

# Victoria Harbour: Marine uses, Land-Water Interfaces, and Issues

Proposed framework for  
the Water Land Interface Taskforce of the Harbourfront Commission

# Introduction

- Purpose of these slides:
  - Provide a **structured framework and reference tool** for TF Members to consider water-land interface issues
  - Introduce Members to the range of existing marine uses, trades and sectors, and their associated water-land interface needs
  - Raise awareness among Members that making determinations on interface issues first requires a thorough understanding of the affected user markets – and that all markets need to be considered to prevent unintended consequences
- Reminder of why this TF was established:
  - The role of this TF is to “focus on overall water-land interface issues of Victoria Harbour as a whole, with a view to **forming a holistic framework** that will provide the context for the three geographical Task Forces to consider and review individual project proposals.” - Mr Nicholas Brooke, 1<sup>st</sup> TFWLI Meeting, November 2011
  - “Members agreed that this Task Force would focus **on...establishing the framework and principles** that would provide context for the geographical Task Forces to consider individual proposals.” – TFWLI Chair, 2<sup>nd</sup> TFWLI Meeting, February 2012
  - “There were **potentially three work streams**, namely, commercial operations, recreational activities, and service operations. **The Task Force could identify and prioritize issues within each of these work streams.**” - Mr Nicholas Brooke, 1<sup>st</sup> TFWLI Meeting, November 2011

# Victoria Harbour – Marine uses

Marine uses/ geography	Commercial & Industrial	Municipal	Passenger Transport	Leisure and Water Sports	Conditions
<b>Kwai Tsing/ Rambler/ Tsuen Wan</b>	Containerised cargo transfer Oil and gas Boat repair and maintenance Waste recovery & transfers	PCWA traffic	Fast ferries		Kwai Chung all container terminal  North Tsing Yi part natural shoreline but Fast ferry traffic
<b>Western Harbour</b>	Bulk & break-bulk cargo transfer & Outer Islands supplies Anchorage Midstream operations	Water transfer Government dockyard PLA base	Cross-boundary & Outer-Islands ferry services	Some motor launch mooring at YMT	Rough water Fast ferry traffic  Interface mostly vertical embankment or quay plus finger piers at Sai Wan
<b>Central Harbour</b>	Cruise liner operations	Marine Police; Fireboat; MarDep and Security ops  Construction traffic for CWB and CSL	Cross-harbour ferry services  Pleasure boat charter/ excursions/ harbour tours	Dragonboat races  Yacht racing  Leisure fishing	Very busy cross-Harbour traffic; poor water quality  Mostly vertical embankments plus finger piers with no shelter
<b>Eastern Harbour</b>	Cruise liner operations Ship-and boat-building and repair Fish distribution Waste recovery & trans-shipment	Dangerous Goods Vehicle Ferry  Customs & Immigration; Marine Police; Fireboat; MarDep ops	Cross-harbour ferry services  Pleasure boat charter/ excursions/ harbour tours	Pleasure boat mooring and repair, mainly at Causeway Bay  Yacht racing  Leisure fishing  Open water swimming	Vertical quays at Kwun Tong shelter east side and Yau Tong.  Island side IEC plus Quarry Bay vertical embankment  Sloping breakwaters to shelters at CWB, To Kwa Wan and Shau Kei Wan plus Kai Tak runway
<b>Issues, trends and opportunities</b>	Declining cargo volume except transshipment; Ship/ boat building disappeared and replaced by repair and maintenance Rationalization of PCWA's will enable repurposing of some typhoon shelters Fishing in HK waters declining with trawling ban residential areas encroach on marine industrial zones	Municipal waste handling and independent recycling transfer does not need to be inside harbour  Sewage outfalls and pump-out direct into typhoon shelters needs remedial action  Some government operations could be relocated to better facilities to enable other enhancements	Infrastructure and access is lacking for Harbour Waterbus/taxi services  Some piers and steps are insufficiently accessible or versatile for different types of craft  Poor location of some piers jeopardizes utility of scheduled cross harbour ferries (e.g. Hung Hom)	Sports Development and community value of Harbour  Urgent need for masterplanning event venues;  Major unsatisfied demand for leisure boating in HK due to lack of barthing and landing facilities  Leisure fishing demand is high and sea wall access often difficult or unsafe	Safe boarding/landing for craft below 35meters needs sheltered water; hence more breakwaters needed where they will not encroach on expanse of main water bodies - at Wanchai, Sai Wan (Western), West Kowloon, Kwun Tong, Fenwick Pier

# Commercial & Industrial

## Marine Use Subcategories

- Cargo handling
  - Containerised
  - Break-bulk
  - Oil and gas
  - Mid-stream operations/ river trade
  - Construction materials
- Commercial fishing and distribution
- Outer Islands goods distribution
- Dangerous goods distribution
- Recyclable waste handling and transfer
- Ship services including fueling, bunkering, tug and tow

## Associated Land-Water Interfaces

- Container Terminals
- Public Cargo Working Areas
- Independent waste recycling barging points
- Construction materials barging points
- Oil and Gas Terminals,
- Water cooling intakes
- Dockyards and slipways
- Dockyard cranes and gantries
- Travelling boat hoists
- Piers, landing steps
- Road and rail access to piers and landings
- Fuel bunkering barges
- Fuel docks
- Freshwater supply kiosks

## Issues for consideration (examples)

- Safeguarding waterfront land for:
  - Private-sector marine supporting services (e.g. New Yau Ma Tei Shelter)
  - Accessible boat services to support market growth (e.g. Shau Kei Wan, Sham Shui Po, Tsing Yi)
- Resolving conflicting adjacent land uses (e.g. Yau Ma Tei/ West Kowloon)
- Exploiting existing infrastructure (e.g. Western Market Piers)

# Municipal

## Marine Use Subcategories

- Security services:
  - Marine Department Operations
  - Marine Police and special forces
  - Customs & Immigration
  - Fire Boat Services
  - Pilotage
- Port operations and services
- Military (PLA and foreign navies)
- Construction materials handling
- Municipal waste transfer

## Associated Land-Water Interfaces

- Piers, quays, landing steps, pontoons
- Secure quays, dockyards, boatsheds
- (Dis)embarkation points for visiting military
- Aggregates barging points and conveyors
- Municipal waste transfer wharves
- Water and drainage pumping stations
- Outfalls
- Bilge and Waste Water pump-out stations

## Issues for consideration (examples)

- Safe access by water and land for (dis)embarkation of military and security personnel
- Appropriately fendered wharves and landing steps for broad range of boat sizes
- “Bad neighbour” issues blighting harbour enhancement opportunities
- Mitigation and beautification measures for water-dependent uses that cannot be moved away from harbourfront due to operational reasons

# Passenger Transportation

## Marine Use Subcategories

- Cruise operations
  - Ocean-going lines
  - Casino ships
  - PRD
- Scheduled Passenger ferry services
  - Cross-boundary
  - Inter-island
  - Cross-harbour
- Water taxi services
  - Cross-harbour launches and kaitos
  - Intra-shelter sampans
  - New types of water taxi services

## Associated Land-Water Interfaces

- Terminal buildings
  - With Immigration facilities
  - Without Immigration facilities
- Dedicated ferry piers
- Municipal (public) piers
- Landing steps with protective fenders
  - In exposed water
  - Within sheltered water
- Pontoons and ramps
  - Within sheltered water
  - In exposed water (deployable ramps)
- Fuel docks/ bunkering
- Ticketing kiosks and information displays
- Passenger holding areas
- Passenger drop offs/pick ups

## Issues for consideration (examples)

- Safe embarkation of different vessel sizes in relation to wave action and waterfront type
- Safeguarding location, accessibility and suitability of steps and piers for different types of craft
- Strategic provision of suitable infrastructure for alternative water transportation to development areas (Kai Tak, WKCD) to enhance tourism potential
- Access to land based transport

# Leisure and Water Sports

## Marine Use Subcategories

- Harbour tours and dinner cruises
- Pleasure launches and junks for hire
- Private pleasure boating
  - Sailing yachts & Open Keelboats
  - Motor cruisers and junks/launches
  - Small open RIBs and speedboats
  - Dinghies, canoes, kayaks
  - P4 Sampan and personal watercraft/jetskis
- International yacht race stopovers & regattas
- Maritime heritage (physical and cultural)
- Sailboat racing and training
- Rowing, canoe and kayak races and training
- Dragon boat racing and training
- Open water swimming and Triathlon events

## Associated Land-Water Interfaces

- Dedicated ferry piers
- Municipal (public) piers
- Landing steps with protective fenders
- Pontoons and ramps (within shelters)
- Slipways, hardstandings, dry-storage racking
- Vehicle access and parking
- Boatyard cranes and travelling hoists
- Fuel and water supply docks; pump-out points
- Boatsheds & Clubhouses incl. changing, F&B
- Race management facilities
- Media facilities and cycle/access track
- Spectator facilities and access
- Safe access for swimming events

## Issues for consideration (examples)

- Substantial unsatisfied demand for mooring berths near public transport and population centres
- Safeguard/enhance existing infrastructure of slips & breakwaters; PHO proportionality principle
- Regeneration and civil project legacies create opportunities for improving the use of harbourfront
- Lack of landings and pontoons
- Kwun Tong shelter provides opportunities for a rowing and paddlesport course
- Water quality

# Water dependent land uses

## Subcategories

- Boat building
- Boat repair and maintenance
- Utilities
- WSD
- DSD services
- Helicopter services
  - Government Flying Service
  - Private operations

## Associated Land-Water Interfaces

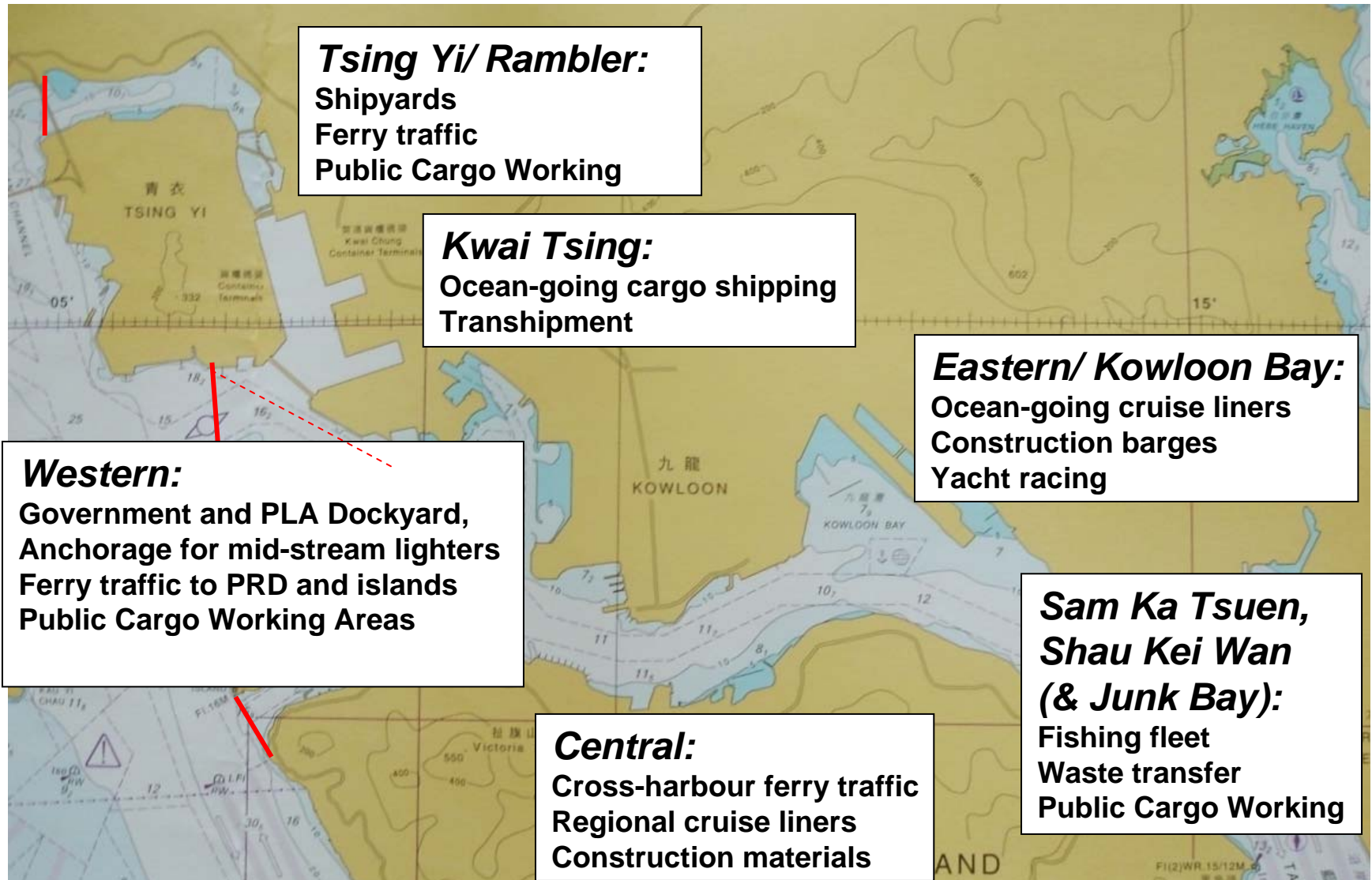
- Ship yards
- Slipways
- Gas pigging stations
- Water intakes
- Water outfalls
- Underwater utilities
- Tide stations
- Helipads

## Issues for consideration (examples)

- Strategic planning of locations for utilities
- Drainage outfalls discharging into shelters (smell; not purging; contaminated watercourses)
- Exclusion zones



# Predominant Water Uses



# Conclusion and Next Steps

- Presentation has demonstrated the sheer volume of marine users, sectors and trades that need to be considered
- This TF needs to develop a structured and systematic approach to reviewing their needs such that the adequacy – or otherwise – of existing interfaces can be determined
- Presentation has identified:
  - Four broad marine use categories
  - A further category of land-uses that are water-dependent
- Next steps:
  - TF to discuss to what extent market analysis for key marine users, sectors and trades is necessary, to inform discussion of water-land interface issues
  - TF to consider what is feasible within lifetime of this Commission – and whether that should be a constraint or not
  - TF to establish workflow for the remainder of its term, and determine what it wants to prepare for potential future Harbourfront Authority