

**2nd Meeting of the Harbourfront Commission's  
Task Force on Water-land Interface  
on 21 February 2012 (Tuesday) 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 Leung Kong-yui	Chair, Task Force on Water-Land Interface
Mr Tom Callahan	Representing Business Environment Council
Mr Ken So	Representing The Conservancy Association
Mr Andy Leung	Representing Hong Kong Institute of Architects
Mr Tam Po-yiu	Representing Hong Kong Institute of Planners
Mr Paul Zimmerman	Representing Society for Protection of the Harbour
Mr Nicholas Brooke	
Mr Vincent Ng	
Mr Karl Kwok	Co-opted Member
Mr Wong Yiu-kan	Co-opted Member
Ms Gracie Foo	Deputy Secretary (Planning and Lands) <sup>1</sup> , Development Bureau (DEVB)
Ms Stephanie Lai	Senior Manager (Tourism) <sup>2</sup> , Tourism Commission
Mr Vincent Fan	Chief Transport Officer/Kowloon, Transport Department (TD)
Mrs Sorais Lee	Head (Kai Tak Office), Civil Engineering and Development Department (CEDD)
Mr Cheung Koon-lam	Chief Leisure Manager (Management), Leisure and Cultural Services Department
Mr Sin Tak-cheung	Assistant Director/Planning & Services, 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
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### **Absent with Apologies**

Dr Peter Cookson Smith	Representing Hong Kong Institute of Urban Design
Mr Francis Lam	Representing Hong Kong Institute of Surveyors
Captain Cheung Tai-kee	Co-opted Member

### **For Agenda Items 3 and 4**

Mrs Winnie Kang	Principal Assistant Secretary (Harbour), DEVB
Mr Ken Wong	Chief Transport Officer/Planning/Ferry Review, TD
Mr Tony Li	General Manager/Planning, Development & Port Security (Ag), MD
Mr Warren Li	Senior Marine Officer/Harbour Patrol Section (1), MD
Mr William Lam	Senior Engineer/District, Port Works Division, CEDD

### **Action**

**The Chair** welcomed Members to the 2nd meeting of the Task Force.

### **Item 1 Confirmation of Minutes of the Last Meeting**

1.1 The draft minutes of the last meeting were circulated to Members on 13 February 2012. Amendments proposed by Mr Paul Zimmerman were received on 21 February 2012 and tabled at the meeting. There being no further comments, the draft minutes incorporating Mr Paul Zimmerman's proposed amendments were confirmed.

### **Item 2 Matters Arising**

Upload of the Presentation Materials onto Harbourfront Commission (HC)'s Website (paragraph 2.2 of the confirmed minutes of the 1<sup>st</sup> meeting)

2.1        **The Chair** reported that the Secretariat had, as proposed by this Task Force, arranged for uploading the presentation materials by PlanD and MD at the last meeting onto the HC website.

Letter from the “Joint Conference of Hong Kong Marine Sectors (JCHKMS) (海上業界聯席會議)” (paragraph 2.9 of the confirmed minutes of the 1<sup>st</sup> meeting)

2.2        **The Chair** reported that as requested by Mr Wong Yiu-kan, co-opted member of this Task Force, the Secretariat had tabled a letter from JCHKMS expressing its views on the future development of Kwun Tong Typhoon Shelter (KTTS) for Members’ reference.

Existing Water-dependent Land Uses/Activities in the Victoria Harbour (paragraphs 4.9 and 4.11 of the confirmed minutes of the 1<sup>st</sup> meeting)

2.3        **The Chair** reported that the Secretariat had coordinated a stock-taking exercise on existing water-dependent land uses/activities in the Victoria Harbour with inputs from relevant departments. Maps indicating the locations of such identified land uses/activities were circulated as part of Paper No. TFWL/01/2012 to Members on 16 February 2012. The findings of the exercise would be presented by the Harbour Unit and relevant departments under Agenda Item No. 3 of this meeting.

Proposed Amendments to the Terms of Reference (ToR) by Mr Paul Zimmerman (paragraph 5.1 of the confirmed minutes of the 1<sup>st</sup> meeting)

2.4        **The Chair** advised that that Mr Paul Zimmerman had proposed amendments to the ToR of this Task Force at the last meeting, which would be discussed under Agenda Item No. 5 of this meeting.

Division of Work among Task Forces of HC

2.5        **Mr Paul Zimmerman** opined that various outstanding issues also mentioned at the last meeting should be followed up by this Task Force:-

- general uses of typhoon shelters;
- impact of the Environmentally Friendly Linkage System (EFLS) on accessibility of vessels to KTTS;
- land and water uses at Wan Chai waterfront and the need for an extension of the breakwater thereat;
- landing of foreign navies in Central and Wan Chai;
- water-land interfaces in Hong Kong Island East;
- landing steps and potential marina facilities at Yau Tong Bay; and
- land requirements for waste disposal, sewage discharge and energy supply of vessels.

2.6 **The Chair** considered that the items raised by Mr Paul Zimmerman could be broadly categorised as general water-land interface issues and location-specific issues. While the former should be considered by this Task Force, the latter should be considered by the respective geographical Task Forces as appropriate. **Mr Ken So, Mr Nicholas Brooke** and **Mr Vincent Ng** echoed his views. **Mr Raymond Wong** supplemented that for projects involving both harbour-wide and local circumstances, those predominantly related to the latter should be handled by the relevant geographical Task Force. **Mr Nicholas Brooke** added that co-opted Members of this Task Force should be welcome to join these relevant meetings of the geographical Task Forces.

2.7 **Mr Tom Callahan** said that the establishment of a holistic framework and general principles regarding water-land interface by this Task Force would provide the context for the three geographical Task Forces to consider individual proposals. He said that this Task Force should underpin the work of the other taskforces through the provision of expert advice. He suggested that the Chairs of all Task Forces should meet and exchange views regularly to optimise the division of work among them. **Mr Nicholas Brooke** and **Mr Vincent Ng** echoed his views. **The Chair** said that Members needed a good understanding of the water-dependent uses around the harbour for developing such framework and principles. More briefings and site visits could be arranged for Members for this purpose.

2.8 In summarising the discussion, **the Chair** said Members agreed that this Task Force would focus on deliberating on the generic issues of water-land interface around the harbour and establishing the framework and principles that would provide context for the geographical Task Forces to consider individual proposals. **Mr Paul Zimmerman** said that he would submit proposed items to the Task Forces accordingly.

**Item 3 An Overview of Water-Dependent Land Uses/Activities in Victoria Harbour**  
**(Paper No. TFWL/01/2012)**

3.1 **The Chair** welcomed Mrs Winnie Kang, Principal Assistant Secretary (Harbour) of DEVB; Mr Tony Li, General Manager/Planning, Development & Port Security (Ag) of MD; Mr Warren Li, Senior Marine Officer/Harbour Patrol Section (1) of MD; Mr Ken Wong, Chief Transport Officer/Planning/Ferry Review of TD; and Mr William Lam, Senior Engineer/District, Port Works Division of CEDD to the meeting. **Mrs Winnie Kang** presented the Paper with the aid of a PowerPoint. Responding to Members' comments, Mr Tony Li supplemented that there was a wholesale fish market at Kwun Tong in addition to the three wholesale food markets shown in the PowerPoint.

*(Post-meeting note: the Kwun Tong Wholesale Fish Market was accordingly added to the PowerPoint uploaded to the HC website.)*

3.2 **The Chair** appreciated the work of the presentation team and considered it a useful and thorough piece of work to facilitate this Task Force's future deliberations. **Mr Nicholas Brooke** echoed his views and considered that the information contained could also provide context to the geographical Task Forces in examining individual projects.

3.3 **Mr Nicholas Brooke** considered it desirable to present the information on a single map by layers. **Mr Vincent Ng** suggested the "Harbour e-Info" database then created during the former Harbour-front Enhancement Committee (HEC)'s era could be used for such purpose. **Mr Raymond Wong** supplemented that "Harbour e-Info" was provided

**Secretariat  
and PlanD**

by PlanD at the former HEC's website and it should be technically feasible to update the database with information provided in this presentation. The Chair invited the Secretariat to follow up with PlanD in this regard.

*(Post-meeting note: PlanD is in the process of updating "Harbour e-Info" with information provided in the presentation, which would be made accessible at the HC website at [www.hfc.org.hk](http://www.hfc.org.hk).)*

3.4 **Mr Tom Callahan** said that the Harbour Business Forum (HBF) had also produced a very detailed online database of land and water uses around the harbour in a study conducted in 2011. At the same time, HBF also produced an online mapping tool to show where these facilities and activities were and the interface between them based on 'Google Earth' technology. He said the database, google-earth map and subsequent report on the importance of integrated land-water planning were accessible to the public at [www.victoriaharbour.hk](http://www.victoriaharbour.hk). He said that the information in this database and google-earth mapping tool might also be usefully merged into this database.

3.5 **Mr Paul Zimmerman** raised the following comments and enquiries:-

- the focus of the presentation was more on facilities and more insight was needed in water-dependent activities and marine uses;
- the Task Force should agree on a process to determine the adequacy and optimality of the distribution of facilities at the harbourfront needed to support water-dependent activities and marine uses;
- there were no existing public piers or landing steps in Kai Tak Development (KTD) and only a few could be found near North Point;
- how the Government would decide on the provision of public piers/landings for amenity, leisure and recreational purposes when they were not required for franchised/licensed ferry services;
- whether the Fenwick Pier had been identified on the

map;

- this Task Force should review whether the existing marine refuse collection points, marine offices, and the facilities for the marine police and fire services were optimally located, and relevant departments should brief this Task Force on their long-term operational requirements;
- it would be good to separate water dependent land uses such as water-pumping stations which limit the public use of the waterfront from for example water-selling kiosks which facilitate marine uses. The two categories should thus be presented on different maps; and
- the term “marinas” might need to be re-defined if this Task Force wished to assess the adequacy of storage facilities for public boats and water sports equipment.

3.6 **Mr Tam Po-yiu** considered that this Task Force should advise the Government on the priorities and reasonableness of existing and future uses of the harbourfront. Statistical inputs from the Government, such as ferry service demand, would be useful for such purpose.

3.7 Responding to Mr Paul Zimmerman’s comment, **Mrs Winnie Kang** pointed out that the Fenwick Pier was shown under the reference of “HP 138” on the plan titled “*Index Plan for Government and Public Piers and Landings within Victoria Harbour 2011*” attached to the paper. The private piers and landings in North Point were shown on a separate plan titled “*Index Plan for Private Piers and Landings within Victoria Harbour 2011*”.

3.8 Responding to Members’ comments, **Mr Ken Wong** said that as the demand for inner harbour ferry services had been decreasing over the years, TD currently had no plan to introduce new ferry services by using additional public piers and landings or constructing new ones. Public piers and landings not used by ferry services could be used by other vessels.

3.9 **Ms Gracie Foo** said that the stock-taking exercise was

conducted in response to Members' request at the 1<sup>st</sup> meeting. The Secretariat had worked also on several topics including the "water-taxi" services to be discussed in Agenda Item 4 of this meeting. It would be a good starting point if there was demand for new services, although it was understood that Government departments had not received any concrete proposal on the provision of "water-taxi" services from the private sector to date. In future, other topics could be presented to the Task Force along the same direction in order to facilitate Members' discussion. DEVB would look forward to new directions provided by this Task Force on topics under its purview.

3.10 **Ms Gracie Foo** added that while more recreational/leisure uses and activities could promote vibrancy of the harbour, due regard should be given to the existing uses and activities including those of the working harbour. Policy implications and technical feasibility would be major considerations in assessing proposals that would involve relocation of existing facilities.

3.11 **Mr Nicholas Brooke** observed that the presentation had provided an overall picture on the status-quo. He considered that relevant stakeholders should be invited to provide inputs on their future plans and aspirations. **Mr Paul Zimmerman** further suggested that separate workshops could be conducted with a view to enhancing the completeness and categorisation of the various water-dependent uses and activities identified in this presentation. Members, relevant stakeholders and other interested parties might be invited to these workshops to comment on the adequacy and optimality of the distribution of uses or activities at the harbourfront. **Mr Vincent Ng** concurred with the proposed arrangement.

3.12 **Mr Ken So** said that views from the general public would be important for defining desirable water-dependent uses. He also suggested that more information and statistical data, such as utilisation rate of facilities, could be provided to this Task Force to facilitate Members' deliberation.

3.13 **Mr Wong Yiu-kan** drew Members' attention to the letter by JCHKMS tabled at this meeting, and said that JCHKMS objected to the



proposed EFLS in Kai Tak because entry of vessels to KTTS would be affected by its link bridge. **The Chair** considered that the EFLS proposal was more of a local project and should be discussed at the Task Force on Kai Tak Harbourfront Development (Kai Tak Task Force). Meanwhile, this Task Force should consider harbour-wide issues such as the adequacy and optimality of distribution of typhoon shelters around the harbour.

3.14 **Mr Tam Po-yiu** considered that safety should be attached the utmost importance when considering the adequacy and optimality of the distribution of typhoon shelters.

3.15 **Mrs Sorais Lee** said that the views of Mr Wong and JCHKMS were duly noted by CEDD. In its public consultation document, CEDD mentioned that the proposed EFLS might affect use of the KTTS by vessels. She said that the Permanent Secretary for Development (Works) had conducted a meeting on 8 February 2012 with the marine trade to listen to their views, and CEDD would attend a meeting of the Local Vessels Advisory Committee (LVAC) on 22 February 2012 to further consult the trade on the proposal. She considered that the proposal should be discussed at the Kai Tak Task Force, due to its high relevance to local circumstances of KTD.

3.16 **Mr Paul Zimmerman** considered that this Task Force was an appropriate public forum to discuss the proposed EFLS. He also raised the following comments/enquiries:-

- the proposed 21-metre vertical clearance of the fixed link bridge would affect the marine uses in that area;
- what types of boats/vessels would not be able to use KTTS if the fixed link bridge was built;
- whether alternative locations (such as the typhoon shelters at To Kwa Wan, the Rambler Channel or Chai Wan) would have sufficient capacity for affected vessels;
- the cost of constructing the fixed link bridge versus a draw bridge; and
- whether it would be feasible to build a tunnel as an

alternative to the link bridge.

3.17 **Mrs Winnie Kang** informed the meeting that CEDD would brief the Kai Tak Task Force on the proposed EFLS at its next meeting and such issues would be discussed then. The Secretariat would also invite the three co-opted Members of this Task Force to join the meeting. **Secretariat**

*(Post-meeting note: the subject meeting of the Kai Tak Task Force was held on 12 March 2012. The three co-opted Members of this Task Force were invited to join the discussion.)*

3.18 **Mr Vincent Ng** considered that it would be a more effective arrangement for the EFLS proposal to be discussed by the Kai Tak Task Force first. Water-land interface issues identified at the Kai Tak Task Force could be passed to this Task Force for comments as appropriate.

3.19 **Mr Andy Leung** considered that this Task Force needed to maintain communication with the geographical Task Forces for cases such as the EFLS proposal, which was relevant to both this Task Force and a geographical Task Force. **The Chair** concurred.

3.20 **Mrs Sorais Lee** supplemented that JCHKMS had been invited to attend the public consultation workshop scheduled for May/June 2012 and CEDD would ensure that JCHKMS be given sufficient time to provide its views. CEDD would liaise with the marine trade to map out solutions, including the possibility of providing alternative typhoon shelters to address the need.

3.21 Responding to **Mr Andy Leung's** enquiry, **the Chair** advised that the Secretariat would upload the PowerPoint to the HC website. **Secretariat**

*(Post-meeting note: the subject PowerPoint had been uploaded to the HC website.)*

3.22 In closing the discussion, **the Chair** said that the proposed EFLS had generated urgency for this Task Force to discuss the adequacy and optimality of the distribution of typhoon shelters within the harbour among the various issues raised at this meeting. He considered that this **Secretariat**

Task Force should accord priority to the issue, and asked the Secretariat to make relevant arrangements as appropriate.

*(Post-meeting note: the Secretariat followed up by arranging a boat trip around the harbour to visit various typhoon shelters including KTTS.)*

**Item 4      Waterborne Passenger Transportation in Victoria Harbour  
(Paper No. TFWL/02/2012)**

4.1            **The Chair** invited the same presentation team to stay on at the meeting to brief Members on this agenda item. **Mrs Winnie Kang** presented the Paper with the aid of a PowerPoint.

4.2            **Mr Paul Zimmerman** raised the following comments:-

- the present situation of waterborne passenger transportation in Victoria Harbour should be more extensively reviewed;
- there were vessels operating as “water-taxis” in the harbour, which were not officially licensed as such;
- it was expensive to operate vessels as “water-taxis” under the current licensing system;
- the demand for “water-taxi” services would increase upon the completion of the major developments around the harbour in 10 years’ time, as travelling between the waterfronts by “water-taxis” would be convenient than land transport; and
- this Task Force should explore ways facilitating “water-taxi” operations in the harbour.

4.3            **Mr Wong Yiu-kan** said that there had been various types of vessels such as small boats, “wala-walas”, pleasure boats and harbour cruises serving similar functions to those of “water-taxis” in the harbour over the years.

4.4            **Mr Karl Kwok** doubted whether there would be any commercial demand for “water-taxi” services and said it was unlikely

that people would travel around the harbour by “water-taxi” even in 10 years’ time.

4.5           **The Chair** said that the once convenient and popular mode of waterborne transportation around the harbour had been replaced by alternatives such as road traffic and rail transport over the years. In considering whether new “water-taxi” services could be pursued, the Task Force should take into account the demand and other enabling factors. It should however not discuss licensing and insurance of vessels, which fell beyond its purview.

4.6           **Mr Nicholas Brooke** said that a relevant consideration was to enhance connectivity within the harbour from the commuters’ and tourists’ perspectives. He suggested that a pilot scheme could be put forward to invite proposals from the private sector, and said he was aware of interest from some private-sector entities to offer hopping service along the northern shore of Hong Kong Island.

4.7           **Mr Andy Leung** said that the Task Force should keep an open mind towards “water-taxi” services in the harbour. He considered that the demand for the service could be induced by the provision of more attractions at the harbourfront. That said, he was of the view that it would unlikely replace other means of cross-harbour transportation.

4.8           **Mr Tom Callahan** had the following comments:-

- on the demand side, the number of cross-harbour trips in Hong Kong had been falling in recent decades. A reason for such decrease in demand was reclamation, which had increased the distance between ferry piers and activity nodes at the hinterland. He noted that there were currently few sites of interest right at the waterfront to draw the necessary water-taxi patronage to the harbour’s edge. However, he said that he expected demand to rise again once key harbourfront sites such as the West Kowloon Cultural District, Kai Tak and Central Harbourfront were fully developed in the next 10 to 20 years;

- on the supply side, there was a lack of public piers and landing points for vessels, which could limit the opportunities for waterborne passenger transportation. He noted that while there were lots of landing steps around the harbour, there were relatively few public piers; and
- water-taxis were just one possible means of increasing cross- and around-the-harbour connectivity, alongside fixed origin-destination ferry services and fixed hop-off-hop-on harbour hopper services.

4.9 **The Chair** supplemented that another reason for the decline in demand for cross-harbour trips was the introduction of the Mass Transit Railway in the 1970s, which reflected the long-term trend of much improved overall transportation network in Hong Kong.

4.10 **Mr Raymond Wong** said the declining demand for ferry services in Hong Kong was a result of strong competition among different modes of transport. In contrast, water transport systems were well developed and patronised in Bangkok to serve the daily commuting needs of its population given the inadequacy of other effective modes of transportation such as roads and underground railways.

4.11 **Mr Paul Zimmerman** said that with the anticipated increase in demand for “water-taxi” services around the harbour in future, the Government should work towards enabling “water-taxi” operations such as resolving licensing issues.

4.12 Responding to Members’ comments, **Mrs Winnie Kang** said that:-

- those chartered services in Victoria Harbour as mentioned by Mr Zimmerman were exempted from service licensing requirements under the Ferry Services Ordinance (FSO); and
- the presentation was intended to provide Members with information on services named as “water-taxi” services in overseas cities. Without a universal

definition for “water-taxis” around the world, it was not entirely clear whether such overseas “water-taxi” services differed from the existing local ferry or chartered services in Victoria Harbour more in name or in substance.

4.13 **Mr Ken Wong** supplemented that TD was responsible for regulating ferry services in Hong Kong. Under FSO, an entity had to apply for a franchise or a licence from TD for operating ferry services in Hong Kong, except for certain exempted services such as the aforementioned chartered services. From the policy perspective, public transport should be operated by the private sector in accordance with market principles. Any entity wishing to operate “water-taxi” services should submit their proposal to TD. However, no concrete proposals had been received by the department to date.

4.14 **Mr Warren Li** supplemented that MD kept an open mind towards the provision of “water-taxi” services in the harbour. However, no official applications for such license had been received to date. He also pointed out that compared to various overseas cities covered in the presentation, the sea condition of Victoria Harbour was less favourable for the operation of “water-taxi” services by small vessels in terms of passenger comfort level.

4.15 **Mr Paul Zimmerman** opined that the existing charter-hire system in Hong Kong, which disallowed people from directly hailing a vessel and paying the captain for the ride, should be reviewed to facilitate “water-taxi” services.

4.16 **Mr Sin Tak-cheung** supplemented that MD’s responsibility was marine safety, in particular, vessels’ operational safety. Under MD’s licensing system, safety standards were imposed on various types of vessels according to their intended use, such as private-use vessels, cargo-carrying vessels and passenger-carrying vessels, etc. Licensed passenger-carrying vessels could carry passengers so long as the relevant licensing and safety requirements were met. Excursion vessels were allowed to carry groups of passengers through chartered parties (charter-hire contracts), because these vessels were licensed as

private-use pleasure vessels which were only subject to very basic safety requirements. Persons hiring such vessels should understand their safety standards and the risks involved. On the other hand, vessels which were licensed as launches and ferries were subject to much higher safety standards. They were allowed to carry fare-paying passengers from the general public. These arrangements had been in place for years after full consultations and were accepted by the marine trade.

4.17 **Ms Gracie Foo** said that to take the matter forward, it would be most helpful for private sector proponents to bring forward their proposals to HC and its Task Forces. She recalled that during the former HEC-era, there had been a proposal from the private sector to introduce “water aerodromes”. She appreciated that it would be up to the private sector to decide on the suitable juncture to present its proposal to HC and its Task Forces, subject to its assessment on the business case and the result of its discussions with relevant government departments.

4.18 In closing the discussion, **the Chair** said that the progress of planning and developing more waterborne passenger transportation in Victoria Harbour should be gradual. He suggested that Mr Nicholas Brooke could discuss with the potential private-sector entities who had expressed interest to him in providing “water-taxi” services and **Mr Brooke** agreed. **The Chair** added that this Task Force would be pleased to offer its views at a suitable juncture.

## **Item 5 Any Other Business**

### Proposed Amendments to the ToR by Mr Paul Zimmerman

5.1 **The Chair** said Mr Paul Zimmerman had proposed amendments to the ToR at the last meeting, which had been circulated to Members on 13 February 2012 with no comments received so far.

5.2 **The Chair** pointed out that the ToR had been formally endorsed by HC at its 6<sup>th</sup> meeting in July 2011 and this meeting was only the 2<sup>nd</sup> meeting of this Task Force. He considered it appropriate

to register the proposed amendments for future consideration as this Task Force accumulated solid experience on its work, such as in one year's time.

5.3 **Mr Paul Zimmerman** held a different view and considered that Members had not raised any objection to his proposed amendments by not commenting on them. He also opined that the current ToR was a first draft adopted with little deliberation.

5.4 **Ms Gracie Foo** said that the ToR endorsed by the full Commission was originated from a considered proposal upon consultation with the Chairs of HC and the geographical Task Forces. Members had extensively discussed at the HC meeting the setting up of this new Task Force and the related issues including the overlapping jurisdiction between this Task Force and the other 3 geographical Task Forces. She said that it would be necessary to have Members' support to the proposed amendments of the ToR before forwarding the recommendation of this Task Force to the full Commission. Thus, it would be useful if Mr Paul Zimmerman could enlighten Members on why changes to the current ToR were necessary and whether amendments proposed were matters of substance or textual issues.

5.5 **Mr Paul Zimmerman** said that he welcomed inputs on his proposed amendments or counter-proposals from other Members. He asked the Chair to raise the specific issues, if any, regarding his proposed amendments. **Mr Tam Po-yiu** suggested that Members did not necessarily support the proposed amendments by remaining silent, unless the contrary rule had been stated upfront.

5.6 **The Chair** said that more definite views from Members would be required for seeking HC's views on the proposed amendments. He suggested a re-circulation to seek Members' views for or against the proposed amendments, and to further discuss the matter at the next meeting. **Mr Paul Zimmerman** agreed and considered other Members could propose further amendments to the ToR.

**Secretariat**

*(Post-meeting note: the Secretariat followed up by issuing an email on 25 April*



*2012 to Members to solicit their views on the proposed amendments to the ToR.)*

Date of Next Meeting

5.7           **The Chair** announced that the next meeting of this Task Force had been tentatively scheduled for May 2012. The Secretariat would inform Members of the exact date in due course.

5.8           There being no other business, the meeting was adjourned at 12:30 p.m.

**Secretariat**  
**Task Force on Water-land Interface**  
**April 2012**