (the highest rating under BEAM Plus) granted recently to the project, not only affirms our commitment to innovation and quality, but also recognizes the success of close cooperation and coordination among the bureau and departments. □

財政司司長到訪啟德

Financial Secretary's Visit to Kai Tak

■ 8月8日，財政司司長曾俊華到訪起動九龍東辦事處，然後參觀正在施工中的啟德郵輪碼頭公園。其間，曾司長聽取起動九龍東專員李啟榮簡報起動九龍東的進度。九龍拓展處處長向玉璽隨後向司長介紹啟德發展計劃的最新進展，市區重建局的李樹榮博士亦講解了觀塘市中心重建項目的發展。□



■ On August 8, Mr Tsang Chun-wah, the Financial Secretary (FS), paid a visit to EKE Office, followed by a tour to the Kai Tak Cruise Terminal Park under construction. FS was briefed on the progress of EKE by Mr Lee Kai-wing, Head of EKE Office. Mr Heung Yuk-sai, Project Manager (Kowloon) of CEDD, also updated Mr Tsang on the progress of KTD, whilst Dr Lee Shu-wing of Urban Renewal Authority, talked about developments at the Kwun Tong Town Centre Project. □

龍津石橋遺跡保育長廊 概念設計比賽

Design Ideas Competition for Preservation Corridor for Lung Tsun Stone Bridge Remnants



■ 土木工程拓展署於2010年及2011年就龍津石橋遺跡進行了兩個階段的公眾參與活動。根據蒐集所得的意見，當局建議以一條闊30米、長約200米的保育長廊原址保存石橋遺跡，並隨後進行了全面的挖掘工作。古物古蹟辦事處已大致完成遺跡的歷史及詮釋研究。土木工程拓展署將於2013年下半年舉辦一個概念設計比賽，為保育長廊徵集別具創意及獨特的設計概念。□

■ The two-stage public engagement exercise in 2010 and 2011 held by CEDD led to the full excavation of the Lung Tsun Stone Bridge remnants, which will be preserved in situ in a 30-m wide and about 200-m long Preservation Corridor. The Antiquities and Monuments Office has substantially completed a research study of the history and interpretation of the remnants. With input from the study, CEDD is now looking for creative and exceptional design concepts for the Preservation Corridor through an ideas competition to be held in the latter half of 2013. □

啟德郵輪碼頭大樓內有什麼設施？

碼頭大樓地下設有行李處理區、清關大堂、出口大堂、旅遊巴士操作及停候區等地面運輸區；一樓則設置供登船和登岸的客運連接廊、收費泊車處，以及私家車及的士上落客區。設於二樓的有出入境大堂、登船手續辦理和輪候區、公共長廊和附屬商業區；而啟德郵輪碼頭公園則設於天台的園景平台。

What facilities are available at the Kai Tak Cruise Terminal building ?

On the ground floor of the terminal building, there are baggage handling area, customs hall, exit hall and ground transportation area including coach staging area, while the first floor mainly accommodates the concourse area for embarkation and disembarkation, a fee-paying car park and also provides pick-up and drop-off points for private cars and taxis. The immigration hall, check-in and waiting areas, public colonnade and ancillary commercial areas are situated on the second floor. The Kai Tak Cruise Terminal Park is located on the rooftop landscaped deck.

下期精彩 內容

我們將談及環保
連接系統第二階段
公眾諮詢的詳情。

Look out for the next issue

We will talk about
the Stage 2 Public
Consultation of the
Environmentally
Friendly Linkage
System.

有問必答 ● Frequently Asked Questions



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Civil Engineering and Development Department
The Government of the Hong Kong Special
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局長隨筆 SDEV's Blog

www.devb.gov.hk/tc/home/blog/index.html



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