

Task Force on Water-land Interface

For discussion
on 3 Aug 2012

TFWL/04/2012

An Overview of Public Landing Facilities around Victoria Harbour

PURPOSE

The purpose of this paper is to give Members an overview of public landing facilities around Victoria Harbour, and seek Members' views on the means to enhance the provision of such facilities as part of the ongoing harbourfront enhancement work.

BACKGROUND

2. At the first meeting of the Task Force on Water-Land Interface on 24 November 2011, the Task Force Secretariat was invited to coordinate a stock-taking exercise on existing water-dependent land uses/activities in Victoria Harbour. The findings of the exercise were presented to the Task Force at its second meeting on 21 February 2012, which covered, among others, public landing facilities. This paper provides further information on these landing facilities to facilitate Members' deliberation.

TYPES OF PUBLIC LANDING FACILITIES

3. There are various types of landing facilities for passenger-carrying vessels within Victoria Harbour, including public piers, public landing steps, passenger ferry piers and ferry terminals. This paper focuses on public piers and landing steps, which are open for use by members of the public free of charge.

Definition and land use zoning

(a) Piers

4. In terms of design and component facilities, a pier is generally a structure protruding from the shoreline with one or more sets of landing steps and/or berths at the head and/or the two sides.

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The pier head and the shore are connected by a catwalk and/or an embankment. In terms of land use zoning, a pier is defined as "any structure built out over the water and supported by pillars or piles, used as a landing place for ferries, boats, ships and other vessels" that "includes the associated ferry concourse". Most of the piers in Victoria Harbour are zoned "Other Specified Uses" annotated "Pier" ("OU(Pier)") on the respective outline zoning plan (OZP), while some specialized piers/ferry terminals are designated with more specific zonings to reflect their actual uses¹.

(b) Landing Steps

5. In terms of design and component facilities, landing steps are staircase-like structures provided along/embedded in a seawall, forming an integral part of the seawall. In terms of land use zoning, landing steps in Victoria Harbour generally follow the broader land use zonings of their adjoining waterfront areas and are mostly zoned as either "O" or "G/IC".

Construction and Maintenance

6. In general, the Civil Engineering and Development Department (CEDD) is responsible for the construction and maintenance of public piers and landing steps. While landing steps are usually built at the time of constructing the seawall, there are generally no technical difficulties to construct the landing steps afterwards. For the latter approach, it is more costly to provide landing steps at a sloping seawall than at a vertical seawall as it normally requires modification of the seawall in order to provide sufficient water depth for berthing.

7. CEDD is also responsible for carrying out regular routine inspection and conducting maintenance works on a need basis. For piers, the works may include concrete repair, repair/improvement of fender system and repair of other pier furniture. For landing steps, the works may include concrete repair, general steps cleansing, repair of handrails, etc.

¹ Examples include the China Ferry Terminal zoned "OU(Ferry Terminal)" and the Cruise Terminal at Kai Tak zoned "OU(Cruise Terminal to include Commercial Development with Landscaped Deck above)"

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Operation and Management

8. The safe and efficient use of a pier/landing step is primarily regulated by the Marine Department (MD). In general, a vessel will berth alongside piers/landing steps, i.e. with its bow, stern or either side of the vessel lies against the pier/landing steps depending on its operational need, and make fast to the mooring bollards and rings provided for embarkation and disembarkation of its passengers on board. The berthing of vessels will be overseen by MD in accordance with the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F)².

9. TD carries out ad-hoc checks and investigation in response to public complaints regarding the physical conditions, usage and utilization of the landing facilities. In case departments other than TD are involved, TD coordinates the other departments for joint actions.

CURRENT SITUATION OF PUBLIC LANDING FACILITIES IN THE HARBOUR

Distribution

10. There are currently 50 public piers and landing steps within Victoria Harbour, 22 on the northern Hong Kong Island harbourfront and 28 on the Kowloon, Kwai Ching and Tsuen Wan harbourfront. A plan showing their approximate locations is at **Annex**.

Utilization

11. While there is no readily available detailed information on utilization rates of individual public piers/landing steps in the harbour and/or their popularity among particular type(s) of vessels, the average berthing time is found to range from one to nine minutes on a weekday and from one minute to 12 minutes during weekend. Based on the various itineraries of the Victoria Harbour cruises, apart from those run by ferry operators that mainly use its ferry piers in Tsim Sha Tsui, Hung Hom

² According to the Regulation, a local vessel should generally not lie alongside piers/landings for any time longer than is reasonably necessary for the embarkation/disembarkation. While vessels should not stay idle at the "Principle Fairways" under the law, they may either stay at a reasonable distance near the piers/landing steps (such that usage of the piers/landing steps by other vessels is not affected).

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and North Point for landings, the most popular public piers/landings should be Kowloon Public Pier in Tsim Sha Tsui and Central Pier No. 9. Other popular public piers/landings as observed by TD are Ma Tau Kok Public Pier and King Wan Street Landing in Kowloon City.

Facility Conditions

12. Public piers and landing steps are generally in satisfactory conditions from operational, structural, hygiene and safety perspectives. Following the release of the Formal Investigation Report on Accessibility in Public Accessible Premises by the Equal Opportunities Commission Report in June 2010, barrier-free facilities including non-slip nosing and colour contrast to stairs, handrail and tactile warning strip in stairs have been provided at public piers and landing steps managed by TD.

MEANS OF ENHANCING THE PROVISION OF PUBLIC LANDING FACILITIES IN THE HARBOUR

13. While CEDD, MD and TD have clear roles to play in the construction, management, maintenance, operation and general oversight of public landing facilities in the harbour and the conditions of such facilities are generally satisfactory, some opined that the planning, design and provision of landing facilities could be done more holistically to improve marine accessibility and connectivity along the harbourfront and enhance users' experience.

14. Noting that the significant resource implications (and possibly legal implications) to construct or refurbish public piers and landing steps, it is necessary to establish a genuine need for constructing new or improving existing landing facilities, and set priorities for taking forward such initiatives. A three-pronged approach is suggested for enhancing the provision of landing facilities:

(i) Planning for new public landing facilities

15. While there is a range of public landing facilities within the Harbour, we should ensure adequate provision of marine access to the new prominent harbourfront areas that will become popular destinations in future, such as Kai Tak, West Kowloon Cultural District and Central

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and Wanchai reclamation areas. It is important that the respective departments and project proponents will make necessary provisions for development of public landing facilities at the planning, design or construction stages of new harbourfront areas, having due regard to the availability of marine access points in the vicinity and future demand for connectivity among these new harbourfront activity nodes.

Issues for discussion:

- *Provision of new landing facilities has to be justified by genuine need given the huge construction cost involved, and has to establish an “overriding public need” if the construction involves reclamation.*
- *Should water-land interface situation of the new harbourfront areas be accorded priority for review?*

(ii) Enhancement of existing public landing facilities

16. Prior to making any enhancement proposals, it is crucial to critically review the physical conditions, mode of operation and rate of utilization of the existing 50 public piers and landing steps, identify key areas for improvement, and work out a set of criteria for prioritizing and implementing the necessary improvement works. Subject to availability of resources and the need and urgency of works, the Government may plan and roll out enhancement initiatives in phases, such as refurbishment of the landing facilities and/or provision of ancillary facilities where necessary.

Issues for discussion:

- *Given the resources constraints, which pier(s)/landing step(s) (or any particular district) should be accorded priority to review and seek improvement?*
- *What are the key selection criteria? e.g. popularity or utilization rate of the landing facilities, urgency for refurbishment on operational grounds, prominence of location, proximity to public activity nodes, etc.*

(iii) Guidelines for the design and provision of ancillary facilities for public landings

17. There are established standards and guidelines on the structural design of piers and landings, which involve the expertise of port works design engineering and marine operation considerations. That said, there may be possible areas for enhancement from the user's point of view in respect of the exterior design of public piers and landings, provision of ancillary facilities³, as well as the accessibility and connectivity issues. While it is not necessary to standardise the exterior design or the provision of ancillary facilities for all public landing facilities, which should be determined by the intended uses and catered for the need of target users / types of boats, some broad guidelines (or a checklist) may facilitate departments' planning for new landing facilities and promote the adoption of a consistent approach in planning, designing and making provision for water-land interface. This may also provide a useful reference for the Commission in advising or commenting on harbourfront projects involving public landing facilities.

Issues for discussion:

- *How should the Task Force provide input to work out the broad guidelines or checklist?*

ADVICE SOUGHT

18. Members are advised to note the current situation of public landing facilities around Victoria Harbour and comment on the means to enhance the provision of such facilities.

WAY FORWARD

19. With the rising aspirations for harbourfront enhancement, a natural progression from opening up more harbourfront for public enjoyment is to enhancing accessibility and connectivity of the

³ Ancillary facilities such as railing, lighting, life buoys, signage, disabled access, land-side access, seating, shelter, holding area and refreshment kiosks, etc

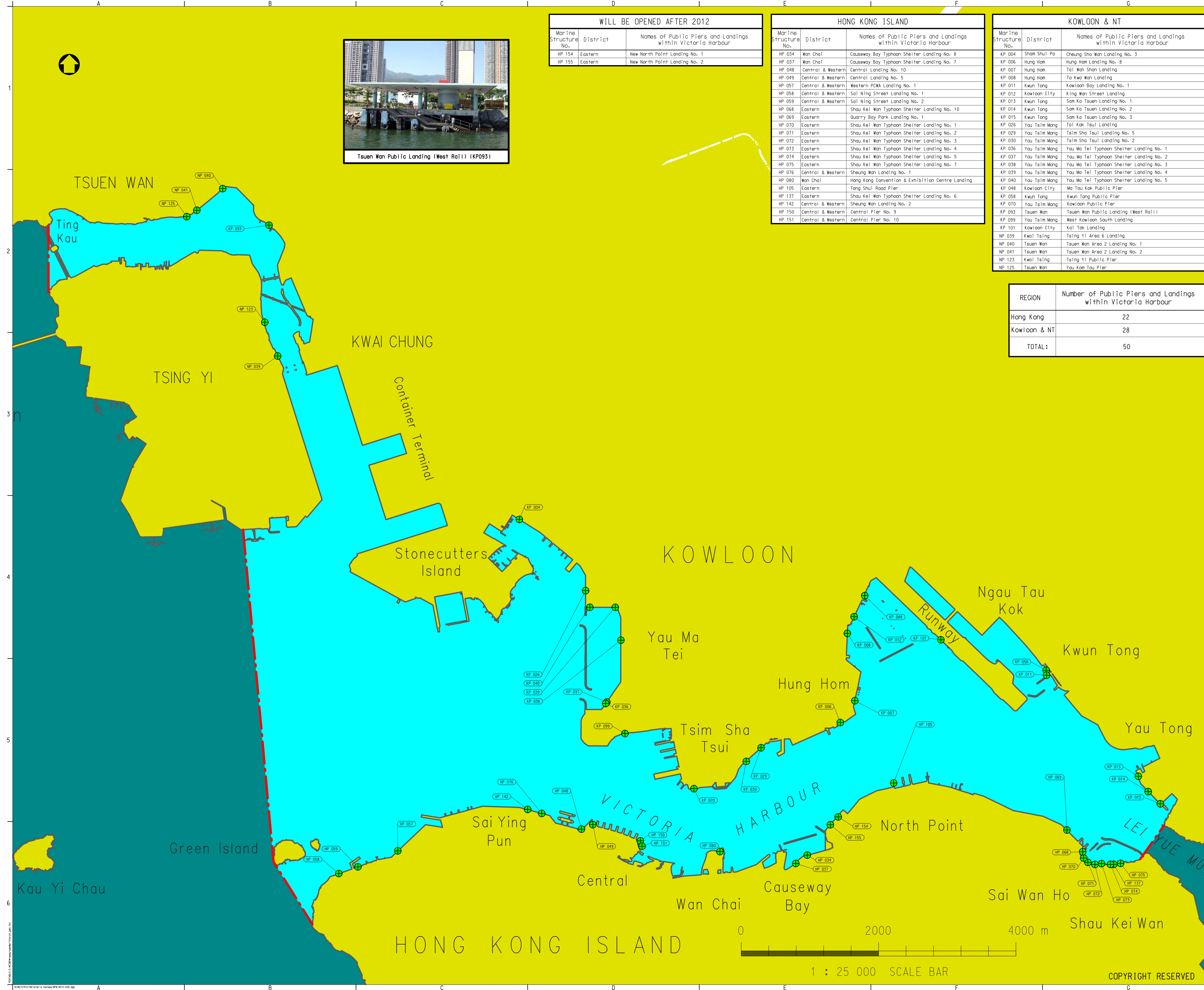
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harbourfront. Enhancing the provision of public landing facilities will improve marine access to the harbourfront and strengthen its connectivity with other harbourfront areas by means of water transportation, which in turn promote vibrancy of the harbour and harbourfront.

20. Taking into account Members' views, technical feasibility of enhancement proposals, and availability of resources, Harbour Unit will work closely with the relevant departments to gradually take forward the initiatives outlined above as part of our ongoing harbourfront enhancement efforts.

**Development Bureau
Civil Engineering and Development Department
Marine Department
Transport Department
August 2012**



WILL BE OPENED AFTER 2012

Marine Structure No.	District	Names of Public Piers and Landings within Victoria Harbour
HP 154	Eastern	New North Point Landing No. 1
HP 155	Eastern	New North Point Landing No. 2



HONG KONG ISLAND

Marine Structure No.	District	Names of Public Piers and Landings within Victoria Harbour
HP 034	Wan Chai	Causeway Bay Typhoon Shelter Landing No. 8
HP 037	Wan Chai	Causeway Bay Typhoon Shelter Landing No. 7
HP 048	Central & Western	Central Landing No. 10
HP 049	Central & Western	Central Landing No. 5
HP 057	Central & Western	Western PCMA Landing No. 1
HP 058	Central & Western	Sai Ning Street Landing No. 1
HP 059	Central & Western	Sai Ning Street Landing No. 2
HP 068	Eastern	Shau Kei Wan Typhoon Shelter Landing No. 10
HP 069	Eastern	Quarry Bay Park Landing No. 1
HP 070	Eastern	Shau Kei Wan Typhoon Shelter Landing No. 1
HP 071	Eastern	Shau Kei Wan Typhoon Shelter Landing No. 2
HP 072	Eastern	Shau Kei Wan Typhoon Shelter Landing No. 3
HP 073	Eastern	Shau Kei Wan Typhoon Shelter Landing No. 4
HP 074	Eastern	Shau Kei Wan Typhoon Shelter Landing No. 5
HP 075	Eastern	Shau Kei Wan Typhoon Shelter Landing No. 7
HP 076	Central & Western	Sheung Wan Landing No. 1
HP 080	Wan Chai	Hong Kong Convention & Exhibition Centre Landing
HP 105	Eastern	Tong Shui Road Pier
HP 137	Eastern	Shau Kei Wan Typhoon Shelter Landing No. 6
HP 142	Central & Western	Sheung Wan Landing No. 2
HP 150	Central & Western	Central Pier No. 9
HP 151	Central & Western	Central Pier No. 10

KOWLOON & NT

Marine Structure No.	District	Names of Public Piers and Landings within Victoria Harbour
KP 004	Shan Shui Po	Cheung Sha Wan Landing No. 3
KP 006	Hung Hom	Hung Hom Landing No. 8
KP 007	Hung Hom	Tai Wan Shan Landing
KP 008	Hung Hom	To Kwa Wan Landing
KP 011	Kwun Tong	Kowloon Bay Landing No. 1
KP 012	Kowloon City	King Wan Street Landing
KP 013	Kwun Tong	Sam Ka Tsuen Landing No. 1
KP 014	Kwun Tong	Sam Ka Tsuen Landing No. 2
KP 015	Kwun Tong	Sam Ka Tsuen Landing No. 3
KP 026	You Tsim Mong	Tai Kok Tsui Landing
KP 029	You Tsim Mong	Tsim Sha Tsui Landing No. 5
KP 030	You Tsim Mong	Tsim Sha Tsui Landing No. 2
KP 036	You Tsim Mong	You Ma Tei Typhoon Shelter Landing No. 1
KP 037	You Tsim Mong	You Ma Tei Typhoon Shelter Landing No. 2
KP 038	You Tsim Mong	You Ma Tei Typhoon Shelter Landing No. 3
KP 039	You Tsim Mong	You Ma Tei Typhoon Shelter Landing No. 4
KP 040	You Tsim Mong	You Ma Tei Typhoon Shelter Landing No. 5
KP 048	Kowloon City	Ma Tau Kok Public Pier
KP 058	Kwun Tong	Kwun Tong Public Pier
KP 070	You Tsim Mong	Kowloon Public Pier
KP 093	Tsuen Wan	Tsuen Wan Public Landing (West Rail)
KP 099	You Tsim Mong	West Kowloon South Landing
KP 101	Kowloon City	Kai Tak Landing
NP 039	Kwai Tsing	Tsing Yi Area 6 Landing
NP 040	Tsuen Wan	Tsuen Wan Area 2 Landing No. 1
NP 041	Tsuen Wan	Tsuen Wan Area 2 Landing No. 2
NP 123	Kwai Tsing	Tsing Yi Public Pier
NP 125	Tsuen Wan	You Kom Tau Pier

REGION	Number of Public Piers and Landings within Victoria Harbour
Hong Kong	22
Kowloon & NT	28
TOTAL:	50

NOTES:

LEGEND:

- VICTORIA HARBOUR LIMIT
- PUBLIC PIER

no.	date	description	checked	approved
REVISION				
	name	initial	date	
designed				
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		date : _____		
contract no.				
file no.				
project no.	—			
contract				
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drawing no.	PW-AD12-009		scale	1 : 25 000
office	PORT WORKS DIVISION CIVIL ENGINEERING OFFICE			

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

1 : 25 000 SCALE BAR

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