

**4th Meeting of the Harbourfront Commission's
Task Force on Water-land Interface
on 12 November 2012 (Monday) at 2:30 p.m.
at Conference Room, 15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong**

Minutes of Meeting

Present

Mrs Margaret Brooke	Representing Business Environment Council
Mr Lam Kin-lai	Representing Conservancy Association
Mr Andy Leung	Representing Hong Kong Institute of Architects
Mr Tam Po-yiu	Representing Hong Kong Institute of Planners
Mr Nicholas Brooke	
Mr Vincent Ng	
Captain Cheung Tai-kee	Co-opted Member
Mr Wong Yiu-kan	Co-opted Member
Mr Thomas Chan	Deputy Secretary (Planning and Lands)1, Development Bureau (DEVB)
Mr Thomas WK Chan	Senior Manager (Tourism) 41, Tourism Commission
Mr Cheung Jin Pang	Principal Transport Officer/Urban, Transport Department (TD)
Mrs Sorais Lee	Head (Kai Tak Office), Civil Engineering and Development Department (CEDD)
Mr Donald Choy	Assistant Director (Leisure Services) 3, Leisure and Cultural Services Department
Mr Tsang Cheuk-yin	General Manager/Planning, Development & Port Security, Marine Department (MD)
Mr Raymond Wong	Assistant Director/Territorial, Planning Department
Miss Venus Tsoi	Secretary

In attendance

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

Mr Leung Kong-yui	Chair, Task Force on Water-land Interface
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Mr Francis Lam Representing Hong Kong Institute of Surveyors
Mr Karl Kwok Co-opted Member

For Agenda Item 3

Prof Carlos Lo Member, Task Force on Kai Tak Harbourfront
Development(TFKT)
Ir Dr Chan Fuk-cheung Member, TFKT
Ms Lily Chow Member, TFKT
Ms So Lai-chun Member, TFKT
Dr Sujata Govada Representing Hong Kong Institute of Urban
Design
Mr Sam Farrands Co-opted Member, TFKT
Ms Fiona Lung District Planning Officer / Kowloon, representing
Planning Department in TFKT
Mr Sunny Lo Senior Engineer / 2 (Kowloon), CEDD
Mr Vincent Fan Chief Transport Officer/Kowloon, TD

For Agenda Item 4

Mr Chan Kim-hung Senior Fisheries Officer (Fisheries Supporting
Services), Agriculture, Fisheries and Conservation
Department (AFCD)
Mr Lin Kan-chau Senior Field Officer (Market Management), AFCD
Mr Kwok Kam-man General Manager, Fish/Vegetable Marketing
Organization
Mr Chan Kwong-chun Senior Marine Officer/Cargo Handling, MD

Action

Welcoming message

The Secretary announced that the Chair of the Task Force, Mr Leung Kong-yui, was unable to attend the meeting. Mr Leung had nominated Mr Vincent Ng, the Chair of Task Force on Kai Tak Harbourfront Development (TFKT), to preside on his behalf. There being no objection raised by Members, Mr Vincent Ng would be the Chair of this meeting.

(Note: "The Chair" hereafter refers to Mr Vincent Ng.)

The Chair welcomed Members to the 4th 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 27 September 2012. The revised draft minutes with Members' comments incorporated were circulated on 10 October 2012. There being no other comments at the meeting, the draft minutes incorporating Members' amendments were confirmed.

Item 2 Matters Arising

Further information on individual typhoon shelters (paragraph 3.3 and 3.19 of the confirmed minutes of the 3rd meeting)

2.2 **The Chair** advised that upon Members' request, the Marine Department (MD) had circulated further information on individual typhoon shelters, including the layout plans and utilisation rates during typhoons on 27 September 2012.

Review of public landing facilities in Kai Tak Development (paragraph 4.7 of the confirmed minutes of the 3rd meeting)

2.3 **The Chair** reported that following the suggestion to take Kai Tak as the first area for review on public landing facilities, the Kai Tak Office (KTO) had prepared a stock-taking exercise on the landing facilities within Kai Tak Development (KTD) as presented in Paper No. TFWL/05/2012. The KTO would present the findings under Agenda Item 3 of this meeting, and Members of the Kai Tak Task Force had been invited to join the discussion.

2.4 **The Chair** also advised that public landing facilities at the West Kowloon Cultural District and the Central - Wan Chai Reclamation areas would be reviewed in the coming meetings.

Cargo handling and fish landing activities at public landing facilities

(paragraph 4.18 of the confirmed minutes of the 3rd meeting)

2.5 **The Chair** reported that some Members had earlier commented on the flexibility and the necessary equipment at public landing facilities to facilitate a variety of activities, in particular cargo handling and fish landing operations. To enrich Members' understanding, the Agriculture, Fisheries and Conservation Department (AFCD) and MD were invited to brief Members on the fish landing and cargo handling operations in the Harbour respectively, under Agenda Item 4 of this meeting.

Proposed Framework on Water-land Interface issues (paragraph 5.13 of the confirmed minutes of the 3rd meeting)

2.6 **The Chair** said that Mrs Margaret Brooke and Mr Paul Zimmerman would make a presentation on a proposed framework of the water-land interface issues under Agenda Item 5 of this meeting.

Item 3 An Overview of Public Landing Facilities within Kai Tak Development (Paper No. TFWL/05/2012)

3.1 **The Chair** welcomed Mrs Sorais Lee, Head of KTO and Mr Sunny Lo, Senior Engineer / 2 (Kowloon) of KTO to the meeting. **Mr Sunny Lo** presented the Paper with the aid of a PowerPoint.

3.2 **Mr Paul Zimmerman** enquired the plan for water-land interfaces within KTD. Echoing Mr Zimmerman's question, **Mr Nicholas Brooke** said the stock-taking exercise had provided a good basis for Members to understand the existing circumstances, yet the fundamental question was whether the provision of landing facilities would be adequate in the short, medium and long-term. He considered there was a gap in the provision along the north of the runway all the way up to the Kai Tak nullah. Apart from the provision of public landing facilities, the Task Force should also look into the conditions of the public landings, and advise improvements in terms of design and its relation with the land-side uses.

3.3 Echoing Mr Zimmerman and Mr Brooke's views, **Dr Sujata Godava** enquired that if the cruises could berth perpendicularly at the Cruise Terminal, instead of lining along the runway.

3.4 **Captain Cheung Tai-kee** pointed out that the existing landing facilities as shown in the presentation had designated purposes. Without a long-term plan for water-land interfaces in KTD, it would be difficult to advise on the need for further provision of public landings, as well as the associated land-side support such as lighting, shelter and road connection etc.

3.5 **The Chair** noted Members' comments that while acknowledging how the existing public landing facilities complemented with the land uses of the Kai Tak Airport in the past, the Task Force would like to explore how the new public landings could associate with the adjacent planned land uses in future.

3.6 **Mr Andy Leung** shared with the meeting that the Hong Kong Institute of Architects had proposed the finger pier design at the tip of the runway, but was not pursued due to the Protection of the Harbour Ordinance. He also considered that with the launching of the cruise terminal and the first phase of the Runway Park in 2013, the tip of the runway had high potential to become a popular tourist spot. He suggested that the Task Force should explore feasibility of promoting marine access in this area on a long-term basis, having due regard to any potential conflicts with the cruise terminal operations. **Mr Tam Po-yiu** pointed out that the marine access of the tip of the runway should be considered in collaboration with the heliport and other infrastructure in the vicinity.

3.7 **The Chair** said that Members' views were alike in terms of planning for marine uses and accessibility at the tip of the runway, with respect to the adjoining land uses and the new infrastructure which would be put into operation shortly. In response to Chair's enquiry, **Mrs Sorais Lee** explained that the KTO focused more on the provision of land-side infrastructure as stipulated in the approved Kai Tak Outline Zoning Plan, rather than the use of the water-body in KTD. That said, she shared Members' views for overall planning of the water uses as it

would have a close relationship with the provision of landside facilities. She welcomed Members' views and suggestions on the enhancement initiatives and undertook to coordinate with relevant bureaux and departments to take forward practicable initiatives.

3.8 **Mr Paul Zimmerman** was aware that an overall plan for the water-land interface in KTD was currently absent. He asked for a timeline for the review of the water-land interfaces in KTD that could provide context for Members to contemplate on the types of water-land interface to plan for, build and retain. He further enquired if there were other water-land interfaces, such as a slipway near the ex-fire station on the runway which was not shown in the presentation.

3.9 **Mr Nicholas Brooke** remarked that pending the overall review, priority should be accorded to the tip of the runway in terms of water-land interface issues. With respect to the heliport adjacent to the cruise terminal, he wished to express clearly that the Harbourfront Commission did not accept the proposed location of the heliport.

3.10 **The Chair**, also as the Chair of the TFKT, expressed strong passion for a world-class vibrant waterfront in Kai Tak. He recalled that the KTD was planned between 2004 to 2006, during which the issues of water-land interface did not raise much attention as of today. He realised a gap between the approved plan and the current expectation from Members in terms of water-land interface. While understanding the KTO was not tasked to review the water-land interface in the area, the Chair considered that such review should be carried out. He asked for a practical approach to conduct the review, with a view to identifying enhancement opportunities at the soonest as some of the major works would soon be due.

3.11 Echoing the Chair's comments, **Mrs Margaret Brooke** added that it should involve concerted efforts across bureaux and departments since the water-land interface issues would involve planning from both land and water. **The Chair** agreed and said that the Task Force should hence indicate a direction and identify the obstacles when pursuing the initiatives.

3.12 **Mr Nicholas Brooke** remarked that the remit of the KTO should cover both land and water. In lieu of fixing the locations for all public landing facilities at present, his aspiration for the Task Force would be to ensure the flexibility of putting in public landings when the needs were identified in future.

3.13 In response to the Chair's enquiry, **Mrs Sorais Lee** advised that the KTO was in close liaison with the Energising Kowloon East Office (EKEO) who was exploring opportunities to enhance vibrancy of the waterfront and water body in KTD. To enable formulation of a plan for public landing facilities in KTD, she emphasised that project proponent and bureaux' support were crucial.

3.14 **Mr Paul Zimmerman** raised the following comments / enquiries –

- currently the responsibility of water-land interface issues fell under the purviews of different bureaux or departments. He proposed that the Chair of this Task Force might seek clarification as to which bureau or department should take up the responsibility in planning for the water-land interface issues;
- he put forth some approaches of review, such as reviewing the existing facilities to identify enhancement opportunities, and making reference to other harbourfront areas in Hong Kong;
- there were clear plans for marine uses in planning for the KTD and views related to the matter had been conveyed several times in the Task Force meeting; and
- he commented on a number of water-land interfaces around the KTD, including the merits of the ex-fireboat pier at the runway as an important water-land interface, the possible development of To Kwa Wan into a bay area and the different potential uses of the water bodies in KTAC and KTTS and the ancillary facilities required.

3.15 **Dr Sujata Godava** considered the planning of public landing facilities in Kai Tak should be proceeded as soon as practicable. She

agreed to the idea of issuing a letter by the Chair of Harbourfront Commission to seek advice on the responsible party for water-land interfaces in KTD.

3.16 **The Chair** welcomed the establishment of the KTO and the EKEO, which acted as the overarching bodies in coordinating the works in KTD, albeit various constraints and limitations. He also recognised the Harbourfront Commission should be driven by vision but not constraints, and should play a role in delivering its visions.

3.17 In response to the Chair's enquiry, **Mr Thomas Chan** explained to the Task Force that there was currently no overarching body to specifically look after water-land interfaces within the Administration. As with many harbourfront matters, co-ordination among relevant bureaux/departments would be required, and the Harbour Unit of DEVB currently served as the conduit. Views from the Task Force were hence important as an indication of the various desired uses, based upon which DEVB might pursue Task Force's initiatives in collaboration with other bureaux and departments. However, concerning the Task Force's view that there should be overarching body with specific responsibilities on water-land interfaces for the Harbour as a whole, this would be an organizational issue beyond the remit of DEVB, and a broader perspective was required to determine and delineate policy responsibilities across bureaux and departments. To this end, he saw no objection to Mr Zimmerman's suggestion to write to a higher-level within the Administration for direction.

3.18 **The Chair** outlined Members' discussion as follows -

- from the stock-taking exercise, Members considered that the existing provision of water-land interfaces outlined had not adequately reflected its relation to the planned land uses in KTD. Noting the planning of KTD was then conducted without due consideration of water-land interface issues, divergences between the existing provision and the desired plans were recognised when people were becoming more concerned about water-land interface issues; and

- Members thus requested the Government for a review of water-land interfaces in KTD in conjunction with the associated land uses, and make provisions if so required.

3.19 **Mr Thomas Chan** proposed conducting the review in a more pragmatic manner by first focusing on the tip of the runway and the KTTS area, and the Harbour Unit of DEVB would work with the KTO and the EKEO in exploring the enhancement opportunities. He also remarked that while DEVB would continue liaising with other bureaux and departments on specific initiatives, it might take a rather long period of time in identifying an overarching body with specific responsibility for water-land interface matters for the Harbour as desired by Members.

3.20 **Mr Andy Leung** concurred with Mr Nicholas Brooke's view that during the detailed design stage of various infrastructure projects in KTD, flexibility of provision for public landing facilities at several strategic and potential spots should be allowed.

3.21 **Mr Paul Zimmerman** noted that currently the amenity or recreational values of the public landings fell outside the remits of bureaux or departments. While the Task Force was preparing to seek from the Chief Executive for delineation of responsibilities of the water-land interface issues, the EKEO and the KTO could in parallel pursue the planning of water-land interfaces. He also made suggestions on the potential developments of marina in Kowloon Bay, water sports basin in the Kai Tak River and multiple marine uses in To Kwa Wan.

3.22 **Ir Dr Chan Fuk-cheung** suggested that the planning and arrangement of public landings in KTD could be optimised taking into account the categorisation of vessels and their usage patterns, in which MD's input could be incorporated. Such optimisation might also benefit the management and operation of the public landings.

3.23 In response to **Captain Cheung Tai-kee** and **Mr Paul Zimmerman**, Mrs Sorais Lee clarified that KP 096 and KP 103 as presented referred to berths 1 and 2 of the Kai Tak Cruise Terminal.

3.24 **The Chair** concluded that Members requested a further review of water-land interfaces and provision of public landings in KTD taking into account the planned adjoining land uses. Pending the identification of an overarching body to conduct the planning, DEVB should work with the EKEO and the KTO to take forward the initiatives as a start.

3.25 **Mr Thomas Chan** undertook that DEVB would take up the responsibility to further liaise with the EKEO, the KTO and other concerned bureaux and departments on specific initiatives. He cautioned that notwithstanding DEVB's coordination amongst the offices, there would still be issues which fell between the mandates of bureaux and departments. In the absence of any overarching body being assigned the policy responsibility, it would not be possible for DEVB to simply fill the gaps as it would not have the policy remit to do so. **The Chair** recognised and appreciated the difficulty, but considered it important to kick-start the works first so that the Task Force could better understand the situation and seek solutions to the arising obstacles.

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3.26 **Mr Nicholas Brooke** said that he would write to the Chief Secretary, outlining the dilemma and challenges faced by the Task Force and seek her support to the Task Force in moving forward. **The Chair** agreed to his suggestion.

**Item 4 Marine and Port Operations - Cargo Handling and Fish Landing within Victoria Harbour
(Paper No. TFWL/06/2012)**

4.1 **The Chair** welcomed Mr Chan Kim-hung, Senior Fisheries Officer (Fisheries Supporting Services) and Mr Lin Kan-chau, Senior Field Officer (Market Management) of AFCD; Mr Kwok Kam-man, General Manager of the Fish / Vegetable Marketing Organization; and Mr Chan Kwong-chun, Senior Marine Officer / Cargo Handling of MD. **Mr Chan Kwong-chun** of MD made a PowerPoint presentation on cargo handling operations in Victoria Harbour. **Mr Chan Kim-hung** of AFCD then briefed Members on fish landing operations within the Harbour

with the aid of a PowerPoint.

4.2 **Mr Lam Kin-lai** asked if the berth leasing arrangement (BLA) stipulated the berthing space to be leased out, and if it would be exclusively used by the lessee. He also enquired the current status and future uses of the five piers in the Western Wholesale Food Market (WWFM).

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

- advised that the justification given by Tourism Commission (TC) for proposing a new pier in Lei Yue Mun was that tourists could not disembark at the existing public landing facilities in the district at ease due to full occupation of the public landings by the fish handlers. Noting that fish handling at public landings should be illegal from the discussion paper, he asked the Harbour Unit to check TC's justifications;
- enquired future plans for public cargo handling facilities in the Victoria Harbour, as well as details and locations of other cargo handling facilities including private wharves and short-term tenancies within the Harbour;
- commented that the Planning Department should minimise conflict between public cargo handling areas (PCWAs) and the neighbouring residential developments during the planning stage; and
- asked for the future plans of the three Wholesale Fish Markets (WFMs).

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MD

AFCD

(Post-meeting note: TC provides a response with respect to the proposed pier in Lei Yue Mun as follows -

"In response to public requests for sustaining and enhancing the attractiveness of the Lei Yue Mun area as a tourist spot, the Administration is planning to take forth the Lei Yue Mun Waterfront Enhancement Project which aims to further improve the facilities along the waterfront. The scope of the Project includes the construction of a public landing facility, a breakwater and a

waterfront promenade, a new viewing platform and the provision of several lookout points and other streetscape improvement works. The construction of a public landing facility which aims to facilitate access by leisure boats is intended for embarkation/disembarkation of passengers only. To remind the public of the appropriate use of the public landing facility, we have already included the erection of a marine notice board in the project. The assistance of the relevant departments will be sought to take enforcement action against the reported illegal activities at this public landing facility if implemented.”)

(Post-meeting note: MD provides a response in relation to the future plans for public cargo handling facilities as follows –

“As PCWAs are considered a key component of facilities of Hong Kong Port, and they provide another alternative cargoes handling platform at a comparative lower price level for the industry, MD has no plan to close any of the PCWAs at the present moment. Regarding other cargo handling facilities including private wharf and STT, the grant of lands for these operators are administered by the Lands Department and MD has no clue to the details and locations of these facilities.”)

(Post-meeting note: AFCD provides a response with respect to the future plans of the three WFMs as follows –

“Currently the three WFMs have been fully utilized and no surplus spaces are available for other uses. Some fish traders and buyers have even requested the FMO to secure more land from the Government to expand the WFM to meet the development need of their businesses. The FMO will however review the operations of the WFMs and the changing needs of the trade on a continuous basis, and devise appropriate development plans to further improve her services and better meet the needs of the trade.”)

4.4 **Mr Nicholas Brooke** considered the operations in PCWAs and WFMs would be fascinating to tourists. He wished to explore the possibility of, without interfering with the operations, developing these facilities into tourist attractions to showcase a vibrant working harbour.

4.5 With regard to the high utilisation rates of the existing PCWAs as well as the closure of the Kwun Tong and Cha Kwo Ling PCWAs in 2011, **Mr Wong Yiu-kan** expressed that the reprovisioning of cargo handling facilities in the Kowloon East should be looked into, for

instance in Tseung Kwan O. He added that apart from embarkation / disembarkation of passengers and their accompanied luggage, consideration should be given to allowing the use of public landing facilities by marine workers to transport their tools to and from the land side.

4.6 In response to Mr Lam Kin-lai's enquiry on the berth arrangement, **Mr Chan Kwong-chun** said that MD conducted a territory-wide review when renewing the BLAs. Lessee who offered the highest price would be allocated the berth according to the leasing arrangement. The period of the latest BLA was from 2011 to 2016, during which the lessees would have full flexibility in using the assigned berth.

4.7 **Mr Chan Kim-hung** made the following responses -

- the Marine Fish (Marketing) Ordinance (Cap 291) regulated the landing and wholesale of fresh marine fish in designated WFMs operated by the Fish Marketing Organization (FMO), excluding live fish, crustaceans and molluscs. Thus the landing of live fish in Lei Yue Mun did not constitute an offence under Cap 291;
- it had been a long history that the majority of marine fish from the Hong Kong fishing fleets were usually stored, wholesaled and marketed in fresh form (i.e. in ice). Thus only the wholesale and marketing of fresh marine fish were regulated under Cap 291;
- the major statutory function of the FMO was to provide market facilities and services for landing and wholesale of fresh marine fish. Upon fulfilling this role and when there were surplus spaces, alternative uses related to the fishery industry could be accommodated in the WFMs, for instance the wholesale of live seafood in the Aberdeen Wholesale Fish Market; and
- the FMO had been assisting TC in development of tourism at Aberdeen, provided that the statutory functions of FMO would not be affected.

4.8 **Mr Lin Kan-chau** informed the meeting that several fishing vessels would make use of the piers at the WWFM for landing freshwater fish for the city's consumption. To enhance utilisation of the piers, the administration was exploring means to revitalise the vacant piers and the harbourfront area adjoining the piers in consultation with the Central and Western District Council. As an initiative to allow public to access the waterfront, the Central and Western District Council together with AFCD organised the Western Wholesale Food Market Flea Market cum Carnival 2012 in the WWFM in November 2012.

4.9 **Mr Paul Zimmerman** said that there were demands for transporting non-marine fish (crustaceans or molluscs and fish alive and in water) as well as tools used by the marine trade at public landing facilities. However, these activities were prohibited according to MD. He was of the view that the activities should be accommodated at the public landings, but would like to seek clarifications from the legal point of view. He enquired how these conflicting issues could be resolved when planning for public landings and its ancillary facilities.

4.10 **Mr Lam Kin-lai** opined that the existing BLAs of PCWAs did not fully utilise the precious harbourfront areas since the lessees might not make use of the allocated berths all the time and might use the land-side areas for storage of goods or vehicle parking only. He asked MD to consider if the PCWAs could adopt a similar leasing arrangement according to the berthing time so as to improve the utilisation of berths.

4.11 **Mr Chan Kwong-chun** explained that -

- PCWAs were established in 1974 and had been adopting the "first-come-first-served" mechanism in leasing the berths. The Audit Commission however raised that such practice was inefficient in 1998, and as a result, MD had reformed its leasing mechanism by using the BLAs for granting berths, and regulating the land-side areas (including storage space) under the Port Control (Cargo Working Areas) Ordinance (Cap 81);

- to facilitate cargo handling activities, berth lessees could make use of the adjoining land when loading / unloading goods from the vessels. Each vehicle entering the PCWAs would also be charged fees; and
- the utilisation of berths could be varied throughout a day, having regard to the working patterns of the berthing vessels respectively.

4.12 **Mr Chan Kim-hung** advised that the wholesale and marketing of non-marine fish might be subject to other legislations in Hong Kong as well, which fall outside the purview of AFCD.

4.13 **The Chair** thanked AFCD and MD for briefing the meeting on the current usage of public landing facilities with respect to cargo handling and fish landings. He was of the view that the information provided by the departments would be useful when contemplating the enhancement measures at the public landing facilities.

Item 5 Proposed Framework on Water-land Interface Issues

5.1 **The Chair** briefed Members that, at the last meeting, Mr Tom Callahan requested to make a presentation on the proposed framework. Task Force Chair (Mr KY Leung) accepted his request and asked the Secretariat to study the framework in parallel.

5.2 **The Chair** invited two Task Force Members, Mrs Margaret Brooke and Mr Paul Zimmerman to present the proposed framework. **Mr Paul Zimmerman** presented the framework with the aid of a PowerPoint.

5.3 **The Chair** then invited **Mrs Winnie Kang** to express views on the presented framework with the aid of a PowerPoint. The Harbour Unit appreciated the effort of Mrs Brooke and Mr Zimmerman in preparing the framework, which served as a good checklist and she considered it crucial to give priority to water-land interfaces that were for public enjoyment purposes.

5.4 **The Chair** recognised the information presented was immense and relatively complex, and Members would require some time to contemplate and digest the issues.

5.5 While agreeing to Harbour Unit's approach of having deliverables in the short-term, **Mr Nicholas Brooke** held the view that a strategic review was still critical to provide context for Members to deliberate on the planning of interface in the medium- and long-run, as well as considering individual harbourfront projects and proposals.

5.6 Echoing Mr Brooke's views, **Mr Tam Po-yiu** considered that the review was necessary for according priorities to taking forward the initiatives, having regard to the limited time and resources involved. He added that public views should be solicited during the planning stage such that the deliverables could better meet public's interest and demand.

5.7 **Mr Paul Zimmerman** welcomed the list of deliverables from the Harbour Unit, yet considered the strategic review should be carried out in parallel and be commenced as soon as practicable, noting the resources implications. He wished to know from the marine users and boat owners on their detailed operations in the Harbour, such as fuel input and sewerage treatment for their vessels.

5.8 **Mrs Margaret Brooke** opined that the close interconnections between the water-land interfaces were increasingly apparent when the Task Force reviewed more of the issues. She agreed to Mr Brooke's views on conducting a comprehensive review to provide context for further deliberation, as there could be unintended results by pursuing quick-wins in certain areas. That said, she also appreciated that short-term deliverables should be carried out.

5.9 **Mr Thomas Chan** thanked Mr Paul Zimmerman and Mrs Margaret Brooke's effort in proposing the framework. He expressed the following views -

- the items to be deliberated under the two proposals were similar, and the major difference lied in the

- approach to take forward;
- the framework proposed by Mr Paul Zimmerman and Mrs Margaret Brooke would resemble a “big bang” approach, which was laudable ideally. The proposal by the Harbour Unit aimed at tackling the issues pragmatically, by realising the existing constraints in specific areas and identifying room for enhancements;
 - the strategic review proposed in this Task Force might coincide with the strategic framework suggested in the proposals for the establishment of the Harbourfront Authority (HA); and
 - he suggested a two-prong approach in addressing the issues - dealing with issues in a pragmatic manner and identifying quick-wins for early deliverables, while looking at harbourfront issues more holistically rather than focusing on water-land interface issues alone, which would be taken up in the broader review to be conducted for the proposed HA.

5.10 **Mr Paul Zimmerman** considered pending the holistic review, the imminent task for this Task Force would be to get the data on the marine trades. He proposed that the Task Force should get resources and obtain data on the marine uses and demands to determine the required quick-wins.

5.11 **Mr Thomas Chan** responded that the quick-wins proposed by Harbour Unit included identifying the particular issues or enhancements that should be focused on. He also highlighted the resources constraints and difficulty in justifying the need for reviewing all items in the checklist under one exercise. Taking into account the limited resources and the cost-effectiveness, he suggested that some priority areas should be identified for allocating resources to conduct further researches.

5.12 **Mr Nicholas Brooke** opined that the Task Force should pursue the two proposals in parallel. He considered it was the Commission’s responsibility to put in place a strategic review, which should pave way and provide wider context for its successor to consider

and decide on harbourfront issues.

5.13 **The Chair** considered that there should be an alignment between the Government and the Task Force. He noted Government's limitation in resources and the difficulty in justifying the scope and urgency of a strategic review. **Mr Paul Zimmerman** expressed that the justifications for a strategic review had been established in the earlier discussion on public landing facilities in Kai Tak, where an overall planning of water-land interfaces in the area was absent. The strategic review would provide background and context for justifying quick-wins and possibly the overriding public need for reclamation under the Protection of the Harbour Ordinance, for instance when considering building a new public pier in West Kowloon.

5.14 Noting Mr Zimmerman's views, **Mr Thomas Chan** agreed with Mr Brooke that the two proposals could be carried out in parallel. He would however suggest that specific areas and items be selected for practical work to be done. Resources and funding aside, it would be very difficult to secure the required policy support within the Government to review all issues in one go. Hence he reiterated the suggested two-pronged approach, on one hand requesting the responsible departments to brief the Task Force on specific topics for identification of enhancement opportunities; and on the other hand, proceeding with the overarching strategic review in the context of pursuing the HA proposals. He cautioned that the strategic review should be taken with great care, in order to secure public support and to establish the right institutional framework to take things forward.

5.15 **The Chair** summarised that the unofficial Members expressed a strong urge for the strategic review and asked the official Members to give responses.

5.16 **Mr Raymond Wong** shared with the meeting that the issue of strategic review for the Harbour had been discussed over the past years and different people had different perceptions on this issue. The Harbour Plan, which was actually a strategic plan for the Harbour formulated in 2003, had become defunct. Consequently, the Harbour Planning Principle and Guidelines were drawn up by the then

Harbourfront Enhancement Committee to provide a basis to evaluate harbourfront projects in a more strategic manner. District review studies covering broader areas in the Harbour had also been carried out and these studies had incorporated a strategic planning dimension. He was of the view that if the strategic plan approach was adopted again for the entire Harbour, it would tend to overlook a lot of district planning constraints and local issues. He considered that the proposal presented by the Harbour Unit could in some way bridge such gap by focusing on the strategic issues from the topical perspective in working out the way forward.

5.17 **The Chair** said that the water-land interface issues had not been given due consideration previously in the overall harbour planning, and he considered it necessary to conduct a strategic review in particular when the previous review was conducted in 2003. Although most Members agreed to the proposed approach by the Harbour Unit in taking forward the short-term deliverables, the Chair concluded that there were diverse views between the unofficial and official Members in terms of the scope and approach of the strategic review to be conducted.

5.18 In response to Mrs Winnie Kang's enquiry, **Mr Paul Zimmerman** explained that the strategic review he was proposing mainly focused on the marine uses, the water-dependent uses and water-land interface issues. The information obtained from the review would be useful for identifying and justifying the types of water-land interfaces required in the Harbour, such as in KTD.

5.19 Noting the divergent views amongst Members, **the Chair** asked the official Members to offer their views at the next meeting.

**The
Secretariat**

Item 6 Any Other Business

6.1 **The Chair** announced that the next meeting was tentatively scheduled for January 2013, and the Secretariat would inform Members in due course.

6.2 There being no other business, the meeting was adjourned at 5:15 p.m.

Secretariat
Task Force on Water-land Interface
March 2013