

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

Date : 23 February 2017 (Thursday)
Time : 2:00 p.m.
Venue : Liquor Licensing Board (LLB) Conference Room (Room 102),
1/F, 258 Queen's Road East, Wanchai, Hong Kong

Minutes of Fifteenth Meeting

Present

Mr LEUNG Kong-yui Chairman

Organization Members

Mrs Margaret BROOKE	Representing Business Environment Council
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Freddie HAI	Representing Hong Kong Institute of Architects
Mr Evans IU	Representing Hong Kong Institute of Landscape Architects
Mr TAM Po-yiu	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN Kin-sek	Representing Hong Kong Institution of Engineers
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour

Individual Member

Captain CHEUNG Tai-kee	Co-opted Member
Mr Bondy WEN	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)
Mr LEE Man-ho	Chief Transport Officer/Housing Project, Transport Department (TD)
Ms YING Fun-fong	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)
Mr Mann CHOW	Senior Town Planner/Studies and Research 3, Planning Department (PlanD)
Miss Emily SOM	Secretary

In attendance

Miss Christine AU

Principal Assistant Secretary (Harbour), DEVB

Mr Peter MOK

Project Manager (Harbour), DEVB

Absent with Apologies

Mr Nicholas BROOKE

HC Chair

Mr Hans Joachim ISLER

Individual Member

Mr KAN Chak-fan

Individual Member

Mr Vincent NG

Individual Member

Mr NGAN Man-yu

Individual Member

Mr Karl KWOK Chi-leung

Co-opted Member

Mr WONG Yiu-kan

Co-opted Member

Dr NG Cho-nam

Representing Conservancy Association

Prof TANG Bo-sin

Representing Hong Kong Institute of Planners

Sr Lesly LAM

Representing Hong Kong Institute of Surveyors

Mr Louis LOONG

Representing Real Estate Developers Association of Hong Kong

For Agenda Item 3

Ms Carrie CHAN

Senior Town Planner(Transport)Port, Maritime & Logistics, Transport and Housing Bureau (THB)

Mr Alan LO

District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department (LandsD)

Ms Ritz LEE

Senior Estate Surveyor/East, LandsD

Ms Holly WAN

Estate Surveyor/District, LandsD

A.O.B

Miss Allison HOLMES

Student, Worcester Polytechnic Institute (WPI)

Miss Sarah MA

Student, WPI

Mr Andrew ROTTIER

Student, WPI

Mr Connor ROSS

Student, WPI

Mr Roger LUI

Project Advisor, WPI

Ms Holly AULT

Project Advisor, WPI

The Chair welcomed all attending the meeting. He announced that **Mr CHEUNG Koon-lam**, Chief Leisure Manager (Management) of Leisure and Cultural Services Department (LCSD) attended on behalf of Ms Rebecca LOU. **Mr Edward LEUNG**, Senior Manager (Tourism) 2 of Tourism Commission (TC) attended on behalf of Ms Emily MO. **Mr LEE Man-ho**, Chief Transport Officer/Housing Project of Transport Department (TD) attended on behalf of Mr Edmond POON. **Mr Adrian CHAN**, Senior Marine Officer/Planning and Development (1) of Marine Department (MD) attended on behalf of Mr CHEUK Fan-lun. **Mr Mann CHOW**, Senior Town Planner/Studies and Research of Planning Department (PlanD) attended on behalf of Ms Amy CHEUNG.

Item 1 Confirmation of the Minutes of the Last Meeting

1.1 The draft minutes of the 14th Task Force on Water-land Interface (TFWL) meeting were circulated to Members for comments on 20 February 2017. The revised draft minutes with Members' comments incorporated were circulated again on 22 February 2017.

1.2 There being no further comments received from Members, the draft minutes were confirmed.

Item 2 Matters Arising

Harbour Area treatment Scheme Stage 2A (paragraph 3.13 of the minutes of the 14th meeting)

2.1 In response to Members' enquiry about the amount of grist and solids transported to the Western New Territories (WENT) landfill, the Drainage Services Department (DSD) provided a written response in the form of post-meeting notes.

2.2 Members raised no follow-up issues.

Item 3 Proposed Re-tendering or Tendering of Short Term Tenancies for Port Back-up Uses in Kwai Tsing (Paper No. TFWL/01/2017)

3.1 **The Chair** informed Members that the Transport and Housing Bureau (THB) and Lands Department (LandsD) provided a meeting paper (TFWL/01/2017) to brief Members on the proposed re-tendering or tendering of short term tenancies (STT) for port back-up uses (PBU) in Kwai Tsing. Given all of the sites were located in Kwai Tsing, the discussion was also opened to Members from the Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Tsing. By way of background, he recalled that THB and the consultant, BMT Asia Pacific Ltd. consulted the Task Force on the findings of the Study on the Strategic Development Plan for Hong Kong Port 2030 (HKP 2030) at the 9th meeting on 2 March 2015. At the meeting, Members supported the project team's recommendations to enhance the capacity and operational efficiency of container ports in Hong Kong. While the importance of maintaining Hong Kong's position as an international transshipment hub was recognized, the Task Force opined that a balance should be struck among conflicting uses of waterfront land for recreational and working purposes.

3.2 **The Chair** welcomed **Ms Carrie CHAN** from THB, **Mr Alan LO**, **Ms Ritz LEE** and **Ms Holly WAN** from LandsD to the meeting.

3.3 **Mr Alan LO** and **Ms Holly WAN** presented the paper with the aid of a PowerPoint.

3.4 Noting that a large number of STT sites were proposed to be tendered or re-tendered, **Mr TAM Po-yiu** enquired whether the proposed uses were compatible with the long term planning intention for the areas concerned. For the proposed STT Site 2b along Container Port Road South, the site appeared to be bisected by a line. He asked the project team to clarify whether the site was composed of two land parcels. For Site 2c at Tsing Sheung Lane, given that it was adjacent to the Sinopec Hong Kong Oil Terminal, he was concerned about the safety implications of such and urged the project team to conduct a risk assessment. **Mr TAM** had no in-principle objection to the re-tendering or tendering of STT in Kwai Tsing.

3.5 Further to Mr TAM's comments, **The Chair** would like the project team to provide information about the land use zoning of the 37 STT sites for Members' information.

3.6 **Mrs Karen BARRETTO** would like the project team to supplement information with regard to the specific measures implemented in order to enhance the utilization and operational efficiency of the existing PBU sites.

3.7 **Mr Paul ZIMMERMAN** said that there was a shortage of land in Hong Kong and the Government should put more efforts into developing multi-storey cargo and logistics buildings and carpark facilities to improve the efficiency of land use in the urban areas. The project team was urged to explain why the use of the sites was restricted to one storey which appeared to be incompatible with Government's policy on enhancing land use. He noted that there was a shortage of provision for goods vehicle parking throughout Hong Kong and the Government had tried to address the problem through short-term land uses. The Transport Department (TD) should brief Members on the strategic approach to meeting the demand for goods vehicle parking in Hong Kong. He further commented that these STT sites were not well-managed at present and the site conditions were not desirable or environmentally-friendly. He asked the proponent whether there were regulatory measures to monitor operators' management of the sites concerned, whether there would be measures mandating them to improve the environment and conditions of STT sites, as well as the adjoining roads and highways.

3.8 To give Members a better understanding on PBU uses, **the Chair** invited the project team to elaborate on the functions of PBU sites and the activities to be carried out thereon.

3.9 **Mr Alan LO** thanked Members for their comments. He responded as follows:

- (a) PBU land was in general categorized into three major uses, namely container storage, cargo handling and vehicle parking. These uses were essential to support the operation of the adjacent container terminals; and
- (b) with regards to the long term land use planning of the sites,

the proposed uses for about eight of the sites were not completely compatible with the planning intention. In view of that, the proposed terms of those STT sites which were not compatible with the long term land use planning would be up to 5 years pursuant to the Town Planning Ordinance. The project team would provide supplementary information to the Task Force as requested after the meeting.

3.10 **Mr TAM Po-yiu** was concerned that the long-term planning intention and development of the areas concerned would be disrupted should the STT of the subject sites be renewed continuously.

3.11 **Mr Thomas CHAN** made the following responses:

- (a) different Government Bureaux had their respective roles in achieving the Government's policy objective of enhancing the effective use of land resources for industrial development and PBU uses. To this end, the Government strived to maximize the utilization of land resources through, among others, exploring the feasibility of having multi-storey facilities and buildings to accommodate such uses so as to release more land to cater for future development needs. The Development Bureau (DEVB) was responsible for the implementation of new development areas in the New Territories e.g. Hung Shui Kiu (HSK) NDA. For instance, the planning and engineering study for the HSK NDA studied the possibility of consolidating brownfield operations in the area in multi-storey buildings to optimize land utilization; and
- (b) the proposed STT sites for PBU uses in Kwai Tsing was part of the proposal to enhance the cargo handling capacity and operational efficiency of Kwai Tsing Container Terminals (KTCTs) which fell under the policy purview of THB in relation to the Hong Kong Port (HKP). He was given to understand that THB had also carried out studies to explore the feasibility of providing multi-storey facilities on PBU sites. He invited THB to supplement further information in this regard.

3.12 **Ms Carrie CHAN** supplemented that as one of the port enhancement measures, THB had been looking into the feasibility of developing multi-storey buildings for PBU facilities near KTCTs so as to free up more land in that area to support port operation. THB was conducting a consultancy study to resolve the technical issues associated with the proposal and identify means to reduce any potential impact on the surrounding areas.

3.13 Regarding the provision of multi-storey complexes, **Mr Alan LO** provided the following information:

- (a) the Government released the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” in 2015. There were plans to explore the feasibility of having multi-storey facilities on suitable PBU sites for container/goods vehicle parking or cargo storage/consolidation uses so as to free up more land in the vicinity of KTCTs to support port operations and cater for the future development needs of the HKP;
- (b) in order to enhance the capacity and operational efficiency of the existing PBU sites, it was recommended to (i) extend the tenancy period from the existing 3 or 5 years to a maximum of 7 years where appropriate, (ii) restrict permitted use for each STT site to one major PBU use; (iii) remove the rent review during the fixed term of tenancy period, and (iv) look into the development of multi-storey facilities;
- (c) LandsD would inspect and issue warnings to operators who failed to manage the site in an environmentally acceptable manner as appropriate. For unauthorized operations on government land or on the road, relevant departments would carry out their respective enforcement actions as appropriate; and
- (d) with regards to green measures, given the short tenancy period, he said that mandatory greening requirements might increase operating cost and reduce operators’ incentives to invest on the site.

3.14 **The Chair** informed Members that he had been a member of

the Hong Kong Logistic Development Council until December 2013. He raised the following comments and questions:

- (a) he understood that shipping containers were stacked up to seven-level high at KTCTs given that land was limited;
- (b) cargos were usually stored inside containers except for mega-sized cargoes or goods which had higher freight turnover;
- (c) he noted that there were existing multi-storey facilities and container freight stations within KTCTs. These multi-storey buildings with driveways occupied a considerable amount of space and they served to facilitate the direct access of heavy goods vehicles to various floors for loading and unloading purpose; and
- (d) Kwai Tsing was close to the container terminals and the international airport and had a location-specific advantage for the development of the logistic industry. He understood that the operation of the logistics industry required a considerable amount of land and there was keen competition for land between the port and logistics industries, he asked whether the sites concerned could be used by the logistic industry

3.15 **Ms Carrie CHAN** responded that it was the common practice of operators to stack containers to multiple levels. As land available for PBU uses around KTCTs was limited, there was a need to optimise the utilisation and efficiency of these sites to support the port and logistics industry, developing multi-storey facilities might be one of the possible ways to optimise the use of these sites. It was noted that the operators of modern logistics industry preferred locations close by major transportation nodes and boundary crossing facilities. THB was working with relevant Government bureaux and departments concerned, including Planning Department (PlanD) and DEVB to identify suitable sites for modern logistics development.

3.16 **Mr Paul ZIMMERMAN** noted from satellite maps that the PBU sites currently occupied by small operators appeared to be used for storing tin sheds, container trucks and trailers, with similar site conditions as those brownfield sites in the New Territories. He opined that such operations on limited and valuable land in Kwai Tsing should

not be encouraged. He therefore could not support the proposal put forward by the proponent. He opined that re-tendering and tendering the sites would not be a solution to address the congestion problem or enhancing the operational efficiency of KTCTs.

3.17 **Ir Raymond CHAN** agreed that the port and logistics industries had played an important role in sustaining the economic growth of Hong Kong. He raised four questions:

- (a) what was the long-term projection of container throughput of HKP;
- (b) whether the Government would consolidate brownfield operations in the New Territories into multi-storey industrial buildings in Kwai Tsing and release those brownfield sites for development;
- (c) whether there were any mitigation measures to reduce the impacts of PBU operations to the nearby residential estates; and
- (d) it was stated in the Hong Kong Planning and Standards Guidelines (HKPSG) that PBU operations could be relocated and developed at rock caverns. He enquired whether the Government had conducted any planning studies in this regard.

3.18 **Captain CHEUNG Tai-kee** declared that he was a ferry operator. He urged the proponent to allow the shared-use of the seawalls and marine accesses at Site 2c and 2d between ferry operators and the tenderers of the sites.

3.19 **Mr Freddie HAI** enquired whether the completion of Hong Kong-Zhuhai-Macao Bridge (HZMB) would cause any impacts on the development of logistics industry in Hong Kong, for instance, whether the center of gravity of the said industry would be shifted westwards.

3.20 **The Chair** said that there was a shortage of barging berths in Kwai Tsing and keen competition for land among port operations, logistics industries and ferry operators. Further to Mr ZIMMERMAN's observation, he would like the proponent to review the proposed uses for the sites concerned after taking into consideration locational factors.

3.21 **Mr Alan LO** replied that the Government had developed a long-term strategy for cavern development in Hong Kong and a feasibility study for the relocation of the sewage treatment facilities to caverns had also commenced. He understood that relevant department would consider the potential and feasibility of relocating other users to rock caverns. Regarding the environmental impacts to the adjacent residential estates, he supplemented that STT No. 3821 near Lai King Estate was an existing fee-paying carpark for the parking of motor vehicles (including container tractors and trailers). The use of PBU sites were in general regulated by the environmental legislation of the Environmental Protection Department (EPD).

3.22 **Ms Carrie CHAN** replied to Members' enquires as follows:

- (a) the future port development was studied under HKP 2030 which forecasted that transshipment throughput would continue to constitute the major growth in the throughput of HKP. Efficient transshipment handling required sufficient PBU facilities in the port area. Hence, there was a need to make better use of existing infrastructure and land around the container terminals to enhance operational efficiency and competitiveness of KTCTs to meet the future demand;
- (b) THB strived to identify and explore more suitable water frontage for barge berthing but in some cases, physical and technical constraints had limited the barge berth development;
- (c) HZMB would enhance the flow of goods and help strengthening Hong Kong's position as the logistics hub. Likewise, the KTCTs and the PBU sites in Kwai Tsing were important port infrastructure and facilities supporting our logistics industry; and
- (d) PBU sites currently let out by STTs could better meet the needs of small and medium sized enterprises (SMEs), which had sizable contribution to the HKP. The proposed tendering and re-tendering of existing and new STT sites for PBU uses would allow SMEs to take part in the business.

3.23 In response to Ms Carrie CHAN's comments, **Captain CHEUNG Tai-kee** pointed out that vertical seawalls and marine accesses were available within Site 2c and 2d to facilitate loading and unloading of containers and barge berthing. As for transshipment business, he agreed that the volume of transshipment in Hong Kong was huge. To facilitate Members' understanding, he clarified that 'transshipment' referred to the shipment of goods or containers to an intermediate destination, then to yet another destination without opening up the containers and off-loading the cargos.

3.24 In response to Members' comments, **Mr Thomas CHAN** made the following clarifications:

- (a) when it came to the relationship between brownfield sites in the northwest New Territories and KTCTs, he said that PBU sites were spilled over in the New Territories during 1980s and 1990s but as mentioned by THB, there had been an increase in transshipment volume which required land for container stacking at the port's yard area, hence the use of brownfield sites for PBU uses in the New Territories has diminished over the years. Brownfield sites were now occupied by other industrial operations such as recycling yards, vehicle repair workshops and logistic operations etc. From a territorial point of view, he said that there was a greater need for PBU land to be situated near the KTCTs than to be located at HSK to meet the aforesaid operational changes. The HKP 2030 clearly stated that HKP would remain as a significant economic pillar in Hong Kong and KTCTs should remain in its present location. It was therefore necessary to optimize the use of land at and in the vicinity of KTCTs in order to support the future development and growth of HKP;
- (b) he noted that Member were concerned about the use of land along the harbourfront but it would be essential to recognize the special identity of HKP and that there would not be any other immediate or alternative use for the area concerned, other than supporting port and logistics operations. Given there was strong competition for land among different uses, THB should come up with solutions to allocate and make the best use of the limited land in

KTCTs ; and

- (c) it was noted that there had been intensification of PBU land to support container and logistics operations within KTCTs over the years. Some operators had invested in multi-storey buildings to support container and logistics operations. THB had already initiated the feasibility study on multi-storey complex for container storage, cargo handling and car parking facilities to intensify the use of land in support of port operation at KTCTs.

3.25 **Mrs Margaret BROOKE** opposed to the proposed re-tendering and tendering of STT for PBU uses for a tenancy period up to 7 years. She opined that THB should first complete the feasibility study in relation to the development of multi-story facilities and justify that the proposals to be put forward had already made the best use of the PBU sites in Kwai Tsing.

3.26 **Mr Mann CHOW** supplemented that, as stipulated in the Chapter 12 of the HKPSG, storage was one of the land uses which had the potential to be located in rock caverns. He pointed out that the feasibility of cavern development would be subject to the review of technical issues, including cavern engineering, safety, traffic impacts, environmental considerations etc. on a case-by-case basis. The Civil Engineering and Development Department (CEDD) was preparing a Cavern Master Plan to identify strategic areas for cavern development and formulate programme for suitable Government facilities. He assured Members that PlanD and CEDD would work closely to plan for the best possible uses of these rock caverns.

3.27 **The Chair** enquired whether THB and LandsD would consider Mrs BROOKE's suggestion of postponing the tendering and re-tendering arrangement for STTs for PBU uses in Kwai Tsing.

3.28 **Mr Alan LO** replied that THB and LandsD were implementing the recommendations of the "Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing". The Government had already consulted various stakeholders including the District Councils on the recommendations at that time and the possibility of providing multi-storey facilities on PBU sites was also highlighted in the proposals. He informed Members that the proposed STTs would be re-tendered and

tendered gradually with the first 4 to 5 sites within the harbourfront area scheduled for re-tendering or tendering between April and October 2017.

3.29 **The Chair** enquired about the number of PBU sites which had been assigned for barging purpose.

3.30 **Ms Holly WAN** replied that Site 2d would be used for barge berthing but there would be no marine access for Site 2c and hence the site was not suitable for barge berthing. There was marine access for existing STT No. 3781 and Site No. 3764 on Tsing Yi Island which could be used for barge berthing.

3.31 In response to Mrs BROOKE's concern about the length of the proposed tenancy period, **Ms Carrie CHAN** said that the PBU land users, especially SMEs, had asked the Government to provide better support to their operation by improving the terms and conditions of the STTs, such as lengthening the tenancy period to allow more certainty for their business planning. She further explained that the tenancy period of the site would be considered on a case-by-case basis taking into consideration land use zoning and future long term use. For PBU sites having potential for multi-storey port facilities development, the Government would ensure that appropriate tenancy term would be offered to avoid jeopardising the permanent development.

3.32 **Mr Paul ZIMMERMAN** commented that the amount of investment to be made on STT sites for cargo handling and container storage should be minimal. He echoed Mrs BROOKE's view that the duration of the proposed STTs should be shortened. He also supported Captain CHEUNG's suggestion that STT sites with seawalls and marine access should be used for barge berthing. In addition, he urged THB and the Highways Department (HyD) to carry out face-lifting to improve the pavements and road surface of the STT sites concerned. Regarding the lease conditions of STTs, LandsD should include specific terms in relation to site management, site sanitation and waste disposal.

3.33 **The Chair** commented that the Task Force had the responsibility to advice on water-land interface issues to facilitate the formulation of a holistic plan for the harbour. The meeting paper gave Members an overview on the development of KTCTs and the potential uses of the adjacent PBU sites. He opined that it would be more

practicable for the respective geographical Task Forces to comment on the STT and use of specific PBU sites.

3.34 **Mr TAM Po-yiu** informed Members that these proposed PBU STT sites were zoned Other Specific Uses (OU) for container-related uses, cargo handling and marine-related uses on the relevant OZPs, meaning that the proposed uses were aligned with the long-term planning intention. He agreed with the Chair that it would be difficult for the Task Force to make decision on how to make best use of the sites.

3.35 **The Chair** thanked Mr TAM for the supplementary information. He summarized that Members in general had no objection to the tendering and retendering of STTs for PBU uses in Kwai Tsing in order to support the operations of HKP. For the proposed tendering and re-tendering of individual site, he advised the proponent to consult the respective geographical Task Force by way of circulation.

3.36 **Mr Alan LO** said that LandsD would conduct local consultation for individual STT proposal; he enquired whether it would be necessary to consult the Task Force on every proposal.

3.37 **Mr Freddie HAI** viewed that there was an opportunity for LandsD to review, synchronize and standardize the tenancy periods of each of the 37 STT sites, so as to provide a portfolio of coordinated packages of available lands with foreseeable timeline for alternative development in Kwai Tsing in the near future.

3.38 **The Chair** commented that the Harbourfront Commission was an advisory body and had no statutory power to grant approval to STT applications. He opined that further discussion on individual STT application would fall under the remit of geographical Task Force.

3.39 **Miss Christine AU** recalled that THB and the consultant briefed Members on the findings of HKP 2030 at the 9th meeting of the Task Force in March 2015. Members recognized and agreed with the importance of maintaining Hong Kong's position as an international transshipment hub. As a follow-up to the meeting in 2015, THB and LandsD informed Members on the proposal of tendering and re-tending of PBU STTs to support the development of HKP. Noting Members would like to be given more background information on the proposed

STT sites, she suggested that THB and LandsD to provide further information of each STT site, such as land use zoning and proposed tenancy period for Members' consideration. After receiving supplementary information from the proponent, Members of this Task Force could then have further discussion on the proposal.

(Post-meeting notes: A list of particulars of the 37 STT sites within the Kwai Tsing Harbourfront Area provided by THB and LandsD was circulated for Members' perusal on 5 June 2017.)

3.40 **Mr Paul ZIMMERMAN** said the report of HKP 2030 acknowledged had already acknowledge the shortage of PBU land and the imminent need to optimize the efficiency of PBU land use. He viewed that letting out land for PBU uses by STTs would not serve as a long-term solution in meeting the demand for such land use.

3.41 **The Chair** echoed Miss AU's suggestion and advised Members to go through the supplementary information on STT sites to be provided by THB and LandsD first.

3.42 **Mr TAM Po-yiu** viewed that satellite photos might not truly reflect the situation of PBU sites at different times of the day. It would be an overgeneralization to conclude that existing PBU sites were underutilized by merely referring to satellite photos or images.

3.43 **The Chair** thanked THB and LandsD for the presentation.

Item 4 Any Other Business

A Research on Marine Activities and Marine Accessibility along Victoria Harbourfront by Students of the Worcester Polytechnic Institute (WPI)

4.1 **The Chair** informed Members that the Harbour Business Forum (HBF) and Designing Hong Kong had sponsored students from Worcester Polytechnic Institute in Massachusetts, the United States of America, to conduct a harbourfront related study in Hong Kong every year. The study team would present their findings with respect to the preferred and practical locations for marine activities and tying up of vessels within the Victoria Harbour. The team also compiled data in

relation to relevant government regulations and future harbourfront plan through conducting interviews with representatives from relevant departments. He welcomed **Miss Allison HOLMES, Miss Sarah MA, Mr Andrew ROTTIER, Mr Connor ROSS, Mr Roger LUI and Mr Holly AULT** from WPI to the meeting.

4.2 The study team presented the findings with the aid of a PowerPoint.

4.3 **Mr Paul ZIMMERMAN** said that the Harbour Team of WPI had worked in coordination with HBF and Designing Hong Kong over the past 10 years to conduct researches and studies in relation to harbourfront issues. The first WPI study on harbourfront issues was conducted in 2008. The project team had identified potential harbourfront areas for marine activities and the suggested locations for marine infrastructure projects were highlighted on slide 12 of the PowerPoint. To take forward the recommendations of the study would require the provision of appropriate marine infrastructures and management agents. Apart from the suggested locations proposed by the study team, he added that the open water at North Point would be an ideal location for carrying out water sports.

4.4 **Mr Thomas CHAN** thanked the project team for presenting the report and findings to the Task Force. He said that third party inputs could inspire new thoughts in the Government. He opined that the Commission and Task Force could look further into the followings:

- (a) Members might recall that the Secretariat had conducted a comprehensive stocktaking exercise on marine access and water-land interface facilities within the harbour, including piers and landing steps etc. but had not included bollards. Hence the information in relation to bollards supplemented by the study team would serve as useful reference. He noticed that some of the water-land interface facilities captured in the Secretariat's exercise might not have been reflected in WPI's report. It would be useful to compare the different versions and the Secretariat would suitably incorporate WPI's research into the next stocktaking exercise ; and
- (b) he appreciated the suggestion of using floating

infrastructures as an alternative to the installation of permanent structures which would otherwise be classified as reclamation in accordance with the Protection of the Harbour Ordinance (PHO). However, he supplemented if temporary structures were to be placed along the harbourfront for a considerable period of time, it might still constitute reclamation under PHO. He informed Members that the Commission had set up a working group to review the implications of PHO.

4.5 **Mrs Margaret BROOKE** clarified that the use of floating pontoons suggested by the study team was mainly for one-off events and on a temporary basis. The purpose was to enable more activities to take place at waterfront areas and enhance public enjoyment of the harbourfront. She agreed with Mr CHAN that it would be necessary to have in-depth discussion on the installation of long-term floating marine facilities and the issue of PHO.

4.6 **Mrs Karen BARRETTO** acknowledged the efforts and achievement of the study team. She would like the Secretariat to circulate the final report prepared by WPI students to all Members for information.

(Post-meeting notes: The report on "Research on Marine Activities and Marine Accessibility along Victoria Harbourfront" prepared by the Harbour Team of WPI was circulated for Members' information on 2 June 2017.)

4.7 **Mr TAM Po-yiu** noticed that the study focused on the calm water in Hong Kong. He was interested in knowing whether hydraulic and geological factors would affect the results of the study. Noting that the proposed Boardwalk underneath the Island Eastern Corridor (IEC) would be situated in calm water area, he invited the study team to recommend suitable types of mooring facilities for the area.

4.8 **The Chair** thanked the study team for the presentation. He asked the Secretariat to circulate the report prepared by WPI study team to Members for information and relevant departments for necessary follow-up actions after the meeting.

4.9 **The Chair** invited Members to give views and suggestions

on specific water-land interface issues for discussion at the next meeting.

Date of Next Meeting

4.10 **The Chair** informed Members that the next meeting would be scheduled in co-ordination with meetings of the Harbourfront Commission and other Task Forces. The Secretariat would inform Members of the meeting date in due course.

4.11 There being no other business, the meeting was adjourned at 4:00 p.m.

Secretariat

Task Force on Water-land Interface

May 2017