

# Harbourfront Commission

---

For discussion  
on 15 October 2012

HC/15/2012

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

### **REPORTING PERIOD**

This progress report covers the period from July to October 2012.

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

#### Third Meeting – 3 August 2012

2. The Task Force discussed the following item –

#### **(a) An Overview of Typhoon Shelters in Victoria Harbour**

- As a follow-up to the site visit to sheltered water within the Harbour in May 2012, the Marine Department (MD) briefed Members on the different features of various typhoon shelters, such as the major users, the utilization rate and the assessment of typhoon shelter space requirements up to 2025.
- The Task Force noted that the western side of Victoria Harbour was regarded as a busy working port whereas the eastern Harbour was more for leisure. Nonetheless, some Members considered it essential to maintain sufficient sheltered spaces in the eastern Harbour to cater for operational need, in view of the major developments in Tseung Kwan O.
- Regarding the supply of typhoon shelters, while MD advised that it should be sufficient to meet the demand of local

vessels up to 2025, some Members expressed concern that the data used in MD's assessment was on a simple aggregate basis and had not taken into account the locations of and the demand for respective typhoon shelters (e.g. the Hei Ling Chau Typhoon Shelter). Members requested MD to provide further information on the utilisation and the types of operation in individual typhoon shelters.

- Some Members also wished to explore the feasibility of better utilising the typhoon shelters during non-typhoon days, and MD advised that such uses could be considered so long as the sheltered water would be made available for vessels to take refuge during typhoon.
- Members also raised that the number of leisure craft was increasing and considered it necessary for MD to monitor the growing demand for sheltered space from leisure craft, as well as the demand for cargo handling in sheltered waters.

## **(b) An Overview of Public Landing Facilities around Victoria Harbour**

- The Development Bureau, Civil Engineering and Development Department (CEDD), Transport Department (TD) and MD briefed Members on the types and the current situation of public landing facilities within Victoria Harbour. A three-pronged approach was also suggested for enhancing the provision of public landing facilities.
- Members were generally supportive of the three-pronged approach. In particular, Members agreed that priority should be accorded to new harbourfront areas where ample development opportunities were available, such as Kai Tak, West Kowloon Cultural District and the Central and Wanchai

# Harbourfront Commission

---

HC/15/2012

reclamation areas. The Secretariat would work with the Kai Tak Office of the CEDD to take Kai Tak as the first area for review.

- Members also recognised that it would require a new policy perspective to justify more landing facilities in the new harbourfront areas, taking into account factors other than transport demand. The views expressed at the meeting would be put forward at the Commission meeting to solicit high-level policy support from the Government.
- While public landing facilities were currently equipped with facilities to facilitate the visually impaired, some Members reckoned the need to introduce barrier-free facilities for persons with physical disabilities / wheelchair users at some of the public landings in the Harbour. The Secretariat would coordinate input from relevant bureaux / departments to explore the feasibility of introducing barrier-free facilities in some public piers and landings and report to the Task Force as and when ready.

**Secretariat**

**Task Force on Water-land Interface**

**October 2012**