

**For discussion  
on 22 July 2013**

## **Legislative Council Panel on Economic Development**

### **Operation and Regulation Arrangements of the Kai Tak Cruise Terminal**

#### **Purpose**

This paper briefs the Panel on the measures to improve the operation arrangements of the Kai Tak Cruise Terminal (“the Terminal”) after the inaugural berthing, and the legislative proposal to regulate the use of the Terminal to ensure its smooth operation.

#### **Inaugural Berthing of “Mariner of the Seas”**

2. The inaugural berthing of “Mariner of the Seas” at the Terminal took place on 12 June 2013. The arrangements during this ship call were generally smooth. Both the facilities and the exterior design of the Terminal won high acclaim from the cruise company and passengers. As is the case with other newly completed major infrastructures, the terminal operator and relevant parties need time to familiarize themselves with the environment and operations of the Terminal at the initial stage upon commissioning. To better prepare for upcoming ship calls, we have reviewed the operation arrangements with the terminal operator and relevant parties with a view to providing better service in future.

#### **Transport Arrangements**

3. We attach great importance to the effective transport arrangements for the Terminal. Prior to the inaugural berthing of “Mariner of the Seas”, the terminal operator has discussed with the cruise company and the local shore excursion operator the transport arrangements for the cruise passengers. The local shore excursion operator arranged excursion programmes and shuttle buses operating between the Terminal and Tsim Sha

Tsui East; while the terminal operator organised shuttle bus services running between the Terminal and nearby shopping malls, and liaised with the taxi trade to arrange taxis to pick up passengers at the Terminal.

4. In the evening of 12 June, there were some hiccups in communication about taxis entering into the Terminal initially, and taxis were not allowed access before “Mariner of the Seas” was berthed. The problem was resolved after liaison between the taxi trade, Transport Department, the terminal operator and its security contractors. Taking into account the feedback from the industry, the Transport Department and the terminal operator will further discuss with the taxi trade on the traffic arrangements to ensure a smooth flow of taxis into the Terminal. Relevant transport information (such as the estimated taxi fares to major tourist spots) will also be provided at the Terminal, in particular at the taxi stand area, for reference by the cruise passengers. The operator has also been asked to review, inter alia, the arrangements of the shuttle bus services provided by nearby shopping malls, with a view to providing better transport services in the future.

5. Depending on the progress of the planting works at the rooftop garden, which has been named the Kai Tak Cruise Terminal Park (“the Park”), we expect that the Park and the public accessible areas of the Terminal (such as the colonnade on the second floor) will be open in the third quarter of 2013. For the ancillary commercial area on the second floor and in the Park, since it will take some time for the terminal operator to discuss the leasing arrangements with potential tenants, we expect that the ancillary commercial area will open in phases starting from the fourth quarter of 2013. During the initial stage of operation, a green minibus route will run between the Terminal and Kowloon Bay MTR Station (Telford Gardens). Taxi service will also be available. Additional public transport services will be arranged to cater for the demand upon the opening of the Terminal.

### **Works-related Issues**

6. For the terminal building, erection of the façade has been substantially completed, and the contractor of the terminal building aims to finish installing the decorative panels of the feature roofs on both ends of the

building by mid-August, subject to weather conditions. There was water leakage in some parts of the terminal building after a heavy rainstorm at black signal level in late May. Such seepage was unavoidable when there was continuous heavy rainstorm because construction works including those on stormwater drainage were on-going at the terminal building at the time. Most of the affected fittings have subsequently been replaced. The berthing of “Mariner of the Seas” was not affected by the leakage. The Architectural Services Department (ArchSD) will closely monitor the progress of the remaining works.

7. There were media reports on the presence of rats in the Kai Tak Development area, including the Terminal. The contractor for the construction works of the terminal building has all along been taking pest control measures. We have worked closely with ArchSD and the Food and Environmental Hygiene Department (FEHD) to address the problem. FEHD has advised the relevant parties on rodent control measures and taken follow-up actions. ArchSD has urged the contractor to step up inspections and take additional control measures to improve the environmental hygiene of the works areas.

### **Legislative Proposal to Regulate the Use of the Terminal**

8. As in the case of other designated port facilities, under the Merchant Shipping (Security of Ships and Port Facilities) Rules (Cap. 582A), the operator of the Terminal is required to comply with the security requirements as stipulated in the Port Facility Security Plan, such as establishing the “restricted area” at the Terminal, identifying measures for prevention of unauthorized access to the Terminal and procedures for responding to security threats or breaches of security, etc.

9. To ensure the smooth operation and afford better protection of the safety of vessels berthing at and users of the Terminal, similar to the arrangements for other marine control points, we plan to introduce a new piece of subsidiary legislation to regulate the use of the Terminal in general, and to regulate the access to certain parts of the Terminal (e.g. the apron, the customs and immigration hall and some important plant rooms) by designating a restricted area. The key provisions are set out below –

- (a) regulating the access to certain parts of the Terminal and the restricted areas, with exemption to bona fide passengers and crew members, taking into account their genuine need to enter/leave the restricted area through designated entrances/exits;
- (b) prohibiting unauthorized entry of couriers from hotel and tourist agency into the Terminal for soliciting any passenger to patronize their businesses, to minimize the disruptions and annoyance to the cruise passengers;
- (c) prohibiting the interference with equipment and improper use of emergency equipment to preserve the integrity of the important equipment and facilities;
- (d) prohibiting certain undesirable behavior at the Terminal which may affect the smooth operation (e.g. throwing litter, opening, removing or climbing over any wall and fence, loitering, begging, and fishing); and
- (e) setting the penalties for various offences.

Various Government Departments would be empowered to take enforcement actions to uphold the security of the Terminal.

10. We plan to table the subsidiary legislation in the Legislative Council in the fourth quarter of 2013.

### **Advice Sought**

11. Members are invited to note and provide comments on the operation and regulation arrangements of the Terminal.

### **Tourism Commission**

**Commerce, Industry and Tourism Branch**

**Commerce and Economic Development Bureau**

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