

# **Victoria Harbour: Water dependent and water related uses and associated land/water interface implications**

**Presentation on the Findings and  
Recommendations**

**17 May 2011**

**Harbour Business Forum**

# Presentation Agenda

- Study Introduction
- Two New Harbour Planning Tools
- Victoria Harbour as a harbour
- Relating Land Use to Water Use
- Identified Potential Land-Water Interface Issues
- Policy Recommendations
- Indicative Harbour Programmes
- Study Conclusions

# STUDY INTRODUCTION

- This Study is all about Victoria Harbour as a whole
- Study provides data and analysis on both land-use & water-use and considers the interaction and necessary interface between the two
- This Study represents the first attempt to consider land and water issues around Victoria Harbour in a comprehensive, collective and harbour-wide manner
- Planning in HK tends to be sector by sector, which can lead to unintended consequences and sub-optimal or even negative impacts

# Study Objectives

- Study and record evolving marine activity and land uses around the harbour and show how and where the two interact
- Determine the extent to which sectoral planning is causing potential problems or leading to missed opportunities
- Consider the need for possible administrative, regulatory or policy changes to improve harbour utility for the broader public interest
- Outline a number of indicative programmes for harbour enhancement that highlight the potential opportunities in collective, multi-sector planning within an overall vision

## Two New Harbour Planning Tools

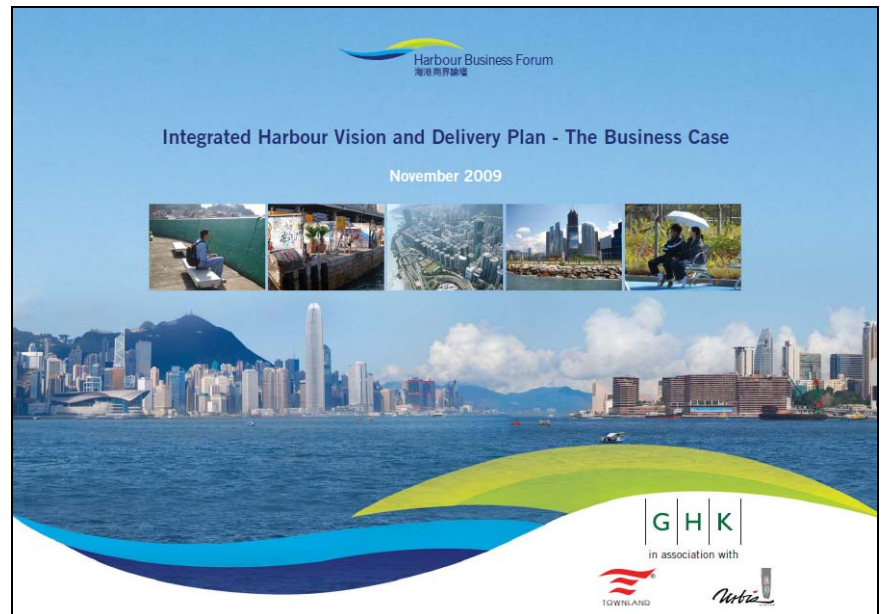
- The first ever database of Victoria Harbour's land and marine assets, interfaces and uses
- An interactive "Google-Earth" map that shows the locations of such facilities around the harbour
- Both to be uploaded on a new website: [www.victoriaharbour.hk](http://www.victoriaharbour.hk)
- Both tools will be freely available for public use

## Study Report

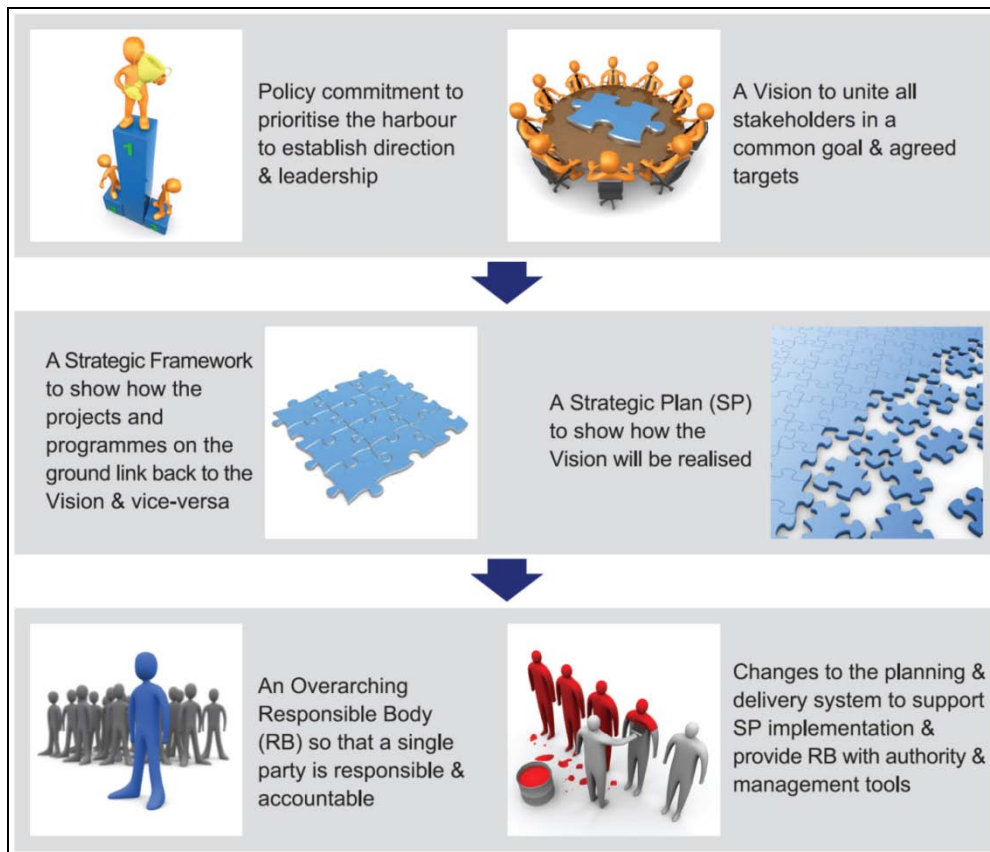
- Provides analysis of database, map and extensive stakeholder consultations and workshops
- Provides policy recommendations to improve the planning of Victoria Harbour
- Suggests indicative programmes for harbour enhancement

# Background

- This Study was commissioned by the Harbour Business Forum and builds on the Forum's Integrated Harbour Vision and Delivery Plan (IHS) released in 2009
- The IHS called for a fully integrated approach to the planning, development and management of Victoria Harbour
- This approach was identified following extensive review to identify why Victoria Harbour was failing to live up to its considerable potential and comprised six complementary and individually-necessary components



## The Fully Integrated Approach as per the IHS



### This Study adds

- The water element
- Planning tools to assist in development of a Harbour Strategic Plan
- Indicative programmes to illustrate a strategic framework for the Harbour as a harbour
- Greater clarity as to required policy & process changes to enable fully integrated harbour planning based on water & land-use analysis



*To revitalise **Victoria Harbour and its harbourfront** to become an attractive, diverse, vibrant, accessible and sustainable world-class asset for the economy, people and visitors of Hong Kong: a harbour for the people, a harbour of life*

# TWO NEW HARBOUR PLANNING TOOLS

# VICTORIA HARBOUR AS A HARBOUR

## A Harbour for Trade

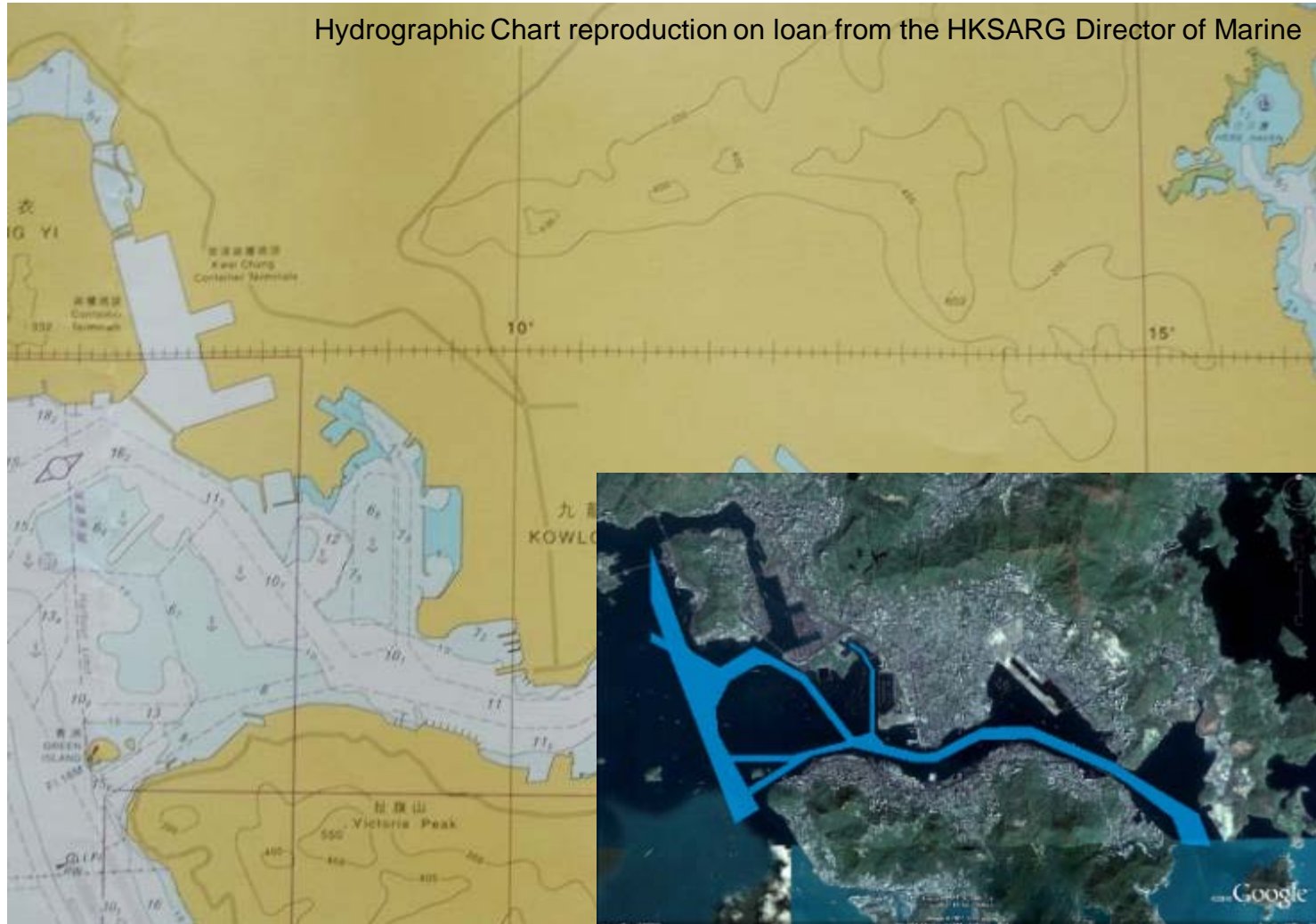
- Hong Kong has the third busiest port in the world
- In 2009:
  - 21 million TEUs and almost a quarter of a billion tonnes of cargo
  - Over 30,000 ocean-going cargo ships arrived
  - Almost 90,000 river-cargo ships arrived

## A Harbour for Transport

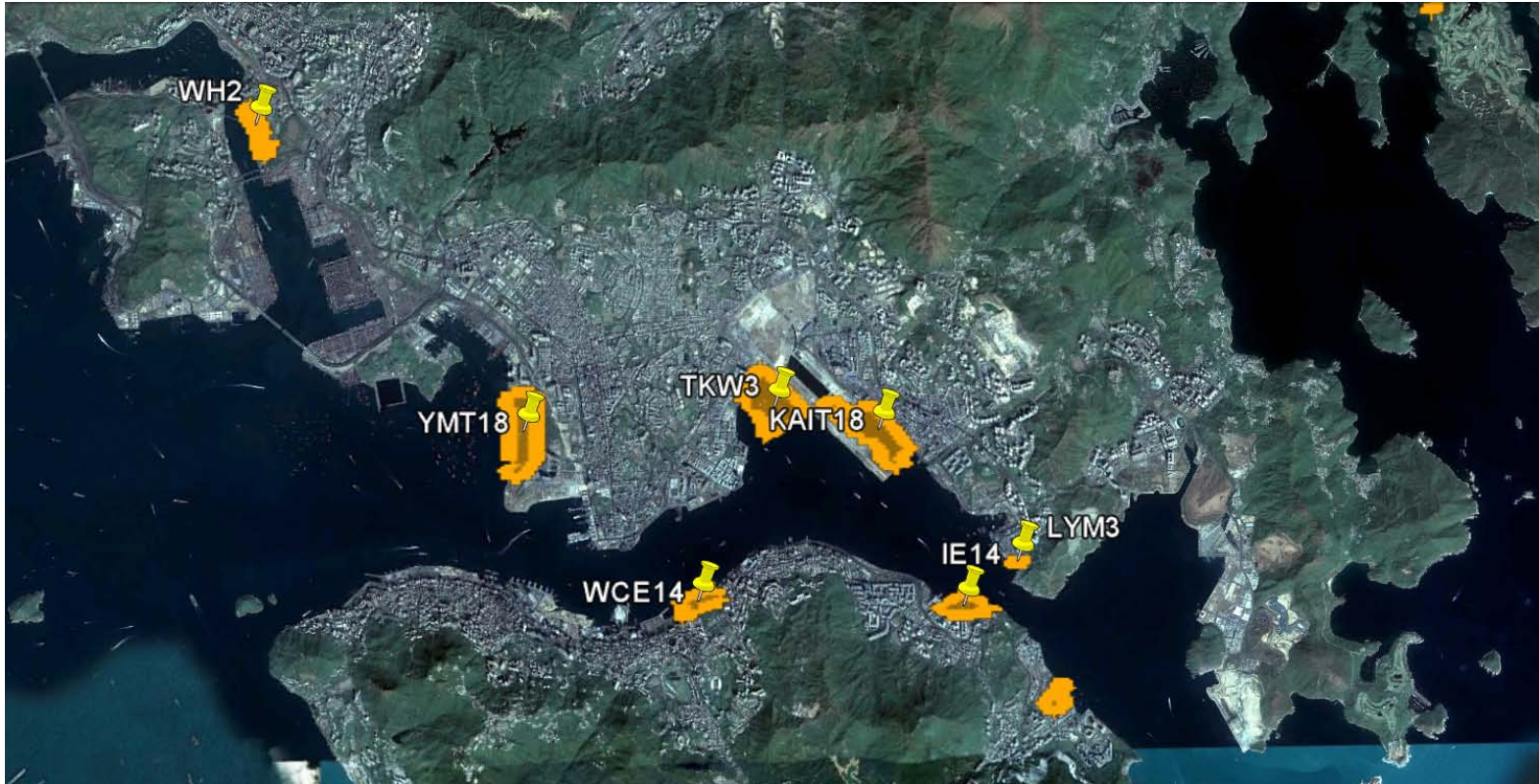
- Hong Kong's cruise terminal, its major cross-boundary ferry terminals and its main intra-Hong Kong ferry piers are all within Victoria Harbour
- In 2009:
  - Nearly 30 million passenger trips were made across the harbour
  - 20 million trips were made to the outlying islands
  - Over 20 million trips were made on cross-boundary ferries
  - Nearly 2,500 cruise ships and ocean-going passenger vessels arrived

# Harbour Characteristics

Hydrographic Chart reproduction on loan from the HKSARG Director of Marine



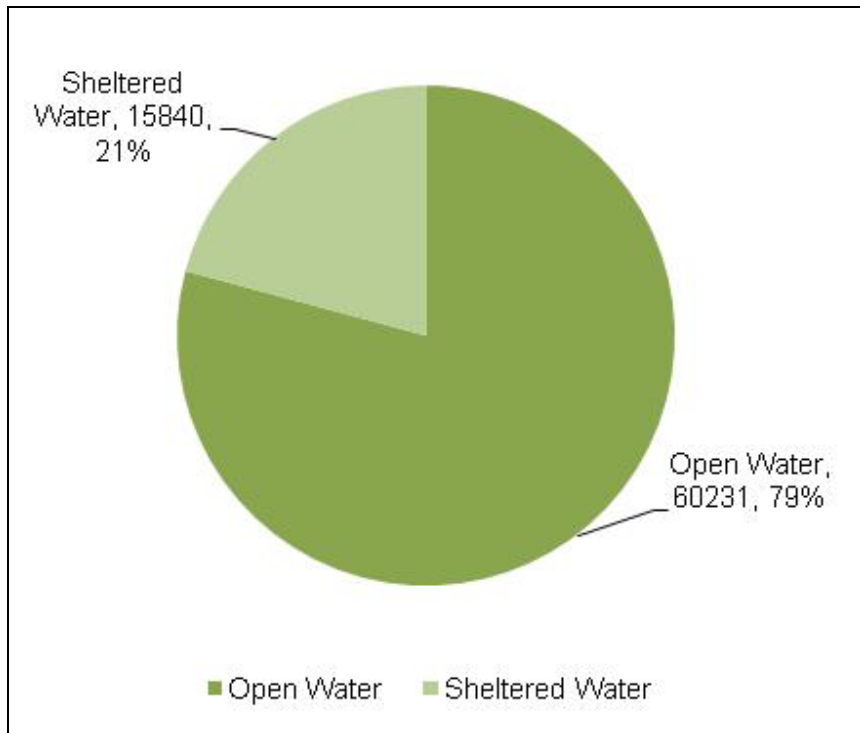
# Typhoon Shelters



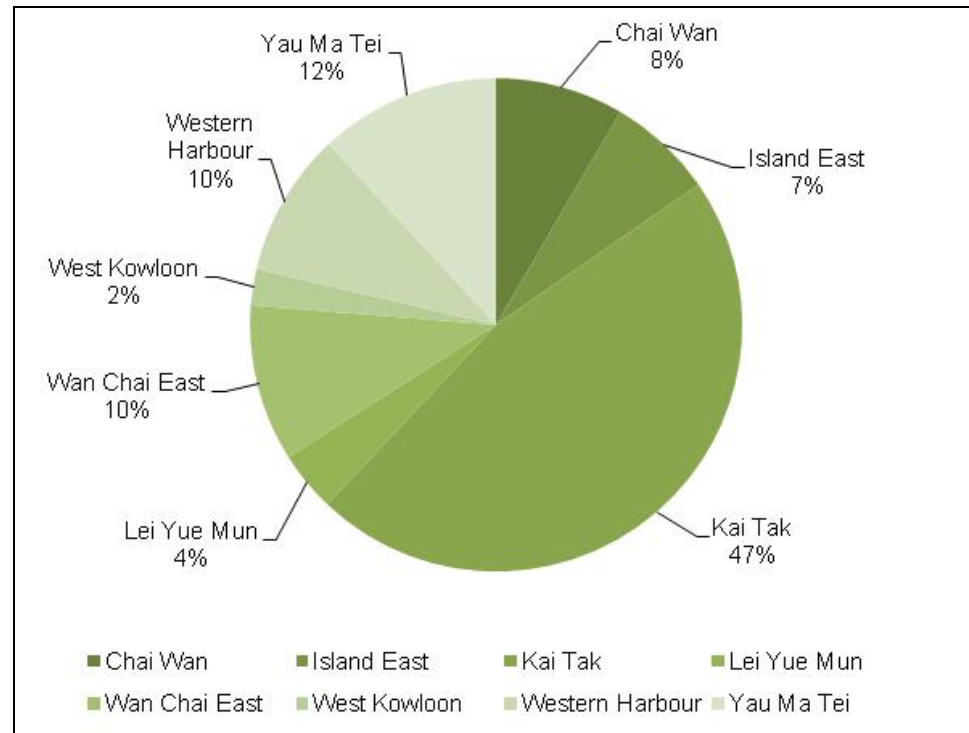


# Sheltered Waterfront

## Sheltered Water vs Open Water



## Location of Sheltered Water



Source: HBF database of waterfront length;  
Includes Chai Wan

# Major Marine Infrastructure

## Items as Identified in the HBF Database

	Ferry Pier	Government Pier	Public Pier	Private Pier	Landing Steps	PWCA	Vehicular Ferry Piers	Cruise Terminal	Barging Points	Commercial Shipyards	Government Dockyard	Military Dockyard	Recreational facilities
<b>Central &amp; Western</b>	8	2	2	1	8	1							
Wan Chai	1			2	5								2
Eastern	4	2	2	4	10	1	1		2	1			
Tsuen Wan	1	1	1		3								
Kwai Tsing		1	1			2				10	1		
Sham Shui Po					1							1	
Yau Tsim Mong	5	1	1		9	1		1					
Kowloon City	2	2	2	1	3	1#	1						
Kwun Tong					3	1#							
<b>Total</b>	21	9	9	8	42	7	2	1	2	11	1	1	2

# Both scheduled to be closed

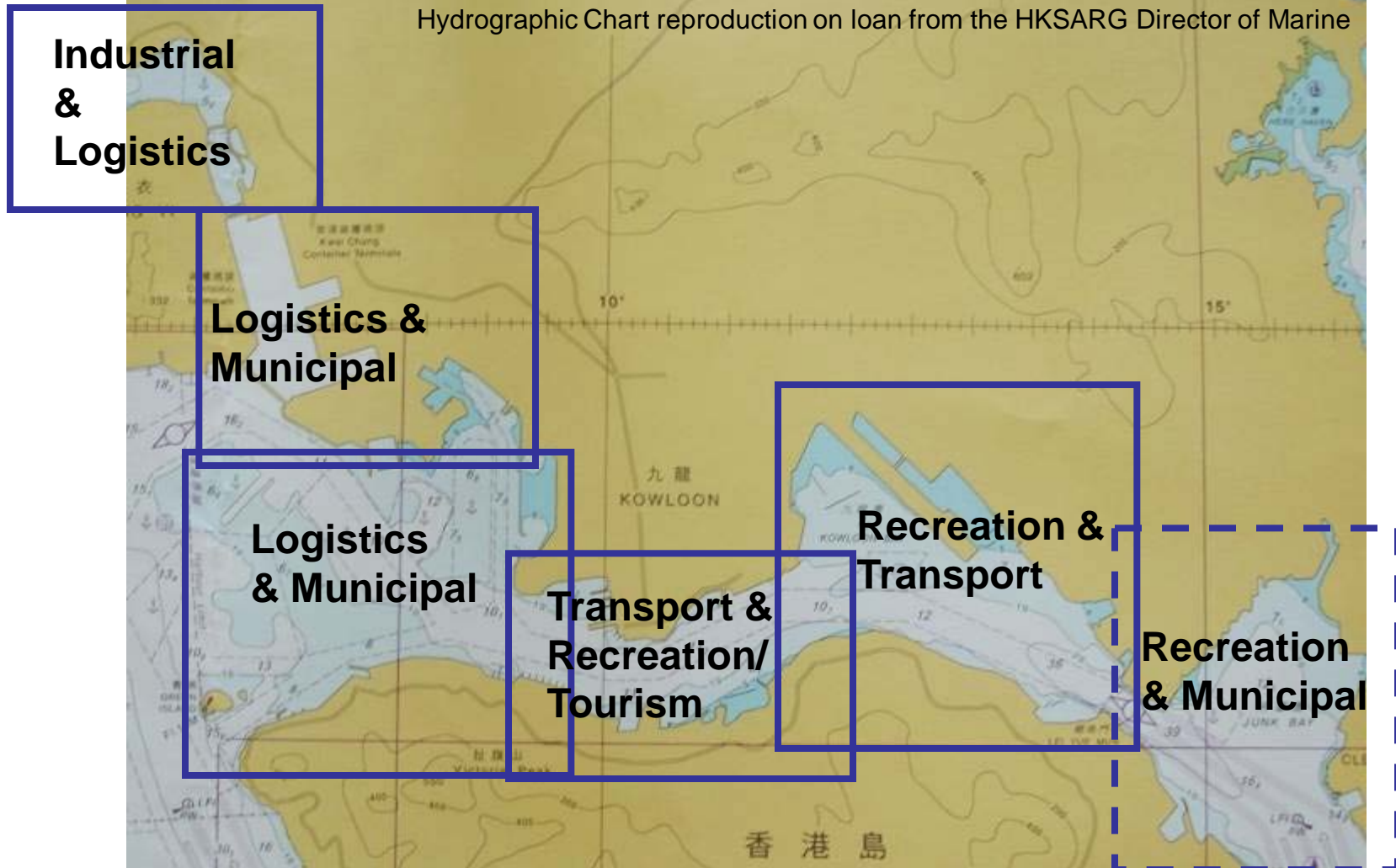
## Database Allows for Identification of Trends

- Main shipyards / dockyards in Kwai Tsing & Sham Shui Po
- Ferry piers mostly in Central, Western & Yau Tsim Mong
- Eastern, Kowloon City & Kwun Tong all share broad collection of landing steps and piers



# Geographic Subdivisions

## Predominant Uses of the Harbour



# RELATING LAND USE TO WATER USE

# Water Dependent and Related Uses

- Water dependent (WD) – An essential activity that must physically be located in, on, over, or adjacent to water in order to conduct its primary purpose and which, therefore, cannot be located inland
- Water related (WR) – An activity not dependent on direct access to water in order to conduct its primary purpose, but which provides goods or services directly related to water-dependent uses

# Classifying Land Use

Logistics	Municipal	Passenger Transport	Commercial	Recreation & open space
Bulk & break-bulk cargo transfer & Outer Islands supplies	Customs & Immigration; Marine Police; Fireboat; MarDep ops	Cross-boundary & Outer-Islands ferry services	Cruise liner terminal services	Pleasure Boating and other Water Sports
Containerised cargo transfer (& storage)	Waste recovery & trans-shipment	Cross-harbour ferry services	Other marine services/ bunkering	Water-based Events
Fish Marketing	Government & Military dockyards	Water-taxi/ Water-bus services	Ship-and boat-building and repair	Marine heritage exhibition & conservation
Dangerous Goods Transport	Drainage and water pumping	Pleasure boat charter/ excursions/ harbour tours	F&B & retail related to recreation & open space	Natural coastline & waterfront promenade

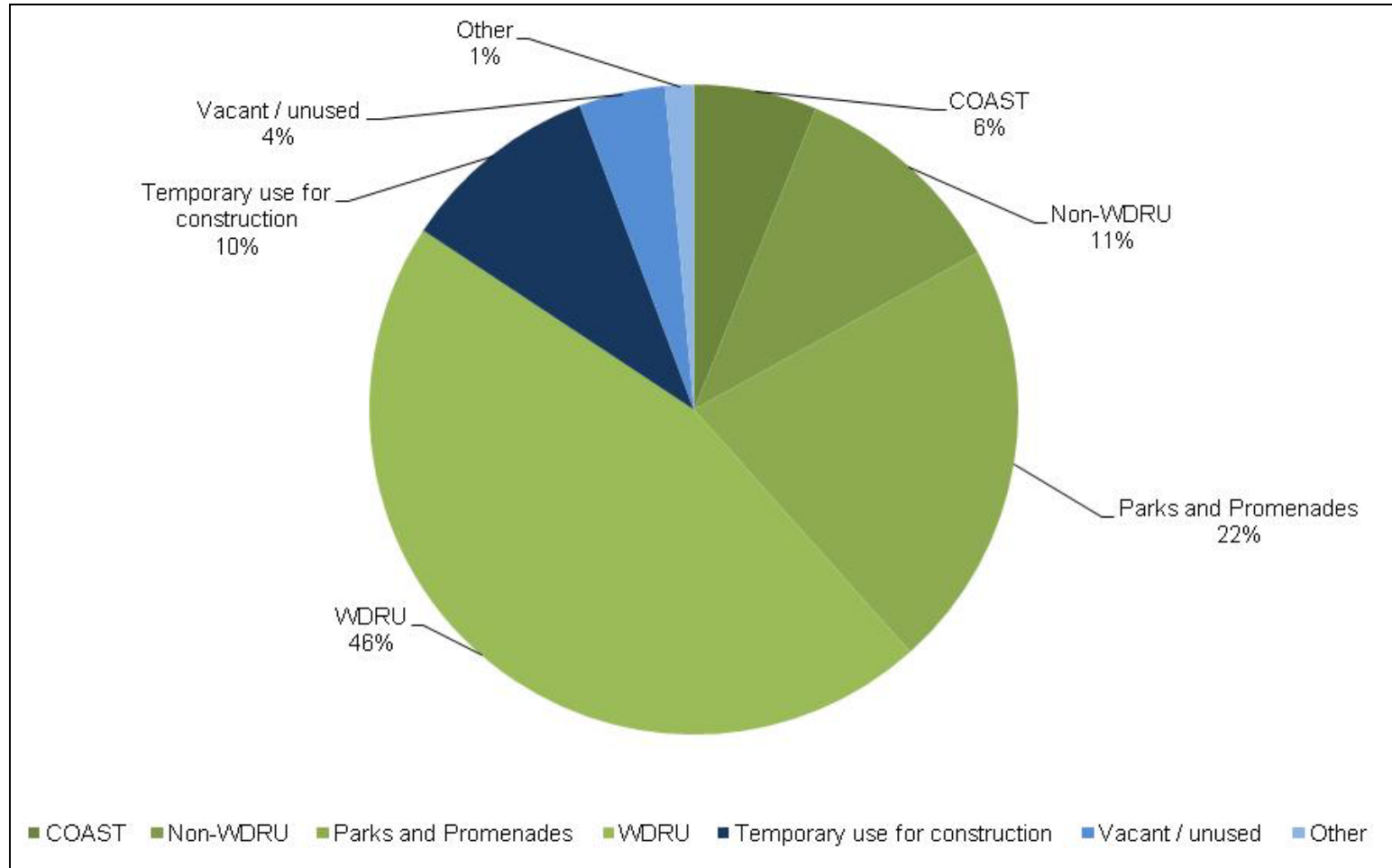
<b>26%</b>	<b>14%</b>	<b>3%</b>	<b>3%</b>	<b>32%</b>
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Other: 22%

Of which: 66% construction, 20% vacant, 11% residential, 3% venitilation

# Water-Dependent/Water-Related

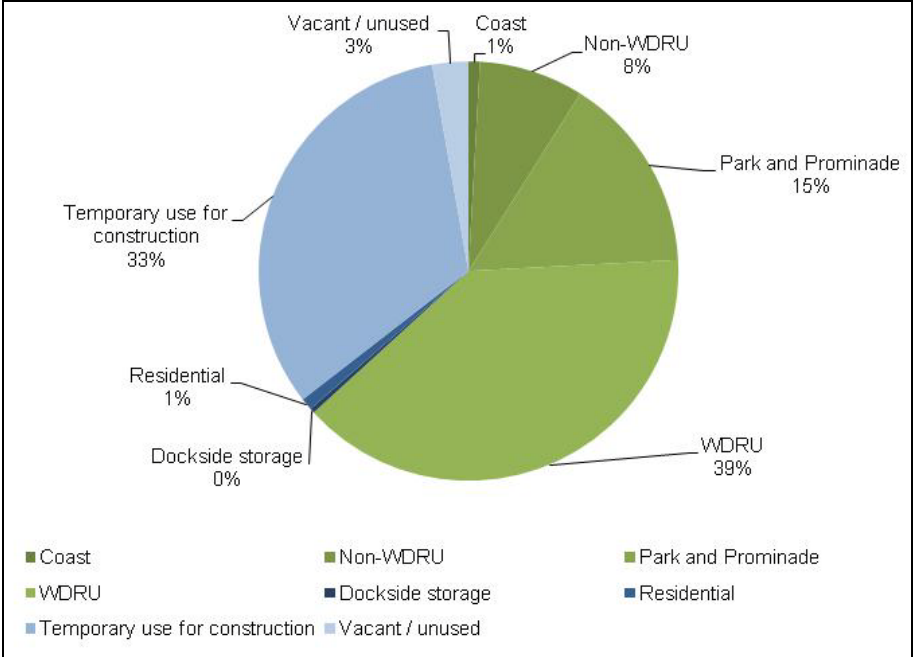
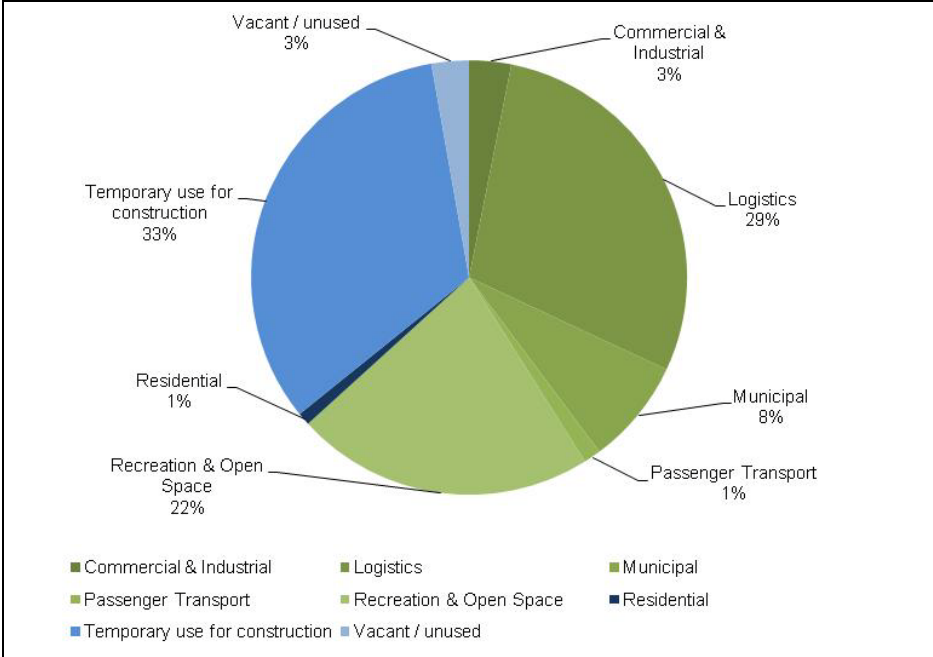
## Water-Dependent and Water-Related Uses of Land around Victoria Harbour



# Land Use fronting Sheltered Water

## Predominant Land-Use

## Water-Dependent / Water-Related



Source: HBF database of waterfront length;  
Includes Chai Wan

# **IDENTIFICATION OF POTENTIAL LAND-WATER INTERFACE ISSUES**

# Identified Land-Water Interface Issues

## 1. Tool Allows for Easy Identification of Potentially Incongruous Uses





# Identified Land-Water Interface Issues

## 2. No Water-Side Access at West Kowloon Cultural District



# Identified Land-Water Interface Issues

## 3. No Water-Side Access at Kai Tak / Potential Loss of Access at Kwun Tong



# POLICY RECOMMENDATIONS

# Vision – new interpretation needed

- **HBF's Vision for Victoria Harbour:**

- *To revitalise **Victoria Harbour and its harbourfront** to become an attractive, diverse, vibrant, accessible and sustainable world-class asset for the economy, people and visitors of Hong Kong: a harbour for the people, a harbour of life*

- **TPB Vision:**

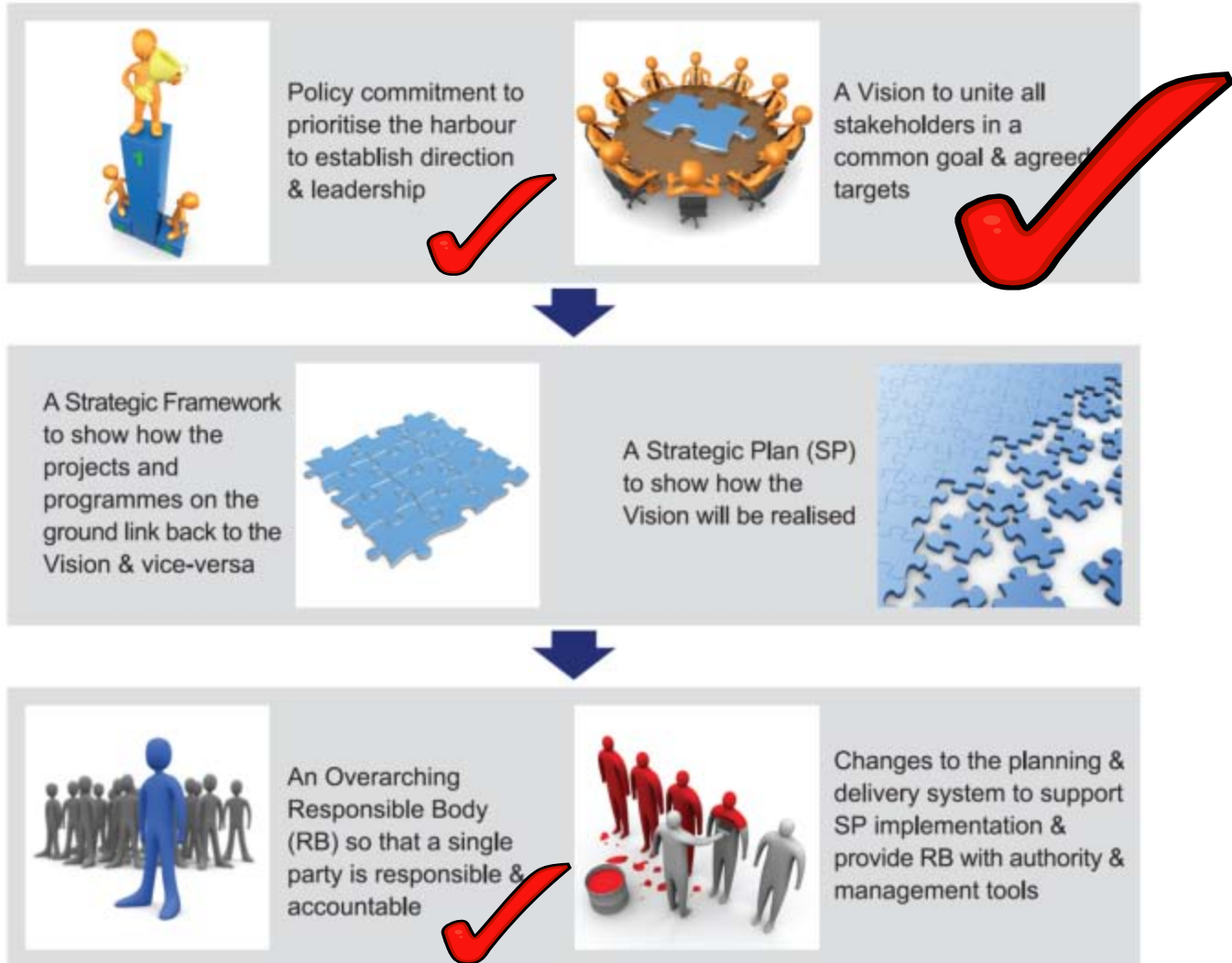
- *To make **Victoria Harbour** attractive, vibrant, accessible and symbolic of Hong Kong - a harbour for the people and a harbour of life*

- **HEC Vision:**

- *To enhance **Victoria Harbour and its harbour-front** areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life*



# Progress to fully Integrated Approach



- **General Circular No. 3/2010 Harbourfront Enhancement:**
- B/Ds should have due regard to TPB and HEC’s Harbour Vision, Planning Principles & Guidelines”
- “There are currently public facilities on the harbourfront that are incompatible with our harbourfront vision. Owner B/Ds should proactively consider relocating them.”
- “The occupation of harbourfront land by public facilities that are environmentally unpleasant or incompatible with the harbourfront should not be supported.”
- “Temporary uses will be discouraged”

HBF proposes this should be expanded to include:

1. Maintain efficient use of the Harbour **as a harbour**
2. Transport **by water** to should be facilitated
3. Land- and water uses at the Harbourfront should be **inter-dependent** and **inter-active** with those on the water
4. Actively managed harbourfront **venues and destinations** are crucial to sustaining vitality in the harbour
5. Improvements that facilitate use of the Harbour for the **public benefit** are welcomed

# Strategic Framework and Plan



## HBF Suggestion

- Integration of land and water side planning

## Existing Alternative

- 22 Action Areas





# INDICATIVE HARBOUR PROGRAMMES

- The following opportunities have been identified for their potential to add value to the Harbour as *a harbour*.
  - Rationalisation of Working Harbour facilities
  - Additional pleasure boat facilities
  - Flexible water transport
  - Maritime heritage preservation and display
  - Revitalisation of piers
  - Water based events, arenas and facilities

# Programme selection criteria

- Ability to promote community “ownership” of the Harbour as a public asset with active water uses and efficient land/water interfaces to ensure vibrancy and diversity
- Presumption that priority is given to water-dependent harbourfront uses
- Ability to create places of distinctive character and attraction for communities and visitors
- Potential to foster small- and medium-scale enterprises to serve the marine and leisure uses of the harbour
- Use of the Harbour for public benefit may justify limited reclamation

# How not where

- The six programmes are only indicative suggestions
- They are not intended to provoke queries as to ‘what, why, where’ but rather
- It is important to focus on ‘how’ they could be implemented

Key Point:

Implementation of these programmes would be very unlikely without the adoption of an **integrated approach to land and water planning**



# Pleasure Boat Facilities in Victoria Harbour

## Programme purpose:

- *to deliver safe mooring and easy access to a wide range of pleasure boats in Victoria Harbour,*

## Potential Sub-projects:

- piled pontoons
- dredging and additional breakwater;
- hardstandings, boat lifts, slipways, racking;
- road access and parking;
- clubhouse facilities; boat repair facilities

## Potential locations:

- Marina facilities in Kwun Tong; Yau Tong Bay
- Intensified mooring in typhoon shelters at Causeway Bay, To Kwa Wan; Sam Ka Tsuen and Yau Ma Tei.
- “SuperYacht” centre close to immigration facilities and the commercial city centre

## Potential timeline;

- **2014-2015:** Delivery of pilot project including facilities and enabling engineering



Image: Auckland Harbour urban marina; by courtesy of Urbis

## Benefits:

- Increased public access to pleasure boats, of all sizes for people of all income brackets
- revenue generation and job creation through the fostering of small-scale enterprise
- increase vibrancy and visual attraction at the harbourfront
- quality of life benefits; improved access, enjoyment and usage of public open space

# Flexible Water Passenger Transport

## Programme purpose:

- *to provide flexible, energy-efficient and environmentally-friendly water transport along and around the harbour to increase connections and quality of service for users.*

## Potential Sub-projects:

- water taxis, waterbus “hopper” services, smaller ferries and harbour tours
- safe landing places including lighting and shelter;
- accreditation of alternative watercraft;
- ordinance change and design management;
- ticket sales facilities and information services;
- competition framework and subvention

## Potential locations:

- WKCD; Kai Tak stadium, Kai Tak cruise terminal;
- Central; Wanchai; TST; Hung Hom, North Point
- Lei Yue Mun and Kwun Tong;

## Potential timeline:

- 2013-2014: Delivery of pilot project including enabling legislation, procedures and engineering



Composite image: Sydney Harbour; Courtesy of Stephen Bradley

## Benefits:

- increase of accessibility to important destinations for residents, commuters and visitors;
- reduce journey distances, energy consumption and pollution
- revenue generation and job creation, fostering small-scale enterprise
- improved access, enjoyment and usage of public open space



# Maritime Heritage in Victoria Harbour

## Programme purpose:

- *to preserve, display and interpret the maritime cultural heritage of Hong Kong in a highly visible way to create a major attraction and destination in Victoria Harbour.*

## Potential Sub-projects:

- dry dock or boat basin;
- procurement and restoration of historic vessels;
- visitor amenities; repair and conservation facilities.

## Potential locations:

- Central Waterfront or Wanchai waterfront;
- Yau Tong or West Kowloon

## Potential timeline;

- **2013-2015: engineering works**
- **2015:** exhibition of historic vessels



Image: National Maritime Museum, Sydney; no copyright

## Benefits:

- major attraction for the public to the Harbour, bringing vibrancy, distinctive identity and educational benefit
- stimulate related commercial activities including water passenger transport and small-scale food and beverage
- revenue generation and job creation through the fostering of small-scale enterprise and craftsman skills



# Revitalisation of Piers in Victoria Harbour

## Programme Purpose:

- *to encourage greater use of piers for public enjoyment and small-scale commercial activity, attracting people to the waterfront.*

## Potential Sub-projects:

- institutional changes;
- procurement of creative property management to develop branded destinations and animation;
- place-specific projects for adaptive re-use

## Potential locations:

- Western Wholesale Food Market Piers;
- North Point Piers; Hung Hom “Station Pier” (ex KCRC); Kwun Tong Pier; To Kwa Wan Pier; Sam Ka Tsuen Pier; relocated Queen’s Pier;
- new piers at West Kowloon and Kai Tak Cruise Terminal.

## Potential timeline;

- **2013-2014:** Delivery of pilot project including enabling legislation, procedures and engineering



Image: Darling Harbour, Sydney; courtesy of Peter Cookson Smith

## Benefits:

- community space and distinctive destinations for citizens and visitors
- financial support and increased business to ferry operations;
- increase of vibrancy at the harbourfront;
- regeneration of currently unattractive and utilitarian structures;
- revenue generation and job creation through the fostering of small-scale enterprise

# Water Events Arenas and Facilities

## Programme Purpose:

- *to provide arenas and facilities enabling the promotion of cultural and sporting events on the Harbour.*

## Potential Sub-projects:

- venues and infrastructure for dragon-boat racing; cross-harbour swim; rowing and canoe/kayak racing; “harbour day” pageants and heritage ship regattas; major yacht race stopovers/regattas; fireworks displays; concerts and opera;
- water quality improvement; civil and marine engineering
- facilities for race management and spectators

## Potential locations:

- Central Waterfront in the short term; West Kowloon; Wanchai Waterfront; Causeway Bay, Kwun Tong or To Kwa Wan typhoon shelters;

## Potential timeline;

- **2013-2015:** engineering works complete
- **2015:** first events;



Image: Dragon Boat racing in Victoria Harbour; [www.mrbigben.com](http://www.mrbigben.com)

## Benefits:

- widespread public attraction and vibrancy to the Harbour
- development of Hong Kong's world profile
- celebration of Hong Kong's maritime heritage
- sponsorship revenue generation, employment creation and visitor expenditure;
- Stimulation of related commercial activities including water passenger transport and small-scale food and beverage

# Rationalisation of Working Harbour

## Programme purpose:

- *to rationalize the use of existing quaysides and wharves in Victoria Harbour to provide a better relationship with the planned character of adjacent hinterland and adjacent water body.*

## Potential Sub-projects:

- Revise layout and equipment and tenure arrangements at PCWAs in Western Harbour
- Western and Nam Cheong Wholesale Food market sites explored to create a more efficient waste collection and transfer centre on Kowloon side and Island side.
- Retention of existing shipyard slipways and docks should be enforced and their productive use and re-use should be encouraged through business stimuli and incentives.

## Timeline

- **2014-2015:** delivery of enabling works and public waste transfer centre;



Image: Victoria Harbour Cargo Working Area; no copyright

## Benefits

- Productive re-use of marine infrastructure
- Sustainable goods distribution (including fish and construction materials) across and around the harbour
- Minimised environmental costs of waste recovery
- Well-located space for municipal operations (eg Marine Police, Fire and MarDep)

# Qualitative Economic Benefits

Pleasure Boat Facilities	Flexible Water Passenger Transport	Maritime Heritage	Revitalisation of Piers	Water Events Arenas & Facilities	Rationalisation of Working Harbour
<ul style="list-style-type: none"> <li>-Improve quality of life through easier access to alternative life-styles (e.g. pleasure boat)</li> </ul>	<ul style="list-style-type: none"> <li>-Improve access modes to key destinations</li> <li>-Improve quality of life through more pleasant travel</li> </ul>	<ul style="list-style-type: none"> <li>-Educational benefit: history &amp; cultural preservation</li> <li>- Creation of a new key tourist attraction</li> </ul>	<ul style="list-style-type: none"> <li>-Development potential of new businesses, esp creative sector &amp; SMEs</li> <li>- Catalytic effects on area</li> </ul>	<ul style="list-style-type: none"> <li>-Promotion of active outdoor lifestyle</li> <li>-Potential to develop major int'l and local events, enhance HK's int'l profile</li> </ul>	<ul style="list-style-type: none"> <li>-Reduce total logistics costs (distance and travel time) through more efficient PCWA layout</li> </ul>
<ul style="list-style-type: none"> <li>-Increased sales income &amp; job opportunities (e.g. F&amp;B, yacht maintenance)</li> </ul>	<ul style="list-style-type: none"> <li>-Reduce transport distances and time</li> <li>-Income &amp; job creation</li> </ul>	<ul style="list-style-type: none"> <li>-Sales income from tourists' spending: merchandising, F&amp;B</li> <li>-Job creation</li> </ul>	<ul style="list-style-type: none"> <li>-Increased business, income and job opportunities</li> <li>-Opportunities to cross-subsidise operating costs</li> </ul>	<ul style="list-style-type: none"> <li>-Sponsorship &amp; marketing income</li> <li>-Job creation</li> <li>-Visitor expenditure (merchandising, F&amp;B, hotel)</li> </ul>	<ul style="list-style-type: none"> <li>-Reduce costs of doing business</li> <li>-More viable operation in LT</li> <li>-Lower premium sites are efficiently deployed for municipal</li> </ul>

# STUDY CONCLUSIONS

# Stakeholder feedback on creation of a world class Harbour

<b>Obstacles</b> <ul style="list-style-type: none"><li>• Interpretation of PHO</li><li>• Short term leases/licences</li><li>• Poor access to Harbour</li></ul>	<b>Enablers</b> <ul style="list-style-type: none"><li>• Strategic Plan</li><li>• Clustering</li><li>• Community voice</li></ul>
<b>Proponents</b> <ul style="list-style-type: none"><li>• Public-private collaboration</li><li>• Communities/DCs</li><li>• Agency with resources</li></ul>	<b>Resources</b> <ul style="list-style-type: none"><li>• Existing operators, clubs</li><li>• Self-supporting venue mix</li><li>• Gov. Seed money</li></ul>

# Study Deliverables

- Comprehensive database – a “harbour use audit” and a related, “Google Earth” based multi-layered GIS map system and website for public access
- Identification of the strategic importance of supporting water dependent uses
- Review of changes in activities in the use of the harbour and the implications of these for land/water interfaces
- Recommended approach to making planning and development decisions that optimise integrated future use of the harbour and the harbourfront



- Strategy for “zoning” of water-bodies related to land/water interfaces, infrastructure and hydro/geographic conditions
- Suggested programmes to deliver an integrated Harbour Vision
- Foundation for strategic planning of the harbour and the harbourfront as a whole
- Data and criteria to support decisions on existing and future programmes on or around the harbour



**Thank you**