kaitak 啟德新里程 ON THE MOVE
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香港新地標 — 郵輪碼頭
New Iconic Cruise Terminal for Hong Kong

■ 香港劃時代的郵輪碼頭即將面世！前啟德機場跑道快將成為香港的「海上大門」，迎接世界上最大型、最豪華的郵輪。啟德郵輪碼頭不但是香港的新地標，更可鞏固香港的區內領先郵輪樞紐的地位和首選旅遊勝地的優勢。

政府現正全力興建新郵輪碼頭。該項造價約82億元的項目共分兩份工程合約進行；其一為土地平整工程合約，包括興建郵輪泊位設施；其二為郵輪碼頭大樓的設計及建造工程合約。土木工程拓展署和建築署會分別負責土地平整和碼頭大樓建築工程。碼頭大樓和首個泊位預計於2013年年中投入服務，屆時將可停泊世界上最大的郵輪。□

■ A new state-of-the-art cruise terminal is coming! Soon the former Kai Tak Runway will be the "gateway" for tourists arriving in Hong Kong by some of the biggest and most elegant cruise vessels in the world. Not only does the cruise terminal promise to be a new icon for the city, but it also enhances Hong Kong's position as a regional cruise hub, as well as a must-see tourist destination.

The Government is developing the new cruise terminal in full swing. The $8.2 billion project is implemented through two works contracts. The first one is the site formation works contract which involves the construction of berthing facilities. The second contract is for the design-and-build of the cruise terminal building.
The Civil Engineering and Development Department (CEDD) and Architectural Services Department (ArchSD) are responsible for site formation and terminal building works respectively. The terminal building and the first berth, which can accommodate the largest cruise vessels in the world, are expected to commence operation in mid-2013. □

設計匠心獨運

碼頭大樓的設計會以靈活實用為主。香港寶嘉建築有限公司正進行設計和建造工程，Foster + Partners 擔任總設計顧問，而王董建築師事務有限公司則負責建築設計，建築署會負責監督工作。大樓的設計充分體現了「形式源於功能」的原則，即是建築形態是根據碼頭大樓的功能需要而設定。設計的靈感來自啟德郵輪碼頭所在地的獨特歷史背景、碼頭的廣泛用途，以至海洋的浪漫氣息，並以可持續發展的概念為基礎加以發揮。

A one-of-a-kind design

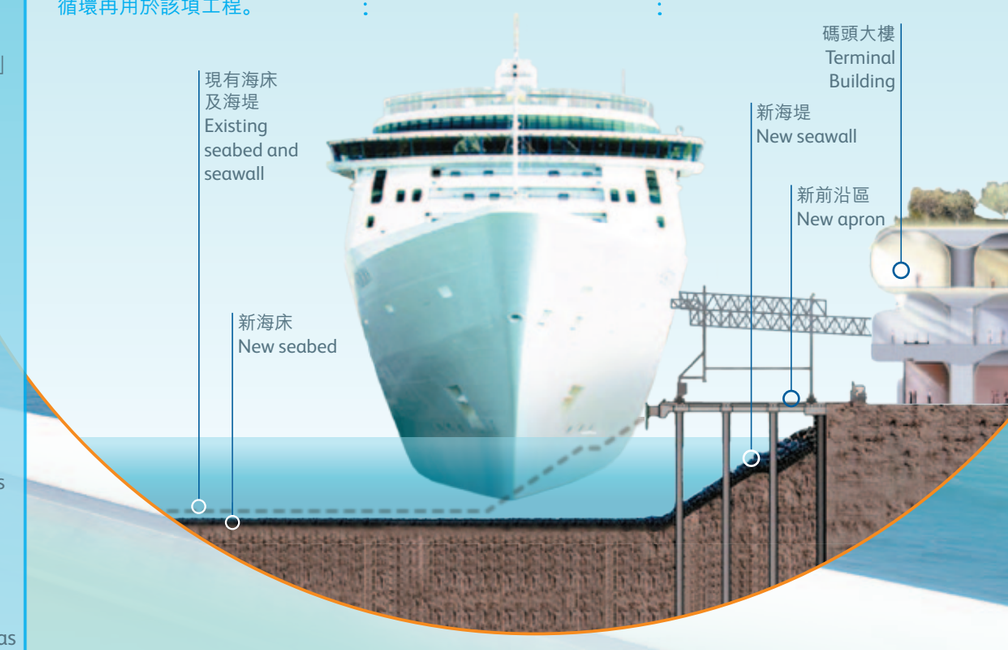
The terminal building is a purpose-built facility designed and built by Dragages Hong Kong Limited under the supervision of ArchSD. With Foster + Partners as the lead design consultant and Wong Tung & Partners Limited as the architectural designer, the terminal design epitomises the principle of "form follows function", i.e., architectural form is driven by building function, with a sustainable design concept inspired by the unique qualities of the site, its many uses and the romance of the sea.

實現「零填海」承諾

Building a terminal with "zero reclamation" commitment

土地平整工程會根據維港「零填海」原則施行。為此，土木工程拓展署將拆卸現有的海堤，重新在較後的位置建築一條約1 100米長的斜面海堤，以騰出土地建造新的碼頭前沿區。該前沿區大部分為樁柱式平台，面積有35米乘850米，供郵輪靠岸及碼頭大樓操作之用。整項平整工程須挖掘約86公頃毗連碼頭的海床，以提供12至13米的水深，讓郵輪迴旋和停泊。從拆卸現有海堤所得的合適物料，將以環保的方式循環再用於該項工程。

The site formation works will be done in accordance with the principle of "zero reclamation" in Victoria Harbour. To achieve this, CEDD will build a new 1 100m sloping seawall which is set back from the existing one to make way for the apron. A 35m x 850m apron largely as a deck structure supported on piles will be constructed for the berthing of cruise vessels and to accommodate the landside operations of the cruise terminal. The site formation works also involve dredging of about 86 hectares of adjoining seabed to provide a water depth of 12m – 13m for manoeuvring and berthing cruise vessels. Suitable materials recovered from the existing seawall will be reused in the construction in an environmentally-friendly manner.



綠意盎然的園景平台

即使不是郵輪旅客，市民只要置身碼頭大樓的園景平台，即可飽覽迷人的維港景致。園景平台好比城市綠洲，無論遊客或市民都可享受舒適寧靜的環境，進行不同的休憩活動，例如練習太極，各適其式。

A green landscape roof deck

The public can use the landscaped deck of the cruise terminal to enjoy the breathtaking waterfront views even if they are not taking a cruise vacation. It also serves as an urban oasis for both tourists and the public to enjoy the tranquil surroundings and undertake leisure activities such as *taichi*.

「寬跨距設計」締造靈活空間

碼頭大樓的設計採用「寬跨距設計」概念，令人流往來暢通無阻，而在旅遊淡季時更可靈活改動成不同間隔，「變身」成為展覽、會議和聚會場地。

Wide span structure optimises flow and flexibility

The building adopts a wide span structure design which enhances the flow of people and traffic while offering flexibility to host events such as exhibitions, conferences and meetings during the non-peak season.

設計非凡的四個中庭

沿碼頭大樓主線會平均設置四個中庭，高度相等於三個樓層，所引入的自然光，使大樓的環境洋溢健康氣息，更添活力姿采。

Four main atria punctuate the design

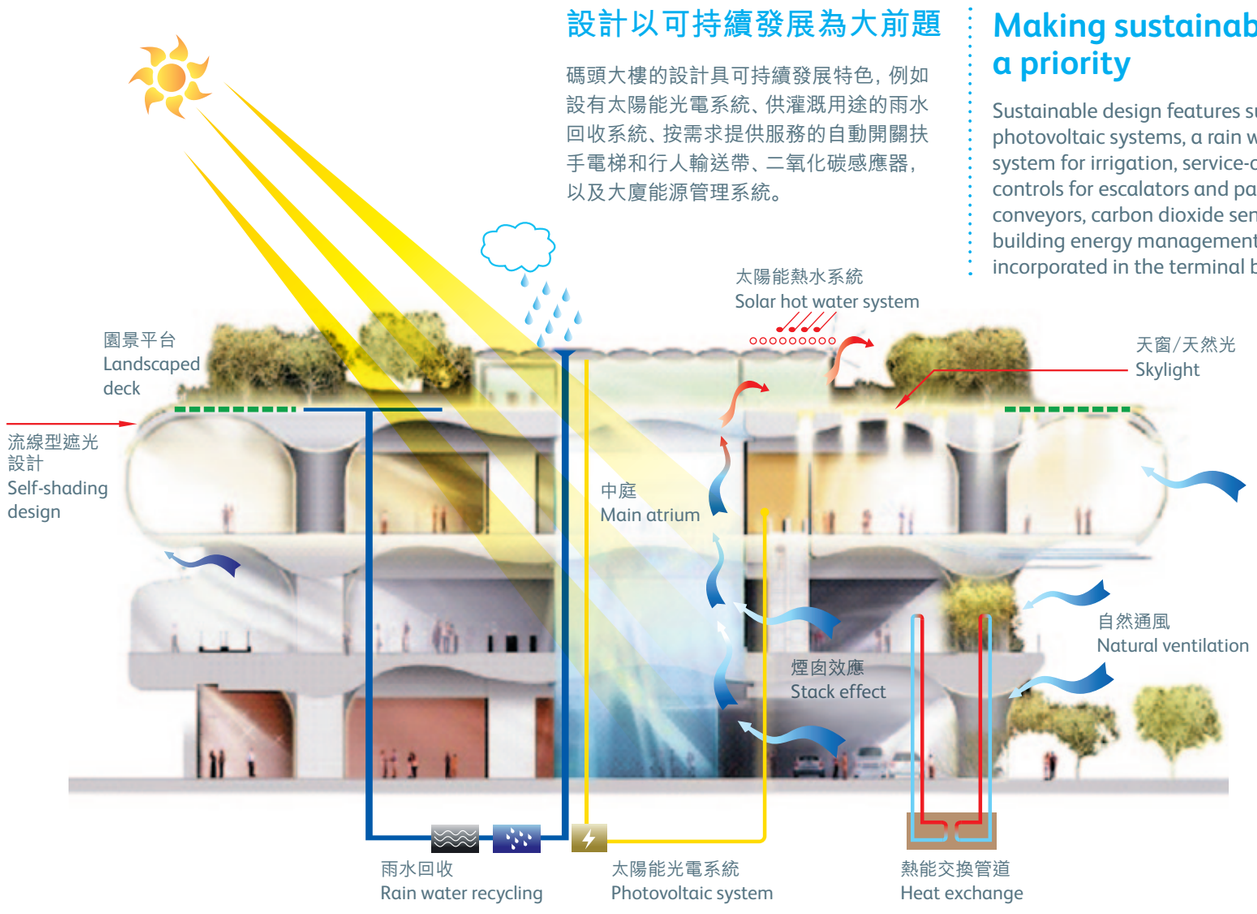
The cruise terminal has four main atria placed at regular intervals extending to the full height of the 3-storey building. The atria let natural light in, promoting a healthy and vibrant environment.

設計以可持續發展為大前題

碼頭大樓的設計具可持續發展特色，例如設有太陽能光電系統、供灌溉用途的雨水回收系統、按需求提供服務的自動開關扶手電梯和行人輸送帶、二氧化碳感應器，以及大廈能源管理系統。

Making sustainable design a priority

Sustainable design features such as photovoltaic systems, a rain water recycling system for irrigation, service-on-demand controls for escalators and passenger conveyors, carbon dioxide sensors and a building energy management system are incorporated in the terminal building.



四通八達　方便快捷

碼頭大樓交通方便，可輕易往來毗鄰的跑道公園、海濱長廊和旅遊中心。此外，土木工程拓展署現正進行前期基建工程，其中經祥業街連接碼頭大樓至九龍灣的通道，預計於2013年年中前竣工。透過策略性運輸網絡和地區道路，包括沙中線及中九龍幹線等，郵輪碼頭最終會與啟德發展計劃的其他地區和香港連接，讓旅客和市民往返自如。

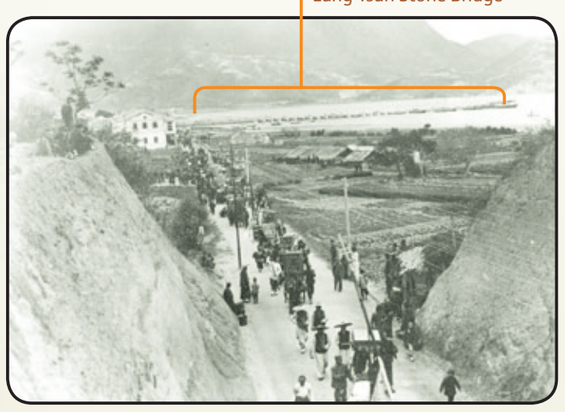
Seamless connectivity for everyone

The terminal building will be conveniently connected to the adjacent Runway Park, waterfront promenades and the Tourism Node. Besides, the access road under construction by CEDD as part of the advance infrastructure works will link the terminal with Kowloon Bay via Cheung Yip Street. The access road is scheduled to be in place before mid-2013. Eventually, the terminal will be connected to the rest of Kai Tak Development and Hong Kong via district roads and strategic transport links including the Shatin-to-Central Link and the Central Kowloon Route.

今古共融 保育香港歷史遺蹟

Preserving Hong Kong History

龍津石橋
Lung Tsun Stone Bridge



■ 十九世紀的龍津石橋遺蹟，在啟德發展計劃進行環境影響評估期間，因考古勘察而重見天日。政府現正透過公眾參與活動和交流，以公眾的利益為前題，就如何把遺蹟融入啟德發展計劃，尋求共識。

龍津石橋具有137年歷史，生動地刻劃了九龍城區自十九世紀末至二十世紀中期的發展足跡。石橋於1873年動工興建，總長度約200米，當時是通往九龍寨城的登岸碼頭，而靠岸一端建有兩層高的「接官亭」。1924年，「接官亭」和部分石橋在進行填海工程時被埋，而離岸尚存部分則繼續提供渡輪服務，直至上世紀三十年代為止。1942年二次大戰日治時期，石橋和加建部分遭拆毀並埋藏於啟德機場的新填海區。

2008年，考古學家發現了龍津石橋、「接官亭」、前九龍城碼頭，以及1924年和上世紀三十年代的部分海堤遺蹟。根據古蹟評估，石橋的尚存部分和「接官亭」均被認為有高度價值，因此建議原址保存。由於龍津石橋具寶貴歷史價值，特區政府已展開一連串公眾參與活動，討論保育的最佳方案。

在2010年6月公眾參與活動第一階段，共舉行了兩場地區展望工作坊，反應超乎預期熱烈，共吸引三百多人參與。他們除了實地視察外，更聆聽香港歷史博物館榮譽顧問蕭國健教授介紹石橋的歷史和考古細節；二百多位人士參加了分組討論，就保育原則及方針交流意見。第一階段公眾參與活動所得的寶貴意見，會用作參考，以制訂和改進保育石橋的方針。

公眾參與活動第二階段稍後會展開，以闡述各個保育方案，並為最佳方案建立共識。□

地區展望工作坊反應熱烈
Good response in Community Envisioning Workshops

■ Remnants of the Lung Tsun Stone Bridge dating from the 19th century were unearthed during the Environmental Impact Assessment for the Kai Tak Development (KTD). Now, through the public's participation and discussions, the Government is seeking a consensus on how to integrate the remnants into KTD for the public's interest.

The Lung Tsun Stone Bridge with a 137-year of history, vividly demonstrates how the Kowloon City District developed from the late 19th to mid-20th centuries. The 200-metre Bridge was built in 1873 as a landing-pier linking with the access road to the Kowloon Walled City. At the landward end of the Bridge, there was a two-storey pavilion known as the "Pavilion for Greeting Officials". Parts of the Bridge and the Pavilion were buried during reclamation works in 1924. The surviving portion continued in use until the 1930s providing ferry services. Subsequently the Bridge and its extension were demolished and buried under the reclamation for Kai Tak Airport in 1942 during the Japanese Occupation of World War II.

In 2008, archaeologists discovered remnants of the original Lung Tsun Stone Bridge, Pavilion for Greeting Officials, former Kowloon City Pier, and segments of the 1924 and 1930s seawalls. The heritage assessment classified sections of the original stone bridge and the Pavilion as high significance, and recommended in-situ preservation. Given its historical value, the HKSAR Government launched a series of public engagement activities on how best to preserve it.

For Stage 1 of the public engagement activities, two Community Envisioning Workshops were held in June 2010. The response far exceeded expectations, with over 300 people enrolled. They visited the remnants on site and was briefed by Professor Siu Kwok Kin, Honorary Adviser of Hong Kong Museum of History, on the historical and archaeological details of the Bridge. Then over 200 people participated in group discussions and shared views on the proposed preservation principles and approaches. The many valuable comments and suggestions from Stage 1 public engagement activities will be taken into consideration by the Government to formulate and refine the approach towards the preservation of the Bridge.

For stage 2 of the public engagement activities, preservation options will be presented aiming at building a consensus on the best option. □

石橋北部
Bridge (northern section)

發現的遺蹟
Remnants unearthed

石橋橋面
Bridge deck

橋墩
Bridge pillar

石橋向海末端和海堤
Seaward end of the Bridge and seawall

有問必答 Frequently Asked Questions

全球最大的郵輪「海洋綠洲號」有多長?
長度約360米，比三個標準足球場更長。

Do you know how long is the world's largest cruise vessel, *Oasis of the Seas* ?
It is about 360m in length, longer than 3 standard football pitches.

迄今世界上哪一艘最大的遠洋郵輪曾到訪香港?
「瑪麗皇后二號」曾於2007、2009和2010年到訪香港，並將於2011年再次訪港。

What is the name of the biggest transatlantic ocean liner that had ever visited Hong Kong ?
Queen Mary 2. It visited Hong Kong in 2007, 2009 and 2010. It will visit Hong Kong again in 2011.

郵輪的總噸位是甚麼意思?
總噸位是用以表示郵輪體積的單位，並非重量或排水量。

What does gross tonnage of cruise vessel mean ?
It relates to the space of a ship and should not be confused with its weight or displacement.

多少架波音747-400飛機才可容納最大郵輪的所有乘客?
最大的郵輪可接載超過六千位乘客，而一架747-400飛機的載客量約為四百人，因此需要約十五架波音747-400飛機。

Can you guess how many numbers of Boeing 747-400 aircraft are needed to carry all the passengers of the biggest cruise vessel ?
The biggest cruise vessel can carry over 6 000 passengers while a 747-400 aircraft can accommodate about 400 passengers meaning that a total of about fifteen Boeing 747-400 aircrafts are needed.

『啟德之友』

假如您希望以電子郵遞方式收到我們的《啟德新里程》通訊或其他有關啟德發展計劃資料，請把您的電郵地址發送到 **friends.ktd@cedd.gov.hk**，以登記成為『啟德之友』。

"Friends of Kai Tak"

If you would like to subscribe to an e-copy of our newsletter, "Kai Tak On The Move" or receive other information about Kai Tak Development by email, just register as "Friends of Kai Tak" by sending us your email address to **friends.ktd@cedd.gov.hk**.

下一步...

啟德明渠蛻變為充滿生氣的河道

啟德明渠是一條主要的排水道，流經鑽石山、黃大仙、新蒲崗和啟德發展區，因曾被嚴重污染，對環境造成滋擾。

啟德明渠及其鄰近的進口道正進行清理和改善工程。政府除了致力解決啟德明渠的環境癥結外，更正構想如何將其打造成一條別具特色並配以大量綠化的河道，命名為「啟德河」，供市民享用。對於如何實現上述的目標，我們歡迎你提供寶貴的意見，請參與即將舉行的「地區展望工作坊」。

What's next...

Transforming the Kai Tak Nullah into a dynamic river

The Kai Tak Nullah is a major drainage channel weaving through Diamond Hill, Wong Tai Sin, San Po Kong and the Kai Tak Development. In the past it was severely polluted and was characterised as an environmental nuisance.

Works to clean up and improve the nullah and its nearby approach channel are underway. In the course of addressing its environment problems, the Government is now working out a plan to transform the Kai Tak Nullah into a river channel known as "Kai Tak River" with a unique character and enriched green features for public enjoyment. We welcome your views on how best to accomplish these objectives. Please join our upcoming "Community Envisioning Workshops".

下期精彩內容

土木工程拓展署署長將為啟德新里程闡述有關綠化及可持續發展的基礎設施及相關事宜。

Look out for the next issue

The Director of Civil Engineering and Development is going to elaborate on green and sustainable infrastructure facilities in Kai Tak Development and other related issues.

我們歡迎您提供寶貴的意見，令《啟德新里程》的內容更豐富、更吸引。請將意見電郵至 ktd@cedd.gov.hk 。

We appreciate hearing your valuable comments to enhance the contents of this publication. Please email them to ktd@cedd.gov.hk

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