

# 啓德郵輪碼頭興建能否加速？

溫家寶總理在博鰲亞洲論壇上會見特區行政長官曾蔭權時表示，中央將會繼續推出一系列助港措施，包括擴大在港發行人民幣債券以及開放內地居民乘坐以香港為母港的郵輪經香港前往台灣旅遊。

有關措施雖然尚待具體落實，但在港已引起頗大回響，有關業界如銀行業、旅遊業以及中小企等均表示熱烈歡迎，其中，開放郵輪旅遊的新措施更令業界充滿憧憬。

如同擴大在港發行人債一樣，中央未來新一輪的助港措施，有一個明顯特點，就是不僅僅是為了助港渡過眼前的金融海嘯難關，而是更著眼於本港未來的長遠發展和提升香港整體經濟的競爭能力。對中央這一點良苦用心，特區政府、業界和市民必須認真體會、好好珍惜。事實是，一些人習慣於從負面角度看問題，中央拍板上海建設國際金融中心就說香港快被「邊緣化」了，溫總勉勵港人要記住「不進則退」就說香港已經「退」了，這種「庸人自擾」式的說法不僅不符事實，而且可能會令本港坐失發展良機。

因此，當前對特區政府和業界、市民來說，什麼臆測和爭論都是多餘的，最重要的就是坐言起行，及時把握住中央給予的良機，大力開展發行人民幣債券以及郵輪旅遊的相關業務和配套設施。其中，有關啓德郵輪碼頭的興建，在本港來說，已經遲了最少十年，如今由於中央即將推出內地居民可乘香港母港郵輪赴台旅遊的新措施，啓德郵輪碼頭的時效性和迫切感就更是如箭在弦、時不我與了。

衆所周知，郵輪旅遊已經成為全球最具發展潛力的旅遊業務之一，其中，亞洲地區的「郵輪客」更以每年百分之三十的幅度在增長。就以以香港為母港的「麗星」旗下多艘郵輪來說，〇七至〇八年在港的載客人次由七百六十萬上升至八百五十萬，增幅逾一成。而相比於陸、空旅遊，郵輪旅遊的好處在於更為舒適方便，乘客晚上在船上睡覺，睡醒就上岸遊玩，不必每晚執行李、搬酒店，船上還供應一日三餐，又有娛樂節目表演，而收費則由過去的豪華級日趨普及化和大衆化。

然而，本港面對郵輪旅遊如此大好形勢，發展步伐卻顯然是「慢了半拍」。自一九九七年機場搬遷後，啓德機場舊址在九九九年決定興建郵輪碼頭，但其後卻因種種原因「議而不決」，而在這個過程中，旅遊業為經濟支柱之一的香港，只有興建於六十年代的一個尖沙咀海運大廈郵輪泊位，只能夠容納十萬噸級以下的郵輪，〇七年初，全球第二大、排水量達到十



郵輪旅遊已成為全球最具潛力的旅遊業務之一。興建啓德郵輪碼頭，不僅可吸引更多赴港遊客，亦可創造更多就業職位，一舉兩得

二萬噸的「瑪麗皇后號」郵輪訪港，只能停泊在葵涌貨櫃碼頭對開海面，船上三千名世界富豪級乘客要分批乘坐「駁艇」登岸，成為一大「笑柄」。目前，特區政府已決定自資興建啓德郵輪碼頭，建成後可停泊世界最大的長達三百六十米的巨型豪華郵輪，但第一個泊位要到二〇一三年才能建成啟用。郵輪旅遊大有可為，眼前又有中央「新招」出台，啓德郵輪碼頭的興建速度是不是應該加快一點，最少爭取早一年完工呢？而且，加快興建亦可創造更多就業職位，堪稱一舉兩得。

2009/04/21 大公報社評

## Editorial

# Speeding up construction of Kai Tak cruise terminal

In his meeting with Chief Executive Donald Tsang Yam-kuen on the sideline of the Bo'ao Forum for Asia, Premier Wen Jiabao said the Central Government would launch more measures to support Hong Kong, including allowing Hong Kong to issue more yuan-denominated bonds and allowing Mainland residents to travel from the SAR to Taiwan on Hong Kong-based cruises.

Although these measures have yet to be implemented, they have already prompted swift responses in Hong Kong. Industries concerned such as banking, tourism and small- and medium-sized enterprises have all extended their warm welcome. In particular, the industries are particularly looking forward to the new measure of opening up cruise tourism.

As exemplified by the measure to expand issuance of yuan bonds in Hong Kong, a remarkable feature of the Central Government's new measures to support the SAR is that they **are aimed at** helping Hong Kong not only ride out the current difficulties brought up by the financial tsunami but also improve its overall economic competitiveness, with an eye to Hong Kong's long-term development. The SAR Government, industries concerned and all citizens must take to heart and treasure the much thought given by the Central Government behind the launch of such measures. As a matter of fact, some people nowadays become used to view things from a negative perspective. When the Central Government made the decision to build Shanghai into an international financial hub, they rushed to say that Hong Kong would soon be "marginalised". When Premier Wen advised Hong Kong people that "no progress means retrogression", they rushed to say Hong Kong was already in "retrogression". Views based on such worries about troubles of one's own imagination not only do not confirm to reality, but are also likely to mislead Hong Kong so that we would miss development opportunities.

At present, therefore, for the SAR Government, industries concerned and citizens, all conjectures and controversies are superfluous. What is the most important for them is to let actions speak louder than words, grabbing without delay the good opportunity provided by the Central Government to launch complimentary measures and facilities to prepare for the issuance of more yuan bonds and opening up of cruise tourism. In this regard, the construction of a cruise terminal at Kai Tak has been delayed for at least 10 years. Since the Central Government is soon to implement the new measure of allowing Mainland residents to travel to Taiwan on Hong Kong-based cruises, the imminence and urgency of building the Kai Tak cruise terminal are now like an arrow on the bowstring. No time must be wasted.

As everybody knows, cruise tourism has already become the most potential business in global tourism. In particular, cruise tourists in Asia grow 30% annually. Taking the Hong Kong-based Star Cruises for example, the number of passengers boarded on its liners in Hong Kong increased to 8.5 million in 2008 from 7.6 million in 2007, up more than 10%. Compared with travels by land or air, cruise

tourism has its advantage of comfort and convenience. Passengers could sleep on ship at night and go ashore for sightseeing during daytime, so that they do not have to pack luggage every night and remove to another hotel. And on a cruise, five meals are served daily and there are also entertainment shows. Charges on board, which used to be quite luxurious, now tend to become increasingly inexpensive and affordable for general public. Faced up with such great potential for cruise tourism, however, Hong Kong has obviously remained rather slow in its pace of development. It was decided in 1999 to build a cruise terminal at the site of the former Kai Tak airport. But for various reasons, the decision has so remained in verbal talks. So in the past decade, there is only one berth in service at Ocean Terminal in Tsim Sha Tsui which can only accommodate a vessel of up to 100,000 tonnes. In early 2007, the 148,528-tonne Queen Mary II, the world's second largest liner, arrived in Hong Kong but was forced to berth near Kwai Chung container terminal. The 3,000 world-tycoon-class passengers on board had to take barges in turn to go ashore. This became a big laughingstock.

Now the SAR Government has already decided to invest on its own to build the Kai Tak cruise terminal, which, upon completion of construction, can accommodate the world's largest 360-metre-long luxury liner. But the first berth will not be in operation until 2013 when its construction is due to complete. Cruise tourism is promising. And with the launch of the new measures by the Central Government, can construction of the Kai Tak cruise terminal be speeded up so that it can be in operation at least one year earlier than scheduled? Moreover, speeding up construction can also create more jobs. Hence it is one stone that kills two birds.

21 April 2009

Phrasal Verb :  
**Be aimed at something/doing something** - To have something or doing something as an aim or purpose.  
*Examples :*  
1.The new scheme is aimed at reducing unemployment.  
2.The new medical insurance plan is aimed at middle-income people.  
3.The terrorist attacks were aimed at the government building but they missed the target.  
4.Prime Minister of Russia Vladimir V. Putin said Russian missiles would be aimed at US bases.  
5.He managed to block the weapon which had been aimed at his head, but the blow broke his right arm.

## 通識記憶體

香港興建啓德郵輪碼頭（Kai Tak Cruise Terminal）的構思，早已提出多年，更被列入政府的「十大基建」當中，原定最遲2012年建成，但後來爭辯不休，到2007年才招標，又因財團標書提出撥地、建樓要求未能達標而於去年「流標」。在輿情壓力之下，當局決定推倒重來，動用公帑自行興建，首個泊位啟用時間押後至2013年；第二個泊位工程若進展順利，亦可在2015年啟用，並預計郵輪碼頭大樓於2014至15年落成。

啓德郵輪碼頭是香港未來發展的項目計劃，目的是把位於九龍啓德的空置用地改建成新郵輪碼頭。香港特區政府計劃採用漸進式、分階段，在前啓

德機場跑道南端一塊7.6公頃的土地上，發展郵輪碼頭及旅遊配套設施，包括酒店、商場、會議場館等。

金融海嘯衝擊下，啓德郵輪碼頭的建造費可能低於原先估計的72億元，主要因為燃油、原料、土地等價格可能在近期會有所舒緩，亦有可能令建築成本下降。

啓德郵輪碼頭首個泊位待2010年初才可動工，2013年落成，其間會製造3000個建造業職位。香港入境旅行社協會主席侯叔祺估計，新措施落實後，每年可額外吸引20多萬內地旅客來港乘坐郵輪出遊。

## 中文基本功

# 「再接再厲」從何來？

三月四日有線電視《新聞最前線》打出「再接再勵」四個大字，其中勵字畫蛇添足！

在比較權威的字典或辭典中，「再接再厲」的寫法是一致的；也由於是常用的成語，一般不會寫錯。

「再接再厲」一語，脫胎於唐詩《鬪雞聯句》。這首詩有四句描寫兩隻公雞相鬥時的情態：「事爪深難解，瞋睛時未怠；一噴一醒然，再接再厲乃」。其中厲字，是當時厲字的俗寫。厲，用於名詞，指磨刀石；用於動詞，是磨利之意。而「乃」字是語助詞。所謂「再接再厲」，指每鬥一次，定會把磨嘴一磨。由於厲的正寫是厲，後來的學者就統一寫成厲，「再接再厲」一語的寫法於是定型。

可能「再接再厲」用於比喻不斷努力，有鼓勵作用，如果讀書不多，

無法領悟語意，又不願查出處，難免以為既用於鼓勵，自作聰明地改厲為勵。

有線電視螢幕上同類錯誤的，還有三月一日字幕「蘇醒」一詞，也是自作聰明把原詞「甦醒」妄改而成。有些人既食古不化，又不願追查來源，把用了幾百年的「復甦」改成更古老的「復蘇」，自然又以為「蘇」是正字，「甦」是俗字乃至錯字，如此先入為主，自不容忍「甦醒」一詞存在。殊不知，「甦醒」與「復甦」同樣歷史悠久。事實上，在辭典是查不到「蘇醒」的。

熒幕上出現「再接再勵」四個大字，當然比字幕的小字為嚴重。鑒於有線電視不時出現錯字錯音，盼負責人檢討檢討！

容若

## 五星級英文



# 想像愈多 文章愈豐富

黑 楊 (yeung@harkyeung.com)

有些學校考英文作文時要求學生看圖作文，有時是一幅圖，有時是連環圖。學生談及這些看圖題時有不同的反應，有些說好，因為考試時緊張，沒有什麼想像力，有圖畫刺激思想，不會腦裡一片空白。有些學生則認為這類題目是小兒科，低估了他們的智力，因為出現在試卷上的圖畫，多是製作不精美的漫畫，比他們平日看的漫畫差一大截，使他們提不起興趣作文。

在我的作文課裡，要求學生看圖作文的練習不多，因為不想重複學校裡的模式，但有遊戲是測試學生處理文字和處理圖像的能力，目的是希望學生對自己的語文能力有更多的了解，碰上看圖作文題時懂得知己知彼地應付。

和用英文的外國人提起中文，他們第一個反應是："You write pictures."把他們的話譯成中文頗有詩意：「你們寫畫。」

有些學校現在仍把中文書法列為課堂或課餘活動，希望學生把中文字寫成有美感的藝術形式。把英文書法列為課堂活動的學校也有，但不傾向要求學生把英文寫到有藝術味道。

跟外國朋友談起中文時，他們都問：你們是否對圖像特別敏感或有興趣？為什麼你們的文字這麼像圖畫？

我也問學生：你們用中文做看圖作文和用英文做看圖作文，想到的文章內容會不會不同？

有些學生說：用中文作文時，不會緊貼圖畫的內容，會多些想像，甚至想到學過的唐詩和成語，有關無關都放進故事中。用英文寫作時就小心翼翼，彷彿圖畫也是英文一樣陌生，因此不會胡思亂想，文章內容也因此單調得多。

結果是他們的英文看圖作文的分數也不會高。下篇會講怎樣寫英文作文時取得更高分數。

(看圖作文·上)

## 社經「數」描

# 毋須資助聘大學生 不如關照弱勢社群

特區政府最近發表最新勞動人口統計數字，失業率由08年12月至09年2月的5%，上升至09年1月至3月的5.2%。其中失業率上升最嚴峻的是建造業、運輸業、金融業；其間，總就業人數由351.31萬人下跌至350.76萬人，約減少5500人；而總體勞動人口由368.51萬人，上升至369.49萬人的歷史高位，大約增加9800人；失業人數由17.2萬上升至18.72萬人。有分析員預計全年失業率可能升至7%高位。

特區政府採取多管齊下的策略去保就業、創職位，以紓緩失業問題，譬如加大再培訓名額，在09年度提供14萬個培訓名額，另開展基建，鼓勵

企業不裁員等等。政策是否有效，還是由市場經濟去調節；政府倘是以大市場、小政府作為方向，只需提供適當配套幫助企業，加強人力資源培訓，搞好基建，適量投入社會資源，平衡各階層利益，設法提升香港在國際上的競爭力，推動香港既有的優勢產業如展覽、旅遊、專業服務、貿易和金融便可以，毋須因失業率高企而向企業派錢招聘大學生，而應全力幫助弱勢社群面對失業危機。

面對不明朗的經濟前景，失業率高企，政府能做的也許是在心理上紓解民困，酌量在財政預算加碼給弱勢社群也不為過。

專業教育培訓顧問 呂康