

Task Force on Water-land Interface

Minutes of Eighteenth Meeting

Date : 12 July 2018 (Thursday)
Time : 3:00 p.m.
Venue : 15/F Conference Room, North Point Government Offices,
333 Java Road, North Point

Present

Mr LEUNG Kong-yui Chairman

Organization Members

Mrs Karen BARRETTO Representing Friends of the Earth
Mr Anthony CHEUNG Representing Hong Kong Institute of Architects
Prof TANG Bo-sin Representing Hong Kong Institute of Planners
Sr Raymond CHAN Representing Hong Kong Institute of Surveyors
Yuk-ming
Mr TAM Po-yiu Representing Hong Kong Institute of Urban Design
Ir Victor CHEUNG Representing Hong Kong Institute of Engineers
Ms Elsa MAN Representing Real Estate Developers Association of Hong
Kong
Mr Paul ZIMMERMAN Representing Society for Protection of the Harbour
Mr Ken SO Kwok-yin Representing The Conservancy Association

Co-opted Members

Captain CHEUNG Co-opted Member
Tai-kee
Mr Bondy WEN Tsz-kit Co-opted Member
Mr WONG Yiu-kan Co-opted Member

Official Members

Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour), DEVB
Ms Linda CHAN	Senior Manager (Tourism) 22, Tourism Commission (TC)
Mr Tommy NG	Chief Transport Officer/Housing Project, Transport Department (TD)
Mr Anthony LO	Head (Kai Tak Office), Civil Engineering and Development Department (CEDD)
Mr CHEUNG Koon-lam	Chief Leisure Manager (Management), Leisure and Cultural Services Department (LCSD)
Mr Adrian CHAN	General Manager, Planning, Development & Port Security, Marine Department (MD)
Ms Amy CHEUNG	Assistant Director of Planning/Territorial, Planning Department (PlanD)
Mr Ian CHENG	Secretary

In Attendance

Mr Vincent NG	HC Chair
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Absent with Apologies

Mr Andy LEWIS	Representing Business Environment Council
Mr Evans IU	Representing Hong Kong Institute of Landscape Architects
Mr Hans Joachim ISLER	Individual Member
Hon Tony TSE Wai-chuen	Individual Member
Miss Stephanie AU	Co-opted Member

For Item 3

Mr KAN Hon-shing	Chief Engineer/Harbour Area Treatment Scheme, Drainage Services Department (DSD)
Mr Ken CHAN	Senior Engineer/1 (Ag.), Drainage Services Department (DSD)

Welcoming Message

Action

The Chair welcomed all to the 18th meeting of the Task Force on Water-land Interface (TFWL).

The Chair welcomed **Captain CHEUNG Tai-kee**, Director of KEE Marine Service & Consultant Ltd; **Mr Bondy WEN Tsz-kit**; Managing Director of Yun Lee Marine Holdings Ltd and **Mr WONG Yiu-kan**, Director of Vincent Transportation & Towage Company Ltd, as the co-opt Members of the Task Force.

The Chair announced that **Miss Rosalind CHEUNG**, Principal Assistant Secretary (Harbour) of Development Bureau (DEVB), attended on behalf of Ms Doris HO. **Ms Linda CHAN**, Senior Manager of the Tourism Commission (TC), attended on behalf of Mr Simpson LO. **Mr Tommy NG**, Chief Transport Officer/Housing Project of the Transport Department (TD), attended on behalf of Mr Edmond POON. **Mr CHEUNG Koon-lam**, Chief Leisure Manager (Management) of the Leisure and Services Department (LCSD), attended on behalf of Mr Simon LIU. **Mr Adrian CHAN**, General Manager/Planning, Development & Port Security of the Marine Department (MD), attended on behalf of Mr Tony CHAN.

Item 1 Confirmation of Minutes of the last Meeting

1.1 **The Chair** informed Members that the draft minutes of 17th TFWL meeting had been circulated to Members for comments on 17 April 2018 and no comments were received.

1.2 There being no further comments received from Members, the minutes of the 17th meeting were confirmed.

Item 2 Matters Arising

A. Terms of Reference (ToRs)

Discussion

2.1 **The Chair** said that the revised ToRs of the Harbourfront Commission (HC) had been endorsed at the 30th Commission meeting on 5 March 2018. In addition to making corresponding amendments to the ToRs of TFWL, the Chair remarked that references should also be made to the suggestions of expanding the remit of the Task Force to cover aspects such as implementation issues of upcoming projects. He hence suggested adopting the existing ToRs for the current meeting and deferred discussion on the proposed amendments to the ToRs to a future meeting.

B. Updates on Water-Taxi Service in Hong Kong

Discussion

2.2 **The Chair** remarked that Designing Hong Kong and students from the Worcester Polytechnic Institute (WPI) had presented their findings on the feasibility of introducing water-taxi services in Hong Kong at an informal session and the subsequent 30th HC meeting in February and March 2018 respectively. **The Chair** further invited representatives from TC and TD to provide updates on the implementation of the initiative.

2.3 **Ms Linda CHAN** responded that TC had been partnering with TD in sounding out the trade in working out a framework for the water taxi proposal. **Mr Tommy NG** supplemented that they had approached over 30 potential operators earlier this year and some were concerned about the high operating costs. TD would continue to explore with TC and relevant parties to facilitate formulation of the idea and take forward any proposals received from interested parties.

2.4 **Mr Paul ZIMMERMAN** said that the harbourfront lacked attractions and was therefore difficult to retain visitors. He further opined that cumbersome licensing and limited financial viability were the major obstacles of introducing water-taxi services in Hong Kong. He stood ready to work closely with TD and shared the pro bono legal advice sought for the licensing system.

2.5 **The Chair** acknowledged the efforts of the HC and various departments in making the harbourfront areas more vibrant throughout the years. He further suggested organizing more festive and thematic

events along the harbourfront so as to boost the demand for water-taxi services.

**Item 3 An Update on the Harbour Area Treatment Scheme
(Paper No. TFWL/01/2018)**

3.1 **Captain CHEUNG Tai-kee** declared that his company was responsible for managing DSD vessels. **The Chair** decided that Mr CHEUNG's involvement was indirect and he could remain in the meeting.

Briefing by the project team

3.2 **Mr KAN Hon-shing** from DSD updated Members on the latest progress of the Harbour Area Treatment Scheme (HATS), as well as the maintenance works at the Stonecutters Island Sewage Treatment Works (SCISTW) with the aid of a PowerPoint.

Discussion

Water Quality Objectives (WQOs)

3.3 **Mr Paul ZIMMERMAN** noted the standards of *E. coli* for locations such as that of beaches and fish culture zones differ from that of promenades and marine stations. He urged the Government to set Water Quality Objectives (WQOs) for the Victoria Harbour. Specifically, he hoped that the water quality in the Former Wan Chai Public Cargo Working Area, Causeway Bay Typhoon Shelter, Kwun Tong Typhoon Shelter and Kai Tak Approach Channel could be improved to a safe level for secondary contact. **Mr KAN Hon-shing** clarified that WQOs had

been set for the marine waters of Victoria Harbour, but *E. coli* was not one of the parameters.

3.4 **The Chair** stated that the overall water quality of the Harbour had improved, hence enabling the resumption of the cross-harbour swimming race a few years ago. Nevertheless, there was still room for improvement in the water quality of deeper waters. **Mr KAN Hon-shing** responded that the Environmental Protection Department had been monitoring marine water quality across Hong Kong and water samples were collected at different water levels to assess the water quality.

Temporary Sewage Bypass

3.5 **Mr Paul ZIMMERMAN** asked how DSD informed the public of the existence of the temporary sewage bypass.

3.6 **Mr TAM Po-yiu** noted that some sewage were directly discharged into the Harbour through the temporary sewage bypass and enquired if there had been any remedial measures to mitigate their impacts. **Mr Ken SO** was concerned about the odour problem when the sewage was discharged into the Harbour directly.

3.7 **Mr KAN Hon-shing** responded as follows:

- (a) DSD had displayed notices along promenades around Victoria Harbour in early February 2018 prior to the start of the first two-week temporary sewage bypass, so as to inform the public and advise them against swimming or fishing, etc. DSD had also consulted the Tsuen Wan and Kwai Tsing District Councils on the detailed arrangement of operating

the temporary sewage bypass;

- (b) an inter-departmental working group was set up last year to identify any potential impacts, and formulate mitigation measures and contingency plans; and
- (c) for the temporary sewage bypass, DSD had implemented various water quality impact and mitigation measures, including chemical dosing for the suppression of odour-generating micro-organism, dosage of calcium nitrate to prevent septic conditions, additional deployment of de-odorizers, seawater pumping and other measures to maximize dilution and dispersion effects, etc. Other than that, odour patrols were conducted in numerous public areas close to the bypass locations for prompt follow-up actions as necessary.

Pumping Stations

3.8 In response to **Mr TAM Po-yiu's** query on the justification of having two main pumping stations in the SCISTW, **Mr KAN Hon-shing** explained that the dual pumping station arrangement was necessary in order to ensure the overall system operational stability and flexibility, and cater for the need for major equipment maintenance in the pumping stations.

Dry Weather Flow Interceptors

3.9 Also in response to **Mr TAM Po-yiu's** question, **Mr KAN Hon-shing** explained that the function of the weather flow interceptors was to intercept and divert polluted low flows during dry weather in stormwater drains or channels into the sewerage system for treatment

before disposal. It was one of the measures for mitigating near shore odour problems caused by polluted stormwater discharge.

Penstock

3.10 In response to **Prof TANG Bo-sin's** enquiry, **Mr KAN Hon-shing** stated that the life span of the new penstocks could reach 30 years.

Way Forward

3.11 In conclusion, **the Chair** expressed appreciation towards DSD's steadfast efforts in improving the water quality of the Harbour. DSD was advised to take Members' comments into account when taking forward the rest of the improvement works at SCISTW and the HATS.

Item 4 Any Other Business

Proposed Advance Waterfront Promenade at the Three Berths Released from Western District Public Cargo Working Area (WDPCWA)

4.1 **Mr Paul ZIMMERMAN** recalled from the discussion at previous Hong Kong Task Force (HKTF) meetings that railings would be installed along the subject advance waterfront promenade. He shared his recent observation that the public preferred to visit the area of WDPCWA currently without railings, rather than the newly-opened Western Wholesale Food Market Promenade where railings were equipped. He further suggested exploring alternative options for water-land interface, such as stepped terraces or setting back of railings.

4.2 **Mr Vincent NG** opined that railings are inevitable under some circumstances, including that of the Western Wholesale Food Market Promenade, as they are needed for creating a safe environment for the visiting children and families. That said, he would welcome the experiment of different approaches and designs, including the no-railing approach, at appropriate waterfront promenades. **Mr Anthony CHEUNG** remarked that sufficient funding was needed for exploring different designs and management models at different harbourfront areas.

4.3 **The Chair** clarified that the proposed advance waterfront promenade of the WDPCWA would commence construction in due course and it would be difficult to vary the design at this stage. He understood that railings were sometimes crucial for ensuring safety, but agreed that innovative and railing-free design could be explored in some other parts of the Hong Kong waterfront, where appropriate.

4.4 **Miss Rosalind CHEUNG** responded that the provision of railings along the advance waterfront promenade of WDPCWA had been agreed at previous HKTF meetings. Nevertheless, the Harbour Office (HO) will review if a more innovative design and management model could be adopted for other promenades.

Role and Function of TFWL

4.5 **Mr WONG Yiu-kan** observed that some items related to water-land interface were not brought up for discussion at the TFWL meeting, such as the proposed comprehensive residential development at Yau Tong Inland Lot 44 and the Volvo Ocean Race. He further requested the Secretariat to disseminate any information relating to water-land interface to TFWL Members.

4.6 **Mr WONG Yiu-kan** also said that he had not been able to attend the previous TFWL meeting held in September 2017, in which the review on berthing and sheltered space for local vessels had been discussed, as he was only co-opted at a later stage.

4.7 In response to Mr WONG's comments, **Miss Rosalind CHEUNG** responded as follows:

- (a) she took note of Mr WONG's suggestion and undertook that the Secretariat would in future circulate suitable information to Members of relevant Task Forces even when the subjects were not considered by that particular Task Force;
- (b) she further explained that following established practice agreed by the Harbourfront Commission, co-opted Members were usually appointed after regular Members (including Organisation Members and Individual Members) were appointed and had agreed on the co-option arrangement for that term. This was also the case for the recent co-option exercise. In any event, the HO would strive to further speed up the co-option process in future.

Review on Berthing and Sheltered Space for Local Vessels

4.8 **Mr WONG Yiu-kan** disagreed with the comments made by other Members at the previous TFWL meeting that allowing working vessels to moor at the Kwun Tong Typhoon Shelter during days of normal matter would affect the realisation of the Kai Tak Fantasy. He considered it appropriate to adopt a co-use approach.

4.9 **Miss Rosalind CHEUNG** responded that the Victoria Harbour was positioned as both a leisure and working harbour and that

the needs of both working vessels and pleasure vessels should be taken into account. She further added that the Government had been promoting the co-use concept for harbourfront areas and the adjacent waters to be shared amongst different stakeholders.

Date of next meeting

4.10 **The Chair** stated that the Secretariat would inform Members of the date of next meeting in due course.

4.11 There being no other business, the meeting was adjourned at 4:40pm.

Secretariat

Task Force on Water-land Interface

November 2018