

**Task Force on Water-land Interface
Seventh Meeting**

Date : 2 April 2014 (Wednesday)
Time : 2:30 p.m.
Venue : Liquor Licensing Board (LLB), Conference Room (Room 102), 1/F 258 Queen's Road East, Wanchai, Hong Kong

Minutes of Seventh Meeting

Present

Mr LEUNG Kong-yui Chairman

Organization Members

Mr Tom CALLAHAN	Representing Business Environment Council
Mr SO Kwok-yin	Representing Conservancy Association
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Andy LEUNG Kit-man	Representing Hong Kong Institute of Architects
Mr Evans IU Po-lung	Representing Hong Kong Institute of Landscape Architects
Mr TAM Po-yiu	Representing Hong Kong Institute of Planners
Dr Sujata GOVADA	Representing Hong Kong Institute of Urban Design
Ir Prof CHOY Kin-kuen	Representing Hong Kong Institution of Engineers
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour

Individual Members

Mr Vincent NG	
Captain CHEUNG Tai-kee	Co-opted Member
Mr Roger EASTHAM	Co-opted Member
Mr Karl KWOK Chi-leung	Co-opted Member
Mr WONG Yiu-kan	Co-opted Member

Official Members

Mr Thomas CHAN	Deputy Secretary (Planning and Lands) ¹ , Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) ² , Tourism Commission (TC)

Ms Stella LEE	Principle Transport Officer / Urban, 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 (LCSD)
Mr Adrian CHAN	Senior Marine Officer/Planning & Development (1), Marine Department (MD)
Ms April KUN	Chief Town Planner/Studies and Research, 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 Nicholas BROOKE	Individual Member
Mr Louis LOONG	Representing Real Estate Developers Association of Hong Kong

For Agenda Item 3

Mr Charles WU	Chief Transport Officer/Planning/Ferry, TD
Ms NG Kam-han	Senior Transport Officer / Planning / Ferry(1)

The Chair welcomed all to the meeting. He welcomed **Captain CHEUNG Tai-kee, Mr Karl KWOK, Mr WONG Yiu-kan** and **Mr Roger EASTHAM** for joining the Task Force on Water-land Interface (TFWL) as co-opted Members. He also introduced **Mr CHUNG Siu-man**, Assistant Director/Planning and Services of Marine Department (MD) who took over the post of Mr KM FUNG, and thanked Mr FUNG for his contribution to the Task Force.

He also informed Members that **Mr KL CHEUNG**, Chief Leisure Manager (Management) of Leisure and Cultural Services Department (LCSD) attends on behalf of Mr Donald Choy, Assistant Director (Leisure Services)³; and **Mr Edward LEUNG**, Senior Manager (Tourism)² of Tourism Commission attends on behalf of Ms Emily Mo, Assistant Commissioner for Tourism 2.

Item 1 Confirmation of Minutes of the last Meeting

1.1 The draft minutes of the sixth TFWL meeting were circulated to Members for comments on 10 March 2013. The revised draft minutes with Members' comments incorporated were circulated again on 26 March 2013. The draft minutes were confirmed at the meeting without further amendments.

Item 2 Matters Arising

Revised Terms of Reference (ToR) of TFWL (paragraphs 2.9 and 2.12 of the confirmed minutes of the sixth meeting)

2.1 **The Chair** briefed Members that the Task Force discussed the amendments to the ToR proposed by Mr Tom CALLAHAN at the last meeting, and decided that a separate session would be required to examine the ToR in detail. Accordingly, a workshop was arranged on 11 February 2014 to follow up the discussion. The meeting decided to simplify the ToR while keeping the spirit of the original ToR, and a

revised ToR was produced and agreed by the Members who attended the session. The revised ToR was circulated for Members' reference on 25 March 2014 and was tabled at the meeting. **The Chair** added that the revised ToR was formulated through a thorough discussion at the workshop and had been agreed by Members attending the session. On the understanding that the revised ToR circulated had truly reflected the consensus reached at the workshop, the Task Force should take the revised ToR as agreed amongst Members.

2.2 **Mr Paul ZIMMERMAN** raised further amendments to the wordings of the revised ToR and requested the Secretariat to table his suggested amendments for Members' consideration.

2.3 **The Chair** said that he had no plan to reopen the discussion on the ToR since the Task Force had already spent too much time discussing and revising the ToR. Further debate on the use of language in the ToR would not be pragmatic or fruitful. However, subject to Members' views, Mr ZIMMERMAN's suggested amendments could be circulated for Members' information.

2.4 **Mr Vincent NG** concurred with the Chair and considered that the Task Force should focus on the water-land interface issues instead of the ToR. He also noted that Members who attended the workshop in February had agreed to the revision in the ToR as circulated by the Secretariat, and the revised ToR was a result of an extensive deliberation. He supported the Chair's decision of not reopening the discussion on ToR again.

2.5 **Mr Andy LEUNG** opined that Mr ZIMMERMAN's amendments could be circulated to Members as reference for the Harbourfront Commission (HC) to contemplate on the functions of the proposed Harbourfront Authority (HA). Nonetheless, he shared Mr NG's view that the Task Force should work pragmatically on water-land interface issues in the remaining term.

2.6 **The Chair** echoed Mr LEUNG's views and agreed that Mr ZIMMERMAN's proposed amendments could be circulated for Members' future reference. He concluded that the Task Force would

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not further discuss any revision to the ToR before the next term.

(Post-meeting notes: Mr ZIMMERMAN's amendments on the revised ToR were circulated for Members' information on 10 July 2014. The revised ToR of TFWL was submitted and endorsed at the 16th Harbourfront Commission (HC) meeting on 29 April 2014.)

Briefing on the Protection of the Harbour Ordinance (PHO) (paragraphs 4.4 and 4.6 of the confirmed minutes of the sixth meeting)

2.7 **The Chair** reported that in response to Mr Nicholas BROOKE's suggestion, issues related to the Protection of the Harbour Ordinance (PHO) were further discussed at the 15th HC meeting. The relevant briefing materials were disseminated to HC Members for reference on 31 December 2013. **The Chair** asked the Secretariat to circulate the briefing materials to co-opted Members for information.

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(Post-meeting notes: Briefing materials on PHO were disseminated to co-opted Members on 3 April 2014.)

Landing facilities within the former Wanchai Public Cargo Working Area (PCWA) Basin (paragraph 4.15 of the confirmed minutes of the sixth meeting)

2.8 **The Chair** said that Civil Engineering and Development Department (CEDD) had agreed to take up the implementation of the concerned landing facilities after completion of Highway Department's works for the Central Wan Chai Bypass in around 2017.

Fire Services Department's (FSD) requirement on waterfront facility in West Kowloon Cultural District (paragraph 4.20 of the confirmed minutes of the sixth meeting)

2.9 **The Chair** reported that in response to Mr ZIMMERMAN's enquiry, FSD had provided written reply as post-meeting notes in the minutes of the sixth meeting.

Planning for Victoria Harbourfront: Approach and Process (paragraphs

5.4, 5.25 – 5.27 of the confirmed minutes of the sixth meeting)

2.10 **The Chair** reported that the HC Secretariat would invite PlanD to brief HC Members on “Planning for Victoria Harbourfront: Approach and Process” at an appropriate juncture. He further updated Members that the Secretariat was preparing the paper on the approach to look into water-land interface issues within Victoria Harbour in coordination with relevant bureaux and departments, and would brief Members in future meetings.

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(Post-meeting notes: The Secretariat is liaising with the relevant bureaux and departments to map out an approach to coordinate water-land interface issues within Victoria Harbour, and will brief Members on the subject once ready.)

2.11 Regarding the briefing on marine spatial planning as suggested by Members at the last meeting, **the Chair** informed Members that the Secretariat was in liaison with the relevant parties and aimed to arrange the presentations at the next meeting.

The Secretariat

(Post-meeting notes: The briefing on marine spatial planning is being arranged and the presenters would brief Members at the 8th Task Force meeting.)

Review on Berthing and Sheltered Space for Local Vessels in Hong Kong
(paragraph 6.18 of the confirmed minutes of the sixth meeting)

2.12 **The Chair** invited Mr Adrian CHAN of MD to update Members on the progress of the “Review on Berthing and Sheltered Space for Local Vessels in Hong Kong” (the Review).

2.13 **Mr Adrian CHAN** advised Members that the tender for Facet I of the Review was gazetted on 7 March 2014 with the closing date of 22 April 2014, and it was expected to award the tender in May 2014. He added that a working group would be formed with representatives from the relevant bureaux and departments to steer the work of the consultant.

2.14 **Mr Paul ZIMMERMAN** enquired whether the Review would take into account vessels which did not require license and the

demand for facilities from the water sports community.

2.15 **Mr Adrian CHAN** said that MD had responded to similar enquiries at the last Task Force meeting, emphasising that MD would require the consultant to approach water sports clubs and centers to understand the existing situation of unlicensed vessels. He explained that MD's existing database generally covered licensed vessels but not unlicensed ones.

2.16 **Mr Tom CALLAHAN** queried whether Members' suggestion of incorporating the assessment of land-side facilities associated with berthing space in the Review had been addressed; and if not, he considered that MD should include them in the subsequent studies.

2.17 **Mr Adrian CHAN** replied that MD might gather information about land-side storage and facilities of licensed and unlicensed boats from boat clubs and marinas, but the Review would focus mainly on information within MD's ambit.

2.18 Noting that land-side facilities were not under MD's purview, **the Chair** noted the difficulty for MD to incorporate land-side facilities in the study. However, he reckoned that the Task Force might consider further from the land-side perspective after MD had completed the Review.

2.19 **Mrs Winnie KANG** cautioned that it might not be appropriate for the Task Force to further discuss the scope and details of the study as it was undergoing tender process.

2.20 **Mr Paul ZIMMERMAN** opined that a stock-taking of the existing land-side requirement for berthing or supporting facilities, such as fuel stations and waste discharge facilities, should be covered in the study for reference for future planning. He suggested that MD should discuss and fine-tune details of the study with the selected consultant.

2.21 **Mr PY TAM** said that he had no objection to the tender, but concurred with Mr CALLAHAN and Mr ZIMMERMAN that land-side

facilities should be taken into account in the long-term planning. Having regard to MD's ambit, he opined that a responsible department or authority should be identified to collect, manage and coordinate information on land-side facilities systematically in future, and these land-side facilities should be considered by HC or TFWL. He thus considered the proposed approach of inviting boat clubs and marinas to give views rather than actively asking for the requirements in the Review was suitable with a view to understanding the issue better. However, it might not be the optimal timing to ask for the requirement of land-side facilities now as there was no a dedicated department looking after the matter.

2.22 **Captain CHEUNG** pointed out that small boats and launches were typical end-users of different water-land interfaces. He suggested that MD might take a leading role to liaise and coordinate with relevant departments to consider the berthing needs of these vessels.

2.23 **Mr PY TAM** suggested that Members with professional knowledge in boating activities and facilities might draw a list of data required and concerns shared by the boating industry to facilitate systematic data collection in future.

2.24 Noting Mrs KANG's reminder, **the Chair** agreed that it was inappropriate for the Task Force, as an advisory body, to further discuss the scope of MD's tender document at this juncture and request MD to discuss and fine-tune the scope of the study with the selected tenderer. He agreed that land-side facilities were water-land interfaces which should be considered by HC and TFWL, and opined that there should be sufficient time to incorporate other studies in the remaining facets of the Review. **The Chair** concluded that the Task Force should give green light to MD to proceed with the tendering procedure and the study first.

2.25 **Mr Paul ZIMMERMAN** considered that the Government was not responsive to the needs of the marine users, and there was a segregation of responsibilities amongst departments for matters related to water-land interfaces. He suggested the Task force might look into the responsibilities and mandates of relevant bureaux and departments on different water-land interfaces at the next meeting.

2.26 **The Chair** noted Mr ZIMMERMAN's comments and said that Members were aware of the complexity in coordination amongst bureaux and departments on water-land interface issues. This in fact led to HC's proposed establishment of HA for holistic management of harbourfront issues.

2.27 **Mr Thomas CHAN** remarked that the Secretariat was conducting a stock-taking exercise to address some of Mr ZIMMERMAN's concerns. The Secretariat would brief Members at an appropriate juncture.

**The
Secretariat**

(Post-meeting notes: The Secretariat is liaising with the relevant bureaux and departments to map out an approach to coordinate water-land interface issues within Victoria Harbour, and will brief Members on the subject once ready.)

**Item 3 An Overview of Ferry Piers within Victoria Harbour
(Paper No. TFWL/01/2014)**

3.1 **The Chair** said that the Task Force was briefed on "An Overview of Public Landing Facilities around Victoria Harbour" at the third Task Force meeting in August 2012. As an update, the Secretariat invited Transport Department (TD) to brief Members on the existing situation of ferry piers within Victoria Harbour. **Captain CHEUNG** declared that he was a Director of the Hong Kong & Kowloon Ferry Ltd.

3.2 **The Chair** welcomed **Mr Charles WU**, Chief Transport Officer / Planning / Ferry and **Ms NG Kam-han**, Senior Transport Officer / Planning / Ferry(1) of TD to the meeting. **Mr WU** presented the Paper with the aid of a PowerPoint.

3.3 **Mr Paul ZIMMERMAN** raised the following enquiries:

- (i) why the Hong Kong China Ferry Terminal was excluded from the presentation;
- (ii) how TD decided on the usage of piers, e.g. Tsuen Wan

- Public Pier was for shared use but not under a franchise;
- (iii) whether the Hung Ham (South) Ferry Pier could be used for food and beverages for better public enjoyment instead of merely for berthing of spare vessels;
 - (iv) had TD taken into account the changing composition of ferry passengers when designing the ferry piers, e.g. an increasing number of passengers with luggage;
 - (v) would TD consider modifying the landing steps to facilitate passengers with luggage for safer embarkation and disembarkation for Kaitos and chartered ferry services;
 - (vi) would TD consider a new Kaito service running circular routes in the harbour, similar to “water-taxi” service; and
 - (vii) would TD consider new public or franchised ferry services in West Kowloon and Kennedy Town in future to enhance marine accessibility within Victoria Harbour.

3.4 **Mr Charles WU** responded to Mr ZIMMERMAN’s enquires as follows:

- (i) the cross-boundary ferry piers were under the purview of MD instead of TD; and
- (ii) with the termination of the two ferry services, i.e. Hung Hom - Central and Hung Hom - Wan Chai, the Hung Hom (South) Ferry Pier would be allocated to two existing licensed ferry operators to meet their operational needs such as berthing of spare vessels and setting up staff rest rooms.

3.5 **Mr Paul ZIMMERMAN** pointed out that spare vessels could be moored in the harbour at a low cost. He opined that Hung Hom (South) Ferry Pier should be released for better public enjoyment and generating greater economic benefits, and there should be multiple uses of piers.

3.6 **Mr Charles WU** replied that TD would consider Mr Paul ZIMMERMAN’s comments, and report to Members in future meetings.

TD

(Post-meeting notes: As reported at the meeting, the berths of the Hung Hom (South) Ferry Piers would be rented to two licensed ferry operators for holding their spare vessels and setting up staff rest rooms. However, any party with a need to share use of the Pier might approach these two ferry operators for mutual negotiation on the details and arrangements.)

3.7 Noting Mr ZIMMERMAN's suggestion, **the Chair** advised that vessels moored in the harbour would require more intensive management and occupy more space in the already crowded harbour. He also considered that the vacant space in the underutilised or disused ferry piers could be opened for public enjoyment having regard to the declining inner-harbour ferry services. He asked whether TD was responsible for managing the concourse of the disused ferry piers and whether the vacant concourse could be revitalised for alternative uses.

3.8 **Mr Charles WU** made the following responses to Members' enquiries:

- (i) the ferry concourses of the disused piers were not managed by TD, and their use would be subject to relevant Government departments and project proponents;
- (ii) TD had provided barrier-free aids at the ramps of the ferry piers to assist passengers on wheelchairs and those with luggage. Pier staff would also stand by to render assistance to passengers; and
- (iii) TD had no plan to establish a new public ferry service running between West Kowloon and Kennedy Town due to high operating cost of ferry services and diminishing demand for waterborne transport. He added that the industry expressed no interest in running new ferry services in previous Expression of Interest (EOI) exercises.

3.9 **Dr Sujata GOVADA** considered that the Government should consider activating the disused ferry piers with a view to enhancing public enjoyment along waterfront promenades. She said that a department should be identified to transform the disused piers into attractions for enhancing the harbourfront with reference to other

renowned waterfront cities.

3.10 **Mr Tom CALLAHAN** enquired whether Hung Hom (South) Ferry Pier had been leased to current ferry operators for berthing of spare vessels, and if any public uses of the pier had been considered before leasing to ferry operators.

3.11 As a Director of Hong Kong & Kowloon Ferry Ltd, **Captain CHEUNG** advised that the company rented part of the Hung Hom (South) Ferry Pier for berthing and minor repair of vessels since all other ferry piers in Central were fully occupied for running ferry services. He shared that there were a number of restrictions on the use of the disused pier and the company had to undergo a long application procedure for income-generating uses to cross-subsidise ferry services.

3.12 **Mr Ken SO** enquired about the percentage of space rented out for commercial concessions at different piers and the percentage of income generated by non-fare box revenue.

3.13 **Mr Charles WU** responded as follows:

- (i) TD would keep in view the latest development of residential and commercial projects along the Hung Hom harbourfront and approach the developers to assess the public demand for re-introduction of regular ferry services in Hung Hom;
- (ii) the two ferry operators of Hung Hom (South) Ferry Pier were required to pay rental for using the berths and the rental was determined by the Government; and
- (iii) TD encouraged and supported ferry operators to fully utilise the vacant space inside the ferry piers for revenue generation, but applications for alternative uses made by the operators would be subject to Government's guidelines and restrictions.

TD

3.14 **Mr Vincent NG** considered that the reason for the increasing number of disused piers was largely related to the

accessibility of the harbourfront. He pointed out that the demand for waterborne transport had declined as the coastline in Victoria Harbour had become further away from the urban activity nodes, and there lacked a direct connection between the ferry piers and the activity nodes. The demand for waterborne transport might increase if there were more activities along the harbourfront, and the currently disused piers might then be restored to its original pier function. He opined that TFWL and the future HA should have the aspiration for better utilisation of disused piers by promoting more public activities in the short-run, and reconsider the development of waterborne transport in the longer term and in a broader context. He also reckoned that using disused piers for berthing of spare vessels was not in the interest of the general public and was neither in line with the Harbour Planning Principles nor the vision of HC.

3.15 **Mr Andy LEUNG** agreed that the development of waterborne transport should be considered in the future harbourfront planning, and opined that the future HA should take into account the demand for waterborne transport in its strategic master plan for Victoria Harbourfront in the long run. In the meantime, he considered that the Government should take the lead in revitalising waterborne transport and disused piers rather than leaving them to franchised ferry operators.

3.16 **Prof KK CHOY** enquired about the application procedures for using the disused piers and whether private vessels' owners could apply for the use of ferry piers.

3.17 **Mr Paul ZIMMERMAN** considered that there were active waterborne transport services within the harbour, for instance the Kaito service between cruiseships and the waterfront, but they could only use public landing facilities to embark and disembark. He reckoned that the existing arrangement with ferry piers being locked into a franchise agreement would hamper Government's flexibility in responding to the changing demand for ferry services. He thus suggested that the Government should review the franchise system and consider opening up piers for more flexible use to facilitate both franchise and non-franchise operators. He also raised the following enquiries:

- (i) whether TD could facilitate more shared use of public piers similar to Tsuen Wan Public Pier within the harbour, while reserving ferry piers for some ferry routes with high demand;
- (ii) whether Captain CHEUNG would consider running food and beverage facilities in the Hung Hom (South) Ferry Piers;
- (iii) what were the obstacles faced by ferry pier operators in its operation within the Harbour; and
- (iv) whether TD would consider upgrading facilities such as lighting and shelters at public landing steps and public piers.

3.18 **Mr Charles WU** responded to Members' comments / enquiries as follows:

- (i) in determining whether a ferry operator should be authorized to use a particular ferry pier for provision of passenger ferry service, TD would take into account the level of services provided, whether the quantity of passengers making use of the ferry services on a regular basis, the financial viability and hence sustainability of the service in the long term;
- (ii) TD was open to applications from private operators for using the ferry piers, and it had received applications from some smaller ferry companies in the past;
- (iii) TD would take into account the availability of berthing facilities on both sides of the harbour when considering the operation of circular ferry services. TD noted that there were management difficulties if the use of the same ferry piers was shared amongst different ferry operators, as the operator might not have the incentive to install and maintain suitable facilities at its own cost for use by other operators; and
- (iv) in response to Mr ZIMMERMAN's enquiry, the major factor of consideration for the ferry operators was whether there would be sufficient demand for ferry services for

them to be financially sustainable in the long run.

3.19 **Mr Paul ZIMMERMAN** pointed out that there was efficient shared use of public landing steps by multiple operators in Yau Ma Tei Typhoon Shelter and Central Pier No. 9 and 10, but these landing steps and facilities were poorly managed. He opined that TD should take a broader view to review marine transport services rather than confining to those for commuting purpose.

3.20 **Captain CHEUNG Tai-kee** shared with the meeting that Hong Kong & Kowloon Ferry Ltd was started in 1999 but had not been commercially viable until the last few years, which illustrated that ferry operators faced difficulties in generating extra revenue to cross-subsidise the operation ferry services. He added that the operators did not have the incentive to make more substantial investment in enhancing the ferry piers given the short license period of three years and the complicated procedure in seeking relevant approvals.

3.21 **Mr PY TAM** opined that there were merits to consider the planning of water, road and rail transport as a whole as they could complement each other. He noted that there were good opportunities to develop cross-harbour ferry services in new harbourfront areas, including Kai Tak Development, West Kowloon Cultural District and the western shore of Hong Kong Island. He concurred with Mr Vincent NG that ferry piers should be directly connected with activity hubs.

3.22 **The Chair** noted that Members were concerned about the recession of inner-harbour ferry services and opined that more ferry services should be revitalised. He said that ferry services, in particular the inner-harbour ones, declined since 1970s due to the enhancement of road transport with the commencement of the Cross-harbour Tunnel and MTR operation. Noting TD's advice on the low response rate in the previous EOI exercise, he held the view that there was slim chance for ferry services to be revitalised.

3.23 Regarding the use of ferry piers, **the Chair** shared

Members' views that both the Government and management agents of ferry piers were responsible for exploring ways to maximize the use of ferry piers. He concurred with Mr Andy LEUNG that such issue should be revisited by the future HA. Noting the complexity of application procedures for alternative uses of ferry pier, **the Chair** suggested that the Government might consider granting longer license period so as to encourage ferry operators to enhance the vacant space and better utilize ferry piers for public enjoyment. He concluded that vacant space at the concourse of ferry piers and the waterfront adjoining the piers should be enhanced for public enjoyment.

3.24 **Mr Paul ZIMMERMAN** suggested that TD be requested to study the obstacles for ferry operations and advise solutions for enhancing waterborne transport in Victoria Harbour.

3.25 **The Chair** considered that the relevant government departments should consider shared use of existing berthing spaces and landing facilities at the disused ferry piers for other types of waterborne transport. He advised TD to liaise with relevant departments regarding Members' request for shared use of ferry pier facilities.

TD

(Post-meeting notes: The disused ferry piers were Government properties under the management and administration of the Government Property Agency ("GPA"). At times, tenders are called for applications for use of the berths at these piers.)

3.26 **Mr Paul ZIMMERMAN** opined that waterborne transport should be examined from all aspects to identify inefficiencies instead of approaching the issue in a piece-meal manner.

3.27 **Dr GOVADA** suggested that a workshop with TD and relevant departments be lined up to further discuss the issue.

3.28 **The Chair** said that he understood that the Government would conduct a study on public transport in Hong Kong in a comprehensive manner. He advised TD to convey the Task Force's suggestion to incorporate waterborne transport in the study.

TD

(Post-meeting notes: Comments noted and will be reflected accordingly.)

Item 4 Any Other Business

4.1 **Mr Paul ZIMMERMAN** enquired whether part of the Kwun Tong Typhoon Shelter (KTTS) could be used for mooring of pleasure vessels, and proposed that the timeframe and potential ways for shared use of KTTS should be discussed.

4.2 **Mrs Sorais LEE** reminded Members that KTTS fell within the competition area of the Kai Tak Fantasy International Ideas Competition (the Competition), and it would be more appropriate to wait for the result of the Competition before proposing other uses of KTTS.

4.3 In response to **the Chair's** enquiry, **Mrs LEE** responded that the Competition was under the ambit of Energizing Kowloon East Office (EKEO). She understood from EKEO that submission of the entries was closed and EKEO was about to consult the public on the four shortlisted entries, and the final adjudication would be completed by end 2014.

4.4 As one of the adjudicators of the Competition, **Mr Vincent NG** advised that the adjudicators would shortlist four entries from a total of 80 submissions, and the shortlisted proposals would be further developed for public consultation in late June 2014.

4.5 **Mr Paul ZIMMERMAN** opined that there was a real demand for active use of KTTS which had not been specified in the brief of the Competition, and suggested that the discussion on the use of KTTS should start in TFWL as soon as practicable.

4.6 **Mr Vincent NG** responded that there was a provision in the Competition brief that KTTS should continue to be used as a typhoon shelter. He reckoned that when the four shortlisted entries were made available for public comments, the public, including TFWL, could start discussing the possible uses of KTTS.

4.7 Noting that the public would be consulted on the shortlisted entries, **the Chair** concurred with Mr Vincent NG that all relevant stakeholders could then discuss the issue in a more comprehensive context.

4.8 **Mr Roger EASTHAM** understood that MD was responsible for providing sufficient sheltered spaces for local vessels during inclement weather. He added that part of MD's review on berthing and sheltered space would assess whether certain types of vessels should be provided with permanent mooring facilities in future. He opined that the demand for dedicated mooring area within KTTS should be discussed or highlighted in the Task Force.

4.9 **Mrs Winnie KANG** opined that MD could convey their concerns to EKEO regarding the Competition. She understood from EKEO that the office welcomed any temporary uses of water body, including organising short-term events. She suggested that the Secretariat might invite EKEO to brief Members on the progress of the Competition and the shortlisted entries at the next meeting of the Task Force on Kai Tak Harbourfront Development.

**The
Secretariat**

(Post-meeting notes: A workshop cum site visit to EKEO was arranged on 16 June 2014. Members were briefed on the progress of Kai Tak Fantasy International Ideas Competition with the display of the four shortlisted entries.)

4.10 **Mr Paul ZIMMERMAN** clarified that the issue was having private moorings in KTTS. He reiterated that under MD's mooring review, KTTS was the only mooring space readily available in Hong Kong to tackle the potential shortage of berthing space. He thus opined that the demand for designated moorings in KTTS should be raised and taken into account in the Competition.

4.11 **The Chair** reiterated that all relevant stakeholders could raise comments and requests when the shortlisted entries were open for public consultation.

4.12 **Mr Vincent NG** remarked that it was impossible for any single entry to accommodate all concerns and needs from different stakeholders. He explained that the purpose of the Competition was to allow professionals to contribute ideas on the uses of both land and water within the Competition area with a view to establishing a more established icon and branding for Kai Tak.

Date of Next Meeting

4.13 **The Chair** informed that the tentative dates of upcoming meetings in 2014 were tabled for Members' reference. The Secretariat would inform Members of the exact date in due course.

4.14 There being no other business, the meeting was adjourned at 5:00 p.m.

Secretariat

Task Force on Water-land Interface

July 2014