

**3rd Meeting of the Harbourfront Commission's
Task Force on Water-land Interface
on 3 August 2012 (Friday) at 4:00 p.m.
at Conference Room (Room G46), Upper Ground Floor, Hong Kong
Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui**

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
Dr Peter Cookson Smith	Representing Hong Kong Institute of Urban Design
Mr Paul Zimmerman	Representing Society for Protection of the Harbour
Mr Nicholas Brooke	
Mr Vincent Ng	
Captain Cheung Tai-kee	Co-opted Member
Mr Wong Yiu-kan	Co-opted Member
Ms Gracie Foo	Deputy Secretary (Planning and Lands)1, Development Bureau (DEVB)
Mr Vincent Fan	Chief Transport Officer/Kowloon, Transport Department (TD)
Ms Ying Fun-fong	Chief Engineer/Kowloon 3(Kowloon), Civil Engineering and Development Department (CEDD)
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 Lee	Assistant Director/Territorial, Planning Department (PlanD)
Miss Venus Tsoi	Secretary

In attendance

Mrs Winnie Kang	Principal Assistant Secretary (Harbour), DEVB
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Absent with Apologies

Mr Francis Lam	Representing Hong Kong Institute of Surveyors
Mr Karl Kwok	Co-opted Member
Mr Vincent Fung	Assistant Commissioner for Tourism 2, Tourism Commission

For Agenda Item 3

Mr Edwin Fung	Senior Marine Officer/Planning & Development (1) (Ag.), MD
Miss Lilian Fung	Senior Statistician, MD

For Agenda Item 4

Mrs Winnie Kang	Principal Assistant Secretary (Harbour), DEVB
Mr Li Kam-sang	Chief Engineer/Port Works Division, CEDD
Mr Gordon Pei	Senior Engineer/District, Port Works Division, CEDD
Mr Vincent Fan	Chief Transport Officer/Kowloon, TD
Mr Edwin Fung	Senior Marine Officer/Planning & Development (1) (Ag.), MD

Action

The Chair welcomed Members to the 3rd meeting of the Task Force.

Item 1 Confirmation of Minutes of the Last Meeting

2.1 The draft minutes of the last meeting were circulated for Members' comments on 25 April 2012. The revised draft minutes with Members' comments incorporated were circulated on 27 July 2012. Further amendments proposed by Mr Paul Zimmerman on page 7 of the minutes were tabled at the meeting. There being no other comments at the meeting, the draft minutes incorporating Members' amendments were confirmed.

Item 2 Matters Arising

Upload of the Harbour e-Info onto Harbourfront Commission (HC)'s Website (paragraph 3.3 of the confirmed minutes of the 2nd meeting)

2.2 **The Chair** reported that the Secretariat and PlanD had, as suggested by this Task Force, arranged to update the "Harbour e-Info" then created in the era of former Harbour-front Enhancement Committee (HEC). The updated version of Harbour e-Info showing locations of a variety of water-dependent land uses and activities had been uploaded to the HC's website.

Boat trip to sheltered waters in Victoria Harbour (paragraph 3.22 of the confirmed minutes of the 2nd meeting)

2.3 **The Chair** reported that a boat trip was arranged in May 2012 to facilitate Members' understanding of the operation of sheltered waters within the harbour. MD had also prepared a paper (Paper No. TFWL/03/2012) on typhoon shelters in Victoria Harbour for discussion under Agenda Item 3 of this meeting.

Proposed Amendments to the Terms of Reference (ToR) by Mr Paul Zimmerman (paragraph 5.6 of the confirmed minutes of the 2nd meeting)

2.4 **The Chair** reported that upon the re-circulation of the proposed amendments to the ToR by Mr Paul Zimmerman, majority of the Members agreed that the ToR should not be amended now but be reviewed in April / May 2013, towards the end of the current term of the Task Force. **Mr Paul Zimmerman** considered that it would require two meetings to discuss the matter. **The Chair** noted his comments and asked the Secretariat to arrange it.

**The
Secretariat**

Item 3 An Overview of Typhoon Shelters in Victoria Harbour (Paper No. TFWL/03/2012)

3.1 **The Chair** welcomed Mr Edwin Fung, Senior Marine Officer/Planning & Development (1) (Ag.) and Miss Lilian Fung, Senior

3.2 In response to **the Chair, Mr Edwin Fung** advised that the utilisation rates of typhoon shelters around Victoria Harbour ranged from about 50% to 100% when typhoon Vicente struck Hong Kong in July 2012. Usage of typhoon shelters in Tuen Mun and Rambler Channel reached the maximum capacity. **Mr Edwin Fung** emphasized that the utilisation of the typhoon shelters depended on various factors, including the location and characteristics of the working vessels, as well as the movement of typhoons. The owners, operators and masters of the vessels would decide which typhoon shelter their vessels were to take shelter.

3.3 **Mr Paul Zimmerman** considered that apart from allowing vessels to take refuge during typhoons, typhoon shelters also served to support the daily operation of vessels. For a comprehensive review of the typhoon shelters, he requested MD to provide more information on individual typhoon shelters in terms of layout plans showing passageways and mooring areas, designated areas for any specified vessels, number of vessels with expired licenses currently moored in the typhoon shelters and their utilisation rate during typhoons. He was of the view that by categorising different types of vessels taking refuge in typhoon shelters, the Task Force could study the future demand and supply of typhoon shelters. **Mr Edwin Fung** responded that further liaison with responsible officers would be required to explore availability of the requested information.

MD

(Post-meeting note: Further information on the individual typhoon shelters was circulated to Members on 27 September 2012.)

3.4 **Mr Nicholas Brooke** echoed **Mr Paul Zimmerman's** views, considering that a detailed analysis would be required to understand the characteristics of different typhoon shelters. The requested information should help Members understand and consider ways to optimise the utilisation of typhoon shelters.

3.5 **Captain Cheung Tai-kee** shared with the meeting that the

typhoon shelters had emerged with respect to the historical background, including the locations of vessels' operations and communal services in the surrounding areas. An example would be the Shau Kei Wan Typhoon Shelter, which was mainly used by fishing boats as shelter given its proximity to the Shau Kei Wan Wholesale Fish Market. He also commented that a number of vessels could not enter the typhoon shelters within the Harbour during inclement weather. It would require a detailed study to understand the operation of the typhoon shelters.

3.6 In response to **the Chair's** enquiry about the projected two hectare (ha) increase in demand for sheltered water per annum, **Miss Lilian Fung** said that it was an annual average of the increase in demand for sheltered space from 338 ha in 2008 to 366 ha in 2025. She further said that the supply of sheltered space was 403.5 ha in 2008 and 401.9 ha in 2025, hence the supply of sheltered space would be sufficient to meet its demand.

3.7 **The Chair** asked that if it would be possible to close down one of the typhoon shelters in view of the excess supply. **Mr Wong Yiu-kan**, representing the vessel trades, disagreed with MD's assessment on the adequacy of sheltered space. He said that there were only a few typhoon shelters that could accommodate barges with overall length exceeding 50 meters on the western side of Victoria Harbour. Thus for those barges which could not use these typhoon shelters, they had to take refuge at some nearby sheltered water in areas such as Cheung Sha Wan, Tsuen Wan and Tsing Yi. He also held the view that the Hei Ling Chau Typhoon Shelter should not be included in MD's assessment given its remoteness.

3.8 **Mr Vincent Ng** appreciated the presentation which had facilitated Members' better understanding on the operations of typhoon shelters. He considered that it would be essential to understand the current uses and operations of the typhoon shelters before having a comprehensive review of the water uses in typhoon shelters. He raised the following enquiries -

- which government department(s) would be

typhoon shelters

when such demand arises;

- what would be the possible communal uses in typhoon shelters during non-typhoon days; and
- the availability and sufficiency of existing landing facilities in typhoon shelters.

3.9 **Mr Edwin Fung** made the following responses –

- MD conducted regular assessment of typhoon shelter space requirements and reviewed the projection annually. Should there be a shortage of sheltered space, MD would work jointly with relevant government departments such as CEDD and PlanD, to explore means of increasing the supply of sheltered anchorage;
- MD considered it feasible to allow other uses in the typhoon shelters during non-typhoon days so long as the sheltered water could be made available for vessels to take refuge during typhoon, which is the primary purpose of typhoon shelters to protect life and property afloat. The proponent seeking alternative uses in typhoon shelters should submit proposal with detail information to MD for consideration; and
- landing facilities were available in every typhoon shelter, details of which could be found at CEDD's website.

3.10 **Mr Ken So** noted that location aside, the supporting facilities in the vicinity would also affect the utilisation of typhoon shelters, and it might be possible to encourage usage of the less utilised typhoon shelters by upgrading their supporting facilities.

3.11 **The Chair** observed that before typhoon signal number 8 was hoisted during typhoon Vicente, there were still a large number of vessels operating at the Kwai Chung Container Terminals, and it explained why the Rambler Channel Typhoon Shelter was among the first to be fully occupied. He remarked that the western side of Victoria

garded as a busy working port with a number of mega infrastructure projects underway, whereas the eastern side of the Harbour was more for leisure.

3.12 **Mr Edwin Fung** agreed with Chair's observation, supplementing that there were more infrastructure works in the western Harbour, for instance the Hong Kong-Zhuhai-Macao Bridge, the Tuen Mun-Chek Lap Kok Link and the planned third runway of the Hong Kong International Airport.

3.13 **Mr Wong Yiu-kan** commented that while most of the working vessels were operating in the western Harbour, some would still enter or exit the Hong Kong waters using the eastern fairways. In view of the developments on the eastern side of Hong Kong, for instance in Tseung Kwan O, it was essential to maintain sufficient sheltered spaces in the eastern Harbour to cater for the need of the operation.

3.14 **Mr Andy Leung** further asked whether MD had a long-term plan for new supply of typhoon shelters, on top of the existing ones. He suggested that the Task Force might review and plan for the optimal uses of the typhoon shelters having regard to the geographical location and historical background.

3.15 In response to Members' enquiry, **the Chair** referred to the earlier response from MD (see para. 3.6) and deduced that new typhoon shelters were unlikely given that the supply of sheltered space was projected to meet its demand till 2025. He asked MD for reasons behind the slight variation in supply during the projection period. **Mr Edwin Fung** said that the variation in the area of typhoon shelters was a result of some temporary reclamation works in areas such as Central-Wanchai Bypass and Island Eastern Corridor Link project in Causeway Bay Typhoon Shelter and "Trunk Road T2" project in Kwun Tong Typhoon Shelter.

3.16 **Mr Tam Po-yiu** was aware of the proposed pilot scheme on cross-boundary pleasure vessel sailing. He asked if MD had, when assessing the future demand for sheltered space, taken account of the possible increase in demand arising from the pilot scheme. **Mr Edwin**

gn pleasure vessels visiting Hong Kong, and their demand for sheltered water (usually in marinas) was insignificant and had been accounted for in MD's assessment. MD would keep in view of the pilot scheme and update the assessment when necessary.

3.17 **Mr Paul Zimmerman** raised the following comments / requests –

- he supported the views of the marine industry that the current assessment by MD only reflected the overall utilisation of the typhoon shelters during typhoon, which was only one of the uses of typhoon shelters. MD should provide a clearer segregation of data and plans on individual typhoon shelters in terms of demand for shelters for different uses during typhoons;
- there was a growing demand for leisure craft in Hong Kong, which required shelters for their daily operation and take refuge during inclement weather. MD should monitor the request for the demand of leisure craft entering the Hong Kong waters such that they would have sufficient mooring space; and
- MD should also address a separate demand for cargo-handling in sheltered water, such as small vessels handling recycled paper.

3.18 **The Chair** cautioned that the HC and its Task Forces should focus its attention on issues related to sheltered waters and marinas within Victoria Harbour. **Mr Paul Zimmerman** held the view that it would be critical to understand the overall demand and supply on a territorial basis before reviewing the situation within the Harbour.

3.19 In closing the discussion, **the Chair** requested MD to provide the information as requested by the Members and report back to the Task Force. **MD**

(Post-meeting note: Further information on the individual typhoon shelters was circulated to Members on 27 September 2012.)

Item 4 An Overview of Public Landing Facilities around Victoria Harbour
(Paper No. TFWL/04/2012)

4.1 **The Chair** welcomed Mrs Winnie Kang, Principal Assistant Secretary (Harbour) of DEVB; Mr Li Kam-sang, Chief Engineer/Port Works Division of CEDD; Mr Gordon Pei, Senior Engineer/District, Port Works Division of CEDD; Mr Vincent Fan, Chief Transport Officer/Kowloon of TD; Mr Edwin Fung, Senior Marine Officer/Planning & Development (1) (Ag.) of MD to the meeting. **Mrs Winnie Kang** presented the Paper with the aid of a PowerPoint. **The Chair** drew Members' attention to issues for discussion under the suggested three-pronged approach.

4.2 **Mr Tom Callahan** commented that it was necessary to understand the present demand and supply in assessing the sufficiency of public landing facilities, and according priorities for areas of improvement should also be done in a holistic manner. Noting that only certain types of vessels could berth at certain types of facilities, he requested that the data first be broken down into piers and landing steps, showing what types of vessels could use these piers and landing steps. Then it would be possible to consider whether the supply of these facilities was sufficient to meet the demand of these different vessel types. On the demand side he further asked whether data was gathered regarding use and utilisation of piers and landing steps. On the supply side he noted that plan of public piers and landings within Victoria Harbour showed only eight public piers for the nine districts surrounding the harbour.

4.3 **The Chair** opined that public landing facilities were essential in the new harbourfront areas to facilitate marine access. There should be better planning for water-land interface in the new harbourfront areas, say, in Kai Tak. When the Kowloon East was transformed into a new business district, it would generate demand and momentum for water-related activities which might require provision of landing facilities in 10-15 years' time.

4.4 **Mr Vincent Ng** echoed the Chair's views, agreeing that water-land interface had only been recently recognised as an essential issue in harbourfront planning. He considered that there were two approaches in harbour planning. From the macro point of view, it would involve the planning for and optimising water uses in the entire Victoria Harbour; while from the micro perspective, there should be some project-based initiatives in a district context. He quoted that when the former Kwun Tong Public Cargo Handling Area (PCWA) was transformed into waterfront promenade, it had raised consideration as to whether bollards should be retained as a feature of the park, or even serving its original function to allow flexibility for vessels to berth along the shore in future. As the Chair of the Task Force on Kai Tak Harbourfront Development (Kai Tak Task Force), he asked the relevant departments to work with Kai Tak Task Force to review the plan of Kai Tak to ensure adequate provision for water-land interface, and ensure the heritage of water-land interface in the area would be retained.

4.5 **Captain Cheung Tai-kee** said that the public landing facilities played a vital role in the daily operation of marine trades. He stressed that from the industrial perspective, it was important to have adequate supply of public landings with good ancillary facilities and designs to support marine trades, such as road connection and provision of canopies. Given that marine business was mainly conducted on the western side of the Harbour, provision of more landing facilities on the west, for instance in West Kowloon and Tsing Yi, should also be considered. **The Chair** concurred, agreeing that the public landing facilities were more frequently used by the marine industries than leisure users.

4.6 **Mr Paul Zimmerman** raised the following comments/enquiries -

- supported that both the leisure and marine industry uses of landing facilities should be looked at, and drew Members' attention to the operational needs of goods handling at public landings apart from transport use;
- wished to know the rationale behind the density and

distribution of landing facilities, noting the contrast of the provision of landing facilities in Sau Kei Wan and the Kai Tak area;

- held the view that “genuine need” should be carefully considered, which might include the amenity value;
- should research on stakeholders’ needs to understand and accord priority areas for enhancement;
- whether and which types of barrier-free facilities at the public landings should be provided for persons with physical disabilities;
- ancillary facilities would be required at the public landings to facilitate cargo handling, ticketing, luggage handling etc.; and
- enquired which government department(s) would take forward the enhancement initiatives.

4.7 In response to **Mr Vincent Ng’s** suggestion of taking Kai Tak as the first area for review, **Mrs Winnie Kang** said that the Secretariat would work with the Kai Tak Office to follow-up in the Kai Tak Task Force. Members of this Task Force would also be invited to the relevant meeting. In response to **Mr Paul Zimmerman’s** comments, she explained that the development or enhancement of public landing facilities would have significant cost implications, thus it would be critical to establish “genuine need” when planning for these initiatives. As the development of the new harbourfront areas such as Kai Tak and West Kowloon Cultural District (WKCD) was still underway, she considered that there could be more opportunities to include enhancement and provisions of water-land interface elements at the planning stage of these future activity nodes. She also informed the meeting that the ticketing service of some major harbour cruises was being offered at the Visitor Centre of the Hong Kong Tourism Board in Tsim Sha Tsui, or at the piers of the ferry operators.

**The
Secretariat
and Kai Tak
Office**

(Post-meeting note: An overview of public landing facilities in Kai Tak will be discussed in the coming Task Force on Water-land Interface meeting on 12 Nov 2012. Members of the Kai Tak Task Force will be invited to join the item.)

4.8 **Mr Vincent Fan** added that the Government had devoted much effort in providing barrier-free facilities for people with disabilities. TD was responsible for conducting utilisation surveys for public piers and landing steps allocated to TD and coordinating response to complaints involving more than one department.

4.9 **Mr Paul Zimmerman** also observed that there was a lack of ancillary facilities at popular public landings, like those in Causeway Bay and Shau Kei Wan Typhoon Shelters.

4.10 **The Chair** considered it reasonable to provide shelters at popular public piers and landing steps. In addition, he opined that the HC should take up the responsibility to initiate enhancement proposals should it deem necessary through the Secretariat to coordinate efforts of relevant bureaux/departments in taking forward the projects. In response to **Mr Paul Zimmerman's** comment on resource constraints, **the Chair** opined that once the HC or the Task Force had set criteria for prioritising the areas of improvement, the Secretariat would seek funding for implementation as appropriate.

4.11 **Mr Nicholas Brooke** agreed that priority for enhancement should be accorded to new harbourfront areas, including Central, Wan Chai, Causeway Bay, Kai Tak and Kwun Tong. He suggested that there should also be an obligatory provision for public landing facilities at certain distance along the seawall.

4.12 **Mr Tam Po-yiu** opined that enhancement of existing landing facilities should be considered as well. The provision of landing facilities was in fact strategic and policy-oriented. The issue could be extended to the land use and economic activities beyond the scope of Victoria Harbour, and might involve planning of water uses as well. He suggested first establishing a framework and methodology to approach the issue and then accord priorities for the necessary improvement works.

4.13 **Ms Gracie Foo** made the following comments –

- Members had raised comments in relation to practical

- y considerations in planning for enhancement works at public landings, both of which had been considered by the presentation team when making the proposal tabled at the meeting;
- while the three-pronged approach floated by the presentation team facilitated further deliberations and more innovative thinking at this meeting, she noted that many comments referred to giving priorities to some of the proposals in order to achieve them early. In this connection, the presentation team had also identified Kai Tak, WKCD and Central and Wanchai reclamation areas as new prime harbourfront areas. It would be appropriate to report the views expressed by Members to the HC , and solicit support from DEVB and the Government;
 - the then Secretary for Development also advised that this Task Force should advocate for a more innovative approach in water-land interface issues in harbourfront planning, and some issues might not fall squarely within existing policy or remit of departments. She reckoned that it would require a new policy perspective to justify more landing facilities, taking into account factors other than the current quantitative demand. Further discussions would be necessary to determine the factors and the extent of which they would affect the provision of landing facilities. In addition, establishing a new policy framework would be critical for seeking resources for implementation; and
 - views from the marine industries were invited to advise on the provision of public landing facilities from the professional and operational perspectives. Their views would be considered in this Task Force and also the geographical Task Forces.

4.14 **Mr Tam Po-yiu** advised that the HC should seek support from the Chief Executive in enhancing the provision of public landing facilities, possibly in the coming Policy Address, to secure funding for

delivering the enhancement initiatives in future.

4.15 **The Chair** considered the HC should put forward more visionary proposals, such as the establishment of the Harbourfront Authority, in the Policy Address. Noting that some ferry piers were no longer in operation due to the shrinking business of ferry services in Hong Kong, he asked TD to provide information on these disused ferry piers within the Victoria Harbour which could be made available for other public uses. **Mr Vincent Fan** advised that TD would provide information to the Task Force.

TD

(Post-meeting note: Further information in relation to vacant ferry piers within Victoria Harbour was circulated to Members on 27 September 2012.)

4.16 **The Chair** summarised that the meeting agreed to accord priority harbourfront areas and this view should be reported to the HC. He also shared **Mr Paul Zimmerman's** views that barrier-free landing facilities for the physically disabled should be provided at the harbourfront, possibly by making use of the disused ferry piers. He considered two sets of barrier-free facilities around Victoria Harbour would be optimal.

4.17 **Mr Paul Zimmerman** enquired the programme in taking forward the initiatives outlined in terms of time and resources.

4.18 **Mrs Winnie Kang** responded that there had been an established platform between the local vessel operators and MD in respect of cargo handling and commercial operations. The Secretariat would liaise with MD for more information on the marine trades and demands.

**The
Secretariat
and MD**

4.19 **Ms Gracie Foo** said that it was agreed that the Task Force would put forward its views and suggestions at this meeting to the HC for soliciting support from the Commission and the relevant bureaux and departments in pursuing the enhancement work. She would like to know more about how barrier-free access would be applied to various facilities. She suggested that pending further information from TD and other departments, the discussion could continue at a later stage.

4.20 **The Chair** agreed that the initiatives could be taken at a phased approach. As far as barrier-free facilities were concerned, they could be made more readily available when pontoons were attached to the public landing facilities, such as at the WKCD.

4.21 **Mr Chan Ming-kwong** advised that the public landing facilities were designed primarily for use by the general public for embarkation/disembarkation purposes, which might involve luggage handling. However, commercial cargo activities should be carried out at the six Public Cargo Working Areas.

4.22 **Mr Nicholas Brooke** noted that the views expressed at this meeting would be reported to the HC. The Task Force would seek the Commission's support in according priority to this issue, and would require the Administration to study how to take things forward.

Item 5 Any Other Business

Mr Francis Lam's views on An Overview of Typhoon Shelters in Victoria Harbour (Paper No. TFWL/03/2012)

5.1 **The Chair** considered that the proposal on New Yau Ma Tei Typhoon Shelter put forward by Mr Francis Lam was a relatively aggressive idea. He suggested that the Secretariat to acknowledge receipt of Mr Francis Lam's views and asked MD to respond to Mr Francis Lam's suggestion.

5.2 **Mr Chan Ming-kwong** said the proposal would require thorough consideration as the New Yau Ma Tei Typhoon Shelter was heavily used by different vessels during both typhoon and non-typhoon days. Adding leisure uses in the New Yau Ma Tei Typhoon Shelter would be incompatible. On the other hand, it might be more feasible to adopt leisure activities in typhoon shelters in the eastern Harbour.

5.3 **Mr Vincent Ng** said that while the Task Forces should

welcome and keep track of the views submitted by various stakeholders, it would not be effective to address each proposal individually in a piecemeal manner. The Task Force should maintain a holistic approach in reviewing the water-land interface issues in the entire harbour.

5.4 **Mr Paul Zimmerman** said it would be common for residents and stakeholders such as District Councillors to propose clearance of commercial water-land interfaces for development of leisure uses along their neighbouring waterfront. He suggested that an overall plan showing the water uses in Hong Kong should be presented to the community. The importance of commercial marine operation should be emphasised and supported.

5.5 **The Chair** said that the proposal submitted by **Mr Francis Lam** was similar to some previous suggestions of creating a Fisherman's Wharf including those outside Victoria Harbour, such as Aberdeen. Any entities with such proposals should go through the standard planning procedures to seek approval. **Mr Paul Zimmerman** opined that there should be a long-term plan indicating the marine uses along the waterfront to ensure good water-land interfaces, as well as to manage expectations of District Councils and local residents.

5.6 **Captain Cheung Tai-kee** echoed **Mr Paul Zimmerman's** view. He shared with Members that the Darling Harbour in Sydney was developed through relocating the container terminals in the Harbour to Botany Bay in the vicinity. In the context of Hong Kong, there should also be a comprehensive plan so that development of leisure uses would not compromise commercial operations.

5.7 **The Chair** concluded from the discussion that the New Yau Ma Tei Typhoon Shelter could not be relocated in the foreseeable future.

5.8 **Mr Nicholas Brooke** was of the view that additional information from relevant departments on the commercial operations and uses in the Western side of Victoria Harbour would facilitate Members' further discussion. **Mrs Winnie Kang** advised that the

The

Secretariat would liaise with relevant departments to brief Members on the subject.

Secretariat

“Water-taxi” services in Hong Kong

5.9 In response to **Mr Ken So’s** enquiry on the follow-up of the “water-taxi” service discussed at the last meeting, **the Chair** said that the Task Force would be pleased to look into any business proposals submitted by project proponents.

5.10 **Mr Paul Zimmerman** said that there was currently “water-taxi” service operating within the harbour. Nonetheless, a licensing mechanism for the “water-taxis” was absent, and the “water-taxis” could not berth at the public landings for embarkation and disembarkation of passengers. Hence he suggested looking for ways to facilitate the operation of “water-taxis”, such as picking up passengers at the public landings. Besides, he said there was currently no platform for the project proponents to submit applications.

5.11 **The Chair** said that it was discussed at the last meeting that the demand of “water-taxis” was not sustaining with respect to the efficient transport system in Hong Kong and the proposal for “water-taxi” would be more viable when the new attractions along the harbourfronts, such as Kai Tak, Kwun Tong, Central, Wan Chai and Island East and WKCD, had been established and became mature.

5.12 **Mr Andy Leung** suggested that in view of the development of new harbourfront, provision of necessary landing facilities to cater for possible “water-taxi” services and the mode of such business operation should be explored. **The Chair** said that this was in line with the provision of landing facilities to be discussed by the Task Force.

Framework on the Task Force of Water-land Interface

5.13 **Mr Tom Callahan** raised the issue of establishing a

framework on the Task Force on Water-land Interface and sought Chair's agreement to do a presentation that he and Mr Paul Zimmerman had prepared on a proposed framework at the next meeting. **The Chair** agreed with **Mr Tom Callahan's** suggestion and asked the Secretariat to study the proposed framework in parallel.

**The
Secretariat**

5.14 There being no other business, the meeting was adjourned at 6:30 p.m.

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