

Task Force on Water-land Interface
Seventeenth Meeting

Date : 20 September 2017 (Wednesday)
Time : 2:00 p.m.
Venue : 15/F Conference Room, North Point Government Offices,
333 Java Road, North Point

Minutes of Seventeenth 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 Anthony CHEUNG	Representing Hong Kong Institute of Architects
Mr Evans IU	Representing Hong Kong Institute of Landscape Architects
Sr Raymond CHAN Yuk-ming	Representing Hong Kong Institute of Surveyors
Mr TAM Po-yiu	Representing Hong Kong Institute of Urban Design
Ir Victor CHEUNG	Representing Hong Kong Institution of Engineers
Ms Elsa MAN	Representing Real Estate Developers Association of Hong Kong
Dr NG Cho-nam	Representing the Conservancy Association

Individual Member

Mr Hans Joachim ISLER	Individual Member
Mr Vincent NG	Individual Member
Mr Tony TSE Wai-chuen	Individual Member

Official Members

Ms Doris HO	Deputy Secretary (Planning and Lands) ¹ , Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) ²¹ , Tourism Commission (TC)
Mr Tommy NG	Chief Transport Officer/Housing Project, Transport

Ms YING Fun-fong	Department (TD) 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 CHEUK Fan-lun	Assistant Director/Planning & Services, Marine Department (MD)
Mr Mann CHOW	Senior Town Planner/Studies & Research 3, Planning Department (PlanD)
Mr Ian CHENG	Secretary

In attendance

Mr Nicholas BROOKE	HC Chair
Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
Mr Larry CHU	Assistant Secretary (Harbour)1, DEVB

Absent with Apologies

Prof TANG Bo-sin	Representing Hong Kong Institute of Planners
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour

For Item 5

Mr Adrian CHAN	General Manager/Planning, Development & Port Security, Marine Department (Acting)(MD)
Ms Amy WONG	Senior Statistician, Marine Department (MD)
Ms Ruby LO	Deputy Director/Policy 21 Limited
Ms Aki CHAN	Research Officer/Policy 21 Limited

Mr Nicholas BROOKE, as the Chair of the Harbourfront Commission (HC), welcomed all to the meeting and thanked Members for joining the Task Force on Water-land Interface (TFWL).

Item 1 Election of Chairman

1.1 **Mr Nicholas BROOKE** invited nominations from Members for chairmanship of the Task Force.

1.2 **Mr Vincent NG** nominated **Mr KY LEUNG** as the Chair of the Task Force. With unanimous support from Members, **Mr Nicholas BROOKE** announced that Mr LEUNG would be the Chair of the Task Force on Water-land Interface. **Mr LEUNG** took over the chairmanship and thanked Members for their support.

1.3 **The Chair** introduced and welcomed new Members to the Task Force. He informed Members that **Ms Doris HO** has taken over from **Mr Thomas CHAN** as the Deputy Secretary (Planning & Lands) 1 of the Development Bureau with effect from 3 July 2017. He welcomed **Ms HO** to the meeting and thanked **Mr CHAN** for his contribution to the Task Force.

1.4 **The Chair** announced that **Mr CHEUNG Koon-lam**, Chief Leisure Manager (Management) of the Leisure and Cultural Services Department (LCSD) attends on behalf of Ms LOU Wai-yi, Rebecca. **Mr Edward LEUNG**, Senior Manager (Tourism) 21 of the Tourism Commission (TC) attended on behalf of Mr Simpson LO. **Mr Tommy NG**, Chief Transport Officer/Housing Project attends on behalf of Mr Edmond POON. **Mr Mann CHOW**, Senior Town Planner/Studies & Research 3 of the Planning Department (PlanD) attends on behalf of Ms Amy CHEUNG.

Item 2 Confirmation of the Terms of Reference

2.1 **The Chair** invited Members to consider the Terms of Reference (ToR) of TFWL being tabled at the meeting, which was the

same as the one for last term.

2.2 **Mr Nicholas BROOKE** said that the ToR could be further reviewed at the Commission level first.

Item 3 Confirmation of Minutes of the last Meeting

3.1 **The Chair** informed Members that the draft minutes of the 16th TFWL meeting were circulated to Members for comments on 4 September 2017. The revised draft minutes with Members' comments incorporated were circulated again on 11 September 2017.

3.2 **The Chair** said that due to changes in membership, Members of the current term were invited to note the minutes.

Item 4 Matters Arising

4.1 **The Chair** asked Members whether there were follow-up issues arising from the last meeting. Members raised no follow-up issues.

Item 5 Review on Berthing & Sheltered Space for Local Vessels in Hong Kong (Paper No. TFWL 03/2017)

5.1 **The Chair** informed Members that the Marine Department (MD) has submitted a paper (TFWL/03/2017) to brief Members on the results of the Report on "Assessment of Typhoon Shelter Space Requirement 2015 - 2030", the findings of a Review on Berthing and Sheltered Space for Local Vessels in Hong Kong and the measures recommended for enhancing the utilization of existing sheltered space.

5.2 **The Chair** welcomed **Mr Adrian CHAN, Ms Amy WONG** from MD, as well as **Ms Ruby LO** and **Ms Aki CHAN** from the consultant team to the meeting.

5.3 **Mr Adrian CHAN, Ms Amy WONG** and **Ms Ruby LO**

briefed Members on the Review with the aid of a PowerPoint.

5.4 **The Chair** said that according to the Review, the occupancy rates of Hei Ling Chau Typhoon Shelter (HLCTS) and Yim Tin Tsai Typhoon Shelter (YTTTS) were found to be low. In order to enhance the utilization, MD already suggested allowing laying of private moorings in the two typhoon shelters and providing supporting services. He asked MD what the balance on sheltered space would be if HLCTS and YTTTS were excluded from the supply, and the projected occupancy rate of the two typhoon shelters if those measures were not adopted.

5.5 **Mr Tony TSE** raised the following comments:

- (a) he asked whether the supply of sheltered space for non-Class IV vessels (i.e. non-pleasure vessels) was adequate in the Harbour; and
- (b) he suggested that relevant stakeholders should be consulted on all the enhancement measures stated in the Review. He further enquired about the timetable of those measures to be taken and how they would tie in with other harbourfront enhancement measures.

5.6 **Mr Nicholas BROOKE** agreed that the study provided useful background information for discussion. He mentioned that the Kwun Tong Typhoon Shelter (KTTS) was popular for water-sports activities. He opined that the proposed designation of mooring area in KTTS might be seen as serving the interest of a minority group and might attract opposition.

5.7 **Mr Hans Joachim ISLER** declared that he is one of the Directors of the Hong Kong Water Sports Council (HKWSC) and the Hong Kong Sailing Federation (HKSF). He further raised the following comments:

- (a) he acknowledged MD's effort in completing a highly-accurate Review. However, the Review did not pinpoint the problems of insufficient mooring space for Pleasure Vessels (PVs) and illegal mooring, and that the suggestions were impractical;
- (b) he observed that the monthly rent for the mooring of PVs

- had increased over the past decade;
- (c) he wondered why the demand of sheltered space for Class III vessels was projected to increase, given that the fishing industry in Hong Kong was contracting after the trawling ban came into force;
 - (d) he questioned why HLCTS was included in the long-term supply forecast since HLCTS might be affected by the reclamation for the proposed East Lantau Metropolis (ELM) development promulgated under the “Hong Kong 2030+” Study by the Planning Department (PlanD). He opined that the measures to enhance the occupancy rate of HLCTS could only be interim;
 - (e) he reiterated that unlike non-PVs, PVs required proper mooring instead of anchorage. He was disappointed about the proposal to lay private moorings in the remote HLCTS but not KTTS. He mentioned that PVs were usually unmanned and unattended when moored, which should be accorded priority over non-PVs to moor at locations that are accessible;
 - (f) he opined that PVs and the related industries had become beneficial to Hong Kong’s economy as it created job opportunities. The recreational value of water-sports activities should not be underestimated and it was time for the Government to cater for the increasing number of PVs; and
 - (g) he commented that the sheltered anchorage was unsafe and that vessels would not be insured unless they were properly moored in the typhoon shelters.

5.8 **Ms Amy WONG** responded to Members’ comments as follows:

- (a) she explained that the occupancy rates of typhoon shelters were affected by their closeness to urban area as well as the landfall location of typhoons. Amongst the 14 typhoon shelters in Hong Kong, the occupancy rates of Rambler Channel Typhoon Shelter, Yau Ma Tei Typhoon Shelter, To

Kwa Wan Typhoon Shelter and Tuen Mun Typhoon Shelter were the highest, while HLCTS and YTTTS were the ones with the lowest occupancy rates;

- (b) she clarified that the demand and supply of sheltered space were projected up to 2030, and were not foreseen to be affected by the reclamation for the proposed ELM which has yet to have any definite implementation timetable. MD would review the supply and demand every five years and suggest remedial measures if a shortage of sheltered space was projected;
- (c) HLCTS and YTTTS, which amounted to around 90 ha out of around 420 ha in all typhoon shelters, had a significant role in the total supply. Change in their supply would have a significant impact on the projected sufficiency of sheltered space, and
- (d) the demand from Class III vessels was expected to increase slightly as some owners of trawler vessels had obtained approval-in-principle letters for construction of new vessels. Moreover, there was a considerable number of fishing sampans under Class III vessels and their number would increase slightly.

5.9 **Mr Adrian CHAN** further responded to Members' comments as follows:

- (a) he clarified that the Director of Marine had no legal authority to mandate certain classes of vessels to moor or berth at a specified spot, unless the vessel affected marine safety. The proposal to designate specific mooring areas in KTTS was an administrative measure and had been discussed with the trade. He further mentioned that besides MD, some other

departments, such as the Civil Engineering and Development Department and the Energizing Kowloon East Office, were also concerned about the use of KTTS. The current measure had already taken into account the fact that non-PVs would usually berth at the KTTS during typhoon days, but would seldom do so during normal days such that space in the KTTS could be freed up for alternative uses;

- (b) he explained that in order to fully utilize existing resources, MD should first encourage vessels to use remote and under-utilized typhoon shelters, before considering setting up new mooring areas within the Harbour. The relatively high utilization rates of typhoon shelters within the Harbour also rendered it spatially difficult for new private moorings to be laid, which would in turn affect the flexibility for the waterbody to be used for alternative activities such as water sports;
- (c) he understood there were divergent views on the significance of mooring locations and that the trade considered it important to be able to berth in locations they preferred;
- (d) speaking of the economic impact, he opined that it would be nice but not essential to have PVs in the Harbour and it would be important to weigh how best resources could be allocated; and
- (e) he mentioned that according to marine legislation on insurance, all local vessels when operating were required to insure against third-party risk regardless of their mooring locations. Individual local vessel may choose to have full insurance coverage which might have additional requirements including mooring location.

5.10 **The Chair** noted that the occupancy rates of HLCTS and YTTTS remained very low even during typhoons. He understood that some of the vessels would still be manned even when berthed in the typhoon shelter while some would not. He asked whether MD would consider taking administrative measures to encourage manned-vessels to moor in the more remote typhoon shelters.

5.11 **Mr TAM Po-yiu** raised the following comments:

- (a) he opined that the analysis of the Review was too generic. He asked the project team to provide the number of construction vessels in Hong Kong and those coming from other regions; and
- (b) he disagreed with Mr CHAN's opinion on the role of PVs and added that water sports and recreation activities could generate enormous economic benefit. He further urged the Government to promote water sports culture in Hong Kong.

5.12 **Mr Anthony CHEUNG** opined that to continue having working vessels in the KTTS would adversely affect the vibrancy of the harbourfront and that the Kai Tak Fantasy (KTF) could not be realized as a result. He noted that the overall supply of sheltered spaces could cope with the demand up till 2030. He further suggested MD to consider improving the accessibility of those remote typhoon shelters so as to attract more PVs to moor there.

5.13 **Mr Vincent NG** said that given the scarce sheltered waters in Hong Kong, it was difficult to cater for all the needs of different stakeholders, such as that of PVs, non-PVs, water activities and short-distance water transport. Akin to landside planning, he opined that the waters in Hong Kong should also be holistically planned by a

dedicated department.

5.14 **Mr Hans Joachim ISLER** made the additional comments below::

- (a) he reiterated that PVs could be insured only if moored at typhoon shelters. ;
- (b) he asked MD to provide sound reasons for not laying private moorings in KTTS; and
- (c) he was disappointed to note MD's position on PVs, given that the concept of "water-friendly culture" had been promulgated by the Government in the 2015 Policy Address.

5.15 **Mr CHEUK Fan-lun** responded to Members' comments as follows:

- (a) he stated that it was difficult to build extra breakwaters for typhoon shelters owing to the possible implications of the Protection of the Harbour Ordinance; he explained that working vessels tend to berth at the typhoon shelters that were close to container terminals such that the working vessels could operate until the last minute under bad weather. He added that some of the barges were large in size and tugboats would be required. If the working vessels were moored away from the Harbour, it would take longer time for the vessels to resume work;
- (b) he said that MD fully appreciated the many ideas of the KTTS and that it supported the co-use concept. However, it would also be important to recognize the needs of non-PVs to moor in the KTTS under inclement weather. MD planned to allow private moorings in the remote typhoon shelters and

divert some of the PVs to moor at the under-utilized typhoon shelters;

- (c) he stated that usually, working vessels would not moor at KTTS under good weather. Therefore, the water areas could be freed up for water sports and recreational activities; and
- (d) he stated that noting the aspiration from PVs, MD would, as a facilitating act, plan to expand the Private Mooring Areas at Sai Kung and Tai Po.

5.16 **Mr Anthony CHEUNG** opined that instead of co-using the KTTS, PVs and non-PVs should coordinate so that non-PVs would only enter the KTTS during inclement weather but not in normal days. The realization of KTF would only be difficult if working vessels continue to exist in the KTTS.

5.17 **The Chair** observed that there were still a few working vessels moored in the KTTS during normal weather. He agreed that it would not be feasible to ban any vessels from mooring at KTTS.

5.18 **Sr Raymond CHAN** raised the following comments:

- (a) to avoid conflicting use, he agreed that working vessels should only be allowed to moor in the typhoon shelters during inclement water;
- (b) he concurred with Mr Vincent NG's opinion that a specific department should be identified for planning the water body;
- (c) he opined that barges and working vessels need not to berth in typhoon shelters near the Harbour. The space within the Harbour should be freed up for PVs instead;

- (d) he observed that a number of people gave up purchasing PVs owing to the inadequate mooring space, therefore, the demand for sheltered spaces as stated in the Review was underestimated; and
- (e) he opined that if typhoon shelters could be accessed by roads, the accessibility could be enhanced and attract some PV users to moor there.

5.19 **Mr Tony TSE** asked MD to provide the statistics of the utilization rate of all typhoon shelters under normal and inclement weather. He agreed that the needs of different stakeholders had to be balanced and further urged MD to provide a timetable to implement those enhancement measures.

5.20 **Mr Vincent NG** opined that the discussion under this Task Force remained at reviewing the water-land interface situation of the existing harbourfront areas. He suggested considering the need for formulating a holistic plan for the Harbour as a place for work and leisure.

5.21 **Miss Christine AU** responded as follows:

- (a) she explained that the Victoria Harbour was positioned as both a leisure and working Harbour and thus the harbourfront areas and the adjacent waters should be shared amongst different stakeholders. She further supplemented that MD had been closely liaising with other Government departments on the mooring arrangement in KTTS;
- (b) the water quality in the KTTS had improved remarkably and it was foreseeable that in future, more water sports activities could be held in the area;

- (c) she said that the proposed co-use proposal of water body in KTTS should be adopted to minimize the conflict among different types of vessels;
- (d) she stated that the Government would conduct regular review on the demand and supply of typhoon shelters so as to cater to different needs of different stakeholders;
- (e) she clarified that the proposed designated area for mooring at KTTS was just a short-term administrative measure. Subject to the results of such a measure, the Government could deliberate on the medium- and long-term measures at the next stage; and
- (f) she mentioned that a paper titled “Planning for the Victoria Harbourfront - Revisiting the Harbour & Waterfront Plan” was jointly submitted by DEVB, PlanD and MD, and subsequently presented at the 20th HC Meeting in June 2015. The Secretariat would re-circulate it to Members after the meeting.

[Post-meeting notes: The paper was re-circulated for Members’ information on 17 April 2018.]

5.22 **The Chair** thanked the project team and Members’ comments and concluded as follows:

- (a) he was delighted that the discussion was not only focused on the demand and supply of sheltered spaces in Hong Kong, but also touched on the planning of the water areas;
- (b) he agreed with the co-use proposal on the water body of KTTS and suggested to implement appropriate measures to achieve the shared-use concept; and
- (c) he noted that the supply of sheltered space would be adequate up till 2030. Currently, there was a surplus in the

supply of shelter space and measures had to be taken to fill up the excess supply.

5.23 **Mr CHEUK Fan-lun** responded to Mr Tony TSE's enquiry that MD would provide the occupancy rate of typhoon shelters for the Secretariat to circulate to Members. He further added that MD would start permitting the laying of private moorings in HLCTS and YTTTS by late 2017 or early 2018.

[Post-meeting notes: The supplementary information on the occupancy rates of typhoon shelter was circulated for Members' information on 17 April 2018.]

Item 6 Any Other Business

Date of next meeting

6.1 **The Chair** informed Members that the next meeting was being scheduled in co-ordination with meetings of the Harbourfront Commission and the other Task Forces. The Secretariat will inform Members of the meeting schedule in due course.

6.2 There being no other business, the meeting was adjourned at 3:45pm.

Secretariat

Task Force on Water-land Interface

April 2018