

# Harbourfront Commission

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For discussion  
on 19 August 2014

HC/14/2014

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

### **REPORTING PERIOD**

This progress report covers the period from May to July 2014.

### **SITE VISITS HELD**

#### Site visit-cum-briefing at Energizing Kowloon East Office (EKEO) – 16 June 2014

2. As a follow-up to the discussion at the last Task Force meeting, this Task Force and the Task Force on Kai Tak Harbourfront Development (TFKT) were invited to give comments on the four shortlisted entries of the Kai Tak Fantasy - International Ideas Competition which were made available for public comment.

3. From the water-land interface perspective, some Members considered that a mixed use of the Kwun Tong Typhoon Shelter should be encouraged, for instance by developing water sports within the waterbody. Having regard to some proposed initiatives in the shortlisted entries e.g. floating stages and activities zones on pontoons, some Members also expressed concern over their implications on the Protection of the Harbour Ordinance (PHO).

4. EKEO would consolidate Members' views in their public engagement report for consideration by the Jury Panel of the Ideas Competition.

#### Visit to Kai Tak Cruise Terminal (KTCT) and Kai Tak Runway Park Phase 1 - 23 July 2014

5. Upon an invitation from the Worldwide Cruise Terminals (the KTCT operator), the Task Force and the Task Force on Kai Tak Harbourfront Development, were invited to discuss the idea of having a new marine access along the former Runway of Kai Tak Development. They were also briefed of the idea of having the North Point – Kwun Tong ferry service to make an extra stop at Kai Tak.

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6. Members of the two Task Forces generally agreed that having a new marine access point near the tip of the former Runway would help foster better marine accessibility to the KTCT on top of the existing road-transport. The suggested routing of ferry services (in between existing stops at North Point and Kwun Tong) also sounded reasonable and convenient for Members. Some Members also considered that using a pontoon at the apron area of KTCT would be an interim measure that could be implemented without much lead time and served to test the water on the actual demand for marine access. If the use of the pontoon could demonstrate that there could be high patronage with the said ferry services, it could help put up a more convincing case for a permanent landing facility to be built at the Kai Tak area.

7. Noting that the idea was still conceptual in nature, the KTCT operator was advised to take into account Members' views and consult the two Task Forces again when a more concrete proposal was ready.

**Secretariat**  
**Task Force on Water-land Interface**  
**August 2014**