

Task Force on Water-land Interface

For discussion
on 21 February 2012

TFWL/02/2012

Waterborne Passenger Transportation in Victoria Harbour

PURPOSE

This paper briefs Members on the -

- (a) existing situation of waterborne passenger transportation in Victoria Harbour;
- (b) observations from a preliminary desktop research of “water-taxi” services in overseas cities; and
- (c) factors for consideration when contemplating the potential of “water-taxi” services in Victoria Harbour.

OVERVIEW OF EXISTING SITUATION

2. At present, different types of waterborne transport services are being operated in Victoria Harbour to meet the commuting, recreational, tourist and ad hoc demands. These services include regular passenger ferry services, harbour tour services, cross-boundary ferry services and chartered services. Waterborne transport services in Hong Kong are operated commercially by the private sector.

Regular Passenger Ferry Services

3. The history of regular passenger ferry services stretches back to the late 19th Century, with the first regular cross-harbour passenger ferry service between Tsim Sha Tsui and Central established in around 1880s. There are currently 9 ferry operators providing regular franchised or licensed passenger ferry services under the Ferry Services Ordinance (Chapter 104) (FSO) within Victoria Harbour with 8 fixed routes plying within Victoria Harbour and 14 routes serving outlying islands of which 7 routes call at Victoria Harbour. About 60 registered vessels are currently operating the above ferry services. These vessels mainly use designated ferry piers for embarkation and disembarkation.

4. The franchised and licensed ferry services are supplemented by “kaitos”(街渡) which are also licensed under the FSO to serve remote coastal settlements. The scale of operation of “kaito” services is normally small and some of these services are operated on an irregular basis. There are currently 62 ferry operators providing 71 kaito services of which

2 routes are operated between Victoria Harbour and destinations outside the Harbour. About 90 registered vessels are currently operating “kaito” services. These vessels use both ferry piers and public landings for embarkation and disembarkation.

5. In 2010, the average total daily patronage of the franchised and licensed ferry services (excluding kaitos) was about 136,000 passenger trips, accounting for about 1.2% of total public transport ridership. Due to the continuous enhancement of public transport network and the lack of growth in ferry passengers, the importance of ferry services to the public transport network in Hong Kong has been on the decline in the past two decades. The patronage of ferry services as a percentage of total public transport ridership has fallen from about 3.3% in 1989 to about 1.2% in 2010. As the land-based public transport network in Hong Kong continues to develop, the potential for expansion of passenger ferry services as a means of public transport appears to be limited. Whilst ferry services play a supplementary role to cross-harbour service and provide alternative choices for commuters, their role is more prominent in areas not conveniently served by or not accessible to land transport such as the outlying islands. Against this general background, the Government has been adopting a cautious approach in proposing any new ferry services.

6. For details of domestic passenger ferry services operating in the territory, please refer to Annex A.

Harbour Tour Services

7. Harbour tour services are also very common in Victoria Harbour. Some vessels operate sightseeing tour within the Harbour to meet tourist demand. Some vessels are operated as floating restaurants. There are other vessels operating chartered services for exclusive use (not charging separate fares) or to meet ad hoc demand. These services are exempted from the FSO. On the other hand, a licensed ferry service for a fixed route of “Harbour Tour” (Tsim Sha Tsui – Central – Wan Chai Round Trip) is currently operated by Star Ferry.

Cross-Boundary Ferry Services

8. The first cross-boundary passenger ferry service (between Hong Kong and Macau) was established in around 1985. There are currently 8 operators providing services to Macau and other cities in southern China. About 114 vessels, mostly high-speed passenger craft such as jetfoils and catamarans, operate cross-boundary ferry services from the 4 ferry terminals in Tsim Sha Tsui and Sheung Wan (within Victoria Harbour) and also Tuen Mun and Hong Kong International Airport.

9. In 2010, 24.29 million passengers passed through the terminals, comprising 19.75 million passenger trips to/from Macau and about 5.54 million passenger trips to/from Mainland ports.

DESKTOP RESEARCH OF “WATER-TAXI” SERVICES IN OVERSEAS CITIES

10. The Harbour Unit of the Development Bureau has recently conducted a preliminary desktop research on the provision of “water-taxi” services in a number of overseas cities in Europe, North America, Australasia and South-east Asia, including London, Copenhagen, Amsterdam, Venice, Seattle, Brooklyn, Sydney, Auckland, Singapore and Bangkok.

Key observations

11. There is no universal definition for “water-taxi” services around the world, and the modes of operation are diverse. Based on the research findings, it is noted that “water-taxi” services in overseas cities are mainly operated on commercial basis by private companies¹. Some operate like our licensed ferry services with fixed route, fixed intervals and separate fare; and some operate like our exempted chartered ferry service for tourism-oriented harbour tour or point-to-point service which may require advance booking. The size of vessels used as “water-taxi” and their capacities also differ substantially across cities, from 8 per vessel in Amsterdam to 244 per vessel in Brooklyn. The pricing structure is also different. Some charge for a single trip, some for day-pass (or half-day ride), and some charge according to the distance or time used (per hour or per minute). While prices vary across cities as well as across routes within a city, it appears that a certain premium is charged for services considered to be more tourism-oriented. A comparison table showing the key features of “water-taxi” services in the selected overseas cities is at Annex B.

12. It is worth noting that the preliminary study covers those services named as “water-taxi” services in overseas cities, and whether such services differ from the existing domestic ferry services in Hong Kong more in name or in substance is not certain from the information.

¹ With the exception of Seattle, where an independent special purpose public body (King County Ferry District) was created in 2007 to expand transportation options for county residents through provision of water-taxi services.

FACTORS FOR CONSIDERATION WHEN CONTEMPLATING THE POTENTIAL OF “WATER-TAXI” SERVICE IN VICTORIA HARBOUR

13. While the operation of “water-taxi” services in the overseas cities may provide some references, when contemplating the potential for expanding water-borne passenger transportation options in Hong Kong, there are also some factors for consideration in our local context.

Nature of the Victoria Harbour Waters

14. Unlike some harbourfront areas in overseas cities which comprise multiple land pieces (such as Venice) or a large land piece straddled by canals/rivers (such as Amsterdam), there are mainly two large land pieces (Kowloon Peninsula and Hong Kong Island) on the two sides of Victoria Harbour and a large number of outlying islands outside the harbour. The geographical layout of Victoria Harbour, together with mixed traffic density (comprising comparatively large ocean going vessels, cruise ships, river trade cargo vessels and high speed craft, etc.) clustering within Victoria Harbour, do not support a favourable calm sea condition for the operation of smaller size vessels used for “water-taxi” services. The cumulative wave wash effect generated by the propellers and movements of mixed traffic within Victoria Harbour precincts will make travelling on small size vessels uncomfortable as the vessels roll and sway vigorously. Therefore, many passengers onboard may experience seasickness. To this end, passengers may prefer taking larger vessels to tour around the Victoria Harbour or using other means of transport to cross the harbour.

Business Case

15. It is noted from the preliminary study on overseas examples that the provision of “water-taxi” services is very much subject to private sector initiatives. To date, the Transport Department (TD) has not received any concrete proposal for provision of “water-taxi” services in Hong Kong, nor has there been any official application to the Marine Department (MD) for licensing of local vessels as “water-taxi”. The existence of market niche / potential for “water-taxi” service is uncertain.

Legal/Technical Issues

Licensing of vessels

16. Vessels operating in Hong Kong are required to be certificated and licensed under the relevant legislation in Hong Kong. The certification and licensing of vessels are overseen by MD. Subject to the compliance of the safety requirements under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548), a passenger-carrying vessel could be certificated and licensed on application by the owner(s) either as Class I

(ferry/launch/primitive vessel) or Class II vessel (transportation boat/transportation sampan) respectively, depending on the passenger carrying capacity² of the vessel.

17. The owner should first apply for an Approval-in-Principle Letter (AIP letter) from MD. Thereafter, it should apply to MD for the approval of plans and survey of the vessel, as well as a Certificate of Ownership (COO) and an Operating Licence (OL), which are required for operating a vessel for any commercial purposes, including carriage of passengers, in the waters of Hong Kong.

Licensing of service

18. TD is responsible for licensing of ferry services under the FSO. Under Section 4 of the Ordinance, a ferry service that is for reward at a separate fare should be operated under a franchise or licence granted by TD, unless it is grouped under the exempted ferry services as listed in Section 5. These exempted ferry services include cargo service, employees' service, permitted service and tour service. Whether "water-taxi" service will require regulation and licensing under FSO will be subject to the nature and mode of operation. Given the small carrying capacity, uncertainty in demand and financial viability as well as the availability of existing ferry service network with Victoria Harbour, "water-taxi" service is more appropriate to be explored in the context of charter-hired service instead of regular passenger ferry service.

Marine Safety

19. Victoria Harbour is a very busy harbour with a diversity of port, municipal, transport and recreational/leisure activities. There are about 220 vessels movements/per minute within Victoria Harbour. MD therefore plays an important role in ensuring that the activities and movements of vessels are conducted in a safe and orderly manner to meet the needs and aspirations of different stakeholders.

20. In terms of marine traffic, MD sets aside certain areas of the harbour as "Principle Fairways" (see [Annex C](#)), where anchoring of vessels are prohibited to facilitate the passage of vessels, under the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F). There are also certain prohibited/restricted zones, as well as speed limits at different areas for different lengths of vessels.

21. In terms of vessel standards, the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) and the Merchant Shipping (Safety and Survey) Regulation (Cap. 548G) stipulate certain requirements on vessel

² over 12 passengers for Class I and 12 or less passengers for Class II

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construction and design, equipment on board (such as fire safety, life-saving, navigation, etc.), which are subject to inspection by government surveyors/inspectors.

Locations for Embarkation/Disembarkation

22. There are various types of landing facilities for passenger-carrying vessels within Victoria Harbour, including public piers/landings, passenger ferry piers and ferry terminals. Their usage for marine operations is overseen by MD and TD. Some ferry piers are leased to ferry operators on exclusive basis for operation of franchised and licensed ferry services.

23. According to the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), embarkation/disembarkation of passengers on/from vessels should take place at a pier, seawall or landing place by means of a gangway adequately secured to the vessel and the shore and fitted with a handrail or landing steps alongside which the vessel has made fast. A map showing the distribution of public piers/landings around Victoria Harbour, open for use by members of the public free of charge, is at Annex D.

Berthing/Anchorage/Mooring of Water-Taxis (When Being Idle)

24. According to the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), a local vessel should generally not lie alongside piers/landings for any time longer than is reasonably necessary for the embarkation/disembarkation. While “water-taxis” should not stay idle at the “Principle Fairways” under the law, they may either stay at a reasonable distance near the piers/landings (such that usage of the piers/landings by other vessels is not affected) or utilize typhoon shelters.

CONCLUSION

25. Members are invited to note the background/reference materials for existing water transport services in Victoria Harbour and the preliminary findings of the desktop research on “water-taxi” services.

**Development Bureau
Marine Department
Transport Department
February 2012**

Domestic Passenger Ferry Services

Franchised or Licensed

Within Victoria Harbour (8)

- Tsim Sha Tsui – Central¹
- Tsim Sha Tsui – Wan Chai¹
- North Point – Hung Hom
- North Point – Kowloon City
- North Point – Kwun Tong
- Sai Wan Ho – Sam Ka Tsuen
- Sai Wan Ho – Kwun Tong
- Harbour Tour (Tsim Sha Tsui – Central – Wan Chai Round Trip)

Between Victoria Harbour and Outlying Islands (14)

- Central – Cheung Chau
- Central – Mui Wo
- Central – Peng Chau
- Central – Yung Shue Wan
- Central – Sok Kwu Wan
- Central – Discovery Bay
- Central – Ma Wan
- North Point – Joss House Bay²
- Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau(Inter-islands)
- Tuen Mun – Tung Chung – Sha Lo Wan – Tai O
- Aberdeen – Pak Kok Tusen – Yung Shue Wan
- Aberdeen – Mo Tat – Sok Kwu Wan
- Discovery Bay – Mui Wo
- Ma Wan – Tsuen Wan

Kaitos

Between Victoria Harbour and Outlying Islands (2)

- Sai Wan Ho – Tung Lung Chau via Joss House Bay
- Sam Ka Tsuen – Tung Lung Chau

Outside Victoria Harbour (69)

- Aberdeen – Ap Lei Chau
- Aberdeen – Mo Tat

¹ This is a franchised ferry service.

² The service is operated on the day preceding to the Tin Hau Festival and the Tin Hau Festival Day only.

- Aberdeen – Po Toi Island via Stanley
- Mo Tat – Sok Kwu Wan
- Peng Chau – Discovery Bay via Trappist Monastery
- Cheung Chau Public Pier – Sai Wan
- Sha Tau Kok – Lai Chi Wo/Sai Lau Kong/Sam Au Village/Kat O
- Sha Tau Kok – Ap Chau
- Sha Tau Kok – Kat O TP
- Wong Shek – Wan Tsai/Chek Keng
- Ma Liu Shui – Tung Ping Chau
- Ma Liu Shiu – Tap Mun via Sham Chung, Lai Chi Chong, Ko Lau Wan, Chek King and Wong Shek
- Tap Mun – Wong Shek
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan (15 routes)
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan/Tai She Wan (2 routes)
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan/ Nam Fung Wan/Tai Long Sai Wan
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Nam Fung Wan/Leung Shuen Wan
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Chong Hing Water Sports Centre/Leung Shuen Wan (2 routes)
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Nam Fung Wan/Leung Shuen Wan
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Sam Sing Wan/Leung Shuen Wan (2 routes)
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan/Kau Sai/Leung Shuen Wan
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan/Sam Sing Wan/Kau Sai/Leung Shuen Wan
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Leung Shuen Wan (3 routes)
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Tai She Wan (3 routes)
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai
- Sai Kung – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai (2 routes)
- Sai Kung – Kiu Tsui/ Yim Tin Tsai/ Leung Shuen Wan/Pak Lap/Tai Long Sai Wan/Hap Mun Bay/Kau Sai
- Sai Kung – Kiu Tsui/Hap Mun Bay/Wong Yi Chau
- Sai Kung – Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Ma Nam Wat/Kau Sai/Leung Shuen Wan
- Sai Kung – Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Kau Sai/Leung Shuen Wan
- Sai Kung – Kiu Tsui/Hap Mun Bay/Nam Fung Wan
- Sai Kung – Kiu Tsui/Yim Tin Tsai/Kau Sai/Pak Lap
- Sai Kung – Kiu Tsui/ Yim Tin Tsai/Pak Wan/Tai She Wan/Kau Sai/Leung Shuen Wan
- Sai Kung – Kiu Tsui/Wong Yi Chau/Leung Shuen Wan
- Sai Kung – Kiu Tsui/Leung Shuen Wan

- Sai Kung – Hap Mun Bay/Leung Shuen Wan/Sai Wan
- Sai Kung – Hap Mun Bay/Sam Sing Wan/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
- Sai Kung – Fo Tau Fan Chau (The Dawn Island Pier)
- Sai Kung – Tai Long Sai Wan/Ham Tin
- Pak Sha Wan – Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Nam Fung Wan/Leung Shuen Wan/ Sha Tsui
- Pak Sha Wan – Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Ma Nam Wat/Kau Sai/Leung Shuen Wan
- Pak Sha Wan – Kiu Tsui/Hap Mun Bay/Sam Sing Wan/Kau Sai (2 routes)
- Pak Sha Wan – Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Sam Sing Wan
- Pak Sha Wan – Sam Sing Wan/Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Leung Shuen Wan
- Pak Sha Wan – Sam Sing Wan/Hap Mun Bay/Sha Tsui/Kau Sai
- Pak Sha Wan – Sam Sing Wan/Hap Mun Bay/Kau Sai

Research on Water-Taxi Services in Overseas Cities

Annex B

	London	Copenhagen	Amsterdam	Venice	Seattle	Brooklyn	Sydney	Auckland	Singapore	Bangkok
(A) <u>Ownership</u>										
➤ Operation by Publicly- or Privately-owned Entities?	Operated by privately-owned company	Operated by privately-owned company	Operated by privately-owned company	Operated by private co-operative of water-taxi operators	- Funded and overseen by public body - King County Ferry District (KFCD)¹ - Operated by local authority - King County Marine Division	Operated by privately-owned company	Operated by private company (family-owned business)	Operated by privately-owned company	Operated by privately-owned company	Operated by privately-owned company and other private operators
➤ Name of Operator	KPMG Thames Clippers	Flyvefisk / Copenhagen Water Taxi was established in 2004	“VIP Watertaxi Amsterdam”	Consorzio Motoscafi Venezia (CMV) <i>(the co-operative of water-taxi operators in Venice)</i>	King County Marine Division is engaged by KCFD to operate the water taxis	New York Water Taxi (NYWT)	“H2O Taxis”	Reubens Water Taxis	Singapore River Cruise Pte Ltd (SRC)	Chao Phraya Express Boat Co., Ltd (CPEX)
(B) <u>Target Customers</u>										
➤ For Tourists or Local Commuters?	For both tourists and local commuters	Mainly for sightseeing trips for tourists, sometimes in collaboration with restaurants,	For small groups to travel around the city and its surrounding areas	- Mainly for tourists - Also for faster transportation between airport/ports and Central	- Mainly for local commuters - Also aims at promoting tourism	Mainly for tourists (sightseeing and entertainment)	Mainly targeted at groups (for business conference, dinner, wedding party, etc)	- Mainly targeted for touring around the Auckland Harbour - Also for sightseeing	For both tourists and local commuters	Mainly for local commuters

¹ An independent special purpose public body created to expand transportation options through water taxi services, which was created by the **King's County Council (KCC)** in 2007 to expand transportation options for county residents. For details, please refer to <http://www.kingcountyferries.org/>.

	London	Copenhagen	Amsterdam	Venice	Seattle	Brooklyn	Sydney	Auckland	Singapore	Bangkok
		hotels and companies “Cab rides” also available for quick access from one end of the harbour to the other	To offer relaxing and enjoyable journey, free of horns and traffic jams on busy city streets	Venice				and island hopping		
(C) Accessibility										
➤ Service Area	More than 10 major piers/landing points along the River Thames	- Mainly serving any points within the Copenhagen Harbour, as long as there are mooring facilities - Prior arrangement with the operator needed for trips outside the Harbour	- Mainly at any points along the waterside in Central Amsterdam (CA) - Service outside CA will be subject to extra fees	- Within Central Venice - Also between Central Venice and Macro Polo Airport/other ports	Serves 2 fixed routes in the King County	It tours around the 4 designated piers in the New York City	Point-to-point service within the Sydney Harbour, in between Sydney Islands and beaches	- Auckland Viaduct Harbour - All the islands of Hauraki Gulf	- Provides scenic rides along the River - The taxis double up as an alternative mode of transportation around the Marina Bay	Along the major <i>klongs</i> (waterways) in Bangkok, with various piers serving as pick-up and drop-off points
➤ Major Route(s)	Operating 5 routes along the River, namely, Commuter Service, Tate	- No prescribed routes <u>Point-to-point</u> service upon	- No prescribed routes <u>On-call</u> service along	- No prescribed routes - Some 7-8 locations	Operating 2 fixed routes⁴	- Running 1 fixed route - Serving 4 major piers in NYC⁵.	- No prescribed routes <u>Point-to-point</u> service upon	For operations within the Harbour, the taxis can serve in	- Running 1 route - Serving 9 major stops along the	At least some 12 fixed routes are operated by different service

² VIP Watertaxi Amsterdam operates 18 fixed points. For the list of pick-up and drop-off points, please refer to http://www.motoscafivenezia.it/eng/biglietto_1.php.

	London	Copenhagen	Amsterdam	Venice	Seattle	Brooklyn	Sydney	Auckland	Singapore	Bangkok
	to Tate Service, Canary Wharf Shuttle Service, Hilton Ferry Service, and the O2 Express	customers' request, provided there are mooring facilities	any point of waterside throughout Amsterdam	(mainly airport, ports and major hotels) ³ are designated as pick-up and drop-off points, whereas customers may also specify alternative location for pick-up and drop-off			customers' request (as above)	between any of the g major points ⁶ - Taxis serve departure from the Harbour to Z designated outer islands. - Upon request, point-to-point service may be offered for journey to uninhabited beaches/fishing spots	Singapore River ⁷ Normally, each fixed route serves some 5-30 piers/landing points^{9, 10}	providers along major <i>klongs</i> ⁸ .
➤ Service for the Disabled	All boats are wheelchair accessible	Not mentioned	Not mentioned on the operator's website	N/A	Accessible restrooms, adequate shelters and wheelchair tiedowns are available on the vessels	Not mentioned on the operator's website	Disabled access to the water-taxis is available	Not mentioned on the operator's website	Not mentioned on the operator's website	N/A
(D) Pricing										

³ See the list at http://www.motoscafiavenezia.it/eng/biglietto_1.php

⁴ Namely: (i) West Seattle/Downtown Seattle and (ii) Vashon Island/Downtown Seattle. For reference, please refer to http://www.kingcountyfermydistrict.org/pdfs/kcdfs_fact061608.pdf.

⁵ Namely: Pier 84, Battery Park Slip 6, Pier 17, and Fulton Ferry Landing. For details, please refer to <http://www.nywater taxi.com/tours/hop>.

⁶ See <http://water taxis.org/index-5.html>

⁷ SRC operates water taxis and cruise services along the Singapore River.

⁸ Including *Klong Saen Saep Express Boat*, *Chao Phraya Express Boat*, *Sathon-Klong Toei Express Boat*, *NIDA Line*, etc

⁹ There are 24 pier stops along the NIDA Line and 6 along the Golden Mount Line (http://en.wikipedia.org/wiki/Klong_Saen_Saep_Express_Boat)

¹⁰ The no-flag boat serves 30 pier stops along the waterway in Chao Phraya district (<http://www.chaophrayaexpressboat.com/en/services/route-print.asp>)

	London	Copenhagen	Amsterdam	Venice	Seattle	Brooklyn	Sydney	Auckland	Singapore	Bangkok
➤ Basic Fee	Depending on routes, £3.30 - £6.00 (HK\$41.10 - HK\$74.73)¹¹ for single ride for adult, and £1.70 - £2.80 (HK\$21.17 - HK\$34.87) for child¹²	- Price ranging from kr.500 to kr.700 (HK\$587.75 - HK\$822.85)¹³ for a 1/2 hours' ride during weekdays¹⁴ - Higher fee from kr.700 to kr.900 (HK\$822.85 - HK\$1,057.95) for a 1/2 hours' during weekends¹⁵ - Surcharge of 100% for journey outside the Harbour, due to extra crew¹⁶	- Composed of Pick-up Charge and Per-minute Rates¹⁷ (i) Pick-up Charge • €7.50 (HK\$80.33)¹⁸ (for pick-up within CA) • €12.50 (HK\$133.88) (for pick-up outside CA) (ii) Per-minute Rates • €1.75 (HK\$18.74) per minute per boat (for disembarkati on within CA) • €2.25	- On average, €30.00 (HK\$321.30) is charged for trip within Central Venice¹⁹ - Normally, €100.00 (HK\$1,071.00) is charged between Airport and Central Venice²⁰ €10.00 (HK\$107.10) surcharge for nightshift (from 10pm to 7am)²¹ Free for	- Ranges from US\$3.50 - US\$4.50 (HK\$27.34 - HK\$35.16)²² per adult²³ US\$1.50 - US\$2.00 (HK\$11.72 - HK\$15.63) for seniors (aged 65 and above) and Persons with Disabilities (PWDs) US\$2.25 - US\$2.75 (HK\$17.58 - HK\$21.48) for youth (aged 6 to 18) Free for	One-day Pass: US\$25.00 (HK\$195.31) for adult and US\$15.00 (HK\$117.19) for child²⁴	- A minimum of 6 passengers per order is needed for each quotation²⁵ - For reference, the cost is as low as A\$5.50 (HK\$44.12)²⁶ per person for a group of 100 traveling within the Sydney CBD area²⁷	(i) Within Auckland Harbour • NZ\$10.00 - NZ\$40.00 (HK\$61.13 - HK\$244.50)²⁸ per head²⁹, with minimum callout fee ranging from NZ\$60.00 - NZ\$280.00 (HK\$366.75 - HK\$1,711.50) (ii) Auckland Harbour to Outer Islands • NZ\$25.00 - NZ\$40.00 (HK\$152.81 - HK\$244.50) per head,	Ranging from S\$4 to S\$16 (HK\$24.37 - HK\$97.50)³⁰	Depending on routes and service locations, the price ranges from 8 Baht to 30 Baht^{31, 32}, (HK\$2.05 - HK\$7.68)³³

¹¹ GB£1 = HK\$12.455 (as at 15 Nov 2011) (Source: Hong Kong Bankers' Association (HKAB). See the selling exchange rates at <http://www.hkab.org.hk/ExchangeRateDisplayAction.do?lang=en>)

¹² https://booking.thamesclippers.com/single_tickets

¹³ kr.1 = HK\$1.1755 (as at 15 Nov 2011) (Source: HKAB)

¹⁴ <http://www.flviefisk.dk/english/bookprices.aspx>

¹⁵ <http://www.flviefisk.dk/english/bookprices.aspx>

¹⁶ <http://www.flviefisk.dk/english/bookprices.aspx>

¹⁷ <http://www.water-taxi.nl/water-taxi/brizen-en.php>

¹⁸ €1 = HK\$10.71 (as at 15 Nov 2011) (Source: HKAB)

¹⁹ <http://europeforvisitors.com/venice/articles/water-taxis.htm>

²⁰ http://www.moloscavenezia.it/eng/biglietto_1.php

²¹ <http://www.moloscavenezia.it/eng/informazioni.php>

²² US\$1 = HK\$7.8125 (as at 15 Nov 2011) (Source: HKAB)

²³ <http://www.kingcountyferrydistrict.org/default.aspx?ID=17>

²⁴ <http://www.nvwater taxi.com/tours/hop>

²⁵ <http://www.h2owatertaxis.com.au/>

²⁶ A\$1 = HK\$8.0210 (as at 15 Nov 2011) (Source: HKAB)

²⁷ <http://www.h2owatertaxis.com.au/group-transport.html>

²⁸ NZ\$1 = HK\$6.1125 (as at 15 Nov 2011) (Source: HKAB)

²⁹ <http://watertaxis.org/index-5.html>

	London	Copenhagen	Amsterdam	Venice	Seattle	Brooklyn	Sydney	Auckland	Singapore	Bangkok
➤ Package and Discounts (e.g., monthly or annual pass)	- Individual River Roamer Ticket³⁴ - Family River Roamer Ticket³⁵ - Season ticket for frequent passengers³⁶	N/A	N/A	10% discount for return ticket to and from airport³⁷	Regular pre-paid fare ranges from US\$3.00 to US\$3.75 per adult (for use of transit passes and ORCA e-purse)³⁸	50% off for veteran and active military personnel in November³⁹	A great "mate rate" is available for large group⁴⁰	N/A	N/A	N/A
(E) Capacity and Frequency										
Capacity	Fleets ranging from 62, 125, 138	12 passengers for each	Each basic Yellow Cab⁴³ can carry up	Up to 10 passengers for each	Each fleet is rated to carry 150	Up to 81 passengers for Berger	From 12-seater water taxi to	Up to 10+ passengers⁵¹	Not mentioned on the operator's	Fleets are normally with 40-50 seats⁵²

³⁰ S\$1 = HK\$6.0935 (as at 15 Nov 2011) (Source: HKAB)

³¹ <http://www.chaophrayaexpressboat.com/en/services/>

³² http://en.wikipedia.org/wiki/Khlong_Saen_Saep_Express_Boat

³³ 1 Baht = HK\$0.2560 (as at 15 Nov 2011) (Source: HKAB)

³⁴ For unlimited travel during prescribed hours

³⁵ For 2 adults and 3 children

³⁶ Season tickets for 1 month, 6 months and 12 months are available. See <http://www.thamesclippers.com/routes-times-prices-booking/how-to-book.html>

³⁷ http://www.motoscafivenezia.it/eng/biglietto_1.php

³⁸ <http://www.kingcountyferrydistrict.org/default.aspx?ID=17>

³⁹ <http://www.nvwater taxi.com/tours/hop>

⁴⁰ <http://www.h2owatertaxis.com.au/group-transport.html>

	London	Copenhagen	Amsterdam	Venice	Seattle	Brooklyn	Sydney	Auckland	Singapore	Bangkok
	to <u>220</u> seats ⁴¹	boat ⁴²	to <u>8</u> passengers Each Watertaxi VIP can carry a maximum of <u>12</u> passengers⁴⁴	water taxi ⁴⁵ , ⁴⁶	passengers ⁴⁷	Class Water Taxi ⁴⁸ Up to <u>244</u> passengers for Durst Class Water Taxi⁴⁹	MAXI taxi carrying <u>49</u> passengers ⁵⁰		website	
Frequency of Service (Regular or Advance Booking?)	- Regular service at almost all piers. - Departures from major piers every 20-30 minutes⁵³	- Advance booking / hiring is required⁵⁴ - No regular service	- Water cabs are on call all day long⁵⁵ - Water taxis can be hailed on the waterside - Reservation can be made by telephone, email and the website booking	- Line-up of water taxis at major piers, such as Macro Polo Airport, Santa Lucia Railway Station and Piazzale Roma, etc.⁵⁶ - Booking by phone and email through CMV⁵⁷	Regular service in accordance with operator's schedule	- Year-round regular service in accordance with operator's schedule⁵⁸ - Need to book tickets before the ride	Advance booking through phone or internet is required	Service available through riders' advance booking or operator's provision on its own schedule⁵⁹	Regular service in accordance with operator's schedule	- Regular service in accordance with operator's schedule - The typical service hours are from 6:00am to 8:00pm, with boat frequencies varying

⁴¹ <http://www.thamesclippers.com/our-fleet/our-fleet.html>

⁴² <http://www.flyvefisk.dk/english/inspiration.aspx>

⁴³ There are two types of basic Yellow Cabs, namely, Easy Watertaxi Tweek and Easy Watertaxi Drie. See <http://www.water-taxi.nl/watertaxi/vloot-en.php> and <http://www.water-taxi.nl/Watertaxi%202011%20ENG.pdf>

⁴⁴ <http://www.water-taxi.nl/Watertaxi%202011%20ENG.pdf>

⁴⁵ <http://europeforvisitors.com/venice/articles/water-taxis.htm>

⁴⁶ <http://www.motoscafiavenezia.it/eng/imbarcazioni.php>

⁴⁷ <http://www.kingcountyferrydistrict.org/default.aspx?ID=17>

⁴⁸ <http://www.nywatertaxi.com/boats>

⁴⁹ <http://www.nywatertaxi.com/boats>

⁵⁰ <http://www.h2owatertaxis.com.au/water-taxis.html>

⁵¹ See the price lists at <http://watertaxis.org/index-5.html>

⁵² http://en.wikipedia.org/wiki/Khong_Saen_Saep_Express_Boat

⁵³ <http://www.thamesclippers.com/routes-times-prices-booking/timetables-prices.html>

⁵⁴ <http://www.flyvefisk.dk/english/bookprices.aspx>

⁵⁵ <http://www.water-taxi.nl/watertaxi/index-en.php>

⁵⁶ <http://europeforvisitors.com/venice/articles/water-taxis-how-to-hire.htm>

⁵⁷ <http://europeforvisitors.com/venice/articles/water-taxis-how-to-hire.htm>

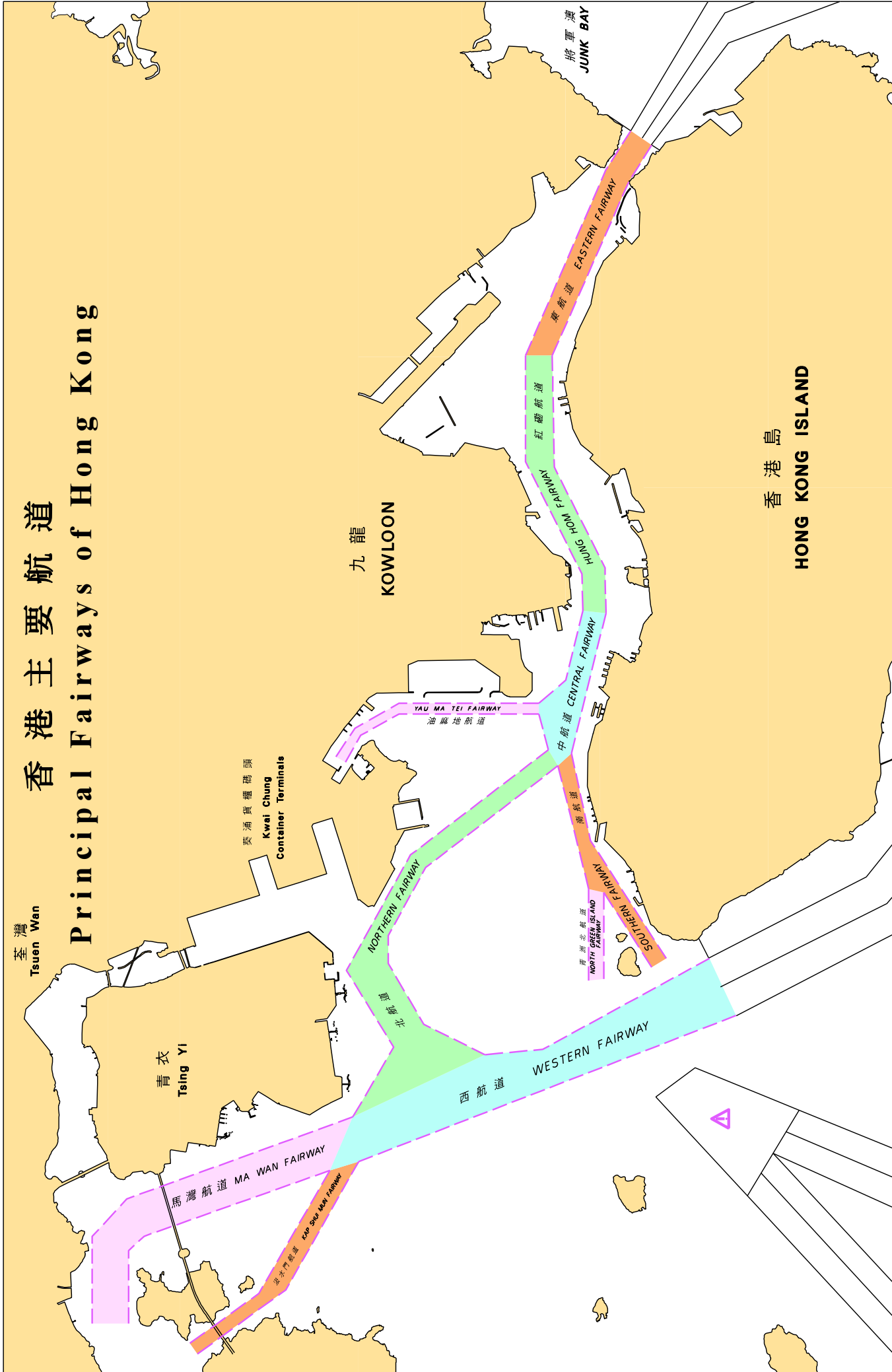
⁵⁸ <http://www.nywatertaxi.com/tours/hop>

⁵⁹ <http://watertaxis.org/index-5.html>

	London	Copenhagen	Amsterdam	Venice	Seattle	Brooklyn	Sydney	Auckland	Singapore	Bangkok
			system							between 5-30 minutes ⁶⁰
(F) References										
Relevant Websites	http://www.thamesclippers.com/	http://www.flyvefish.dk/english/frontpage.aspx	http://www.water-taxi.nl/	http://www.motoscafivenezia.it/en/en/ http://europeforvisitors.com/venice/articles/water-taxis-how-to-hire.htm	http://www.kingcountyferries.org/	http://www.nywater-taxi.com/about	http://www.h2water-taxi.com.au/	http://watertaxis.org/index-1.html	http://www.rivercruise.com.sg/	http://www.chao-phrayaexpressboat.com/en/home/ http://www.transitionbangkok.com/klong_boats.html http://en.wikipedia.org/wiki/Klong_Saen_Saep_Express_Boat

Harbour Unit
February 2012

⁶⁰ <http://www.chaophrayaexpressboat.com/en/services/>



香港主要航道
Principal Fairways of Hong Kong



海事處海道測量部於2003年3月繪製
Prepared by the Hydrographic Office,
March 2003

不宜作航行用途
Not to be used for Navigation

基準 WGS84
Datum

圖則編號 2003MAR013
Drawing No.

