

**1st Meeting of the Harbourfront Commission's
Task Force on Water-Land Interface
on 24 November 2011 (Thursday) at 9:30 a.m.
at Conference Room, 15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong**

Minutes of Meeting

Present

Mr Nicholas Brooke	Chair, Harbourfront Commission
Mr Leung Kong-yui	Chair, Task Force on Water-Land Interface
Mrs Margaret Brooke	Representing Business Environment Council
Mr Lam Kin-lai	Representing The Conservancy Association
Mr Andy Leung	Representing Hong Kong Institute of Architects
Mr Tam Po-yiu	Representing Hong Kong Institute of Planners
Mr Francis Lam	Representing Hong Kong Institute of Surveyors
Mr Paul Zimmerman	Representing Society for Protection of the Harbour
Mr Vincent Ng	
Captain Cheung Tai-kee	Co-opted Member
Mr Karl Kwok	Co-opted Member
Mr Wong Yiu-kan	Co-opted Member
Ms Gracie Foo	Deputy Secretary (Planning and Lands) ¹ , Development Bureau (DEVB)
Mr Vincent Fung	Assistant Commissioner (Tourism) ² , Tourism Commission
Mr Vincent Fan	Chief Traffic Officer/Kowloon, Transport Department
Mr Stephen Tang	Head (Kai Tak Office), Civil Engineering and Development Department
Mr Donald Choy	Assistant Director (Leisure Services) ³ , Leisure and Cultural Services Department
Mr Chan Ming-kwong	Assistant Director/Planning & Services (Ag), Marine Department (MD)
Mr Raymond Wong	Assistant Director/Territorial, Planning Department (PlanD)
Mr Ronald Leung	Secretary

In attendance

Mrs Winnie Kang	Principal Assistant Secretary (Harbour), DEVB
Mr Chris Fung	Assistant Secretary (Harbour)1, DEVB
Mr Tony Li	General Manager/Planning, Development & Port Security (Ag), MD

For Agenda Item 2

Mr Edward Leung	Senior Town Planner/Studies & Research 3 (Ag), PlanD
-----------------	--

Action

Welcoming Message

Mr Nicholas Brooke, as Chair of the Commission, welcomed all to the meeting and informed members that the following individuals from the marine sector have been co-opted into the Task Force:

- Captain Cheung Tai-kee, a marine consultant, a pilot, and a Director of the Hong Kong and Kowloon Ferry Holdings Ltd, closely affiliated with many maritime associations including Merchant Navy Officers' Guild and the Hong Kong and Kowloon Motor Boats and Tug Boats Association;
- Mr Karl Kwok Chi-leung, the President of Hong Kong Sailing Federation, the Vice-President of Sports Federation and Olympic Committee of Hong Kong, China, and a member of the Major Sports Event Committee; and
- Mr Wong Yiu-kan, the convenor of the "Joint Conference of Hong Kong Marine Sectors", the Chairman of the Hong Kong Cargo Vessels Traders' Association, and a member of the sub-group of the Local Vessel Advisory Committee.

Mr Nicholas Brooke said that according to the House Rules of the Harbourfront Commission (HC), the number of co-opt members in a Task Force shall not exceed one-third of the Task Force membership. Given a total of 17 members in this Task Force, 2 more individuals could

potentially be co-opted in the future.

Mr Nicholas Brooke added that this Task Force will 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 Paul Zimmerman considered that there was currently very limited space available for mooring and berthing of vessels in the harbour. While acknowledging the issues of cross-traffic and land requirements, he expressed his aspirations that landing from vessels could eventually take place everywhere along the harbourfront. He added that a review of previous discussions in relation to water-land interface issues in the former Harbour-front Enhancement Committee (HEC) and HC would provide a good foundation for this Task Force's work. He also informed the meeting that the Society for Protection of the Harbour (SPH) had proposed amendments to the Terms of Reference (ToR) of this Task Force for consideration.

Ms Gracie Foo said that the secretariat has prepared a list of water-land interface issues previously discussed in HEC and HC, which would be presented to Members to facilitate discussion of the work plan of the Task Force under Agenda Item 4 of the meeting. She also advised Members that the ToR of the Task Force had already been endorsed by HC, and any proposal for further amendments had to be put forward by the Task Force for endorsement by the Commission in due course.

Item 1 Election of Chairman

1.1 **Mr Nicholas Brooke** invited Members to elect the Chair for this Task Force. **Mr Vincent Ng** nominated Mr Leung Kong-yui and several Members seconded. There being no other nomination or objection, **Mr Leung Kong-yui** was elected Chair of the Task Force. **The Chair** thanked Members for their support.

Item 2 An Overview of Land Use Framework for Victoria Harbourfront
(Paper No. TFWL/01/2011)

2.1 **The Chair** welcomed Mr Edward Leung, Senior Town Planner/Studies and Research 3 (Ag) of the Planning Department (PlanD). **Mr Edward Leung** presented the paper with the aid of a Powerpoint.

2.2 **Mr Nicholas Brooke** considered that the presentation had provided a good update and review of the land use framework of the Victoria Harbourfront, and suggested circulating relevant materials to all Members of HC. Regarding Mr Brooke's observation that recreational water activities had not been covered, **the Chair** said that the current town planning framework was land-based by nature and water activities would be better covered in the presentation by the Marine Department (MD) in the next agenda item.

The Secretariat

(Post-meeting note: the presentation materials were uploaded to the HC website after the meeting.)

2.3 **Mr Vincent Ng** welcomed the presentation. Reflecting on the work of the former HEC's Subcommittee on Harbour Plan Review (HPR Subcom), he said that past district planning studies took more time than anticipated because of the extensive public engagement processes involved. He also hoped that similar studies would continue to be conducted for remaining harbourfront areas such as the Western Harbour, Tsim Sha Tsui and Tsuen Wan.

2.4 **Mr Paul Zimmerman** opined that:

- After the Yau Ma Tei Typhoon Shelter was earmarked for tourism uses in the then "Planning Study on the Harbour and its Waterfront Areas" residential uses have been introduced at the nearby Tai Kok Tsui waterfront which are in conflict with the important ongoing industrial activities. The strategy for land and water uses in area has to be addressed.

- there was a need for conducting territorial demand studies for uses such as waste transfer, sewage transfer, cargo handling, among others, for determining their suitable locations in the territory as well as at the harbourfront. These studies has yet to be conducted.
- the various completed district planning studies, which formed the basis for implementation by the Civil Engineering and Development Department (CEDD), did not give adequate considerations for water-land interfaces and water-related uses. For example, the breakwater in Wanchai was not extended sufficiently far to reduce the water wave effects that would prevent planned water activities and it was not certain whether the loading of the Central-Wanchai Bypass would be sufficient to allow attachment of vessels to its roof; the provision for landing of foreign navies was uncertain in Central; the water-land interfaces were not set out clearly in Hong Kong Island East. The Task Force should therefore give priority to reviewing the development plans for areas where works were in progress and provide timely inputs to ensure that the planned water activities could be materialized.

2.5 **Mr Stephen Tang** said that opportunities for more water-land interfaces and water-based activities, such as water sports and marinas, were being proactively explored and followed up in Kai Tak Development (KTD) by CEDD. Ongoing works, most of which being conducted in the hinterland at present, would not preclude them. CEDD was also conducting dialogues with various stakeholders to gauge their views on the uses at the harbourfront.

2.6 To provide context for Members' discussion, **Mr Raymond Wong** briefed Members on the history of harbourfront planning in previous years. After completion of the then "Planning Study on the Harbour and its Waterfront Areas" in 2003, there had been a lengthy discussion on the Harbour Plan Review in the former HEC. While there were aspirations for forming a harbour-wide holistic plan, there was also a need to give due consideration to local circumstances and needs.

Visionary proposals could turn out to be difficult to implement. The situation for the Yau Ma Tei Typhoon Shelter as mentioned by Mr Zimmerman was one of the examples. In addition, harbourfront developments were taking place on an ongoing basis. A more pragmatic approach to achieve the vision of the harbour was to formulate broad principles and detailed guidelines at the strategic level for application to individual projects and district plans. Against this background, the former HEC gave priority to the formulation of the Harbour Planning Principles and Harbour Planning Guidelines (HPPs/HPGs). In parallel, review studies for areas around the harbour were conducted at a district level by concerned departments, taking account of the HPPs/HPGs. While the focus of review studies was on land uses, which formed the basis for the statutory planning control, water-land interface issues had also been taken into consideration in the study process.

2.7 Regarding the progress of the district review studies, **Mr Raymond Wong** said that building consensus among various stakeholders in the community was challenging as there were always diversified public views on the proposals put forward under the studies. Notwithstanding that, the studies conducted thus far had covered most of the priority areas at the harbourfront.

2.8 **Captain Cheung Tai-kee** echoed Mr Zimmerman's views on the need for more water-land interfaces along the harbourfront. He gave further examples of such interfaces including rescues for marine accidents, transport of dangerous goods, and refueling of vessels. He also considered that landing facilities and ferry piers could be provided in more harbourfront locations to provide convenient marine access to nearby users. He reiterated that these uses served the community at large in addition to the marine sector.

2.9 **Mr Wong Yiu-kan** saw a need for due consideration of the views of the marine sector and incumbent users of the harbour in land use planning. He believed that the then proposal for tourism uses at the Yau Ma Tei Typhoon Shelter and Public Cargo Working Area (PCWA) had generated a certain level of public expectations despite implementation difficulties. He considered that the recent closure of the

Kwun Tong and Cha Kwo Ling PCWAs had already imposed difficulties on marine operations, and the remaining PCWAs in Chai Wan, Yau Ma Tei and Western District should be preserved. He also explained that PCWA operations involved the delivery of food, oil and construction materials, as well as generated employment opportunities for the locals, contributing to the local economy and the daily needs of the community at large. In addition, cargo transport by water had eased the traffic congestion on roads and in cross-harbour tunnels. Finally, he expressed concern over the link bridge between Kwun Tong and the tip of the former runway under the proposed environmentally friendly linkage system (EFLS) at KTD as its currently proposed 21-metre vertical clearance would prevent dumb steel lighters (橫雞躉), which were over 40 metres tall, from entering and using the Kwun Tong Typhoon Shelter (KTTS).

2.10 **Mr Stephen Tang** said that the Kwun Tong District Council (KTDC) had long been advocating a direct connection between Kwun Tong and the tip of the former runway. While the vertical clearance of the proposed link bridge would be open to public discussion, considerations should be given to the implications on the Protection of the Harbour Ordinance as well as the adverse visual impacts of the sizable supporting structure if the vertical clearance were to be increased from the proposed 21 metres to over 40 metres. And if the link bridge were to have vertical clearance of 21 metres, taller vessels could consider utilizing the nearby To Kwa Wan Typhoon Shelter (TKWTS) while other vessels of lower heights could continue to enter and use KTTS. Noting that public consultation would be conducted in early 2012, **the Chair** considered that further discussion on the subject could take place in due course.

2.11 **Mr Raymond Wong** said that the presentation by PlanD at this meeting was meant to provide Members with historical background information to facilitate discussion on the work plan of the Task Force in agenda item 4. Certain aspirational proposals then put forward in previous planning studies covered in the presentation had not been further pursued in view of strong public objection, such as the tourism use for the Yau Ma Tei Typhoon Shelter mentioned by Members. The views of the marine sector and water-land interface issues were also

taken into account in conducting district review studies, for instance, the Hong Kong Island East Harbour-front Study (HKIEHS) had not proposed closure of the Chai Wan PCWA nor that of the North Point Dangerous Goods Vehicular Ferry Pier as mentioned by Members.

2.12 **Mr Paul Zimmerman** considered that the Task Force should work out in this meeting its working relationship with the rest of HC and how its work would progress. As the proposed link bridge of the ELFS in KTD would reduce the accessibility of KTTS, he saw a need for additional information regarding the associated costs and benefits including the costs of providing alternative transport linkages between Kwun Tong and the tip of the former runway, such as developing a draw bridge instead of a fixed bridge or an underground connection.

2.13 **Mr Tam Po-yiu** said that apart from aesthetics, there were also functional, economic and sectoral considerations, among others, in the context of harbourfront planning. While innovative institutional arrangements such as a Harbour Authority and public-private collaboration could be conducive to resolving conflicting or competing uses, the existing HPPs/HPGs had also been useful. Looking ahead, he hoped that a balance be struck among the interests of KTDC and other stakeholders, including the marine sector, for the proposed EFLS in KTD, ultimately serving the majority interest of Hong Kong.

2.14 Reflecting on the previous work in HEC and HC, **the Chair** said that there had indeed been shortcomings such as the insufficient engagement of certain stakeholders in the community. Nevertheless, HEC and HC had had a number of achievements in harbourfront enhancement over the years, and this newly established Task Force was a step towards addressing past shortcomings. Looking ahead, he agreed with Members' observation that public engagement would take more time given the multi-stakeholder approach now being adopted.

2.15 **The Chair** thanked Mr Edward Leung for the presentation, and concluded the agenda item.

Item 3 An Overview of Commercial Port Operations and Facilities

**in Victoria Harbour
(Paper No. TFWL/02/2011)**

3.1 **The Chair** welcomed Mr Chan Ming-kwong, Assistant Director/Planning & Services (Ag), and Mr Tony Li, General Manager/Planning, Development & Port Security (Ag), of the Marine Department (MD). Mr Tony Li presented the paper with the aid of a Powerpoint.

3.2 In response to **The Chair's** enquiry, **Mr Chan Ming-kwong** said that while there was sufficient water depth in the East Lamma Channel utilized by most container ships for entrance into the Hong Kong waters, to enhance the competitiveness of Hong Kong as a regional hub port, the Government took forward a project to dredge the Kwai Tsing Container Basin and its approach channels down to a navigation depth of 17 meters, which was anticipated to commence in 2014 to facilitate passage of ultra large container ships of capacities beyond 10,000 twenty-foot equivalent units (TEUs).

3.3 **Captain Cheung Tai-kee** advised Members of vessels operating in Victoria Harbour in addition to those covered in MD's presentation. These included ferries operating between the harbour and outlying islands, launches carrying employees to cargo vessels, barges transporting fuel oil, tugs, dumb steel lighters, etc. All these vessels needed to seek refuge in typhoon shelters within hours when a typhoon was approaching, which often involved chaotic vessel movements.

3.4 Responding to **the Chair's** enquiry on the waiting time required for unloading of cargos from river trade vessels, **Captain Cheung Tai-kee** said that there was at present a daily average of over 500 of these vessels carrying 50 to 80 TEUs each operating between minor ports at the upstream of Pearl River and the Hong Kong Port. With the continuous substantial growth of these operations, he believed that there were yet sufficient supporting facilities. **Mr Wong Yiu-kan** supplemented that the recent closure of the two PCWAs in Kwun Tong and Cha Kwo Ling had also contributed to the congestion of vessels in the western side of the harbour.

3.5 **Mr Wong Yiu-kan** also expressed views on the “Assessment of Typhoon Shelter Space Requirements 2009-2025” conducted by MD. While the assessment concluded that the capacity of existing typhoon shelters could adequately meet the existing demand of sheltered space for local vessels up to 2025, he considered that there was an issue of mismatch. For instance, the Causeway Bay and Shau Kei Wan Typhoon Shelters were occupied by pleasure vessels and fishing vessels respectively. As large working vessels had to avoid staying too close to them and causing damage, they could not take refuge in the two shelters. Proximity to the sites where operations of vessels took place was also important consideration as the risk of accidents increased with the required travelling distance when typhoons were approaching and the harbour became wavy. KTTS was thus preferred over TKWTS for working vessels operating near Lei Yue Mun.

3.6 **Mr Tony Li** said that there were over 14000 licensed local vessels in Hong Kong as well as a daily average of 100 ocean-going vessel arrivals. Victoria Harbour was a very busy working harbour and MD would endeavor to ensure that vessel movements and marine operations were conducted in a safe and orderly manner.

3.7 **Mr Paul Zimmerman** said that the correct terminology for the discussion should be “sheltered waters”, some of which was used as typhoon shelters and some for mooring and berthing. He considered that a breakwater should be constructed in Yau Tong Bay to increase sheltered waters. He also enquired whether there was information on land requirements for on-shore energy supply to address marine air pollution, fuel supply for vessels and waste and sewage disposals from vessels. He also enquired what the current and forecast numbers of different types of vessels such as water taxis, touring vessels, sampans, launches and barges are. He believed that the information would facilitate an understanding for reassigning sheltered waters such as typhoon shelters and PCWAs on the suitable juncture. In response, **the Chair** said that these issues involved a large amount of details and should be approached more systematically in due course with regard to priorities of the Task Force to be deliberated in the next agenda item.

3.8 **The Chair** thanked Mr Chan Ming-kwong and Mr Tony Li

for their presentation, and concluded the agenda item.

Item 4 Discussion on the Work Plan of the Task Force

4.1 **Mrs Winnie Kang** briefed Members on a list of water-land interface issues previously discussed at the former HEC and HC with the aid of a Powerpoint.

4.2 **Mrs Margaret Brooke** commented that the issues were presented in broad categories, under which there were a large number of sub-categories.

4.3 **Mr Paul Zimmerman** said that the Task Force should be very systematic about the terminologies adopted and issued faced. He considered that the first priority of the work of the Task Force was to ensure that the strategic plan for land uses and that for water uses were compatible. Then, it should review and provide immediate inputs to district plans such as Wanchai, the development of which was currently in progress; and then to examine water transport and port facilities as well as obtain relevant information. He also raised the need for adequate level of resources provided for serving HC, including the manpower of Harbour Unit.

4.4 **Mr Nicholas Brooke** considered that there were potentially three work streams, namely, commercial operations, recreational activities, and service operations. The Task Force could identify and prioritise issues within each of these work streams in parallel.

4.5 **Mr LAM Kin-lai** saw a need for a proper demarcation of work among the four Task Forces. He considered that more information could be provided on recreational activities and service operations in the harbour. He suggested that apart from PlanD and MD, various other departments should also be invited to brief the Task Force on their visions for the harbour and their needs for water-land interfaces around the harbour.

4.6 **Ms Gracie Foo** extended her welcome to the three co-opted

members, who would add expertise and dimension to the work of both the Commission and the Task Force. She considered it very helpful for Members to provide directions on the work plan of the Task Force, which would facilitate better organization of work by the Secretariat. She informed Members that although only a list of broad categories of water-land interface issues was shown in the presentation, the Secretariat had also compiled a full list of related issues discussed by HEC and HC in the past seven years, and could circulate the list and provide hyperlink for interested Members to access the papers and notes of meetings if necessary. As the issues were very diversified and involved a lot of details, certain categorization and prioritization would be necessary. As a start for the Task Force, the Secretariat would be happy to organize further briefings as well as visits for Task Force Members and for other interested Members of the Commission. Regarding the division of work among Task Forces, she said that possible overlapping of work was recognized in the course of setting up this Task Force and drawing up its ToR. Hence, Members considered it important to have focused discussions at each Task Force.

4.7 **Mr Paul Zimmerman** considered that this Task Force might be thought of as an expert group providing specialized inputs on water-land interface issues to the other Task Forces. He agreed with Mr Nicholas Brooke in terms of the three broad categories of work streams. He added that a lot of background work had also been done by the Harbour Business Forum (HBF).

4.8 **The Chair** considered that this Task Force would not be advising the geographical Task Forces but working together with them. There were general water-land interface issues spanning across the entire harbour for this Task Force to handle. There were also localized issues which should be handled by the geographical Task Forces, such as the vertical clearance of the link bridge of the proposed ELFS in KTD as mentioned earlier. He believed that the relationship between this Task Force and the other Task Forces would be similar to that between the group established under the former HEC to formulate the HPPs/HPGs and the other subcommittees.

4.9 Echoing **the Chair, Mr Nicholas Brooke** said that an audit

The

exercise on water-dependent activities and land uses around the harbour could be conducted with a view to enabling Members to make considered judgments.

Secretariat

4.10 In response to Mr Paul Zimmerman's enquiry about the level of resources available for the work of HC, **Ms Gracie Foo** said that the Harbour Unit was fully dedicated to the harbourfront policy and various initiatives of the Government. Even for certain initiatives driven up by other bureaux or departments, the Unit would still have a role. Meanwhile, the study of water-land interfaces was a new area of work. The Secretary for Development had supported the setting up of this Task Force, notwithstanding that individual initiatives or concepts might not be conventional or might not be taken up readily by any lead bureau or department. The Harbour Unit, which had more staff resources gradually since its set-up in 2009, would make good use of the resources to support this new Task Force. The Kai Tak Office (KTO) of CEDD had also shared out the secretariat work of the Kai Tak Task Force so that the Harbour Unit could dedicate more resources to serve this new Task Force.

4.11 Regarding the proposed exercise to identify water-dependent activities and land uses around the harbour, **the Chair** concurred with **Ms Gracie Foo** and appealed for departments' continual support by providing the necessary inputs for coordination by the Secretariat.

**Various
departments**

4.12 **Mr Paul Zimmerman** considered that the Task Force could adopt the categorization put forward by HBF for taking forward its work. He also suggested that a review of strategic land use plan be added and comments be provided on district plans as aforementioned. **The Chair** considered that the six broad areas categorized by HBF could also be grouped into the three work streams as proposed by Mr Nicholas Brooke.

4.13 **Mr Tam Po-yiu** suggested that the Task Force could begin with some generic categories for the time being and refine the categorization as appropriate in due course. He also considered that the proposed review of district plans should be directed by the Commission.

4.14 **Mrs Margaret Brooke** said that commercial operations would include water transport, piers, and landing facilities. Recreational activities would include marinas, water sports and events, but they would also need landing facilities. Servicing could include port and municipal facilities as well maritime heritage. It could be seen that all these issues overlapped with one another to a certain extent and it would be difficult to consider them in isolation. Uses of land and the adjoining water body were also closely related.

4.15 **The Chair** said that the Task Force should focus on any water-land interface matters in relation to the strategic plan, which could be water-land interface issues hindering the implementation of the strategic plan or inadequate provisions for water-land interfaces within the plan. He also considered that the Chairs of the four Task Forces should meet regularly to exchange ideas and support the work of one another.

4.16 **Ms Gracie Foo** shared her observations from the collaboration of KTO and PlanD with HEC's HPR Subcom in recent years. Firstly, the Administration had been sparing no efforts in the implementation of proposals, as exemplified by the gradual completion of several sections of promenades at the harbourfront in recent years. As for ongoing district studies such as HKIEHS, the consultancy study and public consultation were conducted in parallel with deliberations over implementation. Meanwhile, the district plans or ongoing implementation of proposals would not hinder water-land interfaces or the integration of different water activities, an example being the water sports activities in KTD as aforementioned. Secondly, public consultation was now more extensive as the needs of the society had become more diversified and complicated. Throughout different stages from the conceptual to the detailed design stage, it was necessary to obtain the support of various stakeholders including both the local groups and the community at large. As such, whether the Task Force should proceed with the three general directions or the six or eight categories did not matter so much as long as the multi-stakeholder approach was adopted to balance different interests and needs in the community.

4.17 Responding to **Mr Paul Zimmerman**'s enquiry on whether there would be a detailed work plan at the next meeting, **the Chair** said that the Task Force should first identify more specifically issues of priority then work out plans to resolve or handle them.

Item 5 Any Other Business

5.1 **The Chair** informed the meeting that Mr Paul Zimmerman had tabled his proposed amendments to the ToR of the Task Force, and suggested that Members consider them in due course for further discussion at the next meeting.

5.2 **Mr Tony Li** considered that the co-opted Members had provided valuable inputs to the discussion at this meeting and the multi-stakeholder approach advocated by Members should be adopted to various harbourfront-related projects including the aforementioned link bridge between Kwun Tong and the tip of the former runway of the proposed EFLS.

5.3 **The Chair** added that this Task Force could serve as a valuable platform for public engagement with the participation of co-opted members whose livelihoods were closely related to the harbour waters.

5.4 For the date of the next meeting, **the Chair** said that the plan was for this Task Force to meet about three or four times a year. The exact frequency would be subject to the progress of the aforementioned exercise to identify water-dependent activities and land uses around the harbour. He would keep in touch with the Harbour Unit and Members would be notified in due course.

5.5 **Mr Lam Kin-lai** suggested holding the next meeting in early January 2012. **Mr Paul Zimmerman** considered that the next should be held as soon as possible in order to review the existing plans including both the strategic and district plans for providing prompt inputs and comments.

5.6 **Ms Gracie Foo** reiterated that the various district plans would not affect the planning of water activities. **Mr Raymond Wong** supplemented that water-land interface issues were given due consideration at different stages of district studies. An example would be the boardwalk underneath the Island Eastern Corridor and North Point Ferry Piers covered in HKIEHS. Other water-based activities, such as water sports, were also taken into account in district studies despite not being the core matters for consideration.

5.7 **The Chair** observed that Mr Paul Zimmerman had been enthusiastic in providing his views on water-land interface issues in various district studies, which should be welcomed as these would form inputs to these studies. Regarding the timing of the next meeting, he suggested holding it in two to three months' time.

5.8 **Mr Lam Kin-lai** said that as the Task Force had been briefed on port operations in this meeting, he hoped that recreational operations and service operations could be covered in the next meeting.

5.9 Responding to **Captain Cheung Tai-kee's** enquiry on whether the presentation material used by PlanD could be made available to Members, **Mr Ronald Leung** said that the meeting of the Task Force was open to all and the materials presented at this meeting would be uploaded to HC's website.

5.10 **Mr Paul Zimmerman** said that a number of water-land issues involving reclamation had arisen from the discussion of the proportionality principle at HC and enquired whether the issues would be discussed in this Task Force. He reiterated that existing district plans should be reviewed, and requested that his comments made earlier on water-land interface issues in various district plans would receive timely feedback.

5.11 **The Chair** clarified that comments to the district plans were always welcomed and that might be considered for inclusion in the reviews to be conducted by this Task Force.

5.12 **Ms Gracie Foo** said that the SPH had made a very comprehensive presentation on its proposed proportionality principle for reclamation in Victoria Harbour at the last HC meeting. Members also had detailed discussion. She was open-minded on whether the issue should be discussed at HC or its Task Forces, as it would depend on the subject matter to be explored and discussed. She added that all meetings of HC and its Task Forces were open to the public, and all audio records and papers were uploaded to the HC's website, except when commercially sensitive information was involved.

5.13 There being no other business, the meeting was adjourned at 12:45 a.m.

**Task Force on Water-Land Interface Secretariat
February 2012**