

# Harbourfront Commission

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For discussion  
on 2 May 2013

HC/11/2013

## **Progress Report from Task Force on Water-land Interface**

### **REPORTING PERIOD**

This progress report covers the period from January to April 2013.

### **MEETING(S) HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS**

#### Fifth Meeting – 19 March 2013

2. The Task Force discussed the following item –

#### **(a) An Overview of Marina Development in Hong Kong**

- As a follow up to the discussion on the matrix of water-land interface issues at the previous meeting, the secretariat of the Task Force had gathered information from various departments<sup>1</sup> and conducted desktop research on marina development in Hong Kong. The findings were presented at the meeting.
- Members had diverse views on the need for additional marinas in Hong Kong, in particular within Victoria Harbour. Some Members held the view that marinas were mainly for the privileged, whilst some considered that more people might also enjoy the Harbour through marine activities, such as cruising, if there were more mooring areas or community sheltered anchorages at a lower cost. Members also noted

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<sup>1</sup> Including Marine Department (MD), Civil Engineering and Development Department (CEDD), Planning Department and Lands Department.

that some locations outside Victoria Harbour, such as the eastern side of Hong Kong waters which were popular yachting spots favoured by pleasure vessel owners, might be more suitable for possible marina developments.

- Members noted that building the key water-side structures of a marina, such as breakwaters or finger piers, within the water bodies of Victoria Harbour might have implications on the Protection of the Harbour Ordinance (PHO) (Cap. 531). To facilitate Members' understanding on the PHO and further deliberation of the water-land interface issues, it was suggested that a briefing on the subject should be arranged at the next meeting.
- The Chair concluded that, while the Harbourfront Commission and the Task Force advocated for initiatives that enhance vibrancy of Victoria Harbour, marina development in Hong Kong might require further studies and consultations. Members recognised that it would be useful to devise a master plan on recreational use of harbour waters, but the Commission should focus its efforts and resources on taking forward the proposal of establishing a Harbourfront Authority in the meantime.

## **(b) An Overview of Public Landing Facilities in Central and Wan Chai Districts**

- Following the discussion on the provision of public landing facilities within the Harbour and the review of public landings at Kai Tak at the last two meetings, the Task Force reviewed the public landing facilities in the new harbourfront areas of Central and Wan Chai.
- Some Members enquired whether there was any standard requirement of the public landing facilities, and a Member

also suggested that ticketing booths and holding areas should be provided when constructing new ones. CEDD responded that the departments had followed the guidelines in the “Port Works Design Manual” when building new landing facilities, and undertook to relay Members’ comments and suggestions to relevant departments.

- As regards Members’ request for barrier-free access (BFA) at some popular public landings, Harbour Unit informed the Task Force that a working group was established to explore options of having BFA at public landings, and the findings would be reported to the Task Force at the next meeting. In identifying a suitable location for the installation of BFA facilities, Harbour Unit advised that sheltered and calm water would be a critical factor to ensure a safe embarkation and disembarkation of the wheelchair users.
- Members noted that the new landing steps at the Wan Chai Basin were proposed outside the Basin, instead of its interior wall where could provide a more steady embarkation and disembarkation. MD advised that it would be more difficult to construct public landing facilities in the interior of the Basin given its seawall’s condition.

## **(c) An Overview of Public Landing Facilities in West Kowloon Cultural District**

- West Kowloon Cultural District Authority (WKCDA) briefed the Task Force on its latest progress in planning for marine facilities within West Kowloon Cultural District (WKCD).
- Members generally appreciated WKCDA’s effort in planning for temporary public landings in WKCD to enhance its marine access. With regard to the timeframe of providing permanent public landing facilities within the District,

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WKCDA reported that the timeframe would hinge on the Central Park development. Nonetheless, WKCDA informed the meeting that there would be at least one temporary public landing facility in the coming event season, i.e. fall/winter 2013.

**Secretariat**

**Task Force on Water-land Interface**

**April 2013**