

啟德雙泊位 正式起航

■2014年9月29日，啟德郵輪碼頭的兩個泊位，首次同時迎接兩艘郵輪泊岸，標誌着多年來各項陸上和海底工程的努力成果，為香港開啟一道矚目的全新海上大門。

疏浚工程 暢通航道

在這個矚目的工程背後，牽涉為興建兩個泊位而進行的龐大工程，包括以「零填海」原則進行前沿區的土地平整工程、大型海床疏浚工程和複雜的海底煤氣管道改道工程。這些工程旨在把啟德重新打造成為通往香港的海上門戶。

由土木工程拓展署負責的啟德郵輪碼頭土地平整工程項目，包括興建一個850米長、35米闊的樁柱式靠岸平台、為兩個泊位提供相關

的設施，以及挖掘70公頃海床至海圖深度基準面下12米，以提供足夠深度，讓郵輪迴旋和停泊。

有關工程分階段進行。主要土地平整工程合約於2009年11月動工，興建整段的樁柱式靠岸平台和挖掘38公頃海床，藉以讓第一和第二個泊位能分別供巨型郵輪和中型郵輪停泊。首個泊位於2012年10月完工，並於2013年6月正式啟用；第二個泊位則於2014年1月落成。

即將展開的第二項工程合約會為餘下的海床進行疏浚工程，使第二個泊位亦可停泊巨型郵輪；但鑒於在疏浚範圍的海床內，有兩條負責供應港島區的海底煤氣管道，由馬頭角伸延至北角，因此必須完成海底

煤氣管道的改道後，才能開始進行餘下的疏浚工程。

煤氣管道改道工程正在進行。在此期間，土木工程拓展署則致力為第二個泊位進行了部份額外疏浚工程，並於2014年8月大致完成啟德郵輪碼頭的土地平整工程項目，以造就2014年9月29日，藍寶石公主號及海洋航行者號同時靠泊於啟德的歷史性一刻，合共載着約5 600位旅客進入這個劃時代的碼頭大樓。旅客們在出發往香港各觀光景點前，可先在位於碼頭大樓頂層，佔地23 000平方米的啟德郵輪碼頭公園盡覽香港的醉人景致。此外，在大樓內面積達5 600平方米的商業區，亦設有零售商店、外幣找換店、咖啡店、中式酒樓及其他食肆，為旅客提供各類服務。

遷移煤氣設施

當現有海底煤氣喉管的改道工程一經完成，餘下的海床疏浚工程將可隨即展開。為了加快步伐，土木工程拓展署一直致力與香港中華煤氣公司緊密合作，舉行定期會議並協助解決相關問題。

為配合郵輪碼頭第二個泊位的發展，在停止現有海底煤氣管道的運作前，必須預先重新鋪設海底替代管道，以及在陸上興建兩座新的煤氣檢管站和搬移相關的管道，以確保能安全可靠地維持港島區不間斷的煤氣供應。現時，新海底煤氣管道的鋪設工程已經順利完成，而餘下的設施遷移工程亦預計可於2015年4月左右竣工。土木工程拓展署將隨即展開餘下的海床疏浚工程，使啟德郵輪碼頭能正式供兩艘超級郵輪同時停泊，成為近年代海上旅遊的必經之地。□



Double Berth Cruises into Action at Kai Tak

■ On 29 September 2014, for the first time, two cruise vessels berthed at the same time alongside the Kai Tak Cruise Terminal, marking the culmination of years of extensive work on land and below the water and the creation of an iconic new gateway to Hong Kong.

· **Dredging clears the way**
· Behind this remarkable project, tremendous works were involved when preparing the two berths, including site formation of the apron area with “zero reclamation” principle, large-scale dredging works and complex task of



第二個泊位土地平整工程
Site formation works at second berth

re-routing submarine gas pipelines. The aim is to make Kai Tak reborn as a new gateway to the city by sea.

The Civil Engineering and Development Department (CEDD) is responsible for the site formation project for the Kai Tak Cruise Terminal, which involves the construction of a piled quay

deck of 850 metres long and 35 metres wide, provision of associated facilities for two berths, and sea-bed dredging of 70 hectares to a depth of 12 metres below chart datum to provide enough water depth for manoeuvring and berthing of cruise vessels.

The works were carried out in phases. The main site

formation contract, starting in November 2009, was to provide the full length of piled quay deck and to dredge 38 hectares of sea-bed to accommodate mega cruise vessels at the first berth and medium-size vessels at the second berth. The first berth was completed in October 2012 and commissioned in June 2013, while the second

berth was completed in January 2014.

The second forthcoming contract is to dredge the remaining areas, which would allow mega cruise vessels to also come alongside the second berth as well. However, two large submarine gas pipelines, running through the area from Ma Tau Kok to North



啟德郵輪碼頭首次同時停泊兩艘郵輪
The first time simultaneous double berthing at Kai Tak Cruise Terminal



跑道公園第一期
Runway Park Phase I



啟德郵輪碼頭大樓內附屬商業區
Ancillary commercial areas of Kai Tak Cruise Terminal Building



Point supplying gas to Hong Kong Island, would have to be re-routed before further dredging works could take place.

Whilst the re-routing of the gas mains is still ongoing, CEDD has endeavoured to carry out additional interim dredging works for the second berth and substantially completed the site formation project of Kai Tak Cruise Terminal by August 2014 so as to

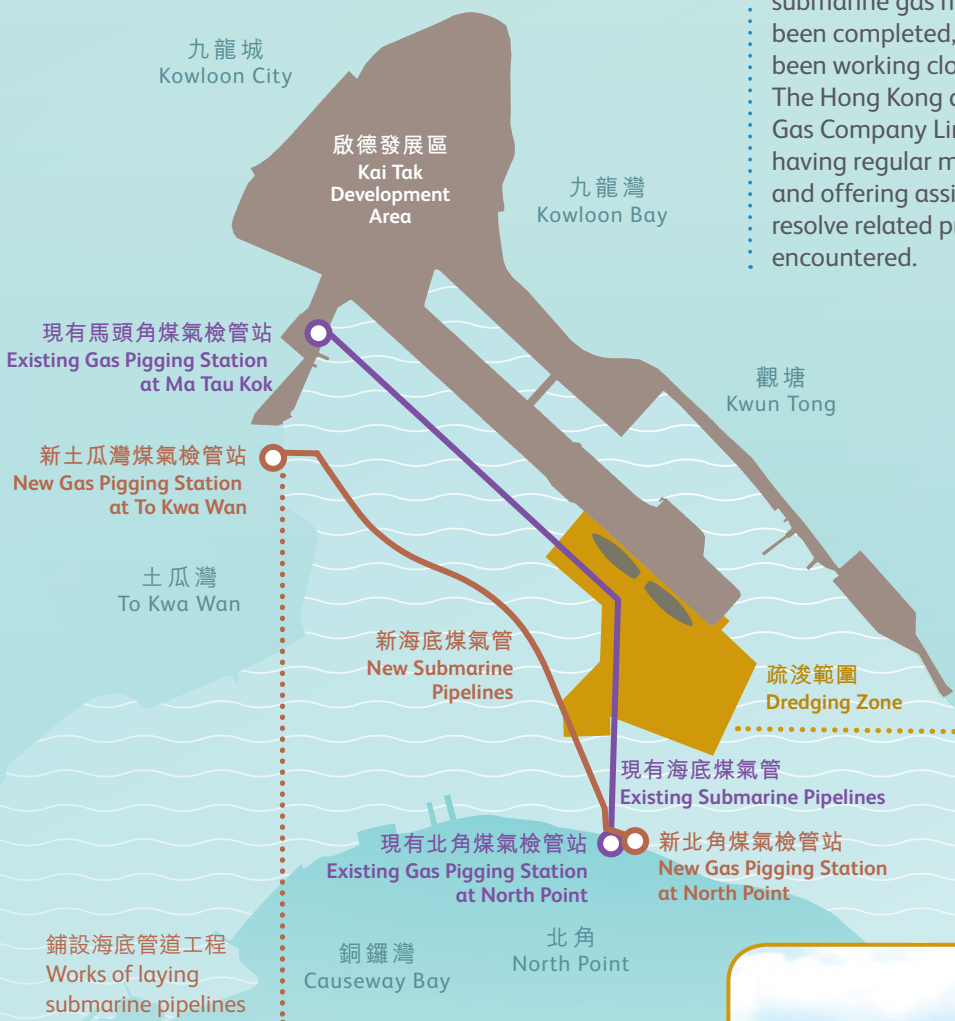
enable the historic simultaneous berthing of Sapphire Princess and Voyager of the Seas on 29 September 2014. The two cruise vessels brought around 5 600 passengers to the state-of-the-art new cruise terminal. Before dispersing for sightseeing in Hong Kong, passengers were able to enjoy the spectacular views of the city from the 23 000-square-metre Kai Tak Cruise Terminal Park located on

the roof of the building. They could also take advantage of the retail shop, money exchange booth, café, Chinese restaurant and other eateries that had been opened in the 5 600 square metres of commercial space at the terminal.

Re-routing gas supply facilities

To expedite the remaining sea-bed dredging works which will start as soon as the re-routing of existing submarine gas mains has been completed, CEDD has been working closely with The Hong Kong and China Gas Company Limited by having regular meetings and offering assistance to resolve related problems encountered.

Before the existing submarine gas mains can be decommissioned for the development of the second berth of the Kai Tak Cruise Terminal, new alternative submarine pipelines and two new gas pigging stations with associated gas mains diversion works on ground have to be completed to ensure continuous gas supply in a safe and reliable manner for the Hong Kong Island. By now, the new submarine pipelines have already been completed. The remaining re-routing works are expected to be completed around April 2015, clearing the way for the remaining dredging by CEDD that will make the Kai Tak Cruise Terminal a genuine double mega cruise vessel destination for decades to come. □



疏浚工程前安裝隔泥幕
Installation of silt curtain before dredging



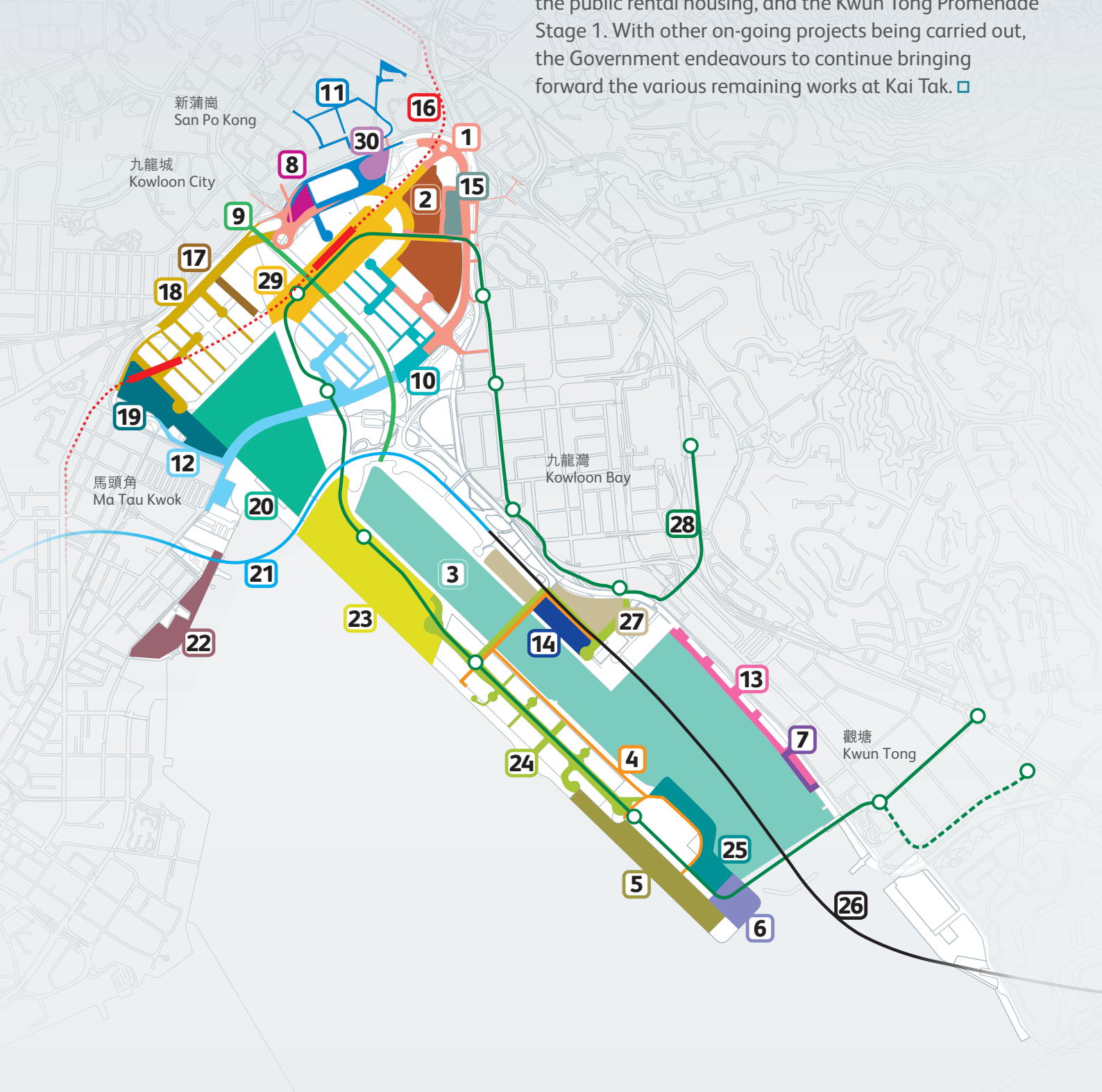
海底疏浚工程
Dredging of sea-bed

啟德里程碑

■到目前為止，啟德發展計劃的各個工程項目均進展迅速。第一階段位於北面停機坪區、南面停機坪區和前跑道等已規劃的基建工程已如期竣工。此外，啟德郵輪碼頭、跑道公園第一期、公共租住房屋和觀塘海濱花園第一期亦順利完成。當其他施工中的工程項目正在進行的同時，當局將繼續致力推展啟德餘下的各項工程項目。□

Milestones for Kai Tak

■ Until now, works at Kai Tak Development are rapidly progressing with the first package of planned infrastructures at the North Apron area, South Apron area and former runway completed on schedule, as have the Kai Tak Cruise Terminal, the Runway Park Phase 1, the public rental housing, and the Kwun Tong Promenade Stage 1. With other on-going projects being carried out, the Government endeavours to continue bringing forward the various remaining works at Kai Tak. □



完成項目 PROJECTS COMPLETED

1 第1期基礎設施（北面停機坪區）— 2013年完成
Stage 1 Infrastructure Works (North Apron area) – completed in 2013

污水泵站、道路、行人天橋及行人隧道工程

Sewage pumping station, road works, footbridges and pedestrian subways



2 公共租住房屋 — 2013年完成
啟晴邨及德朗邨

Public Rental Housing – completed in 2013
Kai Ching Estate and Tak Long Estate



3 啟德明渠進口道及觀塘避風塘改善工程 — 2014年完成
疏浚、生物除污、石堤維修和修復

Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Improvement Works – completed in 2014
Dredging, bioremediation, embankments repairing and reinstatement works



4 第1期前期基礎設施（前跑道）— 2013年完成
行車道、行人路和環境美化工程

Stage 1 Advance Infrastructure Works (former runway) – completed in 2013
Carriageway, footpaths and landscaping works



5 啟德郵輪碼頭大樓及兩個泊位 — 2014年完成
Kai Tak Cruise Terminal Building and Two Berths – completed in 2014



6 跑道公園第一期 — 2014年完成
佔地2.82公頃，設有大型草坪和露天廣場

Runway Park Phase 1 – completed in 2014
Occupying 2.82 ha with a large lawn and an open plaza



7 觀塘海濱花園第一期 — 2010年完成
200米海濱長廊

Kwun Tong Promenade Stage 1 – completed in 2010
200m-long waterfront promenade



施工中項目 PROJECTS UNDER CONSTRUCTION

- 8** 工業貿易大樓 —
預計2015年完成
Trade and Industry Tower –
for completion in 2015



13 觀塘海濱花園第二期 — 預計2015年完成
750米海濱長廊
Kwun Tong Promenade Stage 2 – for completion in 2015
750m-long waterfront promenade


- 9** 啟德明渠重建及改善工程 —
預計2016-2018年分階段完成
Reconstruction and upgrading of Kai Tak Nullah –
for completion in 2016-2018 by phases



14 香港兒童醫院 —
預計2017年完成
Hong Kong Children's Hospital –
for completion in 2017


- 10** 第2期基礎設施 (北面停機坪區) — 預計2015年完成
Stage 2 Infrastructure Works (North Apron area) –
for completion in 2015

15 兩所小學 — 預計2015年完成
Two Primary Schools – for completion in 2015


- 11** 第3A期基礎設施 (北面停機坪區) — 預計2017年完成
Stage 3A Infrastructure Works (North Apron area) –
for completion in 2017

16 沙田至中環線 — 預計2018-2019年完成
Shatin to Central Link – for completion in 2018-2019
- 12** 第4期基礎設施 (北面停機坪區) — 預計2016年完成
Stage 4 Infrastructure Works (North Apron area) –
for completion in 2016



污水泵站、行車道、行車
隧道、行人路和行人隧道
Sewage pumping station,
carriageway, vehicular
underpass, footpaths and
pedestrian subways

策劃及設計中項目 PROJECTS UNDER PLANNING AND DESIGN

- 17** 龍津石橋保育長廊
Preservation Corridor for Lung Tsun Stone Bridge

22 海心公園
Hoi Sham Park

27 醫院
Hospitals
- 18** 第5期基礎設施 (北面停機坪區)
Stage 5 Infrastructure Works (North Apron area)

23 都會公園
Metro Park

28 環保連接系統
Environmentally Friendly Linkage System
- 19** 宋皇臺公園
Sung Wong Toi Park

24 第2及3期基礎設施
(前跑道及南面停機坪區)
Stages 2 and 3 Infrastructure Works (former runway and South Apron area)

29 啟德車站廣場及啟德大道公園
Kai Tak Station Square and Kai Tak Avenue Park
- 20** 啟德體育園區
Multi-purpose Sports Complex at Kai Tak

25 跑道公園第二期
Runway Park Phase 2

30 東九龍總區總部及行動基地暨牛頭角分區警署
Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station
- 21** 中九龍幹線
Central Kowloon Route

26 T2主幹路
Trunk Road T2

「飛躍啟德」設計概念比賽優勝作品公布

Kai Tak Fantasy Ideas Competition Winner Announced

■「飛躍啟德」城市規劃設計概念國際比賽結果已於11月14日公布。由Md Masudul Islam 和其團隊設計的作品「啟德2.0：健康啟航」勝出。評審委員會讚揚這個創新、具吸引力的設計方案，包含宣揚綠化及可持續發展概念，當中海濱與自然生態融合的处理手法尤其出色。

發展局局長陳茂波在比賽頒獎典禮上致辭時表示，優勝方案的獨到構思能巧妙地展示出「起動九龍東」策略中「連繫」、「品牌」、「多元化」和「設計」的四個主題。□

陳茂波在典禮上感謝各參賽者為實踐「飛躍啟德」的理想所作的貢獻。

Mr Paul Chan thanks all participants for their contributions in helping to realise the visions for Kai Tak Fantasy at the ceremony.



發展局局長陳茂波（後排右四）與得獎隊伍（前排）和各評審委員合照。The Secretary for Development, Mr Paul Chan (back row, fourth right) is pictured with the winning team (front row) and members of the jury panel.

■“Kai Tak 2.0: Healthy Lift-Off” developed by Md Masudul Islam and his team was the winner of the “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design” as announced on 14 November. The proposal was hailed by the jury panel as an innovative and attractive scheme embracing green and sustainable concepts. The natural treatment of the water edge was particularly encouraging.

At the award presentation ceremony, the Secretary for Development, Mr Paul Chan, said that the unique concept of the winning proposal ably demonstrated the four themes of Energizing Kowloon East initiatives, namely connectivity, branding, diversity and design. □



啟德河概念設計比賽

Kai Tak River Design Ideas Competition

■「啟德河概念設計比賽・啟德發展區」截至11月3日共收到約100份來自專業人士和公眾的參賽作品，評選及評審工作於11月和12月進行。結果將於2015年1月8日公布。有關比賽的詳情，請瀏覽 www.ktridesign.hk。□

■ Around 100 entries were received by the deadline on 3 November for the “Design Ideas Competition for Kai Tak River • Kai Tak Development” from a wide spectrum of professionals and general public. Assessments and adjudications took place in November and December. The results will be announced on 8 January 2015. For details of the competition, please visit www.ktridesign.hk. □



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局長隨筆 SDEV's Blog

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



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