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Appendix A: Sponsor Description

Designing Hong Kong, Ltd. (DHK) is a non-profit organisation focused on the revitalization of Hong Kong. The organisation was founded in 2006 by four individuals: Christine Loh, Markus Shaw, Peter Wong, and Paul Zimmerman. Other than the four founders, Designing Hong Kong is comprised of volunteers. DHK collaborates with other non-governmental and non-profit organisations in order to work towards the following goals:

1. To promote the health, safety, convenience and the general, social, and economic welfare of the community of Hong Kong today, without compromising the future;
2. To identify ways and means of enhancing the quality and sustainability of Hong Kong's living environment for the health, safety, convenience and welfare of residents and visitors;
3. To undertake research and studies into the design and development of Hong Kong's living environment;
4. To educate and raise the awareness among the community on the need to protect and enhance the living environment of Hong Kong, and the ways and means to do so;
5. To form alliances among members of the community with a common interest(s) in protecting and enhancing the living environment of Hong Kong;
6. To undertake any and all lawful acts and deeds which are necessary and conducive to attaining the objects of the Company.

(Designing Hong Kong, 2010, About Us)

The founders of Designing Hong Kong, Ltd. collectively represent a diverse group of associations. Christine Loh served on the Hong Kong Legislative Council from 1992 to 2000 and is the current CEO of the non-profit think-tank Civic Exchange. Markus Shaw has been the chairman of the Worldwide Fund for Nature since 2000 and a member of the WWF International Board since 2005. He is also a member of the **Hong Kong Government's** Advisory Council on the Environment. Peter Wong is a board member of the Global Reporting Initiative and a part of both the Greater Pearl River Delta Business Council and the Executive Committee of the Commission on Strategic Development.

Paul Zimmerman is the vice-chairman of the Coalition on Sustainable Tourism in addition to being the Convenor of Designing Hong Kong Harbour District, a consensus-

building initiative on designing a world-class harbour for Hong Kong. The initiative was organized by The Experience Group, Business Environment Council, and GML Consulting (the Consultants), and supported by over twenty organisations/individuals (Designing Hong Kong Harbour District, 2009, Acknowledgments). According to Designing Hong Kong Harbour District's official website, its primary objective is consensus building amongst government, business, and civic sectors on sustainable planning for the Harbour District.

Designing Hong Kong, Ltd. receives funding and support from individuals and other private organisations in Hong Kong (Hong Kong Harbour District, 2009, Acknowledgments). In addition to its direct association with the government, Designing Hong Kong Harbour District is sponsored by over 20 organisations and individuals, including the American Chamber of Commerce, Civic Exchange, Clear the Air, Fairmont Shipping, Friends of the Harbour, Green Lantau Association, Living Islands Movement, MF Jebson International, Save Kai Tak Campaign, Save our Shoreline, and the Society for Protection of the Harbour, amongst others. In collaboration with many of the abovementioned civic organisations, Designing Hong Kong, Ltd. strives to improve the city of Hong Kong's tourism appeal and liveability for its residents (Jannetti et. al., 2009). Designing Hong Kong, Ltd. also receives non-financial support from organisations that provide studies and materials, distribute surveys, and organize events to discuss sustainable planning for Hong Kong.

Appendix B: Waterfront Evaluation Form

Site Information	
Action Area	Central
Evaluator	Becky Yang
Partner	Eric Rosendahl
Date	January 20th, 2010
Start Time	1:00PM
End Time	1:40PM

Marine Activities	
Transportation	Star Ferry, amongst others. The majority of the harbour's local ferry activity is seen in this action area.
Recreation	
Tourism	
Shipping	
Fishing	
Market	
Food and Dining	
Entertainment	
Services	There is immigration and customs boating.
Other	
Comments Part of waterfront is currently under construction due to reclamation.	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access Pier 1: Government of Hong Kong Pier; Pier 2: Park Island; Pier 3: Discovery Bay; Pier 4: Lamma Island; Pier 5: Cheung Chau; Pier 6: Peng Chau (Western) and Mui Wo (Eastern); Pier 7: Star Ferry to Tsim Sha Tsui; Pier 8: Star Ferry to Hung Hom (Western); Pier 9: Public Pier; Pier 10: Public Pier under construction
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Handicap Access Parking at government pier and the public piers - central piers no. 9 and 10
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area

	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input checked="" type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input checked="" type="checkbox"/> Fire
	<input checked="" type="checkbox"/> Marine Police
	<input checked="" type="checkbox"/> Immigration Moorings for customs and immigration vessels
	<input checked="" type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments There are landing steps by the exhibition centre area. The public piers, Pier No. 9 and Pier No. 10 (currently under construction/not open) have six landing steps each. The central government pier, Pier No. 1, has some of the best landing steps in the harbour. There's a covered parking and waiting area, railings, good quality rubber fenders, etc; they are not publicly accessible

Site Information	
Action Area	Chai Wan
Evaluator	Becky Yang
Partner	Eric Rosendahl
Date	January 28th, 2010
Start Time	9:30AM
End Time	11:10AM

Marine Activities	
Transportation	
Recreation	
Tourism	
Shipping	
Fishing	
Market	
Food and Dining	
Entertainment	
Services	
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments The only recreation found was land-based. Chai Wan has parks and promenades.
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
Comments	
Tourism	<input checked="" type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master

	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered There are three landing steps, one of which was completely fenced off.
	<input type="checkbox"/> Trash Receptacles
	Comments The waterfront is pretty much inaccessible due to concrete walls bordering the edge of the waterfront.

Site Information	
Action Area	Hung Hom East
Evaluator	Brian Berard
Partner	Santiago Lora
Date	January 29th, 2010
Start Time	8:30AM
End Time	10:00AM

Marine Activities	
Transportation	Star Ferry, First Ferry, Bus Terminal, launch pickup/drop-off point
Recreation	Promenade
Tourism	
Shipping	
Fishing	Some land-based fishing areas
Market	Shopping centres
Food and Dining	Restaurants in ferry pier, café near promenade
Entertainment	
Services	Marine Police pier
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input checked="" type="checkbox"/> Marine Police

	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input checked="" type="checkbox"/> Handicap Access <input checked="" type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Hung Hom West
Evaluator	Brian Berard
Partner	Santiago Lora
Date	Jan. 23, 2010
Start Time	3:00pm
End Time	4:00pm

Marine Activities	
Transportation	
Recreation	
Tourism	
Shipping	PCWA, container storage
Fishing	
Market	
Food and Dining	
Entertainment	
Services	Mail centre
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input checked="" type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input checked="" type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police

	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Hong Kong Island East
Evaluator	Jarrad Fallon
Partner	Lucas Scotta
Date	1/20/2010
Start Time	12:41 PM
End Time	1:30pm 1/29/2010

Marine Activities	
Transportation	"First Ferry" terminal + handicap access, "Fortune Ferry" terminal + handicap access, "Kwun Tong Sam ka Tsuen" ferry
Recreation	Fishing is quite popular in multiple locations along the harbourfront (land based only), 1 man was swimming along the shoreline
Tourism	"Harbour Cruise Bauhina" harbour cruise with terminal + ticketing kiosk, Dangerous goods transport
Shipping	
Fishing	Multiple instances of land based fishing off of piers/docks/shoreline,
Market	"Fish market at First Ferry" terminal, wholesale fish market at east side of typhoon shelter
Food and Dining	7/11 at "First Ferry" terminal
Entertainment	
Services	
Other	Sea water intake service area
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input checked="" type="checkbox"/> Boat yard 6+ shipyards located by the typhoon shelter, including ship repair and maintenance facilities
Comments	
Tourism	<input checked="" type="checkbox"/> Ticket kiosk

	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input checked="" type="checkbox"/> Fire
	<input checked="" type="checkbox"/> Marine Police Full pier at typhoon shelter with 5+ vessels
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings Scattered everywhere along the Harbourfront
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area) In Shau Ki Wan with covered waiting and bathroom with handicap access
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input checked="" type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input checked="" type="checkbox"/> Handicap Access Two facilities with handicap access, one without
	<input checked="" type="checkbox"/> Fresh water kiosk Two facilities for marine use only
	<input checked="" type="checkbox"/> Piers/jetties <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input checked="" type="checkbox"/> Handicap Access <input checked="" type="checkbox"/> Sheltered
	<input type="checkbox"/> Trash Receptacles
	Comments Multiple landing steps have no markings of label, lighting on a T-shaped pier, covered seating at public pier, Aldrich promenade in typhoon shelter

Site Information	
Action Area	Kennedy Town
Evaluator	Becky Yang
Partner	Eric Rosendahl
Date	January 20th, 2010
Start Time	10:30AM
End Time	11:15AM

Marine Activities	
Transportation	Lots of high-speed ferry traffic from cross-boundary ferries. Water taxis were picking up and dropping off passengers at landing steps
Recreation	A group of four jet skis passed through the area on their way to the western harbour
Tourism	
Shipping	Western District PCWA
Fishing	Many people were fishing off of the northern breakwater of the Western District PCWA
Market	
Food and Dining	
Entertainment	
Services	
Other	A lot of construction taking place was seen. This is a result of MTR construction, as the Island Line will reach Kennedy Town in the future.
Comments	The water in this area of the harbour is very rough due to waves from high-speed ferry traffic

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input checked="" type="checkbox"/> Cargo working area Cargo vessels were docked at the PCWA unloading cargo and getting fuel
	<input checked="" type="checkbox"/> Boat launch Fenced-off ramp, inaccessible to the public
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk

	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input checked="" type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input type="checkbox"/> Trash Receptacles
	Comments
	There was a closed, locked government pier

Site Information	
Action Area	Lei Yue Mun
Evaluator	Alexander Wong
Partner	Alexander Muir
Date	29 Jan. 2010
Start Time	9:15 AM
End Time	9:52 AM

Marine Activities	
Transportation	Water taxis, ferry pier/terminal to San Wan Ho
Recreation	
Tourism	Tin Hau Temple
Shipping	
Fishing	Fishing boats, land-based fishermen
Market	Seafood markets
Food and Dining	Seafood restaurants
Entertainment	
Services	
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments Bus Stops
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire

	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings
	<input checked="" type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input checked="" type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments
	Life preservers (some real, some decoration)

Site Information	
Action Area	Kai Tak
Evaluator	Alexander Wong
Partner	Alexander Muir
Date	29 Jan. 2010
Start Time	11:05 AM
End Time	11:50 AM

Marine Activities	
Transportation	ferry pier/terminal (to North Point)
Recreation	
Tourism	international cruise ship, harbour cruise ship
Shipping	
Fishing	land-based fishermen
Market	
Food and Dining	
Entertainment	
Services	
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access Car ferry pier, North Point ferry pier, another pier for car ferries fenced off, Ma Tau Kok public pier lit covered 3 steps
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments Bus terminal
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments Benches
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input checked="" type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments

Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area) To Kwa Wan, Kwon Tong
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access Kwun Tong public pier is sheltered, lit
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered Not all steps have lighting
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Sai Wan
Evaluator	Becky Yang
Partner	Eric Rosendahl
Date	January 20th, 2010
Start Time	11:15 AM
End Time	11:25 AM

Marine Activities	
Transportation	
Recreation	
Tourism	
Shipping	
Fishing	
Market	Western Wholesale Food Market
Food and Dining	
Entertainment	
Services	
Other	
Comments	
The Western Wholesale Food Market occupies the whole action area. Belonging to the wholesale food market are five piers which are currently unused.	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master

	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Sai Ying Pun
Evaluator	Becky Yang
Partner	Eric Rosendahl
Date	January 20 th , 2010
Start Time	11:25 AM
End Time	12:10 PM

Marine Activities	
Transportation	
Recreation	Promenade
Tourism	
Shipping	
Fishing	Fishing along promenade
Market	
Food and Dining	
Entertainment	
Services	Fresh water kiosk
Other	
Comments	
There was a promenade with a fresh water kiosk. Most of the site was under construction. In 2011, there will be a Sai Yat Sen Memorial Park and Swimming Pool Complex. The water in this area of the harbour is very rough due to waves from high-speed ferry traffic	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Two landing steps
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	A parking lot for dangerous goods vehicles occupies the westernmost 500 metres of the waterfront, which is separated from the harbour by a barbed-wire fence
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments

Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Sheung Wan
Evaluator	Becky Yang
Partner	Eric Rosendahl
Date	January 20 th , 2010
Start Time	12:10 PM
End Time	12:20 PM

Marine Activities	
Transportation	Hong Kong-Macau Ferry Terminal, helicopter pads
Recreation	
Tourism	
Shipping	
Fishing	
Market	
Food and Dining	
Entertainment	
Services	Marine Department vessel traffic centre
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input checked="" type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input checked="" type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police

	<input checked="" type="checkbox"/> Immigration
	<input checked="" type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments
	Boats other than the ferries belonging to the Hong Kong-Macau Ferry Terminal are not allowed, according to the Marine Department.

Site Information	
Action Area	To Kwa Wan
Evaluator	Brian Berard
Partner	Santiago Lora
Date	Jan. 29, 2010
Start Time	10:00 AM
End Time	10:20 AM

Marine Activities	
Transportation	Launches
Recreation	Promenade, park
Tourism	
Shipping	
Fishing	Land-based fishing
Market	
Food and Dining	
Entertainment	
Services	Water Services Department
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police

	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input checked="" type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Tsing Yi
Evaluator	Alexander Wong
Partner	Alexander Muir
Date	20 Jan. 2010
Start Time	1:00 PM
End Time	2:30 PM

Marine Activities	
Transportation	
Recreation	
Tourism	
Shipping	Cargo working areas, cargo vessels, small container ships
Fishing	Land-based fishermen, fishing boats moored
Market	
Food and Dining	
Entertainment	
Services	Pilot vessels, fire boat
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input checked="" type="checkbox"/> Fire

	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Tsuen Wan
Evaluator	Alexander Wong
Partner	Alexander Muir
Date	20 Jan. 2010
Start Time	10:30 AM
End Time	12:00 PM

Marine Activities	
Transportation	High speed ferries
Recreation	
Tourism	
Shipping	Commercial channel
Fishing	Land based fishermen (7), small fishing boats
Market	
Food and Dining	
Entertainment	Promenade
Services	Garbage collection boats, tugboats
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police

	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments
	Floating dock, cleats on shore (16)

Site Information	
Action Area	Tsim Sha Tsui East
Evaluator	Brian Berard
Partner	Santiago Lora
Date	Jan. 21, 2010
Start Time	4:30pm
End Time	6:00pm

Marine Activities	
Transportation	Star Ferry to Central, various chartered transports
Recreation	Promenade
Tourism	Star Ferry Harbour Tours, Avenue of Stars, Clock tower, various tourist cruises
Shipping	
Fishing	Land-based fishing in many areas
Market	Many shops nearby
Food and Dining	Many restaurants nearby
Entertainment	Party boat pick-ups, laser light show, Avenue of Stars
Services	
Other	Has great access to a bus terminal
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input checked="" type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments Various cruises operate out of the public pier's landing steps
Services	<input type="checkbox"/> Harbour master

	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input checked="" type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Tsim Sha Tsui West
Evaluator	Brian Berard
Partner	Santiago Lora
Date	Jan. 21, 2010
Start Time	3:30 PM
End Time	4:30 PM

Marine Activities	
Transportation	China/Macau ferry terminal
Recreation	
Tourism	A large hotel/mall area lines the waterfront, Ocean Terminal
Shipping	
Fishing	A few land-based fishermen, however prohibited
Market	
Food and Dining	Restaurants and hotels line the streets across from the waterfront, but there's no access from the water
Entertainment	
Services	Fire Department located near HKC ferry terminal
Other	
Comments	
The entire waterfront consists of a metal railing and a steep drop into the water	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input checked="" type="checkbox"/> Ticket kiosk
	<input checked="" type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master

	<input checked="" type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input checked="" type="checkbox"/> Immigration
	<input checked="" type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input checked="" type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Wan Chai East
Evaluator	Jarrad Fallon
Partner	Lucas Scotta
Date	Jan. 17 2010
Start Time	4:10 PM
End Time	5:52 PM

Marine Activities	
Transportation	Star Ferry terminal to TST, "New Ferry" terminal
Recreation	
Tourism	
Shipping	
Fishing	Land based fishing along multiple locations on the waterfront, most regions with people fishing contained between 4-11 individuals participating
Market	Only 1 place to purchase goods along the entire waterfront and it is a 7/11
Food and Dining	Food facilities only exist within the "Royal Hong Kong Yacht Club" and as it is a private club, these dining establishments are not open to the public.
Entertainment	There exists a Promenade, however it does not contain many visually appealing aspects
Services	
Other	Many unused/outdated moorings along the whole waterfront as well as ladders.
Comments	

Marine Facilities	
Type	Facility
Transportation	<input checked="" type="checkbox"/> Ferry terminal <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input checked="" type="checkbox"/> Club house <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Boat launch Ramp and boat crane at RHKYC
	<input checked="" type="checkbox"/> Boat storage Private boatyard at RHKYC
	Comments All of the above facilities are located within the RHKYC, and not available to the public
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input checked="" type="checkbox"/> Boat yard At RHKYC

	Comments
Tourism	<input checked="" type="checkbox"/> Ticket kiosk
	<input checked="" type="checkbox"/> Cruise terminal
	Comments The ticketing kiosks were actual establishments, not just fold up tables, kiosks were for "Dragon Pearl Cruise" and "Star Ferry"
Services	<input type="checkbox"/> Harbour master
	<input checked="" type="checkbox"/> Fire Fire department for both land and water use
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings For the "Pacific Princess" and a salt water pumping station
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area) Causeway Bay Typhoon Shelter
	<input checked="" type="checkbox"/> Breakwater Breakwaters for the Causeway Typhoon Shelters, as well as the ex-PCWA by the RHKYC
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered 7+ public landing steps in this action area
	<input checked="" type="checkbox"/> Trash Receptacles Located in many areas along the waterfront
	Comments This action area also has multiple locations with covered seating, and a salt water pumping station. Life buoys are located all along the waterfront at close intervals. The docks at the RHKYC are only accessible by taking a boat to get to them.

Site Information	
Action Area	Wan Chai West
Evaluator	Jarrad Fallon
Partner	Lucas Scotta
Date	Jan. 17 2010
Start Time	3:20 PM
End Time	4:00 PM

Marine Activities	
Transportation	
Recreation	Multiple sites with land based fishing typically 4-8 people participating at each site, Exhibition centre is also in this action area
Tourism	Large numbers of independent tourists as well as tour groups
Shipping	
Fishing	Multiple sites where land based fishing occurs, and one boat was observed to be fishing slightly off shore in this action area however it did not appear to be location specific.
Market	
Food and Dining	
Entertainment	The promenade exists however it is not as visually appealing as it could be there are many rusted fences and general eyesores within a small radius.
Services	
Other	There are many life buoys along the waterfront spaced approximately 25 metres apart along popular waterfront areas
Comments	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal

	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings The vast majority seemed unused and inaccessible to boats due to their location and lack of supporting facilities.
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles Located everywhere
	Comments This region contained a large amount of covered seating relative to its size most likely due to the proximity of the exhibition centre.

Site Information	
Action Area	West Kowloon Cultural District
Evaluator	Brian Berard
Partner	Santiago Lora
Date	Jan. 23, 2010
Start Time	1:00 PM
End Time	3:00 PM

Marine Activities	
Transportation	
Recreation	Promenade
Tourism	
Shipping	
Fishing	Land-based fishing, however prohibited
Market	
Food and Dining	
Entertainment	
Services	
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police

	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input checked="" type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Yau Ma Tei
Evaluator	Brian Berard
Partner	Santiago Lora
Date	Jan. 23, 2010
Start Time	11:00 AM
End Time	1:00 PM

Marine Activities	
Transportation	Small boats carry passengers to various locations, motorboat charter service
Recreation	Brand new promenade
Tourism	
Shipping	PCWA, moorings for cargo ships, small private vessels unload cargo here
Fishing	Land-based fishing, fishing boats unload cargo here as well
Market	
Food and Dining	
Entertainment	
Services	Marine Department Harbour Patrol
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments Motorboat rental service
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Parking <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input checked="" type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input checked="" type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments Cargo ship storage
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments

Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police
	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments Harbour Patrol
Mixed-use	<input checked="" type="checkbox"/> Moorings Large ships only
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input checked="" type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input checked="" type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input checked="" type="checkbox"/> Handicap Access <input checked="" type="checkbox"/> Sheltered
	<input checked="" type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Yau Tong
Evaluator	Alexander Wong
Partner	Alexander Muir
Date	29 Jan. 2010
Start Time	9:54 AM
End Time	10:16 AM

Marine Activities	
Transportation	
Recreation	
Tourism	
Shipping	Cargo vessels, container ships, barges
Fishing	Fishing boats
Market	Fish market
Food and Dining	
Entertainment	
Services	
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input type="checkbox"/> Container yard
	<input checked="" type="checkbox"/> Mid-stream ops
	<input checked="" type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police

	<input type="checkbox"/> Immigration
	<input checked="" type="checkbox"/> Customs
	Comments
Mixed-use	<input checked="" type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input type="checkbox"/> Trash Receptacles
	Comments

Site Information	
Action Area	Yau Tong Bay
Evaluator	Alexander Wong
Partner	Alexander Muir
Date	29 Jan. 2010
Start Time	10:20 AM
End Time	10:46 AM

Marine Activities	
Transportation	
Recreation	
Tourism	
Shipping	Barges, container ships, cargo vessels
Fishing	
Market	
Food and Dining	
Entertainment	
Services	
Other	
Comments	

Marine Facilities	
Type	Facility
Transportation	<input type="checkbox"/> Ferry terminal <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Launch/Water taxi <input type="checkbox"/> Handicap Access
	Comments
Recreation	<input type="checkbox"/> Club house <input type="checkbox"/> Handicap Access
	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Handicap Access
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat storage
	Comments
Commercial	<input checked="" type="checkbox"/> Container yard
	<input type="checkbox"/> Mid-stream ops
	<input checked="" type="checkbox"/> Cargo working area
	<input type="checkbox"/> Boat launch
	<input type="checkbox"/> Boat yard
	Comments
Tourism	<input type="checkbox"/> Ticket kiosk
	<input type="checkbox"/> Cruise terminal
	Comments
Services	<input type="checkbox"/> Harbour master
	<input type="checkbox"/> Fire
	<input type="checkbox"/> Marine Police

	<input type="checkbox"/> Immigration
	<input type="checkbox"/> Customs
	Comments
Mixed-use	<input type="checkbox"/> Moorings
	<input type="checkbox"/> Docking slips <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Typhoon shelter <input type="checkbox"/> Size (Area)
	<input type="checkbox"/> Breakwater
	<input type="checkbox"/> Fuel station
	<input type="checkbox"/> Sewage pumping station/boat
	<input type="checkbox"/> Toilets <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Fresh water kiosk
	<input checked="" type="checkbox"/> Piers/jetties <input type="checkbox"/> Handicap Access
	<input type="checkbox"/> Landing step <input type="checkbox"/> Handicap Access <input type="checkbox"/> Sheltered
	<input type="checkbox"/> Trash Receptacles
	Comments

Appendix C: Audit Data

District	Code	Type	Name	Maintainer	Coordinates		Gov Code
					latitude	longitude	
Central	C1	Landing Step	Central Landing No. 10	Civil Engineering and Development Department	22.287554	114.154440	HP048
Central	C2	Landing Step		Civil Engineering and Development Department	22.287892	114.154746	
Central	C3	Landing Step		Civil Engineering and Development Department	22.288000	114.154861	
Central	C4	Landing Step		Civil Engineering and Development Department	22.288144	114.154989	
Central	C5	Landing Step		Civil Engineering and Development Department	22.288388	114.155242	
Central	C6	Landing Step		Civil Engineering and Development Department	22.288909	114.155675	
Central	C7	Government Pier	Central Government Pier	Government	22.288490	114.155565	
Central	C8	Landing Step		Civil Engineering and Development Department	22.288798	114.155863	
Central	C9	Landing Step		Civil Engineering and Development Department	22.288585	114.155803	
Central	C10	Landing Step		Civil Engineering and Development Department	22.288443	114.155761	
Central	C11	Landing Step	Central Landing No. 5	Civil Engineering and Development Department	22.288270	114.155778	HP049
Central	C12	Ferry Pier	Central Pier No. 2	Park Island Ferry	22.288334	114.156563	
Central	C13	Ferry Pier	Central Pier No. 3	Discovery Bay Ferry	22.288129	114.157507	
Central	C14	Ferry Pier	Central Pier No. 4	Lamma Island Ferry	22.287940	114.158426	HP135
Central	C15	Ferry Pier	Central Pier No. 5	New World First Ferry	22.287717	114.159353	HP123
Central	C16	Ferry Pier	Central Pier No. 6	Hong Kong & Kowloon Ferry Holdings, Ltd	22.287431	114.160344	HP124
Central	C17	Ferry Pier	Central Pier No. 7	Star Ferry Co.	22.287149	114.161215	HP125
Central	C18	Ferry Pier	Central Pier No. 8	Star Ferry Co.	22.286782	114.162050	HP149
Central	C22	Public Pier	Central Pier No. 9	Civil Engineering and Development Department	22.286131	114.162719	HP150
Central	C29	Public Pier	Central Pier No. 10	Civil Engineering and Development Department	22.285404	114.162971	Unknown
Central	C33	Pontoon		Marine Department	22.281538	114.168918	
Central	C34	Landing Step	Fenwick Pier Street Landing	Civil Engineering and Development Department	22.281574	114.170173	HP081
Central	C35	Cargo Hoist			22.281590	114.170853	
Chai Wan	CW1	Landing Step		Unknown	22.275484	114.241972	
Chai Wan	CW2	Landing Step	Chai Wan Cargo Handling Basin	Civil Engineering and Development Department	22.271662	114.243393	HP147
Chai Wan	CW3	Landing Step	Siu Sai Wan Landing No. 2	Civil Engineering and Development Department	22.267830	114.250363	HP141
Chai Wan	CW4	Public Cargo Working Area	Chai Wan PCWA	Marine Department	22.268074	114.243019	
Chai Wan	CW5	Sheltered Anchorage	Chai Wan Cargo Basin Sheltered Anchorage	Marine Department	22.269841	114.243662	SA1
Hung Hom East	HHE1	Ferry Pier	Star Ferry Pier	Star Ferry Co.	22.300404	114.189303	
Hung Hom East	HHE2	Ferry Pier	First Ferry Pier	Ferry Pier	22.301179	114.190295	
Hung Hom East	HHE3	Landing Step	Hung Hom Landing No. 8	Civil Engineering and Development Department	22.301658	114.190939	KP006
Hung Hom East	HHE4	Landing Step		Waterfront Bar & Terrace	22.301990	114.192003	
Hung Hom East	HHE5	Landing Step	Tai Wan Shan Landing	Civil Engineering and Development Department	22.304554	114.192978	KP007
Hung Hom East	HHE6	Other			22.304609	114.193003	
Hung Hom East	HHE7	Other			22.305345	114.193493	
Hung Hom East	HHE8	Government Pier	Marine Police Dept. Pier	Marine Police Dept.	22.306122	114.193601	
Hung Hom West	HHW1	Private Pier	International Mail Centre Post Office	Hong Kong Post Office Trading Fund	22.299703	114.181869	
Hung Hom West	HHW2	Private Pier	MTRC Freight Yard	MTR Corp	22.298432	114.182819	
Island East	IE1	Public Pier	Tong Shui Road Pier	Civil Engineering and Development Department	22.293638	114.198546	HP105

Island East	IE2	Ferry Pier	North Point Ferry Pier	New World First Ferry	22.294170	114.199771	
Island East	IE3	Ferry Pier	North Point Ferry Pier	Fortune Ferry	22.294541	114.200785	
Island East	IE4	Landing Step		Unknown	22.294436	114.203072	
Island East	IE5	Ferry Pier		The Hong Kong & Yau Ma Tei Ferry Co. Ltd.	22.294826	114.203313	
Island East	IE6	Government Pier	North Point Fire Station Fire Boat Pier	North Point Fire Station	22.293512	114.207995	
Island East	IE7	Landing Step	North Point Police Station landing steps	Government	22.292204	114.209420	
Island East	IE10	Landing Step	Quarry Bay Park Landing No. 1	Civil Engineering and Development Department	22.289246	114.219832	HP069
Island East	IE11	Water Selling Kiosk		Water Supplies Department	22.287219	114.223300	WS004
Island East	IE12	Government Pier			22.286239	114.224974	
Island East	IE13	Government Pier			22.285439	114.225650	
Island East	IE14	Typhoon Shelter	Shau Kei Wan Typhoon Shelter	Marine Department	22.284638	114.228658	TS10
Island East	IE15	Landing Step	Shau Kei Wan Typhoon Shelter Landing No. 10	Civil Engineering and Development Department	22.284574	114.225186	HP068
Island East	IE16	Landing Step	Shau Kei Wan Typhoon Shelter Landing No. 1	Civil Engineering and Development Department	22.283836	114.225305	HP070
Island East	IE17	Landing Step	Shau Kei Wan Typhoon Shelter Landing No. 2	Civil Engineering and Development Department	22.283263	114.225931	HP071
Island East	IE18	Landing Step	Shau Kei Wan Typhoon Shelter Landing No. 3	Civil Engineering and Development Department	22.282965	114.226938	HP072
Island East	IE19	Landing Step	Shau Kei Wan Typhoon Shelter Landing No. 4	Civil Engineering and Development Department	22.282974	114.227807	HP073
Island East	IE20	Landing Step	Shau Kei Wan Typhoon Shelter Landing No. 5	Civil Engineering and Development Department	22.282989	114.229092	HP074
Island East	IE21	Landing Step	Shau Kei Wan Typhoon Shelter Landing No. 6	Civil Engineering and Development Department	22.283023	114.229572	HP137
Island East	IE22	Water Selling Kiosk	A Kung Ngam Water Selling Kiosk	Water Supplies Department	22.283058	114.230286	WS003
Island East	IE23	Landing Step	Shau Kei Wan Typhoon Shelter Landing No. 7	Civil Engineering and Development Department	22.283126	114.230544	HP075
Island East	IE24	Shipyards			22.283277	114.231806	
Island East	IE25	Landing Step		Unknown	22.283697	114.233370	
Island East	IE26	Landing Step	Quarry Bay Park Landing No. 1	Civil Engineering and Development Department	22.287464	114.222982	HP069
Island East	IE27	Pontoon Bunkering Area			22.285780	114.225356	
Island East	IE28	Pontoon Bunkering Area		Caltex	22.284477	114.225057	
Island East	IE29	Other	Shau Kei Wan Wholesale Fish Market		22.283504	114.233002	
Island East	IE30	Private Pier			22.293224	114.206717	
Island East	IE31	Private Pier			22.293054	114.207272	
Island East	IE32	Ferry Pier	Sai Wan Ho Ferry Pier		22.286183	114.224312	
Island East	IE34	Private Pier			22.293560	114.204879	
Island East	IE35	Landing Step		Unknown	22.284841	114.232585	
Island East	IE36	Stairs			22.284396	114.233387	
Kai Tak	KAIT1	Landing Step	King Wan Street Landing	Civil Engineering and Development Department	22.315615	114.192920	KP012
Kai Tak	KAIT2	Mooring Buoys			22.313042	114.194427	
Kai Tak	KAIT3	Private Pier			22.317318	114.193963	
Kai Tak	KAIT4	Ferry Pier	Kowloon City Ferry Pier	New World First Ferry Services Limited	22.317809	114.194369	
Kai Tak	KAIT5	Public Pier	Ma Tau Kok Public Pier	Civil Engineering and Development Department	22.318406	114.194345	KP048
Kai Tak	KAIT9	Public Cargo Working Area	Kwun Tong PCWA	Marine Department	22.314007	114.215077	
Kai Tak	KAIT10	Ferry Pier	Kwun Tong Ferry Pier	Fortune Ferry Company Ltd	22.306320	114.221562	
Kai Tak	KAIT11	Ferry Pier	Kwun Tong Car Ferry Pier	The Hong Kong & Yau Ma Tei Ferry Co. Ltd.	22.307937	114.220440	
Kai Tak	KAIT12	Public Pier	Kwun Tong Public Pier	Civil Engineering and Development Department	22.308541	114.220056	KP058
Kai Tak	KAIT16	Landing Step		Civil Engineering and Development Department	22.307865	114.220100	KP011
Kai Tak	KAIT17	Mooring		Marine Department	22.310913	114.211916	

		Buoys					
Kai Tak	KAIT18	Typhoon Shelter	Kwun Tong Typhoon Shelter	Marine Department	22.311057	114.215002	TS6
Kennedy Town	KENT1	Private Pier			22.283600	114.125534	
Kennedy Town	KENT2	Private Pier			22.283749	114.126357	
Kennedy Town	KENT3	Landing Step	Western PCWA Landing No. 1	Civil Engineering and Development Department	22.284727	114.128402	HP057
Kennedy Town	KENT4	Public Pier			22.289343	114.131902	
Kennedy Town	KENT5	Public Cargo Working Area	Western District PCWA	Marine Department	22.287484	114.132056	
Kennedy Town	KENT6	Landing Step	Sai Ning Street Landing No. 1	Civil Engineering and Development Department	22.281487	114.119270	HP058
Kennedy Town	KENT7	Landing Step	Sai Ning Street Landing No. 2	Civil Engineering and Development Department	22.282688	114.122979	HP059
Kennedy Town	KENT8	Private Pier	China Merchants Wharf	China Merchants International Holdings Co., Ltd	22.283707	114.122702	
Lei Yue Mun	LYM1	Landing Step	Sam Ka Tsuen Landing No. 3	Civil Engineering and Development Department	22.290972	114.236197	KP015
Lei Yue Mun	LYM2	Ferry Pier	Sam Ka Tsuen Ferry Pier	Coral Sea Shipping Services	22.290728	114.236408	
Lei Yue Mun	LYM3	Typhoon Shelter	Sam Ka Tsuen Typhoon Shelter	Marine Department	22.291309	114.237401	TS9
Lei Yue Mun	LYM4	Stairs			22.290832	114.236672	
Lei Yue Mun	LYM5	Stairs			22.291289	114.236638	
Lei Yue Mun	LYM6	Stairs			22.291750	114.237155	
Lei Yue Mun	LYM7	Stairs			22.292120	114.237629	
Lei Yue Mun	LYM8	Stairs			22.291205	114.238456	
Sai Wan	SAIW1	Other	Western Wholesale Food Market	Western Wholesale Food Market	22.289188	114.137198	
Sheung Wan	SHEW1	Ferry Pier	Hong Kong-Macau Ferry Terminal	Ferry Terminals Section, Marine Department	22.288814	114.152519	DA23, MFT
Sheung Wan	SHEW2	Other	Vessel Traffic Centre	Marine Department	22.289586	114.152685	
Sai Ying Pun	SYP1	Landing Step	Sheung Wan Landing No. 1	Civil Engineering and Development Department	22.289676	114.148904	HP076
Sai Ying Pun	SYP2	Landing Step	Sheung Wan Landing No. 1	Civil Engineering and Development Department	22.290165	114.146857	HP142
Sai Ying Pun	SYP3	Water Selling Kiosk	Western Water Selling Kiosk	Water Supplies Department	22.290031	114.147425	WS007
To Kwa Wan	TKW1	Private Pier			22.310344	114.192014	
To Kwa Wan	TKW2	Landing Step		Civil Engineering and Development Department	22.313433	114.191943	KP008
To Kwa Wan	TKW3	Typhoon Shelter	To Kwa Wan Typhoon Shelter	Marine Department	22.314325	114.198063	TS12
Tsim Sha Tsui East	TSTE1	Ferry Pier	Star Ferry Pier	Star Ferry Co.	22.293689	114.168105	
Tsim Sha Tsui East	TSTE2	Ferry Pier	Star Ferry Pier	Star Ferry Co.	22.293204	114.168635	
Tsim Sha Tsui East	TSTE3	Public Pier	Kowloon Public Pier	Civil Engineering and Development Department	22.293046	114.169619	KP070
Tsim Sha Tsui East	TSTE9	Landing Step	Tsim Sha Tsui Landing No. 2	Civil Engineering and Development Department	22.296600	114.177637	KP030
Tsim Sha Tsui East	TSTE10	Landing Step	Tsim Sha Tsui Landing No. 5	Civil Engineering and Development Department	22.298329	114.179741	KP029
Tsim Sha Tsui West	TSTW1	Landing Step		Tsim Sha Tsui Fire Department	22.300840	114.165304	
Tsim Sha Tsui West	TSTW2	Pontoon		China Ferry Services	22.300435	114.166911	
Tsim Sha Tsui West	TSTW3	Pontoon		China Ferry Services	22.300103	114.167005	
Tsim Sha Tsui West	TSTW4	Ferry Pier	HK China Ferry Terminal	Ferry Terminals Section, Marine Department	22.298902	114.165334	DA22, CFT
Tsim Sha Tsui West	TSTW5	Private Pier	Pacific Club	Pacific Club	22.297825	114.165880	
Tsim Sha Tsui West	TSTW6	Private Pier			22.296940	114.166291	
Tsim Sha Tsui West	TSTW7	Cruise Terminal	Harbour City Ocean Terminal	Marine Department	22.294862	114.166069	DA12, OT
Tsuen Wan	TW1	Public Pier			22.367294	114.084953	
Tsuen Wan	TW2	Other		LCSD	22.367341	114.086583	

Tsuen Wan	TW3	Public Pier	Yau Kom Tau Pier	Civil Engineering and Development Department	22.368310	114.098451	NP125
Tsuen Wan	TW4	Landing Step	Yau Kom Tau Pier	Civil Engineering and Development Department	22.368194	114.098554	NP125
Tsuen Wan	TW5	Landing Step	Tsuen Wan Area 2 Landing No. 2	Civil Engineering and Development Department	22.369063	114.099919	NP041
Tsuen Wan	TW6	Landing Step	Tsuen Wan Area 2 Landing No. 1	Civil Engineering and Development Department	22.371862	114.103673	NP040
Tsuen Wan	TW7	Private Pier		Water Supplies Department	22.367751	114.108964	
Tsuen Wan	TW8	Public Pier	Tsuen Wan Public Landing Steps (West Rail)	Civil Engineering and Development Department	22.367158	114.110132	KP093
Tsuen Wan	TW11	Ferry Pier	Tsuen Wan Ferry Pier (West Rail)	Civil Engineering and Development Department	22.366720	114.110693	KP092
Tsuen Wan	TW12	Pontoon	Floating Dock - Park Island Ferry	Park Island Ferry	22.366681	114.110523	
Tsuen Wan	TW13	Sheltered Anchorage	Tsuen Wan Sheltered Anchorage	Marine Department	22.368855	114.104069	SA5
Tsuen Wan	TW14	Sheltered Anchorage	Tsuen Wan Dangerous Goods Anchorage	Marine Department	22.364419	114.110819	
Tsuen Wan	TW15	Sheltered Anchorage	Ting Kau Pleasure Vessel Sheltered Anchorage	Marine Department	22.368173	114.082259	PV7
Tsing Yi North	TYN1	Shipyard			22.361950	114.092543	
Tsing Yi North	TYN2	Other			22.363693	114.100036	
Tsing Yi North	TYN3	Landing Step		Unknown	22.363672	114.103078	
Tsing Yi North	TYN4	Stairs			22.358161	114.109035	
Tsing Yi North	TYN5	Landing Step		Unknown	22.357415	114.108973	
Tsing Yi North	TYN6	Other			22.355072	114.109338	
Tsing Yi North	TYN7	Public Pier	Tsing Yi Public Pier	Civil Engineering and Development Department	22.354293	114.109481	NP123
Tsing Yi North	TYN9	Other			22.354694	114.109409	
Tsing Yi North	TYN11	Government Pier	Tsing Yi Fireboat Station		22.350644	114.110994	
Tsing Yi North	TYN12	Landing Step			22.350038	114.111339	
Wan Chai East	WCE1	Ferry Pier	New Wan Chai Ferry Pier	Savills Hong Kong	22.284792	114.174411	
Wan Chai East	WCE2	Ferry Pier		New World First Travel Services Limited, Dragon Pearl Cruise	22.283815	114.174562	
Wan Chai East	WCE3	Ferry Pier			22.281950	114.174848	
Wan Chai East	WCE4	Ferry Pier	Star Ferry Pier	Star Ferry Co.	22.282277	114.175656	
Wan Chai East	WCE5	Cargo Hoist			22.282220	114.176912	
Wan Chai East	WCE6	Other			22.283937	114.180492	
Wan Chai East	WCE7	Other			22.283259	114.180839	
Wan Chai East	WCE8	Landing Step		Royal Hong Kong Yacht Club	22.283914	114.181804	
Wan Chai East	WCE9	Ramp		Royal Hong Kong Yacht Club	22.284416	114.181760	
Wan Chai East	WCE10	Recreation	Royal Hong Kong Yacht Club	Royal Hong Kong Yacht Club	22.284381	114.182320	
Wan Chai East	WCE11	Ramp		Royal Hong Kong Yacht Club	22.284726	114.182887	
Wan Chai East	WCE12	Recreation		Royal Hong Kong Yacht Club	22.284101	114.182999	
Wan Chai East	WCE13	Stairs		Royal Hong Kong Yacht Club	22.284405	114.183332	
Wan Chai East	WCE14	Typhoon Shelter	Causeway Bay Typhoon Shelter	Marine Department	22.285320	114.185749	TS3
Wan Chai East	WCE15	Landing Step	Causeway Bay Typhoon Shelter Landing No. 3	Civil Engineering and Development Department	22.282845	114.183043	HP035
Wan Chai East	WCE16	Landing Step	Causeway Bay Typhoon Shelter Landing No. 4	Civil Engineering and Development Department	22.282326	114.183400	HP036
Wan Chai East	WCE17	Landing Step		Unknown	22.282670	114.183980	
Wan Chai East	WCE18	Landing Step			22.282841	114.184237	
Wan Chai East	WCE19	Landing Step	Causeway Bay Typhoon Shelter Landing No. 7	Civil Engineering and Development Department	22.283123	114.184635	HP037
Wan Chai East	WCE20	Cargo Hoist			22.284196	114.186031	
Wan Chai East	WCE21	Landing Step	Causeway Bay Typhoon Shelter Landing No. 8	Civil Engineering and Development Department	22.284228	114.186240	HP034

Wan Chai East	WCE22	Stairs			22.284198	114.186490	
Wan Chai East	WCE23	Stairs			22.284230	114.186611	
Wan Chai East	WCE24	Stairs			22.284374	114.187105	
Wan Chai East	WCE25	Stairs			22.284422	114.187280	
Wan Chai East	WCE26	Stairs			22.284464	114.187435	
Wan Chai East	WCE27	Stairs			22.284543	114.187710	
Wan Chai East	WCE28	Stairs			22.284629	114.188023	
Wan Chai East	WCE29	Stairs			22.284930	114.189202	
Wan Chai East	WCE30	Government Pier	Tung Lo Wan Fireboat Station		22.286658	114.188921	
Wan Chai East	WCE31	Landing Step	Watson Road Landing	Civil Engineering and Development Department	22.288234	114.189532	HP038
Wan Chai East	WCE32	Landing Step		Unknown	22.289681	114.190873	
Wan Chai East	WCE33	Other			22.289824	114.191004	
Wan Chai East	WCE34	Water Selling Kiosk	Causeway Bay Water Selling Kiosk	Water Supplies Department	22.284499	114.187524	WS001
Wan Chai West	WCW1	Other			22.281678	114.171804	
Wan Chai West	WCW3	Landing Step	Hong Kong Convention & Exhibition Centre Landing	Civil Engineering and Development Department	22.284676	114.173924	HP080
Wan Chai West	WCW4	Cargo Hoist			22.281761	114.173887	
Western Harbour	WH1	Public Cargo Working Area	Rambler Channel PCWA	Marine Department	22.360049	114.114749	
Western Harbour	WH2	Typhoon Shelter	Rambler Channel Typhoon Shelter	Marine Department	22.356667	114.114150	TS8
Western Harbour	WH3	Container Terminal	Container Terminal 5	Modern Terminals Limited	22.348818	114.117523	DA03
Western Harbour	WH4	Container Terminal	Container Terminal 1	Modern Terminals Limited	22.348402	114.120782	DA01
Western Harbour	WH5	Container Terminal	Container Terminal 2	Modern Terminals Limited	22.345417	114.121759	DA02
Western Harbour	WH6	Container Terminal	Container Terminal 3	CSX World Terminals Hong Kong Limited	22.342033	114.122761	DA10
Western Harbour	WH7	Container Terminal	Container Terminal 4	Hong Kong International Terminals	22.339551	114.125471	DA05
Western Harbour	WH8	Container Terminal	Container Terminal 6	Hong Kong International Terminals	22.334238	114.127741	DA06
Western Harbour	WH9	Container Terminal	Container Terminal 7	Hong Kong International Terminals	22.330885	114.128827	DA07
Western Harbour	WH10	Container Terminal	Container Terminal 8 (East)	COSCO-HIT Terminals (Hong Kong) Limited	22.325373	114.133044	DA09
Western Harbour	WH11	Container Terminal	Container Terminal 8 (West)	Asia Container Terminals Limited	22.323148	114.126641	DA11
Western Harbour	WH12	Container Terminal	Container Terminal 9 (South)	Modern Terminals Limited	22.333437	114.114580	DA24
Western Harbour	WH13	Container Terminal	Container Terminal 9 (North)	Hong Kong International Terminals	22.341214	114.112145	DA08
Western Harbour	WH14	Public Cargo Working Area	Stonecutters Island PCWA	Marine Department	22.319169	114.128283	
Western Harbour	WH15	Water Selling Kiosk	Lai Chi Kok Water Selling Kiosk	Water Supplies Department	22.327419	114.142264	WS005
Western Harbour	WH16	Landing Step	Cheung Sha Wan Landing No. 3	Civil Engineering and Development Department	22.328067	114.146117	KP004
Western Harbour	WH17	Bunkering Area		Marine Department	22.325838	114.147074	
Western Harbour	WH19	Bunkering Area		Marine Department	22.319050	114.149505	
Yau Ma Tei	YMT1	Landing Step	Tai Kok Tsui Landing	Civil Engineering and Development Department	22.319013	114.154926	KP026
Yau Ma Tei	YMT2	Pontoon			22.318273	114.154916	
Yau Ma Tei	YMT3	Pontoon			22.317980	114.154901	
Yau Ma Tei	YMT4	Pontoon			22.317826	114.154918	
Yau Ma Tei	YMT5	Stairs			22.315921	114.155010	
Yau Ma Tei	YMT6	Landing Step	Yau Ma Tei Typhoon Shelter Landing No. 5	Civil Engineering and Development Department	22.316851	114.155538	KP040
Yau Ma Tei	YMT8	Mooring Buoys			22.316112	114.157359	
Yau Ma Tei	YMT9	Landing Step	Yau Ma Tei Typhoon Shelter Landing No. 4	Civil Engineering and Development Department	22.316836	114.159126	KP039
Yau Ma Tei	YMT10	Sewage Pumping	Hoi Fat Road Public Cargo Working Area Sewage	Drainage Services Department	22.316239	114.159662	

		Station	Pumping Station				
Yau Ma Tei	YMT11	Water Selling Kiosk	Yau Ma Tei Water Selling Kiosk	Water Supplies Department	22.315949	114.159748	WS006
Yau Ma Tei	YMT12	Pontoon		Marine Department	22.315843	114.159794	
Yau Ma Tei	YMT13	Public Cargo Working Area	New Yau Ma Tei PCWA	Marine Department	22.312994	114.160294	
Yau Ma Tei	YMT14	Landing Step	Yau Ma Tei Typhoon Shelter Landing No. 2	Civil Engineering and Development Department	22.304320	114.157896	KP037
Yau Ma Tei	YMT15	Landing Step	Yau Ma Tei Typhoon Shelter Landing No. 1	Civil Engineering and Development Department	22.304181	114.157795	KP036
Yau Ma Tei	YMT16	Pontoon			22.304062	114.157672	
Yau Ma Tei	YMT17	Mooring Buoys			22.304317	114.156138	
Yau Ma Tei	YMT18	Typhoon Shelter	New Yau Ma Tei Typhoon Shelter	Marine Department	22.310680	114.157457	TS7
Yau Tong	YT1	Landing Step	Sam Ka Tsuen Landing No. 1	Civil Engineering and Development Department	22.294607	114.233065	KP013
Yau Tong	YT2	Landing Step	Sam Ka Tsuen Landing No. 2	Civil Engineering and Development Department	22.292615	114.234470	KP014
Yau Tong Bay	YTB1	Public Cargo Working Area	Cha Kwo Ling PCWA	Marine Department	22.301498	114.227338	

Appendix D: Interview Protocol and Interview Summaries

This appendix includes the list of all the stakeholders interviewed over the course of this project and their respective interview summary. The questions asked at each interview were created on an individual basis, **focused on the interviewee's field of knowledge and the type of organisation represented.**

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Fung, Chris Chan, Tony	Development Bureau
Genna, Laurent	Spysea Ltd.
Govada, Sujata	Urban Design & Planning Consultants Ltd.
Lee, Yuet	Lee Yuet & Associates
Poon, Priscilla Poon, Emanuel	Hong Kong Tourism Board
Simpson, Mike	Simpson Marine
Smith, Garry	Saffron Cruise and Saffron Marina Ltd.
Smith, Peter Cookson	Urbis Ltd.
Tupper, Roger	Marine Department
Wilson, Robert	Hong Kong - China Rowing Association
Wong, Miu-Sang	Hong Kong Midstream Operators Association
Yick, Frankie	Wharf Ltd.

Interview Protocol (General)

Date

Interviewer(s):

General Information of Interviewee

Name:

Company/Organization:

Position:

Contact Information:

Questions that apply to almost everyone:

How have your numbers grown in the past? Has your business/service gained or lost popularity or usage?

How do you feel your service/business will change in the future? Will your numbers increase or decrease?

What services does your business/service require?

Are they sufficient?

Will they continue to be sufficient?

What's the difference between what you currently need and what you want for the future?

Can you provide us with usage statistics of any kind?

Do you feel as though marine development demonstrates a public overriding need that can allow for necessary reclamation to take place?

Why? Do you have any way to support your belief?

In what ways could sheltered water be better utilized?

How do you think Hong Kong can improve its waterfront as a whole to support and/or enable marine users?

Can you provide us with any hard data relating to your field?

Can you provide us any proposals, studies, et cetera?

More specific questions:

People that use piers/landing steps:

Do you need more piers?

Where? Why? How many?

Do you want/need pontoons?

Where? Why? How many?

Would you pay money if it meant that you had access to better facilities?

People with power over the waterfront:

What is your mandate regarding the waterfront? (i.e. what do you control?)

Commercial Users:

Would you like to be or tolerate being located somewhere outside of the Eastern Harbour?

Would you consider consolidating the facilities in Eastern Harbour?

Would you pay for better facilities in the Western Harbour?

Plus any specific questions we need from the person

Agopsowicz, Michael

Date: 2 February, 2010
Interviewer(s): Eric Rosendahl, Lucas Scotta

General Information of Interviewee

Name: Michael Agopsowicz, Peter De Kantzow
Company/Organisation: Waterfront Air
Position: Founders

Where is Waterfront Air based?

- Based in Shenzhen, but would like to expand to Hong Kong as well.
- Plane maintenance, fuelling, etc all takes place in Shenzhen.

What are the current plans and challenges for expanding to Hong Kong?

- The seaplanes will be starting in January 2011 in China, with early 2011 also a hopeful launch for Hong Kong.
- Plan on using the Kowloon City Ferry Terminal as both the terminal and a small museum (pier built in the 1970s).
- 20 flights per day, 9am-5/6pm, half hour between flights, 150-200 passengers per day departing.
- Seaplanes hold 16 passengers and 2 pilots.
- Seaplanes used to be in Hong Kong and would land where the old Kai Tak runway is now.
- Have support from the Tourism Board and presented to the Harbourfront Enhancement Committee.
- Challenges:
 - Long-term regulatory process, especially environmental impact, noise pollution, etc. Process will take ~12 months for the environmental impact study.
 - Park/sports complex will be on the old runway: noise consideration, but people will want to watch the sea planes taking off, but only ½ as noisy as helicopters.
- Mega yachts could be interested in the area as well, perhaps within the typhoon shelter.
- Seaplanes require no new infrastructure, no reclamation, etc
- Could tie the two planes to the pier during a typhoon.

How would the seaplane business compete with existing ferries and helicopters?

- HK-Macau = mostly tourism, HK-Guangzhou = mostly business
- Seaplanes vs. helicopters:
 - 20-30% less \$ than helicopter
 - Helicopter is HKD\$2400 one way, HKD\$5000 roundtrip
 - Seaplanes will be HKD\$1600 one way
 - About the same travel time
 - Very different customer
- Seaplanes vs. ferries:
 - 6-7 million people per year on ferries
 - Not looking to compete; rather “add another slice to the pie”

Have you thought about land transportation to/from the Waterfront Air pier?

Not worried about public transportation to/from pier because target customer does not ride the bus or the MTR, but would take a taxi or be driven. There will be a “**tourism hub**” at Kai Tak in the future anyway.

What examples of successful seaplane businesses are there?

- Other locations with seaplane services:
 - Los Angeles
 - New York City
 - Sydney
 - Greece
 - Vancouver
- Vancouver:
 - Seaplanes operate right next to yacht club and cruise terminal
 - Added yacht marina, cruise terminal, sea planes, ferries, pleasure boats
 - Most successful model
 - 9th busiest Canadian airport is seaplanes in Vancouver
 - 400,000-500,000 passengers per year
- Roger Tupper (Director of Marine Department) is from Canada, and is familiar with the Vancouver model.

How will you interface with existing water and air traffic?

- **Don't need to interface with the Vessel Traffic Centre. Seaplane is legally a vessel** when it is on the water (Rule 18 – Handbook of Regulations, Collision Avoidance)
- Victoria Harbour is Class-C area, will need to call into HK ATC to take off and land (via radio).
- No flying over land, only flying VFR during day (if helicopters are not flying, neither are seaplanes)

What sort of details do you have on the area surrounding the Waterfront Air pier?

- Pier to west of Kowloon City Ferry Pier may be torn down for the under-Kowloon bypass tunnel.
- **North Point/Kowloon ferry isn't making any money.**
- There will be temporary barging when work on the tunnel begins.
- Dolphin for gasoline in typhoon shelter will be removed/demolished by the CEDD, but Kowloon Rock will stay.

Bowring, Arthur

Date: 22 January, 2010
Interviewer(s): Alexander Wong, Brian Berard

General Information of Interviewee

Name: Arthur Bowring
Company/Organisation: Hong Kong Ship-owners Association
Position: Director

What does the HKSOA represent and what are its responsibilities?

- HKSOA represents ship-owners, ship operators and ship managers resident in Hong Kong as well as companies supplying services to owners and managers
 - **HKSOA is one of the world's largest ship-owner associations**, but manages this with very few people compared to other similar associations
 - Japan has roughly 34 employees, London has 40, HK only has 4
 - **HKSOA is the “voice of Asia” in terms of expressing the views of ship-owners**
 - Over 100 million deadweight in ships owned, operated or managed by members of HKSOA
- The ships operate globally – possible to operate ships from anywhere
 - Not many HKSOA ships call at VH
 - Ships are usually too big to fit in VH
 - Very little activity seen within HK
 - Very few members operate in Hong Kong
 - OOCL, Star Cruises, HK Ferries

What are the goals of the HKSOA?

- HKSOA promotes and protects the interests of HK resident ship-owners
- A major goal is to maintain HK as a competitive maritime centre
 - HKSOA lobbies in Shanghai and Beijing
 - Works with IMO and ILO (both UN organisations)
 - Works with Civic Exchange and HK universities
 - Water pollution, air emissions, etc.
- HKSOA also represents the interests of many maritime services (legal, insurance, brokerage, etc.)

What do you think of the current waterfront development plans and projects?

- Any port city depends on its port → people live around the port → **the port “grows” the city** → the people begin to dislike the port for its noise and pollution → the people try to push the port out of the city
 - The most attractive harbours are those that combine the commercial activity of the port with recreational activities
 - Sydney has massive cruise ships right in the harbour alongside sailing boats and fishing boats
- HK is not blessed with good town planning
 - **There is a lack of central town planning to stop the “wall effect” of advancing high rises along the waterfront**

- Ugly cargo areas, roadways along the waterfront (because that is cheaper than building tunnels), nowhere to walk along the waterfront (many walkways are tiled like lavatories)
- It is planned to move the bus station and clock tower at TST to build a mall
- Shanghai is an example of good development
 - There are yachts, cruise vessels, and ferries all operating in the river
- Access to the waterfront is critical (both physical and visual)
 - The Wan Chai redevelopment/reclamation near the RHKYC is going to cut off access
 - The people were promised that West Kowloon Cultural Centre would be a park – they have a massive wall at the moment and more construction
 - Trees, grass, and greenery give depth to the beauty that is the HK waterfront
 - Follow the example of Singapore
 - One should be able to walk all around the harbour
- The cargo areas should be removed because they are not needed, especially on the HKI waterfront
 - WKCC should be a park
 - **Sheltered walkways should have roofs that are “/\” instead of “\” to protect against rain and wind**
 - The Central-Wan Chai waterfront should have a long, continuous promenade
 - Instead of the 6-lane highways sitting on concrete pillars that stick out of the water with sewage outflow pipes emptying into the water beneath

What facilities and services do you think VH should have that are currently nonexistent?

- Cruise vessels need deep water berths, bussing to and from the terminal
 - No one can see or get to the future cruise terminal being built at Kai Tak
 - View from Kai Tak consists of highways and high rise apartments across the harbour
 - The people on cruise ships that dock at the current terminal almost never want to leave the ship, preferring to just look at the city from there
 - They need to be able to get into the city quickly
 - The current terminal is obsolete – luggage handling, for example, is terrible, it would seem that the owners (Wharf Holdings) have a monopoly
- There needs to be high speed hydrofoils and water taxis to get around on the water easily
- Kwai Chung container port needs railway access from the mainland
 - Currently facing competition from Shenzhen
 - Cannot expand because of all the housing estates surrounding the facility
 - There are fuel stations, docking, and other facilities on Tsing Yi Island

What are your thoughts on recreational boating in VH?

- Places that have fuel stations for recreational boats on Lantau Island, Clearwater Bay, Middle Island, and Sai Kung Island
 - Would be great to have sailing boats to improve VH
 - Only time recreational boats can enter the harbour from the west is during the Round Island Race

- High density of shipping lanes and moorings
 - MarDep trying to keep recreational boating east of TST peninsula
 - People should be able to see all types of vessels moving past in the harbour
- There are moorings for recreational craft only at the RHKYC, Shau Kei Wan, and some wharfs
 - Sampans are the only way to get on land from larger ships → they are disappearing
- The piers at Central are built on vertical seawalls that reflect the incoming waves out back into VH
 - Choppy waters of VH is a problem
 - Sloping seawalls would dissipate wave energy
- Grassy land on breakwaters are fenced off – no access
 - There are some parks on the waterfront, but they are disconnected and there are no facilities in them
 - Some plots of grassy land are simply land the government has yet to sell
- Yau Ma Tei typhoon shelter is simply a barge park

How would one enter VH as a commercial vessel?

- To enter VH: appoint an agent → agent corresponds with all the administrative bodies → make sure all forms are filled out → pick up a pilot → pilot will assist in sailing the ship into VH
- Dinghy sailing around Middle Island and some sailing around Stanley

Are there any other individuals you believe we should contact that will help us on our project?

- Cowen Chu: RHKYC member, sailor, outspoken person → talk to him about recreational sailing
- Philip Bowring: relative of Arthur Bowring, journalist, part of FCC

Downes, Warwick

Date: 25 January, 2010
Interviewer(s): Santiago Lora, Eric Rosendahl

General Information of Interviewee

Name: Warwick Downes
Company/Organisation: Royal Hong Kong Yacht Club
Position: Commodore

How do you currently use the harbour?

- Water sports are wanted by RHKYC, have been sailing in east harbour for 150 years, so want to keep that.
- Last November had some 40-ft catamarans (got some government members on boats for PR).
- **Don't want to be in west harbour because of all the ferries and speed of boats and lots of waves.**
- **They're fine with Victoria Harbour being a working harbour, but want to keep sporting areas.**
- Do around-the-island race, both sailing and rowing, every year, and the Marine Department lets them do it. This is the only time of the year they sail through the western harbour, where all the ferries and such are. Marine Department usually **doesn't want sail boats going through the ferry areas.**
- Sailing is main thing for RHKYC, rowing is also important (plus dinghies, etc).
- **Little boats that people learn on don't usually go onto the harbour – it's mainly keelboats.**
- **People like to sail in the harbour because it's a beautiful place with all the surrounding buildings.** Sydney has nice harbour as well but not so many tall buildings and such. But RHKYC likes east harbour because less shipping. Their most important races are out across the Lamma Channel where there is much less traffic. Also, they sail and cruise at Port Shelter near Sai Kung – even he was there last weekend.
- Typhoon shelter split 3 ways: private moorings (bigger boats, own their own moorings), yacht club (pay Marine Department fee for storing boats there), and the boat town thing without rents or anything. Private mooring people get moved out due to construction, other boats will all get juggled around, and some want compensation from government to leave. Some unsettling for the next 6-7 years, always moving boats around to different sections.
- **Doesn't want to see much waterskiing and wakeboarding in Victoria Harbour, but it's done in Repulse Bay and northeast of Victoria Harbour.** Smaller boats stay out of Victoria Harbour due to capsizing, so mostly lead keel boats in the harbour because they **don't capsize.**
- RHKYC has one of only real foreshores left in HK because it was an island at one point. Used to be storage for gunpowder. Beaches and trees there, probably only place in the harbour.
- Very happy with the location, 150 year lease, about 100 in. Get on well with govt.
- Very open to members who are sailors or rowers, but not power boaters because they **don't have power boat facilities, anyone else invited to join the club. Probably biggest** (one of them) yacht club in the world. 250 staff, like a medium-size company, 600 part-time staff, is a good HK employer.

What sort of future plans for the harbour have you been involved with?

- Have given proposals to governments, proposed things such as super yacht docks, talked to government about tunnels that are being put in. Yachts parked in typhoon shelter will need to be moved around due to construction of the Central Wan Chai Bypass.
- Wan Chai working basin: helipad is leaving to exhibition centre, what should be done with that area?
 - Currently listed as a designated water-sports centre, but need ideas of how to enhance it to make it better.
 - **Can't put in breakwater to protect due to PHO.**
 - Could be a way to put in baffles underneath the wall to stop water surges. **Wouldn't be considered reclamation. Done at pier 10, "noodles" dissipate waves, idea comes from marine engineers.**
 - Wan Chai basin not part of club, but would like to make it nice (boat launches, permanent pontoons).
 - Shore side area for future international sailing events in the harbour

How do you feel harbour uses will change in the future?

- Organises water races, and wants people to be able to see from the harbourfront, not just freeways.
- **Sailing races are all in east harbour. Isn't too happy about cruise terminal at new Kai Tak area but can accept if not interfering with our weekend sailing races.** Also, opportunity to build a super yacht berth behind the cruise terminal closer into Kowloon Bay.
- Bermuda only lets the cruise ships come in and out on Monday through Friday so that the weekend is still recreational for the locals. Try to keep them out on Saturday afternoon when races are going on. Will have to coordinate with Marine Department, etc. Try not to upset the commercial side of Hong Kong.
- Races sometimes start near Hung Hom, and go past **Kai Tak. Harbour won't be closed for the Louis Vuitton HK Trophy but other boats will have to stay near southern shore.** Spectator area is on Hung Hom, and a few areas by North Point and Quarry Bay. Park is being prepared east of Kai Tak (saw it on the harbour tour). People can watch from boats, too. Try to keep boats at Pier 10, and have race village around there. Have area to lift them out of the harbour so people can look at the boats. Have big screens for race footage. Have technical area to work on sails & such, people can watch. Will want a VIP area as well, and have food, bars, and outlets. A place for everyone to go watch with no entry fee. Government giving money to run the event, and they want to give it back. Government loves it because **it's filmed and sent off around the world for TV coverage, which shows Hong Kong in a positive light.** Club is hosting the event by facilitating, helping with on-water race management, but not actually running the teams. A few thousand people will come from overseas, (each boat 18 crew, 10-12 teams, plus support people), and total **budget is around HK\$40 M. It's the first one they've done in HK; they've been talking about it for a year.** Takes place January next year.
- Looking at other sailing events, including one adjacent to the Western Cultural District, World Match Racing Tour (WMRT), want to have an event there (already 10 around the world), hot shot sailors, smaller boats, short races, just sailing around Western Cultural District, looking at that because there are lots of spectator areas. However large buildings may block wind. There is a bit of protected water because of turning buoy that ferries must go around. All filmed as well, so government likes it. They are talking to RHKYC to help facilitate.
- They would like to see super-yacht docks (etc) further north on Kai Tak. **Wealthy people want to bring their yachts into Victoria Harbour, not outside of it. They can't put the boats on the east of runway because the water is too shallow.**

- They would like a marina in the Causeway Bay Typhoon Shelter after construction is done. Would like to put tie points down to make marina when area is emptied, as piles would not work with tunnels below. This would be a more efficient way to get more boats in the marina. It would be nice to look at with boats on a marina instead of crammed on moorings in the shelter. Becoming problem as there are less and less places to store boats.
- Marina would be more efficient storage, easier to get out to the boat as opposed to getting the sampan service to drive you out. They have a marina in Sai Kung at their other clubhouse already.
- Storm drain in typhoon shelter that pollutes it badly, government promised to fix it at some point within the next 6 years. Sediment on waterbed made of pollution, will be **taken away while construction is going on. Hopefully they'll have clean typhoon shelter** at the end.
- Area east of North Point could have outdoor cafes and such for public to enjoy the **harbour. People won't be swimming there**, so perhaps water access not so important.
- A bit more shore space for public along north point and quarry bay would be good, and a place to park super yachts would be very good.

Does the RHKYC need more facilities, such as fuelling stations or boat launching facilities?

- People get fuel on the water by Cha Kwo Ling; get most of the fuel outside of the **harbour. Used to have fuel on pier next to club, but that's gone now. Petrol stations** nearby, so it could be done fairly easily if small amounts required. **He believes it's** not vital because they can get fuel outside the harbour easily without too much problem or use fuel barges.
- Club has cranes and travel hoist, and pull boats in and out of the water all the time. Little cranes that could become public if someone else wanted to access it. The dog park is closing, and will be storage area for construction; in the western Wan Chai basin (sports area) it would be nice to have another boat launch there. This area decided to be sports area because of the yacht club.
- **Doesn't think ramp**-launching facilities are a big deal because there are lots of cranes.
- Lots of powerboats and racking spaces around as more people buy them. All put in **by boat handling areas, but RHKYC doesn't really service speed boats. Lots of boats** stored in sheds in Aberdeen.
- Signboards around cross-harbour tunnel obscure view of harbour, which is bad, but government makes lots of money from advertising. Feels that they should always show off the harbour (visual access), to enjoy it.
- NOT ALLOWED TO TOW BOATS ON ROAD IN HONG KONG. Have to put on back of truck to drive around.
- Sewer openings have been moved out of Victoria Harbour.

Eastham, Roger

Date: 19 January, 2010
Interviewer(s): Alexander Muir, Lucas Scotta, Becky Yang

General Information of Interviewee

Name: Roger Eastham
Company/Organisation: Royal Hong Kong Yacht Club
Position: Marine Services Manager

Summary of Key Points

- Causeway Bay Typhoon Shelter is the only public place to tie up a boat in Victoria Harbour. However, the water quality is so bad; it rots antifouling paint in about a week. The landing step is also unsafe, unclean, and dangerous.
- **The government's incentive to improve the waterfront include it being their duty**, Hong Kong needs to maintain its reputation as a world city, and boating is the heart and soul of Hong Kong
- **Not all development is bad... the Protection of the Harbour Ordinance is not what is forbidding**; it is because of the government policy guidelines (technical memorandum). It is clear that the **government is afraid of reclamation... the Club can't put in a bigger hoist to launch bigger boats because it would require reclamation**. Wan Chai waterfront could be a mega-yacht facility with a floating breakwater for example.
 - Could be a wave attenuator, **wouldn't provide typhoon protection**
- There are five things boaters need: a safe (sheltered) harbour, clean water, fuel, potable water, and food
- There is nowhere to sit and eat on the waterfront besides RHKYC, Starbucks at Avenue of Stars, and HKF (who does dinner on the harbour).
- The EX. PCWA could use a fuel and water station
- Many world class sailing races have approached RHKYC to hold events there
 - Volvo Ocean Race
 - World Match Racing
 - Clipper Ventures
 - Formula 1 racing
 - **Extreme 40's**
 - Louis Vuitton Racing
- The above-mentioned organisations need areas for a racing village and supporting **facilities; these events are world class and promote Hong Kong's harbour**
 - EX. PCWA is an ideal location. The seawalls need to be wave absorbent and would need to be dredged to 5 metres
 - Fringing pontoon docks with ability to rearrange piers

Questions

What is your ideal waterfront?

- The waterfront is really just the starting point
- Most development has been focused on looking at the harbour; RHKYC actually wants to use the harbour
- Victoria Harbour needs to continue to be a working harbour, but also needs to balance the needs of recreational users and commercial interest in order to be a vibrant harbour
- Needs interfaces to get on and experience the harbour (needs good water quality)
- The harbour is too busy to organize novice user usage
- EX. PCWA could be used for sailing training (optimists)

Community involvement?

There have been Harbour Day Parades in the past which RHKYC have helped to organize. RHKYC would like to see this as an annual event. The main obstacle to getting it to happen again is the lack of interest by other participants.

- RHKYC also provide race logistics for dragon boat races in Stanley
- RHKYC also provide resources for other NGOs doing waterfront events
- RHKYC is currently organizing for the Louis Vuitton Hong Kong Trophy – to be held in January 2011

What kinds of activities take place at the yacht club?

There's Saturday afternoon racing in the East Harbour. Racing is in the area from Causeway Bay to Causeway Bay (Eastern Harbour) and approximately 40 boats participate each weekend.

- There are also 3 pursuit races a year (80 boats each race)
- There are also two regattas a year, taken place in the spring and autumn (120 boats)
- **There's a race around the island held once a year (220 boats)**
- **There's also canoeing and rowing**
- RHKYC also runs sail training from Middle Island, and organises at least one (normally two) offshore races to locations such as Philippines, China and Vietnam)

What specific infrastructure is available and used in the area surrounding the yacht club?

There are moorings, boat storage, and a boat yard that can handle up to 4.2 metre draft... but the club would like to handle many more boats.

What would you like to see appear around Victoria Harbour's waterfronts?

Waterfront dining and public access (docks)

What sort of obstacles do you face?

Capacity is an issue, especially with moorings... can only have 3.6 hectares for mooring area, and can't implement marina, which is more efficient, because of bypass construction. Bypass will impose on the mooring field for at least 8 years with SCL and CWB projects. For launching, small boats use a mobile crane and need a docking slip (pontoon system) to tie boats to after launching. Large boats (over 3 tonnes) are launched using a travel crane and need deep water and a pontoon dock to tie the boat to immediately after launching

- The club performs boat launching for non-members in this order of precedence: members, local partner clubs, visiting sailors (from overseas), then locals
 - Visiting sailors can stay up to three days free of charge. There are open facilities (shower, bar, etc.)

How do boats find their resources?

There are no petrol stations anywhere in the harbour... sailors need to locate a fuel barge on their own. Diesel only available from fuel barges at Lei Yee Mun

- For the general public, sampan is the only way to get from the water to their boat.

Final Thoughts

- The division of the west and east harbour is important to maintain
- The government needs a clear vision for the harbour

The DHK team should speak to HYF, the Convention Centre, Ocean Terminal, LCSD, and HK Sailing Federation.

Fung, Chris and Chan, Tony

Date: 11 February, 2010
Interviewer(s): Jarrad Fallon, Becky Yang

General Information of Interviewee

Name: Chris Fung, Assistant Secretary (Harbour) 1
Tony Chan, Assistant Secretary (Harbour) 2
Company/Organisation: Harbour Unit, Development Bureau

Summary of Key Points

- The Harbour Unit does not directly implement any projects but acts in a coordinating role supporting various harbourfront enhancement projects carried out by departments.
- There is currently no consensus on how the harbourfront should be enhanced.
- Sometimes the public view may become a challenge in renovating the harbour.
- In according priority to different harbourfront enhancement measures, we will consult the concerned district councils to see if there are any neighbouring conflicts. Consultation with the HEC, relevant stakeholders will also be carried out.
- Reclamation is the last, last, last resort.
- There may be some temporary reclamation for infrastructure works such as the works for Sha Tin to Central Link
- Forming a statutory authority may not be the best option, because harbourfront enhancement work needs strong lead in the Government, especially in resolving conflicts between various government objectives.
- They feel as if there are enough typhoon shelters.
- The need for the typhoon shelter is more than you can think of.
- Double decked piers at Kai Tak, took a long time to gather consensus. **It's something** that takes a long time through public engagement, participation, and consultation before we actually decide we need more of something.
- District Council represents public opinion, they vote in order to elect a representative.

Questions

What kinds of projects have you worked on in Victoria Harbour?

- The Harbour Unit does not directly implement any projects but acts in a coordinating role supporting various harbourfront enhancement projects carried out by departments. The Planning Department (PlanD) helps conduct surveys on planning approach of different areas. There are also a number of works departments that would help out such as CEDD, ArchSD and LCSD. The Development Bureau focuses on the policy aspect. Our aim is to create a vibrant, green, accessible and sustainable harbourfront.

In your expert opinion, what is the primary obstacle in developing land on the waterfront in Hong Kong?

- There is currently no consensus on how the harbourfront should be enhanced. Different groups of people may have different preferences and different requests. It takes time to get a **consensus and whether it's actually financially feasible as well**. In **short**, "balance" is the key word in developing the harbourfront.

Are there ways to overcome these obstacles?

- Sometimes departments don't want to relocate their facility. Incentives have to be given to them so they can allow some promenade spaces. Those are all challenges apart from the financial aspect. The main difficulty is with how to push for the change with the existing state of the harbourfront. We're not starting with a blank sheet of paper.
- Is anyone priorities needs given a higher priority than another?
- We try not to put anything on top priority; we have to consult the concerned district councils, HEC, and other relevant stakeholders.

Do you think more reclamation is required to make improvements to the harbour?

- The Government has no plan to reclaim more within the harbour. Try to identify open sites that exist and try to deal with those first, because reclaiming land tends to create more controversy. Reclamation is the last, last, last resort. There may be some temporary reclamation for infrastructure works such as the works for Sha Tin to Central Link and those reclaimed land will be moved after the construction. Both Central Reclamation Phase III and Wan Chai Development Phase II, have been proved that they had an overriding public need.

Additional Questions:

How will the traffic of barges be affected by future projects on the harbour like Kai Tak Cruise Terminal, Central Kowloon Route, T2, Sha Tin Central Link, Central Wan Chai Bypass, West Island Line, Guangzhou Express Rail and West Kowloon Cultural District? Specifically what will be their routes, duration of work, expected busy periods and number of barges for each project?

- We do not have the first hand information. CEDD is in a better position to provide relevant information.

What ordinance prevents diesel fuelling stations along the waterfront?

- Tony Chan said he would like to know the answer too. Chris says it's pretty difficult to find out the source too. (neither knew the answer)

What is the government's overall vision for the future of the waterfront? (I know they don't have one, but I want it in writing.)

- Our policy is to create a green, vibrant, sustainable and accessible harbourfront. Any development that does not in line with this will not be supported by us.
- For the new Central harbourfront site, we decided to create a distinctive civic node with mixed-use precinct, after a comprehensive public consultation that lasted for 2-3 years.
- Please also refer to the Harbour Planning Guidelines, Harbour Planning Principles which set out the guidelines for planning the harbourfront. (www.harbourfront.org)

How does the government plan on transporting people from the Kai Tak cruise terminal to Hong Kong Island?

- Various modes of transportation are planning right now (e.g. a monorail). There will be a Kai Tak station in the Kai Tak area which takes about 5 to 10 minutes for people to walk there from the Cruise Terminal. That station will link not only to Central, but other areas in Hong Kong as well.
- 2008, HEC had a visit with the San Fran Port Authority. After visiting San Fran, forming a statutory may not be the best option, because harbourfront enhancement work needs strong lead in the Government, especially in resolving conflicts between

various government objectives. A strong leadership from the government from a single source may be the more needed option than a statutory authority.

Have you heard of the “Integrated Harbour Vision and Delivery Plan” by the Harbour Business Forum? And what challenges would be presented by implementing such a system?

- Yes, we’ve heard of it before... that’s not the road that they’re going to go down.

Recommendations:

Sheltered water

1. Accommodations for increased boating
2. Off-season use
3. New sheltered water
4. Marine-focused land around sheltered water
5. Organisational structure (pontoons, docks, etc.)
 - a. They feel as if there are enough typhoon shelters. Marine Development has the best information about typhoon shelters. They want to ensure there is vibrancy and accessibility along the waterfront. We would be happy to consider more shelters, but whether there is an actual demand, would have to discuss with the MarDep. It all depends on the demand from the public, if they are willing to listen, if there is a demand right here.
 - b. **There has been a typhoon in April before, and we shouldn’t underestimate their power, because we don’t really know when typhoons actually come.** There is actually a lot of heavy rain in Hong Kong. The need for the typhoon shelter is more than you can think of.
 - c. In terms for the actual demand, yes, we have the Causeway and Yau Ma Tei. **There are a lot scattered around Victoria Harbour. If we’re looking at how to use these typhoon shelters, there should be an overall approach on how to use these typhoon shelters in general. There should be a general... need to talk with the MarDep and keep the balance**

Will any of these recommendations occur any time in the near future? And what effect do you think it would have on the waterfront users?

- As for fuel stations, there could possibly be a policy from the perspective of security? Handling of dangerous goods? That is something we have to look into before we actually say yes, we need more information.
- **Double decked piers at Kai Tak, took a long time to gather consensus. It’s something** that takes a long time through public engagement, participation, and consultation before we actually decide we need more of something.
- District Council represents public opinion, they vote in order to elect a representative.

Have you approached some general members of the public?

- I think the public plays a very important role in harbourfront enhancement. The government emphasises consulting the general public to see what they really want at the harbourfront. Maybe you can **seek public’s views as well.** Their ideas should be **useful towards your study. Marine users’ aspirations on** harbourfront may not necessarily be the same as residents, locals, etc., on what they want. Government has battled in the past with being accused, and there was a lawsuit against government for the reclaiming land. That is why right now we want to avoid

Genna, Laurent

Date: 15 February, 2010
Interviewer(s): Santiago Lora, Alexander Muir

General Information of Interviewee

Name: Laurent Genna
Company/Organisation: Spysea
Position: Owner

How does mooring in Aberdeen affect your company operations?

- The main problem of mooring in Aberdeen is the long distance that needs to be travelled in order to pick up passengers at convenient locations like the Central pier and Tsim Sha Tsui public pier.
 - It takes for my boat, the Huan, 1 ½ to 2 hours of navigation from Aberdeen to Central. This means that each day of operation I have to pay for 3 to 4 hours of daily transportation from my mooring location to Victoria Harbour.
 - This represents higher costs in fuel consumption and crew.
- Another issue that adds to the cost is the need to use Sampans every time. It usually costs \$10 per person during regular hours, but during late night hours, which is usually the time when the Huan returns after its trips, it costs \$30 per person.
- Since the closest way to go to the harbour from Aberdeen is through the west side, we have to deal with the high traffic of cargo barges and high speed ferries. This is often dangerous for slow boats like the Huan.
- Also the public pier are not an ideal for our boat as being all in wood we could easily damage our boat as the pier protect but not enough for us. We are a single engine and with current and wind sometime could be hard to go to pier.

What are the main issues for your boat with respect to services and supplies?

- We currently have no problems with getting supplies like water and fuel for my boat.
- With respect to food, usually passengers bring their own, so that is not a problem either.

What facilities do you need in Victoria Harbour and where?

- The only facility that I would like to see is a special mooring/pier for the Huan where visitors can walk to it.
 - Imagine on central reclamation or Kowloon cultural reclamation a berth especially for the Huan where the boat while be covert by a glass pyramid where the boat could go in and out for daily tourist cruise. When boat under glass window all the big sail up with lighting and under glass window a restaurant looking at the boat and food and drink will be served on the deck of the boat. All managed by the LCSD in tender. I will be happy to give my boat for free in exchange to have the contract to manage the restaurant for few years.

Govada, Sujata

Date: 10 February, 2010
Interviewer(s): Eric Rosendahl, Alexander Wong

General Information of Interviewee

Name: Sujata Govada
Company/Organisation: Urban Design & Planning Consultants Limited
Position: Managing Director
Co-Chair Urban Design Committee, AIA HK

What kinds of projects have you worked on?

- Central harbourfront Designing Hong Kong competition → Urban Design & Planning Consultants (UDP) in Association with RTKL won 3rd place → government commented that it was practical and implementable and took the plans and said they would try to incorporate some of the ideas and integrate with their own proposal → government made their own proposal which was completely different → A revised plan based on the winning competition entry was resubmitted as the Urban Design Alliance (UDA) submission as part of the public engagement input for the Central Harbourfront Urban Design Study. As a result
 - The 2 towers in front of the IFC on sites 1 and 2 of the government plan → moved to **'APA' area because of updated plan**
 - P2 road development will be delayed if the proposed Inner Harbour(lagoon) is built → government will not do it even though recommended by Harbour Enhancement Committee (HEC)
 - According to public opinion, **Queen's Pier and the Star Ferry clock tower should be restored**
 - Updated plan includes for a marina-like facility, restoration of Queen's Pier, and a PLA berthing pier shifted away from the shore
 - Proposed more water taxis and interconnected promenades
 - The award winning Harbourfront Connectivity Study was well received by Govt. and the proposal have been incorporated in the Hong Kong Island East Study
 - **The government's Island East plan includes part of their proposal**
- Kai Tak is an opportunity for Hong Kong to develop a new land marine interface with the Nullah and work to clean it up rather than resort to reclamation to cover up the pollution
 - Use new developments to regenerate adjacent older urban areas
 - Develop and improve over time To Kwa Wan with marine repair shops/work shops
 - Green corridors to link the hinterland to the waterfront so there is better visual and physical access for the people of HK
 - Develop waterfront promenade so people can still use the waterfront during construction of the Kai Tak development behind, there is some green space
- Late W.K. Chan of the HEC was instrumental in including a 1.5 stage within the multi-stage pedestrian engagement for Kai Tak plan
 - Cruise terminal will probably be a problem in the future because it necessitates roads all along the runway, access is still an issue
 - Kai Tak should have an agency to control it, even if it is just a department similar to Marina Bay Development Agency in Singapore

What obstacles have you encountered in waterfront development?

- Redevelopment needs three things:
 - Strong vision → integration of all interests
 - Strong leadership → HK needs a Harbour Authority
 - Linkage between harbour commission and town planning board is critical
- Government is looking into partnerships with the private sector, but not sure how they

can help or such partnerships can be structured

- South Bank study is a good example and a similar model could work for the other areas in Hong Kong, for example Central Harbourfront

How to make the government implement the proposals?

- The HK government will need input from the private sector to implement the harbourfront enhancement proposals → just need to make sure what gets put into practice is good for the public
 - The people generally know what they want → accessibility and vibrancy
 - Each waterfront-city has their own problems, HK is not unique

HK's biggest challenge, how to prove that harbourfront enhancement is an overriding public need?

- Need to ask the public
 - Harbourfront enhancement is overwhelming public need, will require some reclamation to ensure better land marine interface for finger piers, moorings etc.
 - Currently, > 60% of the harbourfront is inaccessible, and <10% of the waterfront is being used well, TST, although still not the best
- Government wants everything to run smoothly without any delays or controversy
 - Looks at engineering challenges but needs to look at whether the plan benefits the public

Will Hong Kong lose out against other Asian cities?

- An integrated study by the HBF highlights the loss of value in VH
 - There needs to be open spaces between the towers in urban areas
 - People need parks along the waterfront
- Vision → master plan → integrated urban design plans → high level of detail
 - Each area is distinctive but connected, one whole package
 - Both land and water ownership of the waterfront
- Cities on Water → 10 principles <http://www.kavala-tourisme.info/en/wb/media/eisigisis/17/m.moretti-kavala%202007.pdf>
 - 1 - Secure the quality of water and the environment**
 - 2 - Waterfronts are part of the existing urban fabric**
 - 3 - The historic identity gives character**
 - 4 - Mixed use is a priority**
 - 5 - Public access is a prerequisite**
 - 6 - Planning in public private partnerships speeds the process**
 - 7 . Public participation is an element of sustainability**
 - 8 - Waterfronts are long term projects**
 - 9 . Re-vitalization is an ongoing process**
 - 10 - Waterfronts profit from international networking**

Lee, Yuet

Date: 4 February, 2010
Interviewer(s): Eric Rosendahl, Alexander Muir

General Information of Interviewee

Name: Yuet Lee
Company/Organisation: Lee Yuet & Associates
Position: Owner

The government always sides with land developers, which is why the waterfront isn't very good.

The PLA building on HK Island (and the surrounding area) should be turned into another cultural district across from the existing one in TST.

- Hong Kong is a beautiful harbour city, but the government is doing bad things.

What future developments are you interested in?

- Hong Kong should be upgraded, especially around the Admiralty/Wan Chai area, because City Hall and Statue Square make up the soul of the city. The China PLA building should be taken care of with a land exchange, so that the whole area there can be redeveloped into another cultural district like at TST. That way, the two cultural districts are right across from each other on the harbour. This could lead to an upgrade of TST as well.
- The developer of the Intercontinental Hotel wants to redevelop that area, most likely to put another gigantic 50-60 story housing complex right up against the waterfront, which is a terrible use of it. Buildings along the waterfront should be low-rise, and then build up step-by-step to high-rise so that views of the harbour are not blocked.
- West Kowloon area could be developed to be another financial district (like Central) because **Central is now "full" and can't hold any more large buildings because all the land is taken.**
- Norman Foster proposed putting a giant glass canopy over the Western Kowloon Cultural District. This caused a public uproar (and got Lee Yuet into waterfront development), but it still took three years to get it overturned.
- He believes that we get different insights from different groups because each proposal affects different groups differently. A promenade, for example, may conflict with **some peoples' interests**. Another example is that some people want to have an MTR **right near their home, and others don't.**
- A lot of problems could be fixed with more public engagement and better communication between government bodies/bureaus.
- He suggests we add a question mark **to the end of our project title: "Hong Kong: A Living Victoria Harbour?"**

Poon, Priscilla

Date: 4 February, 2010
Interviewer(s): Brian Berard, Santiago Lora

General Information of Interviewee

Name: Priscilla Poon, Senior Manager, Trade Services, Greater China
Emanuel Poon, Assistant Manager, Tour Development
Company/Organisation: Hong Kong Tourism Board

How has tourism in Victoria Harbour changed since the handover in 1997? Are there more marine-related tourist attractions than in the past?

- We interview tourists at the airport and ask them what types of tourism activities they participated during their stay in Hong Kong
 - The number of harbour cruise users has grown from every visiting country
- Victoria Harbour is the number one asset for tourism in Hong Kong
 - It is the icon of Hong Kong
 - We promote the harbour by night and day
 - People are impressed by the skyline of the harbour
- Hong Kong has seen a changing dynamic in the mix of visitors
 - Many more Mainland China visitors each year
 - **These “short-haul”** visitors enjoy short trips around the harbour (approximately 45-60 minutes at the maximum)
 - Ten years ago, the visitors were all from Western countries
 - **These “long-haul”** visitors enjoy long sailing trips
 - Tourist boating is changing as a result
 - Shorter trips
 - Bigger boats
 - Short-haul tourists come in large tour groups
 - Long-haul tourists come in smaller groups
 - Ferries are becoming seen navigating in our harbour in addition to junks
- In 2006, Hong Kong added the Symphony of Lights
 - At first, it was only on the Hong Kong Island side, so people would watch from shore
- In 2007, the Kowloon side joined the Symphony of Lights
 - The best vantage is to watch from boats so that they can see both sides of the harbour
 - More and more boat trips occur during the light show

Can you increase the number of tourist activities in the harbour?

- Victoria Harbour is not a recreational harbour
- When we organized the dragon boat races, it required closure of certain part of the harbour.

Do we have enough piers? Are they any good?

- Most tourists are located in the hotels in Central, Causeway Bay, Tsim Sha Tsui, Hung Hom, and North Point
 - Piers near the tourist areas will be convenient
- **Public ferries can't make use of public piers landing steps as they are double or triple decked.**
 - Public ferries have piers at North Point, Hung Hom, Kowloon City, and Piers 3, 4, and 5
 - These piers are leased from the government
- Subject to lease conditions, these piers can share use between passenger ferries and tourist ferries
- It is the responsibility of the ferry owner to maintain the piers

How are other facilities?

- Landing steps are used by both locals and tourist services
- Hong Kong citizens constantly see the harbour
 - **It's convenient to get to, but locals prefer to travel to the outlying islands instead**
 - **They board boats in the harbour because it's nearby, and then they leave the harbour**
- Mainland visitors live inland, and they love to see the harbour to experience Victoria Harbour

What kinds of services occur in Hong Kong?

- Every night between 5-8pm, casino boats begin boarding
 - They use small shuttle boats to bring passengers to the anchorage where the cruise ship is parked
 - There are a few large casino ships that leaving Hong Kong for high sea cruise
- Saturdays and Sundays in the summer months are very busy with dining cruises, party boats, charter boats, etc.
- Any signs at piers are illegal
 - No hawking without a license, but no license exists for this type of sale
 - These services need commercial space to sell tickets, but there is currently no such place
- Not only tourists enjoy harbour tours
 - Companies will charter boats for corporate cocktail parties
 - Dinner parties

Simpson, Mike

Date: 19 February, 2010
Interviewer(s): Jarrad Fallon, Eric Rosendahl

General Information of Interviewee

Name: Mike Simpson
Company/Organisation: Simpson Marine
Position: Managing Director

In your expert opinion, what are the primary obstacles in developing land on the waterfront in Hong Kong?

- The government is slow to make up their mind. Thinks reclamation is an important issue, and it comes down to what is the harbour? It is Hong Kong's most valuable asset, but it's totally underutilized compared to any other waterfront community in the world, such as Sidney.

Do you think more reclamation is required to make improvements to the harbour?

- If they reclaim land for the common good that it would be the first good reclamation of land.
- They should stop further encroachments in the harbour for commercial uses.

What facilities do you think are necessary or would like to see in the future of Victoria Harbour?

- Instead of creating a cruise ship terminal, make a public place where super yachts can dock; you would have much higher revenue generated.
- Claims that there is not a single public marina in all of HK (would like to see more)
- The Kai Tak sheltered water for rowing is a good idea.

What is the government's overall vision for the future of the waterfront?

- If you think about any city on the water, they have made something of the waterfront, activities and such, and it becomes the heart of the city, but HK does not have that vision.
- Looking at Singapore, their development was stunted, but now they are allowing new development and it is starting to flourish.
- Comparing Hong Kong and Singapore, they are very similar, however Singapore has a vision of being the Monaco of the east, and so they have created super yacht associations because they can see that this will benefit their people. Hong Kong is doing nothing, they need to develop an independent vision of what they want to do.
- Need to look beyond the local opinion for developing the waterfront so you can get past the lack-lustre promenades.
- They are looking at what they have now and they see it as sufficient (facilities), but they lack the vision to see the potential. At this point they are not even playing catch up, just being ignorant of what others are doing.

How can sheltered water be better utilized?

- Every ship must have space in a typhoon shelter, but they are generally only half full, think that they should give it to a developer and have them redevelop it for yacht users because yacht use is fading away.

What are the demographics for marine users?

- Most of yacht buyers are from mainland China, some Hong Kong Chinese and expats.

Additional Information

- In Oakland when the Americas cup came through, super yachts accounted for 14 times more revenue than cruise ships.
- HK has most developed yacht market in all of Asia, but it is now stagnant.
- **Developing marinas is seen as helping the rich, so it's politically negative; however** it realistically generates revenue for all the surrounding people through the trickledown effect. **The “trickledown effect” accounts for 6-10 times** the initial money spent for yachting or whatever industry.
- Would like to see a public boat show, but wont because of the competing private interests. This is preventing Hong Kong from being seen as a maritime community.
- All of their business and efforts (Simpson marine) are moving to **China, “Hong Kong is handing over a huge business opportunity to china”**

Smith, Garry

Date: 9 February, 2010
Interviewer(s): Alexander Muir, Becky Yang

General Information of Interviewee

Name: Garry Smith
Company/Organisation: Saffron Cruise and Saffron Marina
Position: Managing Director

Summary of Key Points

- Hong Kong has Discovery Bay marina, which they have chosen to live on water rather than of land, because of better properties, facilities, and lifestyle. For six million dollars, you can get 1,100 square metres with 4-5 bedrooms with their money than living in the high-rises on land.
 - **The problem is that it's full**
- Could sell probably 50% more boats if there were more marinas.
- One good thing is the cruise line that is coming into the old Kai Tak. **Queen Mary II can't, and it stops at Tsing Yi. Sydney Harbour is beautiful, and then you come to Hong Kong and its "container pretty."** Hong Kong now hardly gets any traffic through here.
- **It's a destination; it's not just about the waterfront. Victoria Harbour is a fantastic place, it's iconic, there's no harbour like it. I don't understand their angle whatsoever.**
- **Same as Roger Tupper... putting boats, stern to shore, if it was able to be sheltered somehow. The pointed walk way is perfect for it. Sheltered water (where Alex pointed) would be ideal. There's a speed limit where the area that's talked about is.** Designed it so if the bigger boats were parallel, they would act as a wave breaker for the little boats.
- The little entrance next to the Yacht Club is great for demos and exhibitions. Jet Ski races are there. Extreme Yachts came in to park in there. Hong Kong is about high fliers and stuff like that.
- **The Exhibition Centre needs these... yachts on either side. For lunch, get out on a yacht.** The Centre is where all people come. Take it to the next stage further, and it would be awesome to have something there.
- **Why don't they put a cheap pontoon system in with power and water, instead of \$65,000 blocks of concrete with a rope? With Aberdeen at least, they're trying to work something out now. They totally missed the mark by kilometres. You can either leave your boat and pay \$880 a month to the government, or if they just put a walkway in, even if they donate half of it, and you pay \$6,000... They can make more money, more beneficial, and there be better boats there. There's a development in Aberdeen and it's the place to be.**
- **The government said because they have to move because they're going to move all the boats from Causeway Bay to the bypass, they need to organize it. But all they're going to make more of the same thing. Instead of doing it properly by putting moorings in. I'd be willing to put the moorings in if they give me the right to manage it. If they want to pay \$880 for the block of concrete, I'll pay them double for that, and I'll pay for the infrastructure, and then I'll charge be able to charge whatever I want people want to moor it. Nothing wrong with paying 6,000 for a 50 foot boat and at the moment they're paying \$1200 for a 60 foot boat. If they did (what I suggested) they'll have power and water they could get money from, the boats will be in better condition. It's just a win-win situation. Discovery Bay Marina is an example of how they did it right (they put pontoons in, etc). There is nobody with a clear vision in these typhoon shelter areas. There is a clear lack of vision.**
- To pass your marine license to drive a pleasure craft is 1,600 dollars. To become an estate agent is 600 dollars. These are government fees. The pass rate of marine

license is around 28%, so some people will spend thousands of dollars to get a marine license. **The government see there's money in it, but they don't take the next step** where it would be better for everybody to do this. THEY NEED A PRACTICAL EXAM to make it SAFE

- What do you think about the Harbour Protection Ordinance? Do you see
 - Protection of that has to go to a whole new level. Biggest problem with HK are the **dredges. They just comb the bottom of the ocean and collect everything. There's no chance ever you'll get growth coming back. There is no one that is self financed.** If I set up an **agency and said you're in charge for FINEING boats that pollute in HK** waters or do not have waste pump-out system etc, whatever, an what we do is keep **60% of the fines, we'll make a profit , offer a great service to HK and its self financing.**
 - **Fishing's dead! It was killed years ago. But the boats are great... turning them into floating hotels or something. Restore 20 fishing boats, and sell them as a fantastic concept in Aberdeen and museum. Forget that you'll get the fishing back. Re-educate and they won't do that.** Ideological things.
 - **Whatever you try to do, they'll spoil it by trying to spoil it by sponsorship. I just don't think there's enough government initiatives with water based projects. Hong Kong comes from the harbour... it's in their blood. Yet there's not much done with it.**
 - **Improving pier facilities in order to make them better to your interest. There's no protection, the only one is Pier 9, which... there should be break water here and develop some area.** The piers are just useless on the Kowloon side.
 - Aqua Luna that is not very successful, only to finance the restaurants. The actual boats themselves are loss makers. (8:58 left)
 - Cheung Chau is a great outlying island that has great seafood, but where do you park **your boat? Why don't they think of building a jetty for boats that come through the day and that will spend a shitload of money at the restaurant? And then get on the boat and home? There is nowhere in Hong Kong that is boat friendly except for Lamma, which everybody has done a million times and even still that's not that friendly. It's just a public pier where you just drop off people on junk trips. Private boats need destinations.**
 - Sand barges, put beautiful sand in and put music systems. Have some sort of facility and all the boats dock along side. And go and have different destinations. Can have decent food, chill out, walk around the platform and walk around see these beautiful boats that would be moored up. A floating BBQ area. Each month it could be a different hotel group or catering company that hosts it.
 - **Standing in his way of doing this... something he would put together, but licenses granted, would I get mooring space for it, would we be allowed to move it, what kind of notices we gave. The logistics of it would just stop it and make it not doable, when really it shouldn't be a big issue. Where would you go with this proposal?**
 - This is probably obvious, but how much better would Hong Kong be with better waters? It just embarrasses me that there are all these beautiful boats, but you have to sail 100 kilometres before you see blue water.
 - There should be initiatives to tell boat cleaners not to use soap and chemicals. **Fishing boats... no sustainability, never given a chance to come back. They go out to sea and they come back. And even with their Styrofoam lunchboxes, they'll just throw over the side. There's no education.**
 - Aberdeen could be a fantastic place. A hotel on the water down there for changing it to proper pontoons, start to get decent looking boats instead of half drowning... everyone could benefit from it. Government makes money, better facilities, etc.
-

Questions

Do you think there's a demand for living inside the harbour?

- There's a demand for boating spaces and moorings anywhere. One of the biggest weaknesses seen for boating is that there are over 3,000 boats in Hong Kong (some worth over \$20 million US dollars), yet there is no international boat share in existence. Monte Carlo's marina should be put where the RHKYC is and a walkabout should be made. The country would get a lot of money with international boat show, especially when more manufacturers are going to China nowadays. It's one area that is so blind to see that it could help in a million angles and move all these beautiful boats from Aberdeen into the harbour and make it a world-class city.

From your perspective, do you see the facilities (land/water interfaces) as holding you back more?

- One problem is that the harbour got much narrower; causing a sort of washing machine effect with the water... water is banging up against the side. There needs to be some way to shelter that; currently it has not been done very well. I don't want to go there and smash my boats. Try to get people from not getting on boats on the harbour, because it's dangerous. To ask people to get on at TST is not good.

If I were to charter a boat, where would you suggest I get on?

- To charter a boat, get on at Aberdeen or at RHKYC instead, which at least goes into a marina that is protected. There should be a central protected area where it's ideal. In the summer, we have 30 boats out a weekend. It's dangerous at the moment; the harbour could be full of boats. They're not thinking of the logistics of what is actually happening. There are plenty of piers, but they're not practical piers.
- To get from Aberdeen to the harbour is about an hour. The problem coming through is that they have to pass through where all the Macau ferries are, and they're leaving at a 5-10 minute interval and going 28 knots. We're trying to keep them out of the harbour, because it's dangerous. It's more risky for us, but well, that's the place it should be.
- There's no way for them to keep the boats. It would be great if RHKYC was a bigger area. Shau Kei Wan would be a good place, but it's just so rundown and smelly. East side of Central is just suicide. Hung Ham Fairway is the most underutilized area.

Do you see your charter operations more tourists based or a lot of locals that just don't have boats?

- It's a lot of locals... about 80/20... the locals have birthday needs, leaving parties, weekend trips out, reunions. You work hard in Hong Kong, so during the weekend you want to go out, have a good time and charter your own boat. When tourists come, they're usually here in small numbers, so they want to go on a water taxi. They don't allow us to really market and advertise and set something up. You can't have anything if it's not there all the time. People who walk past don't see anything don't see anything that exists. If you're there and there's no traffic, why do it?
- Mainly English based, not a complete picture.

What are the demographics for boat share operations?

- The boat shares are not really taking off (Saffron Marina). It's very difficult. Boat share doesn't work. It's a nice concept, but it just doesn't work. It's too much of a problem where it's like communism works in theory but not in practice.

Have you seen an increase in demand for leisure vessels in the last few years, either in terms of your chartering or people who want to buy boats?

- Definitely, not long enough to give realistic figures, but what we've seen is a higher demand for quality boats. Before it would be typical wooden junk with a local and his wife. Now it's more to a cruiser with high quality food and beverage on there, entertainment systems, and iPods, and much higher quality service and they expect that. The boats are in better condition, and the expectations got higher. Junks are still popular with the younger ones, but cruisers have now got into play.

What about your boat building operations?

- Where would you put them with the lack of marina?

What about Hong Kong having a sort of port authority (like San Francisco)?

- Marine Dept is great, but there should be a government department for either luxury vessels or vessel crafting that tie in with lifestyle. There should have someone in charge of that specific area, but he has to have vision himself.

Smith, Peter Cookson

Date: 3 February, 2010
Interviewer(s): Santiago Lora, Brian Berard

General Information of Interviewee

Name: Peter Cookson Smith
Company/Organisation: Urbis Ltd.
Position: Director

Summary of Key Points

- Piers are only currently used for their utilitarian purpose. There could be a plethora of additional uses for piers that would enhance the waterfront and its surrounding area.
- The dynamics of city planning have changed in Hong Kong, but the government has yet to fully recognise this. Thirty years ago, all development focused around providing housing, removing squatter areas, and developing the New Towns. The result has been that almost half of **Hong Kong's population now live in the New Territories**. There is now an opportunity to shift the focus to regeneration. Housing complexes need upgrades, residential areas need improvement, and recreational opportunities must increase. The changing dynamics of urban development are directly linked to the waterfront, as forms for new activities and pedestrian connections.
- The Hong Kong government has lost one of its great assets – strong leaders. Past leaders would oversee the completion of projects, and ensure that necessary projects came to be. Today, the planning and development process is overrun by bureaucracy. The government would benefit from an upgrade of the Harbour Enhancement Committee to a powerful governing entity that could ensure that harbour projects are completed. However, the catalyst of change and regeneration must come from the government, and this must mean firm commitments for the public good.
- The Protection of the Harbour Ordinance prevents any new reclamation along the harbour edge, **unless for an 'overriding public purpose'**. However it **massively** constrains the integration of necessary water-related uses along the harbour edge. The government must realise that marine activities and new pedestrian promenades etc represent an overriding public need.
- Chai Wan typhoon shelter could be converted into a marina, featuring a large waterfront promenade on all three sides.
- The WPI project team represents an entirely new voice in Hong Kong.
- It is an opportunity to state facts and make suggestions and proposals in an uncompromised way.

We've heard that you're currently conducting a study on Island East. Could you please explain to us the goals, methods, and desired outcomes for the project?

- The idea behind the study is to analyse the area from Causeway Bay to Chai Wan – about 5km of coastline
 - We wish to see if it is feasible to create a pedestrian walkway and related activity nodes that extends the length of the study area
 - We are looking at the issues and oppositions to connecting inland areas to the waterfront
 - There is currently a severe lack of connectivity, and getting to the waterfront is quite difficult
 - Roads and railway corridors separate some of the densest areas in Hong Kong from the waterfront, e.g. Yau Ma Tei, Mong Kok and Sham Shui Po. We need to look at this situation proactively, and propose a new waterfront district, and possibly a revitalised West Kowloon typhoon shelter, as a strong

waterfront recreational focus, linked back into the older districts.

Does the Island East proposal contain any plans for land/water interfaces?

- The area under the study already contains a few operational ferry piers, but they are largely utilitarian.
 - **It's highly doubtful that more piers will be built**
 - That is, of course, unless the government needs additional piers for new service.
 - Current piers are only utilitarian structures
 - **There's a whole plethora of other uses possible for them**

How do you go about proposing a project to the government?

- The problem with regard to the harbour is that there is no overriding vision.
 - Thirty years ago, the government focused on building new houses and developing the New Towns
 - Nowadays, studies are all done separately
 - **They focus on questions such as, "What can we do?" and "What problems are there?" rather than, "How can we make this happen?"**
- Sydney, Singapore, and San Francisco all have one type of overriding Authority to manage their waterfronts
- The current process in Hong Kong involves a series of long-winded consultation
 - The development process requires public consultation, **but the public doesn't** know how to comment, and there is no real way to reconcile comments.
 - Pamphlets are developed for public distribution, and comments are collected
 - The government spends large amounts of time analysing every comment, but does not then make clear statements of intent.
 - **The tail wags the dog** – the consultation controls the planning process, but this is not real public engagement or participation.
 - After 18 months, you have developed all of your plans with the considerations provided by every party involved, backup plans, and feasibility studies
 - The recommendations go to the planning committees involved, so it is likely that visionary proposals are watered down every step of the way, or possibly abandoned altogether.
- In the Western World, planning works with the communities, but not with every single member of the population
- The government should take responsibility and set out a comprehensive vision for the waterfront
 - It would foster a better development process
- Development along the waterfront is to provide amenities for the people
 - **It's not talking about a sensitive issue such as knocking down existing** buildings, so clearly there has to be some level of compromise.
- The Protection of the Harbour Ordinance causes a huge problem in waterfront development
 - It is far too Draconian
 - Reclamation in Yau Ma Tei should be acceptable. It would enhance the **WKCD, and it's not even in the Central Harbour (where the real reclamation** problem was)
 - The PHO has fostered straight, featureless areas
 - **It's time** for common sense
- The Island East objectives are impossible to achieve in practice without a challenge to the Protection of the Harbour Ordinance
 - One would think that a beautiful, functional waterfront would represent an overriding public need
- No previous study has examined such a large area of existing waterfront in depth.

- This study may be the first to succeed

What can be done to push a project through to completion?

- There really is no answer to that question
- Young people from Hong Kong travel to places like Sydney, Shanghai, and San Francisco and wonder “Why aren’t we doing this?” or “Why don’t we have this?”
 - **It’s because these places have strong leaders, who have a vision and set agendas**
- Hong Kong has lost one of its major assets from the past – strong decision makers
 - **People don’t stand up for what they believe in**
- Hong Kong should be looking at development in a more proactive fashion
 - Regenerating the waterfront of Hong Kong should be top priority
 - Hong Kong can and should be the best harbour in the world
- One EXPECTS to see marine uses in a harbour
- There are great opportunities in Hong Kong, but the system demands a joint connected effort among all government departments to make it happen, and there is nothing or no-one driving this to make bold moves

Have your experiences provided you with “Good Planning Principles” for waterfront developments?

- As Consultants we of course bring our own knowledge and experience to bear
- Hong Kong has some Planning Principles
 - The HEC came into being 3 years ago, but
 - They have no power over the waterfront whatsoever – only an informed voice
 - **It’s likely to evolve into something else**
 - There have been people that have proposed an overall governing authority, but the future of the HEC is up to the Secretary for Development
- Planning in urban areas is a funny business
 - 20 years ago, there was no Planning Department
 - Now there is a huge one, but planning in the urban area is more to do with urban management than urban design
 - Urban areas are managed by zoning, which is an incredibly simplistic way to look at the complexities involved in the urban area
 - **Urban design doesn’t even enter into the equation**
 - The current emphasis on zoning causes the government to focus on efficiency and not on urban design
 - Redevelopment is being done mechanically
 - **Good ports around the world have an air of informality. That’s what makes them good**
 - Lands and financial criteria govern everything
- Hong Kong is missing a valuable opportunity
 - How can you improve an area through design?
- Kai Tak is being developed like the New Towns
 - Very expedient
- The Lands Department can put land packages on the market where and when they want them, not necessarily as components of a coherent plan
- **Hong Kong’s planning and urban design process is 5% design and 95% bureaucracy**
- If you want an exciting waterfront, we need to be bold
- Public and private sectors must work together
- Animate a place for the public
 - Look at the bigger picture
 - Water basins are for public enjoyment and need to gradually focus on this

- Find new uses for piers
- **Nothing says “harbour” better than active waterfronts, which embody a strong recreational interface with marine activity.**

Other Thoughts:

- There is currently no proposed district plan for the West Kowloon Cultural District
 - **It shouldn't just be a cultural, it should be mixed-use**
- The essential planning problems in Hong Kong have changed over the past 30 years
 - The population in Hong Kong is static now
 - Massive new housing and new town projects are no longer required
 - Urban densities have gone down
 - Redevelopment is the new issue
- Mong Kong and Yau Ma Tei are filled with over-crowded and extremely poor conditions
 - The Urban Renewal Authority is not working sufficiently to resolve this, nor is it looking properly at regeneration. Instead its main focus is on comprehensive redevelopment which wipes out older communities and areas of heritage
- Regeneration of older residential areas should be linked to regeneration of the waterfront
- The typhoon shelter in Chai Wan could be regenerated into a pedestrian area and water based recreation, tall ship mooring and leisure boat anchorages
 - The old warehouses nearby have been large converted for office function
 - It is unlikely that business from the Kwun Tong PCWA will move to Chai Wan
 - The fishing boat moorings should be preserved, but better facilitated
 - Recreational areas should fill the waterfront
- Now is the time to look at the Eastern Harbour for recreational uses
 - Cargo work is shifting West
 - There is space for the development of recreational marine uses
- The Harbour Authority is moving in the right direction
 - Build momentum
- If you think of the harbour as a jigsaw puzzle, the government is just throwing pieces randomly on the table, except these pieces are glued down. They should be working to assemble the entire puzzle in the correct order.
- The WPI **team presents an ‘outside’ voice** – it is sensibly examining and evaluating all the issues first, but should not be necessarily restricted by too many constraints. It should establish priority and opportunity areas, and realms of continuity with a series of imaginative recreational – oriented nodes to generate identity and diversity around the harbour.

Tupper, Roger

Date: 2 February, 2010
Interviewer(s): Alexander Muir, Alexander Wong, Jarrad Fallon

General Information of Interviewee

Name: Roger Tupper
Company/Organisation: Marine Department
Position: Director

Also present: Mr. Paul Zimmerman
Mr. Ping Zou
Mr. Adam Lai

Is the Vessel Traffic Centre (VTC) only for commercial vessels in VH?

- The VTC is for all vessels in VH in that it provides for safety of navigation.
 - It is used to track larger ships,
 - Smaller boats have patrol craft tracking them
 - Eastern VH has very few ships → primarily cruise ships,
 - Most vessels carry AIS
 - VTC is able to handle small vessels and mega-yachts that have AIS

Are cruise vessels permitted to enter the Western Harbour?

- The commercial hub of the harbour is in the west which accommodates most cargo ships leaving the eastern harbour with light traffic. Vessels exceeding 120 m in length require special permission to cross through the central harbour from west to east.
 - Cruise ships are the major ships that transit and almost always receive permission
- Even if more Mega-yachts are expected they would remain a small percentage of overall harbour traffic
 - Given their size they are treated the same as any other vessel entering or leaving VH
 - At peak times at dawn and dusk the VTC convoy ships enter and exit allocated 5 minute slots between vessels for safety and efficiency.
- Cruise vessels have approximately 8.5-9 m draft
 - Central harbour passage has a limit at 11 m draft because of the tunnels
 - For cruise ships coming in from Kwai Chung area and proceeding through the harbour, buoys have to be moved in order to increase the turning area needed by those vessels

Which department handles which aspect of the Harbour?

- CEDD handles affairs to do with dredging, maintenance, and reclamation
- Home Affairs Bureau handles recreational policy
- Should talk to the Commerce and Economic Development Bureau and Jonathan McKinley from the Leisure and Cultural Services Department (LCSD)

We have found that many port cities around the world have centralized port authorities, has Hong Kong considered consolidating its many departments that have some degree of influence in the development of VH?

- There are many forms of port authorities, there is no one single type that will be suitable for all harbours

- London is very similar to HK: where land is controlled by a land agency and the Port Authority, only controls the ship movement
- HK has considered a unified port and port land authority
 - Present arrangements were considered sufficient at that time
 - Land management falls under one of a number of government agencies or private owner of each part of the waterfront
- One must think about what is the desired objective and then decide on the method of achieving that goal
- District councils are doing a good job because each one is involved in the territory they represent
 - Fewer objections to its plans from within its district
- In HK large strategy ideas are proposed, but effective consultation of the affected people on such a large scale has proven problematic.
 - Each district should be able to determine its own plans for the waterfront
 - Larger design strategies should then integrate the district plans to provide a cohesive whole.
 - Everybody should have access to the waterfront but local opinion should have a lot of influence on the outcome
 - You need to prove what you are doing in the harbour is a good idea

What are the regulations governing typhoon shelter usage and moorings?

- Cannot create land by doing water reclamation unless it can be proven to be essential
 - Build a ferry pier at the WKCD
- Vessel licenses are for safety purposes, include access to typhoon shelters
 - Everyone has access to typhoon shelters
 - Some use them as their base of operations
 - Yau Ma Tei primarily for commercial vessels, Causeway Bay for pleasure crafts, Shau Kei Wan for fishing community
 - Vessels do not have to leave the typhoon shelters after the typhoon warning has passed however in shelters not used as a base such as Kwun Tong they do leave.
 - Cannot establish a private mooring within the typhoon shelters without special license
 - If typhoon shelter space is to be reassigned it is necessary to provide an equal amount of typhoon shelter space elsewhere in compensation
 - Sam Ka Tsuen
- Moorings require licenses
 - There are very few inside of typhoon shelters
 - Usually no allowed in typhoon shelters
 - Some dolphins provided for public use
 - Some moorings for ferries placed near the entrances of typhoon shelters
- Boat people cannot be moved unless an agreed alternative is provided i.e. space or compensation.
 - Should be encouraged to upgrade their sampan operations, possible turn the area into a marina
 - Do not have official rights to moor in typhoon shelters but they have historical ties to the area
 - Would need their support (local support) to get redevelopment done

How will the boats at the Causeway Bay typhoon shelter be affected by the Central/Wan Chai Bypass project?

- Boats in Causeway Bay are being moved to Aberdeen for the Central/Wan Chai project
 - MarDep fought to have better marina style moorings provided after the development but lost
 - 350 boats being sent there for 6 years

What is the feasibility of building marinas in the Harbour?

- Marinas are part of land development → not considered worthwhile because a land rights around the marina are required as well
- Yau Tong Bay could be made for municipal use through private development (though not likely)
 - Requires a lease on the seabed from Lands Department
- Movement towards pontoons and away from sinkers
 - Need lease from Lands Department and approval from MarDep (would be given as long as more moorings are being created)
 - Hebe Haven Marina is an example

What do you think about rowing activities at Kai Tak?

- Kai Tak area is suitable for rowing activities
 - Requires 1000 m
 - Would not infringe on typhoon shelter space
 - Sluice gates are ok to build
 - Would need to move the breakwater to protect the ex-PCWA from typhoons
- VH should have different thing happening on the water to add to the visual appeal

We saw a boat graveyard at the To Kwa Wan typhoon shelter, what will happen to the boats there?

- To Kwa Wan is not a boat graveyard
 - Vessels are to be re-serviced for use and are awaiting marine works such as reclamation and bridge construction.

The commercial users at the Stakeholder Conference were reporting insufficient access to typhoon shelters within VH.

- Typhoon shelter at Hai Ling Zou can allow ships up to 75 m in length as opposed to the 50 m restriction in other typhoon shelters
 - Commercial operators dislike the location because of distance, lost working time
 - Seafloor is not rocky as they claim, actually quite sandy
- Can setup public access interface to Yau Ma Tei PCWA for the public to observe port operations

What about developing the Kennedy Town waterfront for commercial and recreational uses?

- Kennedy Town can potentially be mixed-use
 - Would need public transit to that area
 - Short/medium term use will be as a barging point
 - Send supplies to outlying islands as a long term use

- Could take passengers out at a later point, more important to maintain commercial links

Another person we have interviewed talked about potentially using waterfront space at Central for large yachts.

- Hung Hom pier can be used for water taxis
- Can get government allocated land on HKI to build pontoon infrastructure, “Mediterranean moor” for docking space for visiting ships such as yachts
 - Require permission to moor
 - Charge time-based mooring fee for use
 - Ensure safety
 - Figure out how to manage the boats that use it

Can fuelling stations be established elsewhere in the harbour?

- Nowhere else but Tsuen Wan and Tsing Yi Channel for oil tankers to go
 - Area is quasi-industrial, despite having extensive promenades

How have the numbers of different types of ships in VH changed?

- Commercial licenses
 - Fishing fleet vessel numbers are down
 - Cargo ships down in number, but increase in size
 - Number of launches and ferries stable, larger in size
 - More catamarans being used
 - Pleasure craft numbers up

What should be done about the number of PCWAs in the Inner Harbour?

- PCWA berths are allocated for 3 years at a time to operators, have to be reserved
 - Number of PCWAs going down, existing ones have to absorb operators from one that are being closed
 - Cha Kwo Ling and Kwun Tong being closed in 2-5 years
 - Statistics are going to be skewed until after that

We heard of plans to centralize the refuse collection network.

- Recycling being shifted to Chai Wan
- MarDep contracted someone for vessels to clear refuse from the water
 - Contractor also visits typhoon shelters to collect refuse from ships
 - Small boats → large boats → trucks → landfill

Should new public piers and docks be built?

- Public piers should be built where there is expected to be a hub of activity for water taxis to use.
 - Off Convention Centre, WKCD, Avenue of Stars (TST East), Kai Tak
 - Ferry piers in Central are underused
 - Higher fees = fewer patrons
 - Do not need new ones on Kowloon

What are the regulations for chartering boats?

- Harbour/dining cruises sometimes use pleasure vessels
 - Pleasure crafts are for personal use only
 - Can use converted ferries and other passenger-carrying vessels

- Ticketing for ferries and other passenger-carrying vessels can be sold anywhere
- Chartered boats have more insurance, are safer, and are more comfortable than boats of other classes
 - Vessels must be surveyed before being allowed to charter use

Wilson, Robert

Date: 5 February, 2010
Interviewer(s): Santiago Lora, Brian Berard

General Information of Interviewee

Name: Robert Wilson
Company/Organisation: Hong Kong, China Rowing Association
Position: President

Summary of Key Points

- Kai Tak offers the potential to create an international course for rowing, canoeing, dragon boating and other water sports and activities by using the sheltered water that is already there. The project proposes enclosure of the area with a breakwater. Sluice gates would create a flushing system that would forcibly replace the water in the basin with each rise and fall of the tide, thus helping to clean up and maintain the water in the basin in a healthy condition.
- It is important to make water sports available for people near to where they live. **People don't want to go somewhere remote for daily sport practice.**
- Sport facilities in Hong Kong should be built and maintained by the government, but activity should be organized by the community through sports clubs. The government appears not to understand that sports is a social activity that people like to do with their friends and that it is best organized by the people themselves and that they do not need it to be organized by the government.
- Rowing participation has increased. Rowing at Sha Tin began in 1982 and has grown from 25 rowers to more than 2,000 today.

How has rowing participation changed in the last years?

- Rowing was introduced at the earliest time of Hong Kong being a British colony.
- The Hong Kong Amateur Rowing Association was set up in 1978. Today, two big rowing centres are located in Sha Tin which has grown to have more than 2,000 members. Now the Association is seeking to expand by building a rowing course that follows international standards from the International Rowing Federation. This course not only requires the water space, but also appropriate land facilities.
- A 5 million study was done to determine the feasibility of making an international rowing course at Sha Tin. The proposal required building an inflatable dam to prevent tidal flow. This was opposed by the Environmental Protection Departments on environmental grounds. The objection appears ill-founded, since the proposal was to raise the inflatable dam only for about a week during major competition and this would not be environmentally damaging. The idea of locating a course in a reservoir has been opposed by the Water Supplies Department, although such courses are common in the rest of the world and are environmentally compatible with reservoir operation, so this objection also seems to have no merit.

Could you explain to us the project proposal for the rowing course at Kai Tak?

- Kai Tak site offers the potential to become a major international course by using the sheltered water that is already there. The project proposes enclosing of the area with a breakwater and some sluice gates which would control the tidal flow. Sluice gates located at the southern end of the old airport runway would allow clean water coming from the Lei Yue Mun channel to enter the basin when the tide is rising. When the tide is falling, water in the basin would be expelled through another sluice /channel that would be open through/under the runway north section and into the To Kwa Wan typhoon shelter. This would create a flushing system that twice daily would take millions of cubic metres of clean water into the basin, and expel the same amount of

water into the typhoon shelter, thereby cleaning the water inside the basin and improving tidal flushing of the To Kwa Wan typhoon shelter.

- The government Planning Department previously said the Kai Tak Approach Channel is too polluted for water sports, but the same was said about Sha Tin, and there all the pollution problems have been solved. Sha Tin had terrible pollution from pig and chicken farms, old local sewage systems, dyeing and plating factories and sludge from water treatment works, but the government took care of all this and now the water is very clean. The Sha Tin water area is 4 times bigger than Kai Tak! In conjunction with other remediation methods, the tidal flushing system will create a clean water basin acceptable for sport.
- This course, apart from holding major regattas, would be used daily for a variety of water sports and be a major recreational facility for the community.
- The project to build a sports stadium at Kai Tak and the new MTR station would create the necessary accessibility.
- The breakwater would be reclamation under the Protection of the Harbour Ordinance. People supporting the PHO have said that they have no problem in allowing the breakwater in order to have a clean water sports area and to transform an area that has been notoriously polluted into an outstanding water park for public use and enjoyment, both on the water and in a landscaped area surrounding the basin.

How would these facilities be managed, is it like a private club?

- **No, I don't like to talk about this as "private" since everyone should be able to use the water sports centre by joining one of the clubs based there.** Water sports obviously carry a certain level of risk and for safety reasons people need to be able to swim and have a certain level of technical proficiency and training before they can go out on the water. Community based clubs and their associated national sports associations are the best means of delivering water sports to the general public.
- I would like Hong Kong to follow the example of European countries, where, for example in Denmark it's **the responsibility of the local governments to build and maintain sport facilities**, but activities are managed by sports clubs. Denmark has a sports system that works beautifully; they have won dozens of Olympic medals and world championships in many different sports, and more than 35% of the population belong to sports clubs.
- Hong Kong has a failed sports system due to the government trying to run sport itself instead of letting the community get on with it.
- In Europe kids practice sports every afternoon after school by going to one or other of their many local sports clubs. Direct organisation of sport by schools has many disadvantages, not the least of which is the huge dropout rate when kids leave school. This is another benefit of clubs, because children can join when they are very young and continue to take part throughout their life without any break in continuity of organisation. Nothing changes when they leave school; they continue to develop within the club, all the way up to national level if they have the talent and the desire and this is something that is not possible when the government tries to organize activity.
- Following the European system, sport facilities in Hong Kong should be built and maintained by the government. The sports facilities run by the LCSD have many restrictions like not allowing boats on the water before 9 a.m. or after 4 p.m. This is **because the government doesn't understand the needs of the community and does not know that sport is a social activity that people prefer to do with their friends and not by signing up for some government organized course that leads nowhere and has nothing to do with organised sport.**
- The Kai Tak water sports centre should not be a public boating pond where you can hire a paddle boat for an hour. It should be focused on delivering properly organized instruction, training and competition for rowing, canoeing and dragon boat racing

and other water sports.

- Organisation of sport through clubs is much more effective and cost efficient than anything the government can provide. Just one of the Sha Tin rowing centres provides more activity for more people than all five government water sports centres. This shows how club managed facilities are better utilized than government managed facilities.

What is the main reason why a rowing course should be built at Kai Tak?

- Because we can make rowing and other water sports accessible to a few million people that will have easy access to this location. Hong Kong is very short of sports facilities, and the few that exist are inefficiently managed by the government. The Kai Tak water sports centre can benefit a lot of people if it is properly developed as a water park and provide other activities like cycling, walking and running by building a nicely landscaped park around the water basin. Open-air auditoriums could provide venues for plays and concerts. It would be transformational for East Kowloon.
- It is important to make water sports available for people in a close location, people **don't want to go too far** for daily sport practice.
- While there could be places in the New Territories for water sport, people from the main urban areas would only go there on weekends. Having a facility at Kai Tak would allow for extended daily use.

Is rowing participation growing?

- Yes, rowing at Sha Tin started in 1982 and has grown since then. Today, the Rowing Association has more than 2,000 members.

What will happen with the airport taxi bridge?

- We understand that the bridge is to be replaced. We just need to make sure that when it is rebuilt it they leave enough clearance under it and a wide enough clear span so that it would meet the requirements for international rowing, canoeing and dragon boat competitions.

What is the participation on these international competitions? How many people would be drawn here?

- For rowing, world championships are organized by the world rowing federation. There are several categories, the biggest one being the Masters championship which could bring around 5,000 competitors, plus their family members. Other world championships are held for juniors, under 23s and senior rowers. Then there are Asian and other championships. Canoeing and dragon boating have similar events.

Would you have to register these races with the Marine Department?

- Probably not, because this will be an enclosed basin which doesn't affect other boats movement.

Would this be a possibility for dingy sailing?

- Dinghy sailing doesn't need sheltered water and a narrow channel and would be better in the open water of the harbour. There could (should) be several dinghy sailing centres located around the harbour. One could be at North Point, under the highway (Eastern Corridor). Others could be on the western side of the old airport runway and at To Kwa Wan.

Other points mentioned

- I don't think there would be any problem in using the basin as an overflow typhoon shelter, since during typhoons no rowing would be happening, but the need for typhoon shelters seems to have diminished considerably so this might be

unnecessary.

- During heavy rain, the Nullah will send dirty water into the basin, but the tidal flushing system will quickly restore the basin to a clean state
- **Like most people, I don't see the planned cruise terminal being at a good location, but** it will not affect the water sports centre.
- I had previously proposed the use of seaplanes to ferry people to remote areas in the New Territories. The proposed seaplane business would be good for Hong Kong as long as it is not operating in the basin, where it would be incompatible with water sports activities.

Wong, Miu-Sang

Date: 28 January, 2010
Interviewer(s): Jarrad Fallon, Alexander Muir

General Information of Interviewee

Name: Miu-Sang Wong
Company/Organisation: Hong Kong Midstream Operators Association
Position: Captain

What kinds of projects or work have you done in Victoria Harbour?

- He was formerly the captain of an ocean vessel, but now is in charge of mid-stream operator's association.

What are some problems your business faces when dealing in the harbour?

- HK Container births are privately owned and operated
- Because there are so many people using the land there is a lack of space on the shoreline therefore they have need midstream site with water front and their loading and offloading operations off shore.
- To get items from the shore to the ships they have small transport ships to load up the barge offshore.
- The MSO that is almost handling Inter-Asia shipping lines and they cannot handle huge container ships.
- Because some shelter area of the hard rock seabed, **anchoring doesn't work** so typhoon shelters are not as effective or safe.
- Wong feels that the government has difficulties allocating land for everyone, and that in particular MSO gets overlooked.
- Shore facilities- MSO needs more space, the current facilities are inadequate, and there are only 2 pieces of permanent land for MSO in stone cutter island.
- Sheltered water
 - During typhoons- Yau Ma Tei, Kwun Tong, To Kwa Wan, Sheung Wan, Hei Ling Chau are where the large local vessels go and some also seek natural shelter.
 - Wong claims that government provided 150 hectares of water to house their ships in typhoon shelters but only suitable 75 hectares for them.
- Railway station
 - Wong does not think that it will work because it takes a long time to transport, the volume of transport is low and the cost is higher to transport on land.

Additional information

- The midstream operations that captain Wong is in charge of only exports, not importing and they cannot handle large container ships.
- Almost all cargo is produced in mainland (#1 factory in the world), and that MSO business will go down because of mainland development of container ports, however HK is a duty free port and mainland is not, therefore they will continue to have business.
- They have lost a good portion of their business to Shenzhen/Guangdong.
- HK is at a disadvantage because land is very expensive; cost of labour is higher, so HK lost a lot of business to Pearl River delta operations.

- **HK is the only place that has MSO, others have tried but the “labour’s regulation is unsafe so it doesn’t end up working.**
- HK shipping is going down because of other surrounding ports; a lot of business is going to Mainland, China.
- HK costs about 1600/container where most others cost 1000/container
- Their largest barge is 49.5 metres, because at 50 metres **they can’t enter** PCWA and the max draft is -5 metres (government mandated)

Yick, Frankie

Date: 3 February, 2010
Interviewer(s): Alexander Muir, Alexander Wong

General Information of Interviewee

Name: Frankie Yick
Company/Organisation: Wharf Limited.
Position: Director

Also Present: Mabel Lam - Wheelock Properties

How does the Star Ferry compare as a form of transportation relative to the other services such as the MTR?

- The Star Ferry has existed for 110 years
 - It is a supplementary service; main focus of the government is on the MTR system
 - People also take the busses
 - Needs more feeder services to bring passengers to the piers
 - Government thought of removing the franchise designation from Star Ferry but gave up because it is a heritage
 - Franchise → 10-15 years (currently set at 10 years)
 - License → 3 years

What percentage of the passengers are tourists?

- Over 30% of the users are tourists, rest are daily commuters
 - More competition and declining patronage → possibly focus more on tourists
 - Approx. 65% of income is from fare box
 - Star Ferry has a separate license for the harbour tour service
 - Converted from a ferry and has an open air deck
 - Star Ferry is using 4 piers: TST, Central, Wan Chai, and Hung Hom
 - Inner Harbour tour goes through all 4 piers in 1 hour

What are your thoughts on recreational boating in VH?

- VH is very crowded, more marine activities are ill-advised
 - More and more high-speed ferries without seawalls = choppy waters
 - Improved breakwater technology being implemented now

What type of fuel do the ferries run on?

- Ferries run on marine light diesel
 - Safety concern too great for land-based fuel station outside of Tsing Yi because of choppy waters
 - Also use oil barges in less choppy waters
 - Hong Kong Ferry has its own fuelling station in Tai Kok Tsui.

Is the Star Ferry considering expanding any time soon?

- Government considering allowing ferry services to WKCD and Kai Tak
 - Will be based on the passenger numbers – will invest if there is business
 - Star Ferry does an annual survey on the passengers
 - Relies on local university students; numbers may be skewed because they are less likely to talk to tourists because of language barrier
 - Locals are more demanding of the service, tourists just want to enjoy VH

How difficult is it to obtain fare increase approval?

- Political environment is difficult for service providers to get fare increase application approved
 - Need to get approval from Transport Department → endorsement from transport advisory committee → LegCo Transport Panel → Executive Council approval and then legislative council's - vetting

What facilities does the Star Ferry own and operate from?

- Star Ferry repairs at small shipyards on the north coast of Tsing Yi
- All piers belong to the government
 - Can raise concerns to the government only
 - Government handles repairs
 - Star Ferry spent 3 years in convincing the government to provide the new Central piers with its current look
 - Paid for an international architect firm to design – replica of 1912 style
 - Got support from the public

How has the redevelopment projects on HKI affected the Star Ferry?

- Government builds promenades to give the waterfront back to the public which SF strongly supports
- Star Ferry lost 18% of its patronage because of having to move 300 m due to the Central/Wan Chai bypass project
 - HK passengers dislike any kind of inconvenience
 - Merge between KCRC (government-owned) and underground MTR to provide interchange discount which reduce the gap on fares

What about recreational boating in the Eastern Harbour?

- Eastern VH less busy, but has some commercial vessels from China
 - Yacht club weekend races considered to be dangerous, esp. for dinghies
 - Water contamination in Kai Tak waters → need more efforts to clean up
 - Waters are calm, good for water sports, little traffic, simply needs boundaries
 - Water quality major concern in all typhoon shelters, sheltered water areas
 - Wave action also something to be concerned about

Has the idea for a single port authority come up in HK before?

- Idea of a single port authority has been raised before, but thought to be too big a change for HK bureaucracy
 - Good idea but not easy for implementation
 - Could propose better coordination between different government departments

Some other interviewees we have talked to suggested building a rail system to the Kwai Chung container facility to help it remain competitive.

- Marginal growth in container industry
 - Advantages in HK gradually disappearing, China is now part of the WTO
 - A big challenge for HK to maintain as a logistics hub
 - **Most people don't see** the need for a rail system for the commercial port
 - Current demand for more land is for container port operations, using land

- for the rail system is another big challenge
- There are three terminals in the Southern China : Kwai Chung, Shenzhen East and Shenzhen West
 - Lower land costs at Shenzhen and proximity to the origin of the goods
- No change during handover
 - **2046 too far off to tell how China's policies will affect HK**
 - Substantial progress in China has been in the last 15 years
- Over time possible leisure use in Western VH when commercial industries move away from the area

What are your thoughts on moving the high-speed ferry terminal to Kennedy Town?

- Convenience issue for passengers with moving the high-speed ferry terminal to Kennedy Town
 - Road traffic at Kennedy Town area is a concern
 - Located near the Central Business District has advantage for passengers
- There is no right or wrong in redevelopment, just perception
 - Consulting with stakeholders is one of the important things to keep in mind
 - Balance between profit and public interest
- Government considering linking all promenades on HKI from North Point to Shau Kei Wan and possibly from Kwun Tong to WKCD on Kowloon
 - Can focus on improving accessibility and associated facilities on promenades
 - Nowhere to buy drinking water at Wan Chai promenade

How is the HK government management of waterfront redevelopment?

- Government needs to leave management to another organisation or else nothing would get done → private partner
 - Steering clear of waterfront development to avoid public protests
 - Project assessments did not cover all public comments
 - Wan Chai project has planned for over 10 years, government wants it to continue smoothly and finish

Are you aware of any waterfront redevelopment in Lei Yue Mun?

- There are over 20 owners at Yau Tong Bay
 - Proposal for residential complex before Harbour Protection Ordinance, but new proposal needed now because of **"no reclamation" policy**
 - Had idea for marina in the proposal
 - YTB naturally collects the refuse from VH because of its U-shape, water quality needs serious work

Appendix E: Stakeholders' Conference Outline and Results

This appendix includes the summaries of the individual discussions from each of the four tables and the summary of the final general group discussion. Where possible, we wrote the exact conversation. In addition, data provided by the stakeholders on predicted 5, 10, and 15 year trends for marine users and facilities is included in this appendix.

Event Details

Location: Royal Hong Kong Yacht Club – Chart Room

Date: 27 January, 2010

Time: 12:15 PM

Green Table

WPI Students: Alexander Muir, Eric Rosendahl

Stakeholders: Patrick Lau	District Council
Silas Liu	Planning Department
Ray Parry	Royal Hong Kong Yacht Club
Lee Yuet	Lee Yuet and Associates
Ping Zou	Marine Department

Blue Table

WPI Students: Jarrad Fallon, Lucas Scotta

Stakeholders: Maggie Brooke	Harbour Business Forum
Ian Brownlee	Masterplan Ltd.
Roger Eastham	Royal Hong Kong Yacht Club
Sujata Govada	Urban Design & Planning Consultants Limited

Red Table

WPI Students: Alexander Wong, Becky Yang

Stakeholders: Kim Lui Choi	Hong Kong Mid-Stream Operators Association Ltd.
Chi Wan Kwok	Motor Boats & Tug Boats Association Ltd.
Thomson Lee	Motor Boats & Tug Boats Association Ltd.
Bonnie Wong	Hoi Kong Container Services Co. Ltd.
Terri Ma	Designing Hong Kong Ltd.

Yellow Table

WPI Students: Briand Berard, Santiago Lora

Stakeholders: Tony Chan	Development Bureau
Horace Leung	Hong Kong Tourism Board
Patricia Poon	Harbour Business Forum
Peter Cookson Smith	Urbis Ltd.
Robert Wilson	Hong Kong, China Rowing Association
Paul Zimmerman	Designing Hong Kong Ltd.

Stakeholders' Conference Packet

MARINE USERS

Please enter 1 for increase, 2 for stay the same, 3 for decrease

Types of Vessels	5 years	10 years	15 years
Local ferries			
Cross boundary ferries			
International cruises			
Harbour cruises			
Barges, dredgers, tugs			
River cargo vessels			
Ocean-going cargo vessels			
Fishing vessels			
Floating restaurants and dining cruises			
Launches, walla wallas, water taxis			
Junks and sampans			
Yachts			
Sailboats			
Rowing, canoeing, dragon boating			
Others:			
Others:			
Others:			

Name of respondent:

MARINE FACILITIES

During our study we look for marine supporting facilities along the harbourfront.
Please mark for which users (more are needed) (sufficient) (less are needed) in Victoria Harbour.

Sheltered water for (more needed) (sufficient) (less needed)

Sheltered water for (more needed) (sufficient) (less needed)

Piers for (more needed) (sufficient) (less needed)

Piers for (more needed) (sufficient) (less needed)

Landing steps for (more needed) (sufficient) (less needed)

Docks **for** (more needed) (sufficient) (less needed)

Docks **for** (more needed) (sufficient) (less needed)

Moorings **for**..... (more needed) (sufficient) (less needed)

Moorings **for**..... (more needed) (sufficient) (less needed)

Launch facilities (slips, hoists) (more needed) (sufficient) (less needed)

Fuel stations (diesel) (more needed) (sufficient) (less needed)

Fresh water kiosks (more needed) (sufficient) (less needed)

Cargo areas/yards (more needed) (sufficient) (less needed)

Boat repair yards (more needed) (sufficient) (less needed)

Boat **storage for**..... (more needed) (sufficient) (less needed)

Club house/**parking** (more needed) (sufficient) (less needed)

Ticketing **kiosk for** (more needed) (sufficient) (less needed)

Others:

Others:

Others:

Name of respondent:

MARINE FACILITIES DESIGN

Please mark any suggested design amendments for marine facilities.

Sheltered water/typhoon shelters/bays:

Public piers:

Ferry piers:

Landing steps:

Docks:

Moorings:

Launch facilities (slips, hoists):

Fuel stations:

Fresh water kiosks:

Cargo areas/yard:

Boat repair yard:

Boat storage facilities:

Club house/parking:

Ticketing kiosks:

Others:

Name of respondent:

OBSTACLES

Please comment on licensing and others which impact your use of the harbour and harbourfront.

1. Ease/difficulty in obtaining licenses for mooring and berthing facilities in the harbour

2. Ease/difficulty in obtaining the use of harbourfront land

3. Have development projects (Central/Wan Chai Bypass, Kai Tak Cruise Terminal, etc) impacted your interest?

4. Are there facilities currently on the waterfront which you have had difficulty with because of disrepair or neglect?

5. Are there other obstacles which you have faced in promoting and expanding your interest which are not listed here?

Name of respondent:

(please use additional sheets in case there is not enough space for your responses)

Discussion Summaries

INDIVIDUAL TABLE DISCUSSIONS

Red Table

There are not enough facilities for commercial marine users

- Users have to adapt to what government decides
 - HK government ignores commercial users: does not ask their opinion, does not listen to their requests
 - Government design is unilateral
- Marine users have little bargaining power with government
 - High-rise building projects have top priority over facilities such as repair yards and boat storages which are taken from commercial users without compensation

Commercial vessels generally use area in Yau Ma Tei for typhoon shelters

- Tugboats not allowed to enter typhoon shelters
- Construction sites dump into sheltered areas and typhoon shelters
 - Sedimentation occurs → **“sandbars” in shelters**
 - Water level decreasing in such areas
- Sewage drainage into similar areas

Public/general piers being dismantled and not replaced with new ones elsewhere

- **Queen’s Pier** → example of reclaimed pier
- Piers are more useful than landing steps, more people can use them
- Not enough by government, no replacement for removed pier – such as they suggested parting/transport turn-around space in pier (not listened by government).

Ferry piers

- Should be built in different district
 - More safe for passenger (esp. in fireworks day)
 - More piers can facilitate were harbour activities (commercial).

Sheltered water/typhoon shelters/bays

- Seldom get opinion from public/users
- Political considerations, e.g. Pier 9 and 10 removed

Landing steps are a “temporary” solution

- They are walled off, isolated with no way to get anywhere
 - No land-based transportation infrastructure connected to landing steps
- Not enough, just for temporary
- Transport connect with landing steps – landing facilities/transport for tug for cargo loading; labour change shift especially not enough in Kowloon side (e.g., Tai Kok Tsui).

Cargo

- Kowloon severely lacking infrastructure for moving supplies, equipment, and even cargo to /from ships
 - Need roads and areas to park vehicles
 - Ramps extending into the water are not permitted in Victoria Harbour
- Periodic land reclamation in the past had adversely affected their access to docks in Kowloon
 - 15 years ago they had to move their facilities/interfaces, now they can move back, but their construction will take another 4 years
- Almost nonexistent land-based fuel stations

- Mainly fuels ships and tankers on the water that bring fuel out to the commercial vessels

Moorings

- Restricted for use – under control by government
- Permission to use moorings is heavily restricted
 - Current users are relatively ok – although there is a chance they can lose their access, but it is almost impossible for new users to obtain access/licenses

Fuel Stations

- Only in Sai Wan Ho. Most use floating oil barging

Insufficient freshwater kiosks

- Small boats cannot approach areas that have many of those facilities because of the wave action generated by catamarans and jetfoils
- Only in Sai Wan Ho, Yau Ma Tei, -→ big current, not suitable for small boats.
- Consider proper location

Not enough cargo handling areas

- Require calmer waters
- Many small areas incapable to handle high volumes of traffic or the large vessels that the cargo is transferred to/from
- People living nearby complain of noise and pollution, even in areas specifically designated for commercial activity such as Kwai Chung
 - Cargo handling areas around residential areas have heavy restrictions on hours of operation and schedule
 - Citizens sometimes report noise to police
- People want a pristine harbour without dirty commercial working areas and the associated vessels – they only want to see the harbour and white sailing boats/yachts
- Should not be removed just because they are unsightly
- Under utilize in Hong Kong Island, industry prefer Kowloon side (transportation cost).

Boat repair yard

- Not enough
- Real estate projects in top priority
- Always take away the facilities without replacement

Others

- Many facilities take away from marine users but no replacement
- Sometimes complaints by residents/land users
- Sand bank after raining in typhoon shelter
- Drainage put in typhoon shelter
- Typhoon shelter in Hei Ling Chau with sand base, not suitable for typhoon shelter
- **Wrong design/place “dolphin” in Yau Ma Tei typhoon shelter**

Yellow Table

- (Cookson) Current planning in Hong Kong is urban management, it's not proactive in nature.
 - **There's a major gap between ideas and implementation**
- (Wilson) Kai Tak approach channel should be made into a world-standard race course for rowing and canoeing
 - Very Polluted area
 - The government should add an enclosed basin in the area that contains a tidal flow management system
 - **This will replace the government's removal of 600 cubic metres of runway**
- (Peter) Will take us through his previous plans of the waterfront (that he's allowed to release)
 - These include feasibility studies
 - Protection of the Harbour Ordinance prevents proactive developments
- (Paul) Sheltered water is the most valuable space in Victoria Harbour
 - We must use the land along the waterfront
 - Prioritize land use for water users
 - **People in places of power don't understand boating**
 - Yau Tung Bay asks for 20m promenade
 - Only contains landing steps, nothing else
- (Cookson) Hong Kong government has no overall plan for the development of recreational facilities
 - It has great plans, but encounters problems in implementation
 - **It's not the Planning Department's fault**
- (Paul) The amount of ferries will decrease initially because there aren't as many people using the waterfront, but as the waterfront becomes more popular, they will see much greater usage
- (Cookson) The Planning Department sometimes has a bad attitude
 - **If they didn't plan it, it has no merit**
 - They have no power to implement their plans
 - **There's no integrated way of looking at things**
 - **They have "no objection", but "no authority"**
- (Wilson) The harbour used to be the most important economic resource in Hong Kong
 - **Now it's a "derelict area"**
- Out-of-territory ferries require a 10 minute walk to get to the nearest MTR station
- (Paul) No one is on the waterfront, so local water transport will decrease
 - No licenses for water taxis
 - Not allowed to just jump on a walla-walla or water taxi
 - The Lunar cannot legally sell tickets
 - It must go through a travel agent
 - Junks cannot sell tickets to individual passengers, just to organisations
- (Leung) The Marine Department reports to the Transport and Housing Bureau
- In order for the number of marine users to increase, many users must be further enabled
- (Wilson) **If you're to redevelop a typhoon shelter** for recreational uses, you need to add a yacht club, not just moorings
- (Wilson) Coastal Rowing is proving to be a popular and growing sport
- (Paul) If more marine facilities are to appear, who will manage them?
- (Wilson) there are no government facilities for rowing
 - One private club manages more water activity than five government facilities
 - Need club management

- **Rowing doesn't want to move its facilities, it wants to expand and become more available to the general public**
 - More accessible = more participation
- (Wilson) A watersports facility at Kai Tak would be used daily by everyone
 - Eastern Kowloon is exceptionally short of recreational facilities
 - **High % of people in Sha Tin using rowing facility because it's nearby**
- (Paul) Sheltered water already exists – why not make the best use of it?
- (Cookson) The addition of recreational boating is visually appealing
- (Leung) Piers and landing steps
 - Need parking, boarding, and lighting
 - No lights at landing steps in Hung Hom
 - **Ticket kiosks are needed if they're allowed**
 - **The government claims that there is “no land”**
 - Not true
- (Leung) Food market at the piers in Kennedy Town are low-usage
- (Leung) Piers that are good are license only, and public piers are in disrepair
- Need a pier in Kai Tak
- (Paul) Piers take on a new importance because of the Protection of the Harbour Ordinance
- (Leung) We need a network of well-provisioned public piers
 - All the piers currently have different managers
- (Wilson) We need more piers for dinghy sailing
 - Need hardstandings, launches, slipways, club houses
 - **Sailing doesn't necessarily need sheltered water**
 - **Launching area doesn't need to be too sheltered**
 - Waves are not a problem for sailing
- (Cookson) The Protection of the Harbour Ordinance needs amending
 - **The government says recreational uses are not an “overriding public need”**
- (Wilson) There could be a North Point and Yau Tong Bay sailing club
 - Clubs can easily share mooring space with the general public
- (Leung) Ferry piers can be better used
 - Add stories for restaurants, shops, etc.

Green Table

Marine Users

Circular ferries

Yuet: Circular ferry could only work for tourists but not Hong Kong public. Star Ferry is still enjoyable for people with time.

Perry: Agreed, tourists' experience should be more sampan than ferry-related.

Yuet: Agreed.

Lau: Marine users should be separated: tourists vs. residents.

Zou: The ferry is for residents, harbour tours are for tourists.

Lau: Local ferries should focus on transportation. Argument was that ferries should be put into transport policy. Recreation would be room to expand for transportation uses.

Liu: People prefer ferry to MTR if it's shorter or to a place that MTR doesn't go, or if it would take too much time on the MTR (such as Hung Hom to North Point). He enjoyed the Discovery Bay ferry, despite the expense. He also believes the ferry should separate tourism from transport.

Zou: Believes there will be a slow increase in ferry usage over time.

Yuet: Harbour plan needs to be looked at to see ferry service to outlying islands. When you consider the ferry services, we must consider the *Inner* Harbour. It is both a working harbour and a tourism/leisure harbour. For outlying islands, ferry should be based outside the harbour.

Parry: This depends on how the rest of the transport system changes. If the MTR and ferry work together, then the ferry traffic will increase.

Zou: If service is good, more people will ride. Can vary by many factors. At least, ferry traffic will not decrease.

Cross-border ferries

Zou: Can depend on prices. Lower prices means better use.

Yuet: The opening of the express train means these could drop.

Cruises

Yuet: Harbour may be congested after the giant cruise terminal built at Kai Tak. Pearl River Delta cities may be getting huge yachts, so RHKYC should be upgraded. Could be very congested in 10 years, so the working harbour should be moved out of the harbour.

Parry: Medium- and long-term may decrease as China becomes more and more attractive. Singapore can steal them away because they don't have a nasty harbour, and they're not far from downtown when they land.

Liu: Needs more feeder ferry terminals that would link to international terminals. If you want to go to Central, there should be a ferry that would take you directly there, so nobody has to rely on the MTR.

Yuet: A water taxi would be more "iconic Hong Kong."

Tugboats and barges

Zou: Barges will significantly increase over 10-15 years because of the works.

River cargo vessels

Zou: 2004-2008 saw volume increases, and 2008-2009 saw a decrease due to the dropping world economy. Shouldn't change much in the next 5-10 years. Everyone will be looking for greener ways of transportation. The facilities for the river cargo vessels are lacking, and must change for growth.

Yuet: Believes it should decline, as containers should go down. Was told 20 years ago that businesses drop because big container ports are just across the water. This could also be affected by the Hong Kong-Macau Bridge.

Ocean-going cargo vessels

Zou: Would decrease because ships get larger and larger. Fewer boats, but they will be bigger. Cargo volume should not decrease.

Yuet: Hong Kong cannot compete with China in cargo-handling cost, so Hong Kong's only advantage is its efficiency. However China is catching up. Thinks that cargo volumes should decrease.

Liu: Hong Kong waterfront vs. Victoria Harbour is a very important distinction to make. Cargo should be moved out of the harbour. There should be no more cargo handling *in* Victoria Harbour, but there could be an overall increase anyway.

Fishing

Zou: Decrease because there are no fish to catch!

Yuet: Fisherman are banned from fishing for 2 months a year (around September?)

Zou: Because the fish are laying eggs.

Floating restaurants and dining cruises

Yuet: Definitely great demand because harbour is nice looking. **It's very popular, and could be tied in to the cruise terminal.** I believe we are not making the best use of ferry piers, like San Francisco does.

Launches, walla-wallas, water taxis

Parry: **It's an issue of Kai Tak. There will be a need to be a support system for the cruise terminal. At the moment, it's difficult because you can't get on or off the boats. They will need this to be able to grow.**

(Motor) Yachts

Parry: Increasing demand for all types. People who already have them want bigger ones, and there are new people buying them all the time. Revenue for super yachts is huge, and if **Hong Kong doesn't get with it, then someone else will take them away.**

Yuet: The main competitor is Hai Nan Island on the southern tip of China, which is being developed as a duty-free vacation spot like Hawaii.

Rowing, canoeing, dragon boating

Parry: RHKYC does see an increase. Outriggers are the increasing trend (ocean-going).

Marine Facilities

Sheltered water

Yuet: PHO makes this very difficult.

Parry: As long as PHO exists, it could be very difficult.

Zou: **Demand is large and there's not enough shelter, but there is no place to put more. Everyone needs more shelter because it's not sufficient. "Local" vessels are smaller, and some need the shelter.** There are some other sheltered water areas outside the harbour as well.

Piers

Yuet: **Doesn't see demand for docking private boats in Central. Ideally, would like to relocate Hong Kong-Macau ferry terminal to Kennedy Town to reduce the water traffic in the Inner Harbour. Believes it's at the worst spot and causes congestion.**

Zou: Passengers may want to get directly into the city.

Yuet: MTR will have a station in Kennedy Town.

Liu: Must link to the MTR because traffic would be quite heavy around that area, or use some other type of land transport.

Landing steps

Yuet: Doesn't agree with Paul Zimmerman in some cases, because a super-accessible waterfront could at times be unsafe. Sometimes railings are needed along the water.

Parry: Lots of the "unclaimed" landing steps may be left over from original town developments. Steps are more for local vessels. It can be very difficult for lots of local communities to get to and from their boats.

Docks

Parry: Issue of reclamation and the PHO remains even with floating docks because they still cover the water.

Moorings

Zou: They are sufficient for merchant vessels, but insufficient for local and leisure boats.

Yuet: Very in-demand for yachts and that type of boat.

Landing facilities

Parry and Lau: All are on the south side, and probably sufficient.

Fuelling

Muir: Some law prohibits shore refuelling, so most do it in the western harbour?

Lau: Can do fuelling elsewhere, outside of the Inner Harbour. **Doesn't want to see fuel boats** in the Inner Harbour.

Fresh-water kiosks

Yuet: Not a problem. "Let sleeping dogs lie."

Parry: Should be left alone because it is sufficient. Good local business.

Cargo areas

Liu: Must be balanced, but locations must be convenient. Hard to do with competing uses from different users. Must find a balance. They should be at the periphery of the Inner Harbour.

Parry: Adds to vibrancy; vibrancy means mixed use. Needs industry, or else it's a park.

Boat storage

Parry: Lots of boat storage outside the harbour, not needed *in* the harbour.

Clubhouses and parking

Parry: Other areas of Hong Kong are better suited than the Inner Harbour. Inner Harbour is better for public access than club houses.

Ticketing kiosks

Yuet: Permanent structures are better than folding tables. Harbour cruise is major tourist-generating industry. Fails badly. San Francisco and Melbourne have very good reception areas. The Tourism Board would need to be shaken to get any change.

Zou: Ideally, but Hong Kong land is limited and the population is quite large. Of course they can plan it better.

Lau: Depends on how cruise ship businesses are run. Doesn't see them as organized enough to figure it out. Doesn't see anything stopping them.

Parry: Technology will dictate this. If it's octopus you won't need it for the ferry. It's the responsibility of the businesses to get their own area. They're taking the free route at the moment.

Yuet: Ocean Terminal would be the perfect place for the harbour cruise centre. They did not see this, so they have the current arrangement. But it could be fixed, in 5, 10, or 15 years if there is space set aside at the cruise terminal.

Blue Table

Major points:

1. **On the PHO - “Good reclamation” is possible. The PHO was meant to be helpful,** but it has been restrictive for things that need to happen. It has been an obstacle for needed new facilities and improvements to existing facilities; for example, it is necessary and beneficial to increase the size of typhoon shelters so they can accommodate more boats and make the harbour vibrant. The problem is less with the **ordinance itself, which allows for these things. The problem is with the government’s** policies and enforcement of the ordinance – they are too restrictive and their policies need to change. The ordinance does not need to be changed, the government needs to apply it properly.
2. **Typhoon shelters** – Need sufficient typhoon shelter space to accommodate existing vessels in the harbour, cannot facilitate growth. Some shelters are unused 350 days per year. They could be utilized for special marine events, visiting vessel mooring. Could be dual-function facilities. Many typhoon shelters lack pedestrian **access: pedestrians can’t walk along the edge of many of the typhoon shelters.** Pedestrian access is important, but lacking. For shelters with PCWAs, promenades would have to avoid the working areas for safety.
3. **Water quality** – Drainage from the land goes into typhoon shelters and makes the water quality terrible.
4. **PCWA** – less PCWAs are needed. PCWAs are very important for a diverse, vibrant harbour, but they can be modernized and centralized and better maintained.
5. **No mega-yacht facilities** – huge potential economic benefit. No current facilities.
6. **Causeway Bay** – grade 1 location with grade 3-4 facilities. Low density of moorings due to fore/aft mooring system. Pontoon system could increase density without requiring reclamation or moving the existing breakwater. Public access facilities are pitiful. Water quality is terrible.
7. **Central/Wan Chai bypass:** this huge project should have a provision to fix the water quality issues in the causeway bay typhoon shelter.
8. **Events** – important. Difficult to organize due to the number of organisations involved that need to be contacted. If you want marine events, make it easy to organize them. 23 separate organisations are responsible for the development of the harbour.
9. **Fuel stations** – no petrol stations in the harbour. Nearest is 19 kilometres away in Aberdeen
10. **No ramp to get boats into the water** – need boat launches

FINAL GENERAL GROUP DISCUSSION SUMMARY

Stakeholder's Conference Group Discussion Notes

- There are many typhoon shelters that could be put to different uses, and still be used during typhoons
- Commercial users welcome the idea of a facility for visiting yachts
 - However, we need to have space for existing vessels in Hong Kong first, **because there isn't enough right now**
- Some typhoon shelters can and/or should not be used for recreation
 - Water quality is very poor
 - There are only certain shelters that can accommodate big ships
 - **Some shelters don't allow Lighters due to length and height restrictions**
- There must be a distinction between PCWA and typhoon shelters
 - The commercial aspect of the harbour must be maintained & enhanced while providing recreational uses at the same time
- The government should amend its policy of management of the typhoon shelters
 - **Pleasure vessels aren't adequately included in plans for typhoon shelters**
- We must discover locations where there are opportunities for expansion, and consider the users
- The government must apply the Protection of the Harbour Ordinance properly
 - They are perfectly capable of expanding typhoon shelters, but will not see an **"overriding public need"**
 - Any proposal that benefits recreation in or around Victoria Harbour should meet the requirements of the Protection of the Harbour Ordinance
- Pedestrians should be considered as an important user of the typhoon shelters as well
 - **They can't currently walk around the shelters**
 - Pedestrians cannot possibly walk through cargo working areas, the promenades should go around
- Causeway Bay is a 1st class typhoon shelter with 3rd or 4th class facilities
 - The mooring strategy in the shelter is poor
 - A pontoon system would manage space much more effectively and allow more boats to fit
 - Storm drains must stop draining into the shelter
 - The redevelopment of Causeway Bay typhoon shelter would be a great flagship project
 - Causeway Bay shelter was the best shelter in the 70s and 80s
 - It catered to the needs of the general public
 - We should restore that type of environment
- There was a group consensus on the need for more public piers
- Very few people in government understand the marine users
 - We must work together to educate the public and the government about the **needs of the marine user before it's too late**

Marine Users

Raw data:

5 Years

NAME	Local Ferries	Cross-B Ferries	Int'l Cruises	Harbour Cruises	Barges, Tugs	River Cargo	Ocean Cargo	Fishing vessels	Floating restaurant	Water taxis	Junks, sampans	Yachts	Sailboats	Rowing, canoeing	Working boats	Heli-copters	Special events	Gov't working boats
Ian Brownlee	1	1	1	2	3	3	2	2	1	1	2	1	1	1				
Ray Parry	1	1	1	1	1	3	3	3	2	1	1	1	1	1	1			
Choi Kim Lui	2	2	1	3	2	1	3	3	3	3	3	2	2	1				
Patrick Lau	1	1	1	1	3	3	3	3	1	3	2	1	2	2				
Roger Eastham	2	1	2	2	1	2	2	3	1	2	2	1	1	2		1	1	
Ping Zou	1	2	1	1	1	2	3	3	1	1	2	1	1	2				1
Silas Liu	1	2	1	3	2	1	3	3	3	2	2	2	2	1				
Maggie Brooke	2.5	1	2	2	1	2	2	3	2	2	2	1	2	2.5		1		
Bonnie Wong	2	2	1	2	3	1	3	3	3	3	3	2	2	1				
Kwok Chi Wan	2	2	1	3	1	1	3	3	3	2	2	2	2	1				
Paul Zimmerman	3	1	1	2	1	2	2	3	1	2	1	1	1	1				
Peter C-S	2	2	2	2	3	3	3	3	2	2	2	2	2	2				
Tony Chan	2	2	2	2	1	2	2	3	2	2	3	2	2	2				
Horace Leung	2	2	1	2	3	2	2	3	1	2	2	2	2	2				
Patricia Poon	2	2	2	2	2	2	2	2	1	2	2	2	2	2				
Robert Wilson	3	3	1	1	3	3	3	3	2	3	2	1	1	1				
AVERAGE S	1.84375	1.6875	1.3125	1.9375	1.9375	2.0625	2.5625	2.875	1.8125	2.0625	2.0625	1.5	1.625	1.53125				

10 Years

NAME	Local Ferries	Cross-B Ferries	Int'l Cruises	Harbour Cruises	Barges, Tugs	River Cargo	Ocean Cargo	Fishing vessels	Floating restaurant	Water taxis	Junks, sampans	Yachts	Sailboats	Rowing, canoeing	Working boats	Heli-copters	Special events	Gov't working boats
Ian Brownlee	2	2	1	2	2	2	3	1	1	1	2	1	2	1				
Ray Parry	1	3	2	2	2	3	3	3	1	1	1	1	1	1	1			
Choi Kim Lui	3	2	1	1	3	1	3	3	3	2	3	1	2	1				
Patrick Lau	2	1	2	1	3	3	3	3	1	1	2	1	1	2				
Roger Eastham	2	1	1	1	2	2	2	3	2	1	1	1	1	2		1	1	
Ping Zou	1	2	1	1	1	2	2	3	1	1	2	1	1	2				1
Silas Liu	2	3	1	3	3	1	3	3	3	3	3	2	2	1				
Maggie Brooke	2.5	1	1	1.5	2	2	3	3	1	1	2	1	1	2		1		
Bonnie Wong	3	2	1	2	3	1	3	3	3	3	3	2	2	1				
Kwok Chi Wan	2	3	1	2	2	1	3	3	3	2	2	2	2	1				
Paul Zimmerman	1	2	1	1	3	2	2	2	1	1	1	1	1	1				
Peter C-S	2	2	1	2	3	3	3	3	1	2	3	2	2	2				
Tony Chan	3	2	1	2	2	2	2	3	2	2	2	2	2	3				
Horace Leung	2	1	1	1	3	2	3	3	1	1	2	1	2	2				
Patricia Poon	3	1	2	3	2	2	2	3	1	1	2	2	2	2				
Robert Wilson	3	3	2	1	3	3	3	3	2	3	2	1	1	1				
AVG.	2.1562	1.9375	1.25	1.65625	2.4375	2	2.6875	2.8125	1.6875	1.625	2.0625	1.375	1.5625	1.5625				

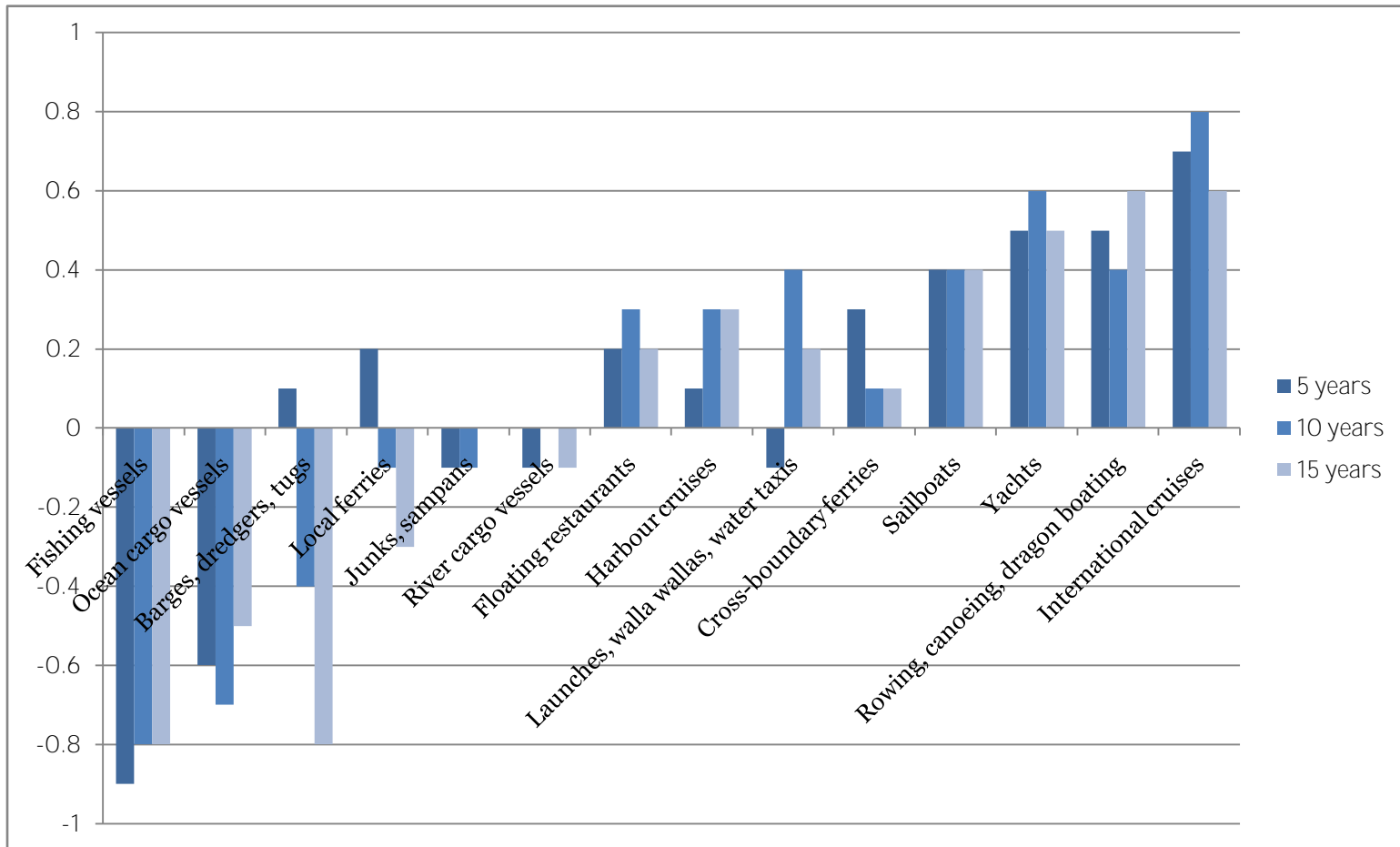
15 Years

NAME	Local Ferries	Cross-B Ferries	Int'l Cruises	Harbour Cruises	Barges, Tugs	River Cargo	Ocean Cargo	Fishing vessels	Floating restaurants	Water taxis	Junks, sampans	Yachts	Sailboats	Rowing, canoeing	Working boats	Heli-copters	Special events	Gov't working boats
Ian Brownlee	2	2	1	2	2	2	3	1	2	2	2	1	2	2				
Ray Parry	3	3	3	3	3	3	1	3	1	2	1	1	1	1	1			
Choi Kim Lui	3	2	1	1	3	1	3	3	3	3	3	1	2	1				
Patrick Lau	3	1	2	1	3	3	3	3	1	2	2	2	2	2				
Roger Eastham	3	1	1	1	3	2	2	3	2	1	1	2	2	1		2	1	
Ping Zou	2	2	1	1	2	2	2	3	2	1	2	1	1	2				1
Silas Liu	2	3	1	3	3	1	3	3	3	3	3	3	2	1				
Maggie Brooke	2.5	1	1	1.5	3	2	3	3	1	1	1.5	2	1	1		2		
Bonnie Wong	3	2	1	2	3	2	3	3	3	3	3	2	2	1				
Kwok Chi Wan	2	3	1	2	3	1	3	3	3	2	2	2	2	1				
Paul Zimmerman	1	2	2	1	3	2	2	2	1	1	1	1	1	1				
Peter C-S	1	1	1	1	3	3	3	3	1	1	3	1	1	1				
Tony Chan	2	2	1	2	3	1	1	3	2	2	2	1	1	3				
Horace Leung	1	1	1	1	3	3	3	3	1	1	2	1	2	2				
Patricia Poon	3	1	2	3	2	2	2	3	1	1	2	2	2	2				
Robert Wilson	3	3	2	2	3	3	3	3	2	3	2	1	1	1				
AVG.	2.28125	1.875	1.375	1.71875	2.8125	2.0625	2.5	2.8125	1.8125	1.8125	2.03125	1.5	1.5625	1.4375				

Calculated data:

	5 years	10 years	15 years		5 years	10 years	15 years
Local ferries	1.84375	2.15625	2.28125	Fishing vessels	-0.9	-0.8	-0.8
Cross-boundary ferries	1.6875	1.9375	1.875	Ocean cargo vessels	-0.6	-0.7	-0.5
International cruises	1.3125	1.25	1.375	Barges, dredgers, tugs	0.1	-0.4	-0.8
Harbour cruises	1.9375	1.65625	1.71875	Local ferries	0.2	-0.1	-0.3
Barges, dredgers, tugs	1.9375	2.4375	2.8125	Junks, sampans	-0.1	-0.1	0
River cargo vessels	2.0625	2	2.0625	River cargo vessels	-0.1	0	-0.1
Ocean cargo vessels	2.5625	2.6875	2.5	Floating restaurants	0.2	0.3	0.2
Fishing vessels	2.875	2.8125	2.8125	Harbour cruises	0.1	0.3	0.3
Floating restaurants	1.8125	1.6875	1.8125	Launches, walla wallas, water taxis	-0.1	0.4	0.2
Launches, walla wallas, water taxis	2.0625	1.625	1.8125	Cross-boundary ferries	0.3	0.1	0.1
Junks, sampans	2.0625	2.0625	2.03125	Sailboats	0.4	0.4	0.4
Yachts	1.5	1.375	1.5	Yachts	0.5	0.6	0.5
Sailboats	1.625	1.5625	1.5625	Rowing, canoeing, dragon boating	0.5	0.4	0.6
Rowing, canoeing, dragon boating	1.53125	1.5625	1.4375	International cruises	0.7	0.8	0.6

Graphical representation:



Marine Facilities

Raw data:

	Ian Brownlee	Ray Parry	Choi Kim Lui	Patrick Lau	Roger Eastham	Ping Zou	Silas Liu	Maggie Brooke	Bonnie Wong	Kwok Chi Wan	Paul Zimmerman	Peter C-S	Tony Chan	Horace Leung	Patricia Poon	Robert Wilson
Sheltered water for				1			1			1		1				
...mooring	1															
...recreational use	1	1		1		1					1	1	1		1	1
...visiting yachts		1														
...barges			1						1							
...small vessels			1			1								1		
...events					1											
...cargo handling						3							3			
Piers for							1			1					1	
...land activities	1															
...small boat transfers	1		1					1			1					
...public use		1			2			1				1			1	
...direct city access		1														
...water transport				2												
...private boats				2												
...ferries					2							1	2		3	
...merchant ships						2										
...cruisers						1			1		1			1		
Landing steps for	2			2		1	1		1	1						1
...local vessels		1									1	1	1	1		
...ship supplies			1													
...public access					1											

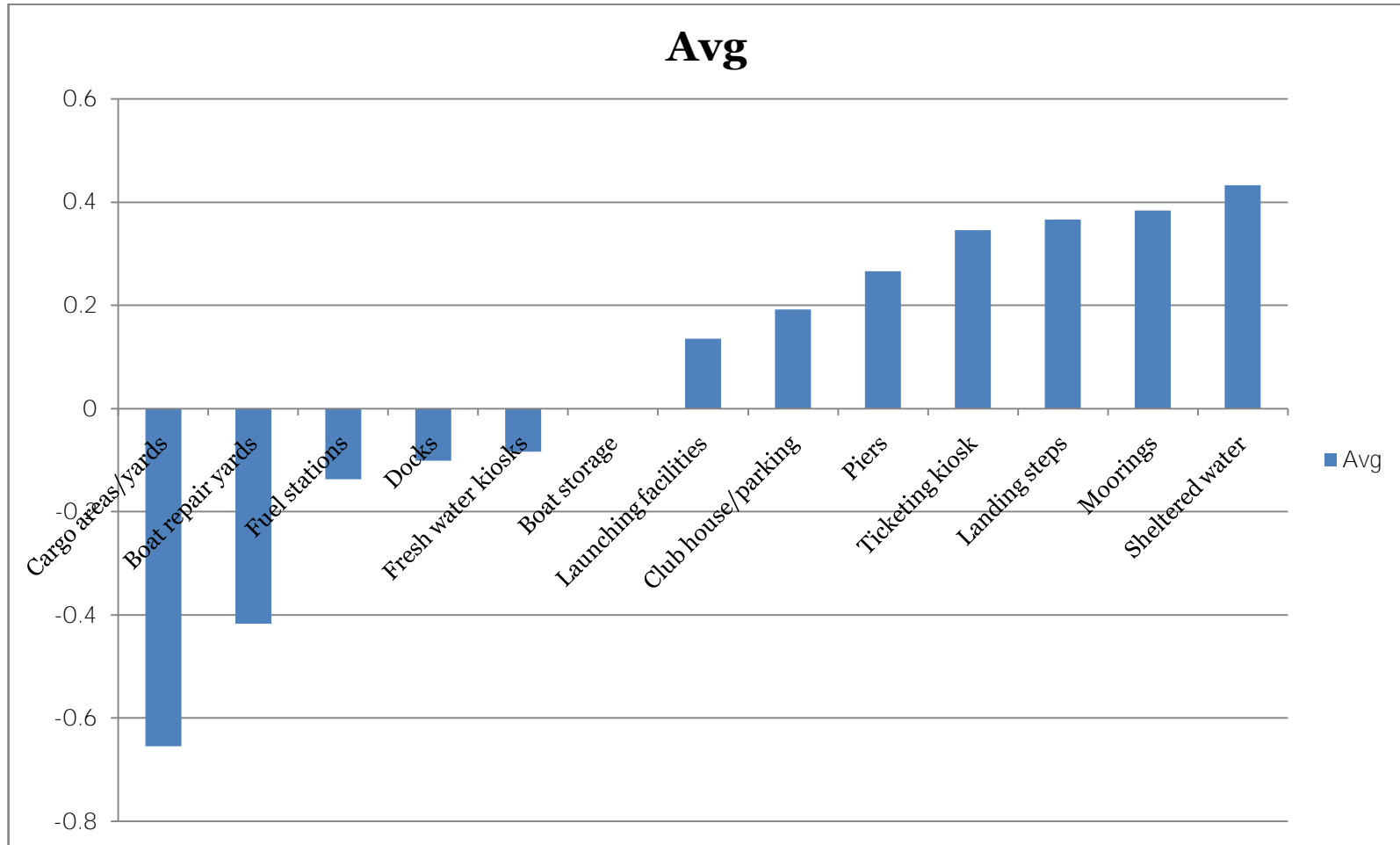
Raw Data (cont.):

	Jan Brownlee	Ray Parry	Choi Kim Lui	Patrick Lau	Roger Eastham	Ping Zou	Silas Liu	Maggie Brooke	Bonnie Wong	Kwok Chi Wan	Paul Zimmerman	Peter C-S	Tony Chan	Horace Leung	Patricia Poon	Robert Wilson
Docks for	2			2		2										
...repair of vessels	2															
...pleasure vessels					1			1								
Moorings for							1			1		1				
...smaller commercial	1							1	1							
...private recreation	1							1								
...local vessels		1														
...commercial vessels		2		2		2										
...launches			1													
...pleasure boats				1	1	1					1	1	1			
Launching facilities	1	2		2	1	1	1	1	1	1	1		3			
Fuel stations	2	3		3	1	1	1	1	1	1	1		3			
Fresh water kiosks	2	2	1	2	1	1	1	1	1	1	3		3			
Cargo areas/yards	2	2	2	3	3	2	1	2	2	1	2	3	3			
Boat repair yards	2	2	2	2	2	2	1		2	1	1	3	3			
Boat storage for		2		3		2	1	1		1		1	3			
...recreational vessels	1					1					1					1
...small boats			1													
Club house/parking	2	2		2	2	1	1	1	1	1	1	1		1		1
Ticketing kiosk for						2	1	1	1	1		1		1		
...tourists	1															
...harbour cruise		1			2						1					
...launches			1													
...cruise industry				1												

Calculated data:

	Ian Brownlee	Ray Parry	Choi Kim Lui	Patrick Lau	Roger Eastham	Ping Zou	Silas Liu	Maggie Brooke	Bonnie Wong	Kwok Chi Wan	Paul Zimmerman	Peter C-S	Tony Chan	Horace Leung	Patricia Poon	Robert Wilson	Average
Sheltered water	1	1	1	1	2	1	1		1	1	1	1	1	1	1	1	1.06667
Piers	1	1	1	2	2	1.5	1	1	1	1	1	1	2	1	1		1.23333
Landing steps	2	1	1	2	1	1	1	1	1	1	1	1	1	1		1	1.13333
Docks	2			2	1	2		1									1.6
Moorings	1	1.5	1	1.5	1	1.5	1	1	1	1	1	1	1				1.115385
Launching facilities	1	2		2	1	1	1	1	1	1	1		3				1.363636
Fuel stations	2	3		3	1	1	1	1	1	1	1		3				1.636364
Fresh water kiosks	2	2	1	2	1	1	1	1	1	1	3		3				1.583333
Cargo areas/yards	2	2	2	3	3	2	1	2	2	1	2	3	3				2.153846
Boat repair yards	2	2	2	2	2	2	1		2	1	1	3	3				1.916667
Boat storage	1	2	1	3	1	2	1	1		1		1	3			1	1.5
Club house/parking	2	2		2	2	1	1	1	1	1	1	1		1		1	1.307692
Ticketing kiosk	1	1	1	1	2	2	1	1	1	1	1	1		1			1.153846

Graphical representation:



Appendix F: Google Earth Database User Guide

One of the goals of our project was to identify the existing land/water interfaces in the harbour. We created a database using Google Earth to help organize the data we collected during our audit and photographic survey. The database may be helpful for others, so we are **releasing it for free on the Harbour Business Forum's website. The database is for reference purposes only.**

About Google Earth

Google Earth is a geographic information system (GIS) that was created by Keyhole, Inc. in 2004 and is now developed by Google. This program maps the Earth using satellite imagery and aerial photographs and provides the images in its database for free to all users. In order to operate this program, a user must simply download Google Earth and install it on their system. Google Earth comes standard with thousands of points of interest that are easily toggled by various categories. **Google provides several "layers" which contain an impressive amount of information about Hong Kong and Victoria Harbour, including roads, public transportation, businesses, attractions, photos, videos, and 3d buildings and terrain.**

You can supplement Google Earth's default database by adding 3rd party geographic data contained in a KML file. KML is a file format used to display geographic data in an Earth browser such as Google Earth and Google Maps. You can use Google Earth to open a 3rd party KML file and view the geographic data it contains. Our database is packaged in a **KML file available on the Harbour Business Forum's website.**

Accessing Our Database

The Victoria Harbour Database is a database of the existing marine infrastructure in Victoria Harbour. It includes the land/water interfaces we identified during our audit and a photographic survey of the harbour, development plans and proposals for the harbourfront, and important marine-supporting infrastructure located in other areas of Hong Kong.

You can access part of our database on the web using your browser. Alternatively, you can download the full database and view it using Google Earth.

On the Web (Google Maps)

Google Maps contains only the audit data. For the full database, please use Google Earth

- **Using your web browser, go to the harbour business forum's website...**
- The sidebar has folders for each category of land/water interface
- You can choose what to display on the map by checking the corresponding folder or placemark
- Click on a placemark to display additional information including its photo and description

In Google Earth

- Download and install Google Earth. It is available for free at <http://earth.google.com/>
- Open Google Earth
- Download the KML file from the **Harbour Business Forum's website**
- Open the file using Google Earth. You should be able to double click it. You also can use the File > Open menu in Google Earth or drag the file onto the Google Earth window if you have Google Earth running.

- When you open the KML file, it creates a new folder within the **Temporary Places** in Google Earth's sidebar. The folder is called **Designing Hong Kong** and contains the database. When the KML file finishes loading, Google Earth should automatically zoom in on Victoria Harbour.

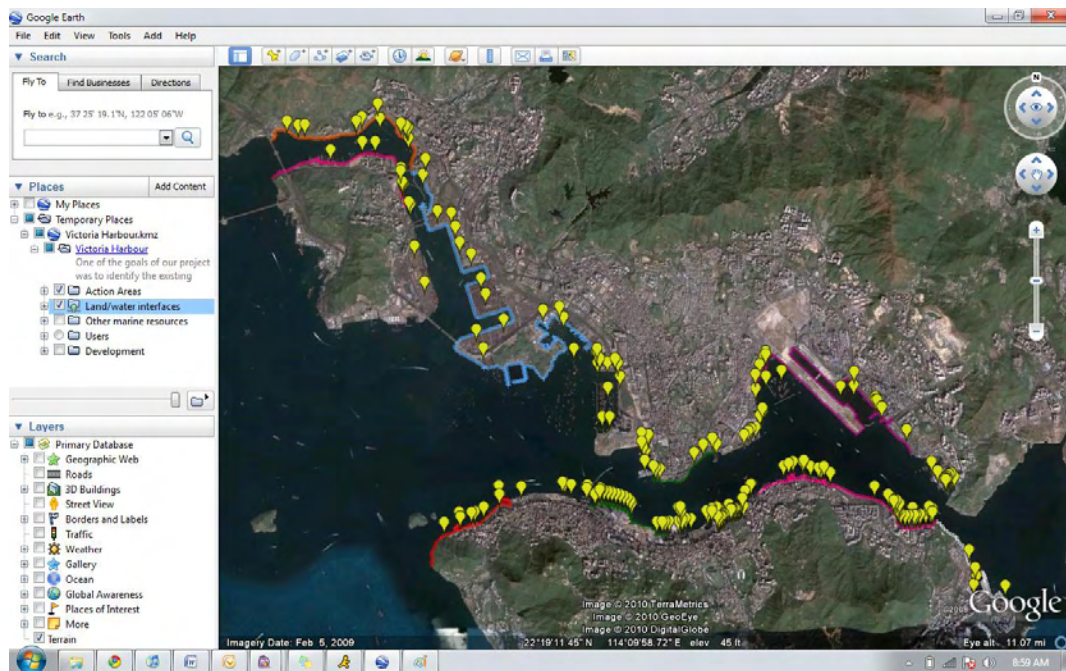


Figure F.1: Opening the Database in Google Earth

Tips

- The database opens by default in the temporary places folder, meaning it will not appear the next time you open Google Earth; You can move the database folder to the 'My Places' folder to make it permanent
- You can search the database with the Edit > Find menu or by pressing Ctrl + F; this opens a search box in the Places section of the sidebar
- It is also possible to replace the satellite images View > Historical Imagery to replace the satellite images of the harbour with historical imagery of the harbour at different points in time, as far back as December 1979. This imagery clearly shows how the shape of harbour has changed due to land reclamation.
- The database can be used offline, but an internet connection is required to view any the images of the land/water interfaces, since they are hosted on the Harbour Business Forum's website. Google Earth caches images you have viewed, and they will be available offline as long as they remain in the cache.

The Database (Using Google Earth)

The database contains five folders:

- **Action Areas** – the 23 sections of harbourfront audited during the study
- **Land/water interfaces** – the land/water interfaces identified during the audit of the harbour, organized in folders by category
- **Other marine resources** – major land/water interfaces located outside of the harbour and other marine resources such as fairways, ferry routes, and mooring areas
- **Users** – shows the user groups that primarily use each section of the harbour
- **Developments** – harbourfront development proposals and confirmed plans

Check the box next to each folder to display it. You can expand the folders to view their contents and toggle the display of individual subfolders or placemarks.

Action Areas

The “Action Areas” folder displays the 23 sections of harbourfront we audited during the study. These action areas may be toggled on/off as a whole, or individually by checking the boxes corresponding to each action area. Double-clicking on the name of a specific action area in the sidebar will cause the map to zoom to that area.

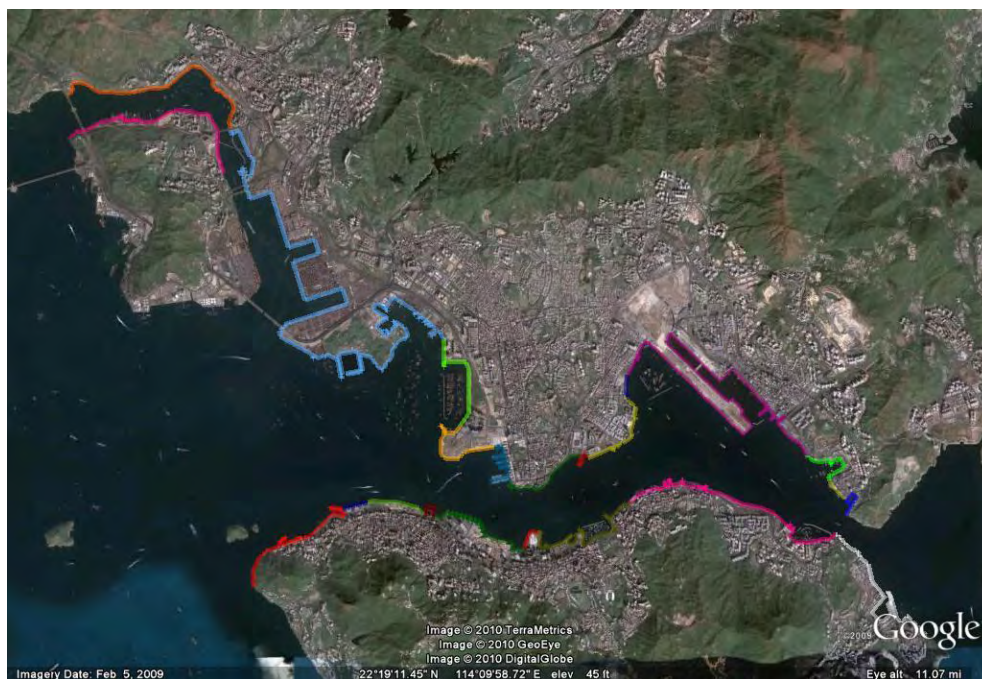


Figure F.2: Action Areas

Land/water interfaces

The “Land/water interfaces” folder contains all of the land/water interfaces we identified during our audit of the harbourfront. The land/water interfaces are grouped into sub-folders by category. Yellow markers indicate the location of each land/water interface on the map. We assigned a code to each land/water interface corresponding to the action area it is located in. To display additional information, such as a photo or description, click on a marker to bring up the desired content.

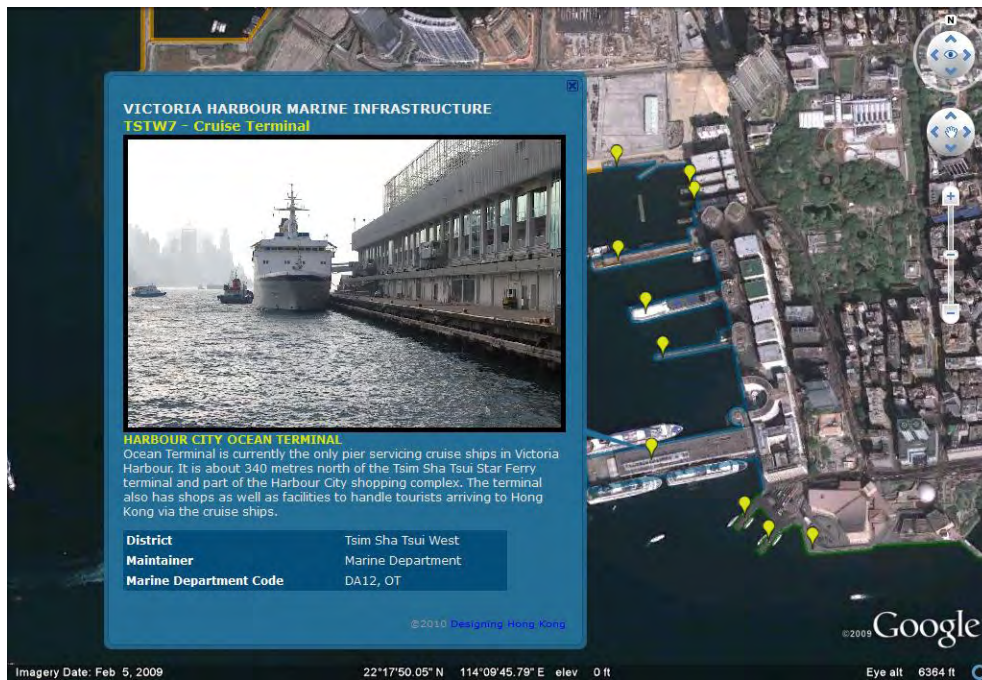


Figure F.3: Land/Water Interfaces

Other Marine Resources

The “Other marine resources” folder contains major land/water interfaces located outside of the harbour and other marine resources such as fairways, ferry routes, and mooring areas. This information was compiled through desk research, and many of the sub-folders have descriptions with links to the sources of this information. In order to access the information, click on the link on located in the sidebar.



Figure F.4: Other Marine Resources

Users

The "Users" folder shows the major user groups in the harbour and the sections of the harbour in which they are located. You can select which user groups are displayed by checking the boxes next to each one.

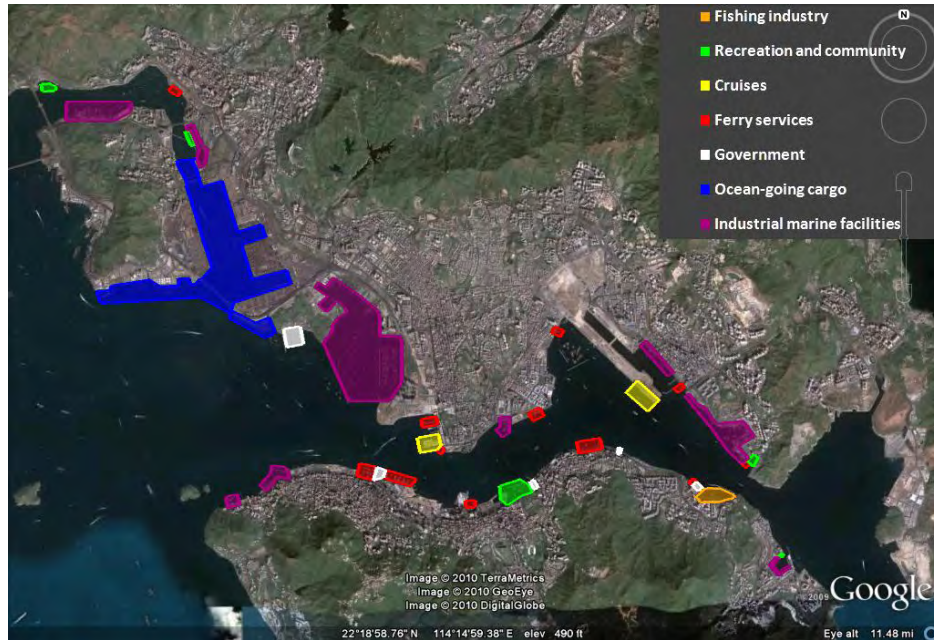


Figure F.5: Major Harbour User Groups

Development

The "Development" folder contains harbourfront development proposals and confirmed plans. Some of the plans are overlaid on the terrain, and others are simply outlines. Click on an overlay or shaded area to see additional information, including web links and plan documents.



Figure F.6: Development Proposals and Plans

Appendix G: Google Earth Database Maintenance Guide

This maintenance guide is provided for the Harbour Business Forum and Designing Hong Kong Ltd., who will be hosting the database. It explains how the database works and how to make changes to it.

Editing/adding land/water interface placemarks

The land/water interfaces folder is actually a network link. The information in this folder is not contained in the KML file; Google Earth downloads the placemarks in this folder from a Google Docs spreadsheet using the internet. The spreadsheet generates KML automatically using a series of formulas. The spreadsheet can store up to 400 placemarks. More details about how the spreadsheet works can be found on the Google Earth Outreach page here:

- http://earth.google.com/outreach/tutorial_spreadsheet.html

Only edit WHITE cells!						
Template Sheet Name	Template Name	Template #	Unique Variables:			
Template1	Wide Photo	1	Left Column Header			
Template2	Tall Photo	2	Subtitle			
Template3	Text Photo Banner	3	Top Photo URL			
Template4	Text Tall Photo	4	Title			
Template5	Text Weblinks	5	Photo URL			
Template6	Audit Data	6	Paragraph 1			
> Type						
> Name						
Folder Name (optional)	Placemark Name	Coordinates and/or Address		Template #	Enter template # in cell H10 to update column header	
<i>(Use sort to keep like folders together)</i>	<i>(for label & Places list)</i>	latitude	longitude	address	6	Type Name
Bunkering Area	IE28	22.284477	114.225057		6	Bunkering Area
Bunkering Area	WH17	22.325838	114.147074		6	Bunkering Area
Bunkering Area	WH19	22.31905	114.149505		6	Bunkering Area
Cargo Hoist	C35	22.28159	114.170853		6	Cargo Hoist
Cargo Hoist	WCCE20	22.284196	114.186031		6	Cargo Hoist
Cargo Hoist	WCCE5	22.28222	114.176912		6	Cargo Hoist
Cargo Hoist	WCW4	22.281761	114.173887		6	Cargo Hoist
Container Terminal	WH10	22.325373	114.133044		6	Container Terminal
Container Terminal	WH11	22.323148	114.126641		6	Container Terminal
Container Terminal	WH12	22.333437	114.11458		6	Container Terminal
Container Terminal	WH13	22.341214	114.112145		6	Container Terminal
Container Terminal	WH3	22.348818	114.117523		6	Container Terminal
Container Terminal	WH4	22.348402	114.120782		6	Container Terminal
Container Terminal	WH5	22.345417	114.121759		6	Container Terminal
Container Terminal	WH6	22.342033	114.122761		6	Container Terminal
Container Terminal	WH7	22.339551	114.125471		6	Container Terminal
Container Terminal	WH8	22.334238	114.127741		6	Container Terminal

Figure G.1: Google Docs Spreadsheet

To edit the land/water interfaces in the database, you will need access to the Google Docs spreadsheet. Select the tab for the **Placemark Data** sheet at the bottom of the screen.

The spreadsheet generates placemarks using a template. The template gives all the placemarks a common icon style and formats the description automatically. Each row corresponds to a land/water interface. Each column in the spreadsheet is used to fill in part of the template. To edit a land/water interface placemark, change the appropriate cells. To add a new placemark, copy/paste an existing row (some columns use formulas).

- Coordinates - the placemark location is denoted by the latitude and longitude coordinates in decimal degrees. You can use Google Earth to determine the coordinates for the placemark. An easy way to do this is to create a temporary placemark in Google Earth at the location you want, and copy the coordinates into the spreadsheet.
- Sorting by column – you can sort the spreadsheet alphabetically by any column using the grey bar between rows 7 and 8 to make it easier to edit. Make sure it is sorted by folder name before publishing it; rows with the same folder name must be grouped together in the spreadsheet in order to end up in the same folder in Google Earth.

- Changing the placemark names – the name column uses a formula and currently points to the code column. To display a different column for the placemark names in Google Earth, you can change the formula.
- Changing the placemark template – select the sheet for Template 6 at the bottom of the screen. **The descriptions are generated by the cell titled ‘Balloon HTML layout’.** **The variables in this cell refer to the columns in the ‘Placemark Data’ spreadsheet.**

Make your changes to the spreadsheet, then in the top-right, click **Share -> Publish as a web page**. Users will automatically see the changes when they restart Google Earth, or when they right click the land/water interfaces folder and click **Refresh**. The Google Maps database on the HBF website also points to the KML generated by this spreadsheet and will update automatically.

Editing other folders

The placemarks, paths, and images in the other folders are embedded in the KML file. They can be edited using the Google Earth client. After making changes, right click on the top-level folder and export the KML to a file. Upload the new KML file to the HBF website. Users will have to re-download the KML file to see your changes.

Hosting images and other network resources

Photos of the **land/water interfaces are hosted on the Harbour Business Forum’s** website. The folder structure is important: the Google Docs spreadsheet generates the absolute path to the image files based on the name of the action area, which corresponds to a folder of images. There are two copies of each image - a full-size version and a thumbnail. The root path to the photos is specified in the Google Docs spreadsheet. If the images are moved to a different server, the spreadsheet template must be updated to point to the new location.

Appendix H: Marine Terms

Access Road – A road giving entry to a specific region.

Barge – Flat-bottomed boat, primarily for transport of heavy goods in rivers and canals due to its shallow draft, they may or may not be self-powered – often can be pushed or towed by tugboats/towboats.

Berthing – A bed or beds. Sometimes also used to refer to when a boat comes to rest at a docking facility.

Boat Storage – An area designated for the storage of currently inactive watercraft.

Boat Yard – A place that builds and repairs ships.

Bollard – A thick, low post, usually of iron or steel, mounted on a wharf or the like, to which mooring lines from vessels are attached.

Breakwater – Human made barriers constructed near shorelines to protect the coast from strong weather. It offers protection for anchored boats from strong waves and winds. It also reduces the effects of coastal erosion due to reduction of wave intensity.

Buoy – A distinctively shaped and marked float, sometimes carrying a signal or signals, anchored to mark a channel, anchorage, navigational hazard, etc., or to provide a mooring place away from the shore.

Canoes – A small long and narrow boat, propelled by one or more people (depending on the size of canoe), using single-bladed paddles. The paddlers face in the direction of travel, in either a seated position, or kneeling on the bottom of the boat. Canoes are open on top, and pointed at both ends.

Cargo Handling Area – Designated areas for the purpose of handling cargo.

Clubhouse – A building that is occupied by a social club.

Coaster – Flat-bottomed boat, larger than barges, used to transport goods from port to port through deep and shallow water, but not between continents.

Container Yards – Outdoor storage areas for shipping containers.

Cruise Ship – A passenger ship used for pleasure voyages, where the voyage itself and the ship's amenities are considered an essential part of the experience.

Cruise Terminal – A port where cruise ships are able to dock.

Dinghy – A small sailboat with only one mast, often used for recreation.

Dock – A platform built out from the shore into the water and supported by piles; provides access to ships and boats.

Dolphin – A man-made marine structure that extends above the water level and is not connected to shore.

Draught – The depth of a vessel's keel below the surface (especially when loaded).

Fresh Water Kiosk – A small shack or building near a dock, pier, or quay, etc, where a vessel may take on water or a person can get a drink.

Fuelling Station – A facility located at the waterfront that supplies petrol or diesel fuel for vessels.

Harbour Cruise – A sea (in this case harbour) voyage, usually taken for pleasure.

Hoist – A mechanical device used to lower boats into the water, often placed at the seawall.

Junk – Chinese sailboat-type vessel for ocean-going purposes, now only used for leisure applications.

Kai-to – Small, motorized ferry used mainly for passenger transport.

Landing – A place along the shoreline where one may pull up a boat, usually a natural beach.

Landing Step – a staircase built into the seawall or a pier that permits foot access to/from boats that pull up alongside.

Launch – A small boat with an open deck, often used to get from shore to a moored vessel.

Marina – A sailing club, frequently characterized by a clubhouse, docks and/or moorings, and one or more methods of launching boats. Marinas require space both on land and in the water for proper operation.

Mid-stream Operations – The process of loading / unloading a container ship while at sea.

Mooring – A permanent or semi-permanent float, usually in water protected from weather, to which vessels can tie to.

Parking – Space in which vehicles can be parked.

Pier – A raised walkway over water, supported by widely spread piles or pillars.

Pontoons – Wooden structures on top of floating containers that one can walk on and tie up their boat; they are often connected to the land.

Quay – A manmade structure to which a vessel ties up to in order to load or unload. This is also sometimes called a wharf.

Rain Shelter – Overhead barrier that protects someone or something from the rain.

Ramp – An area where roads continue down into bodies of water so that boats on trailers can be backed into the water and launched (on a declined plane).

Rowing Boat – Any boat propelled only by oars; especially one used for recreation or sport.

Sailboat – Sailboats are classified or recognized by:

- The shape and number of working sails.
- The location and number of masts.

The various combinations are referred to as rigs, meaning the way they set their sails. The main components of a rig are the mast (supporting the halyards and the front

edge of the mainsail), the boom (supporting the bottom edge of the mainsail), the stays and the sails themselves.

There are single rigs that have one mast and divided rigs that have two (or more) masts.

Single Rig:

Catamaran - A catamaran is distinguished from other boat types by its two hulls. A catamaran has one mast, and one or two sails, depending on the boat size. Therefore, catamaran is not really a "rig" type, but rather a boat type. Catamarans are fast boats.

Catboat - A catboat has one mast and one sail, with the mast usually stepped forward and equipped with a gaff-rig. Since there is no second sail on a catboat, it is a good choice for sailing shorthanded or with children.

Sloop - A sloop has one mast and two sails, a jib and a mainsail. The sloop rig is the most popular rig for small and medium-size sailing craft because of its efficiency and simplicity.

Sunfish - A sunfish has a single mast with a lateen sail (rig) and daggerboard. The sunfish, a boardboat, is a popular boat due to its small size and easy portability. It is also a good boat to use when learning how to sail.

Divided Rig:

Ketch - A ketch has two masts, with the mizzenmast being the shorter of the two. This mizzenmast is set forward of the rudder post. A ketch has three or four sails. A ketch is closely related to a yawl. The advantage of a ketch is that the addition of the mizzen sail splits the rig as a whole into more manageable proportions. This is helpful with a small crew.

Schooner - A schooner has two masts with the taller mainmast in the aft position. This aftermast carries the mainsail. A schooner has three or four sails. The classic appearance of the schooner is the type that most people associate with the romantic past of sailing vessels.

Sampan – A small transportation vessel with an outboard engine.

Sewage Discharge – The releasing of waste water into a larger body of water; whether from a vessel or municipal sewer.

Sheltered Water – An area of water with reduced wave action.

Sinkers – Moorings that are anchored to the seabed with a floating drum tied to it.

Slip – A specialized docking facility that receives a ferryboat or train ferry.

Super-yacht – A large, luxurious cruising yacht. A very large, well-equipped, and luxurious motor or sailing vessel for cruising.

Tall Ship – Traditionally rigged sailing vessel; may have square and gaff rigs with separate topmasts and topsails – the rigging is more complicated than modern systems. Types include topsail schooners, brigantes, brigs, and barques.

Ticketing Kiosk – A place where you buy/get tickets. Kiosks might be automated or attended by a human. On Victoria Harbour, these kiosks might be used to get tickets for the different transportation services such as ferries.

Typhoon Shelter – Shelters in the shape of a small bay with a breakwater that closes its exit except for a small opening through which boats can go through. This shelter protects fishing and other kinds of small to medium boats from the violent typhoon weather.

Waiting Area – A space where a unit waits for something. It might be a space in water for boats to wait for a space to dock. Or for people to wait to ride on a service.

Water Depth – The distance between the surface of the water and the floor of the body containing the water.

Water Plane – Fixed-wing aircraft capable of taking off and landing in the water; floatplanes have pontoons beneath the fuselage to raise the plane above the water whereas flying boats use fuselage as the hull, which remains in contact with the water. Types include floatplanes and flying boats.

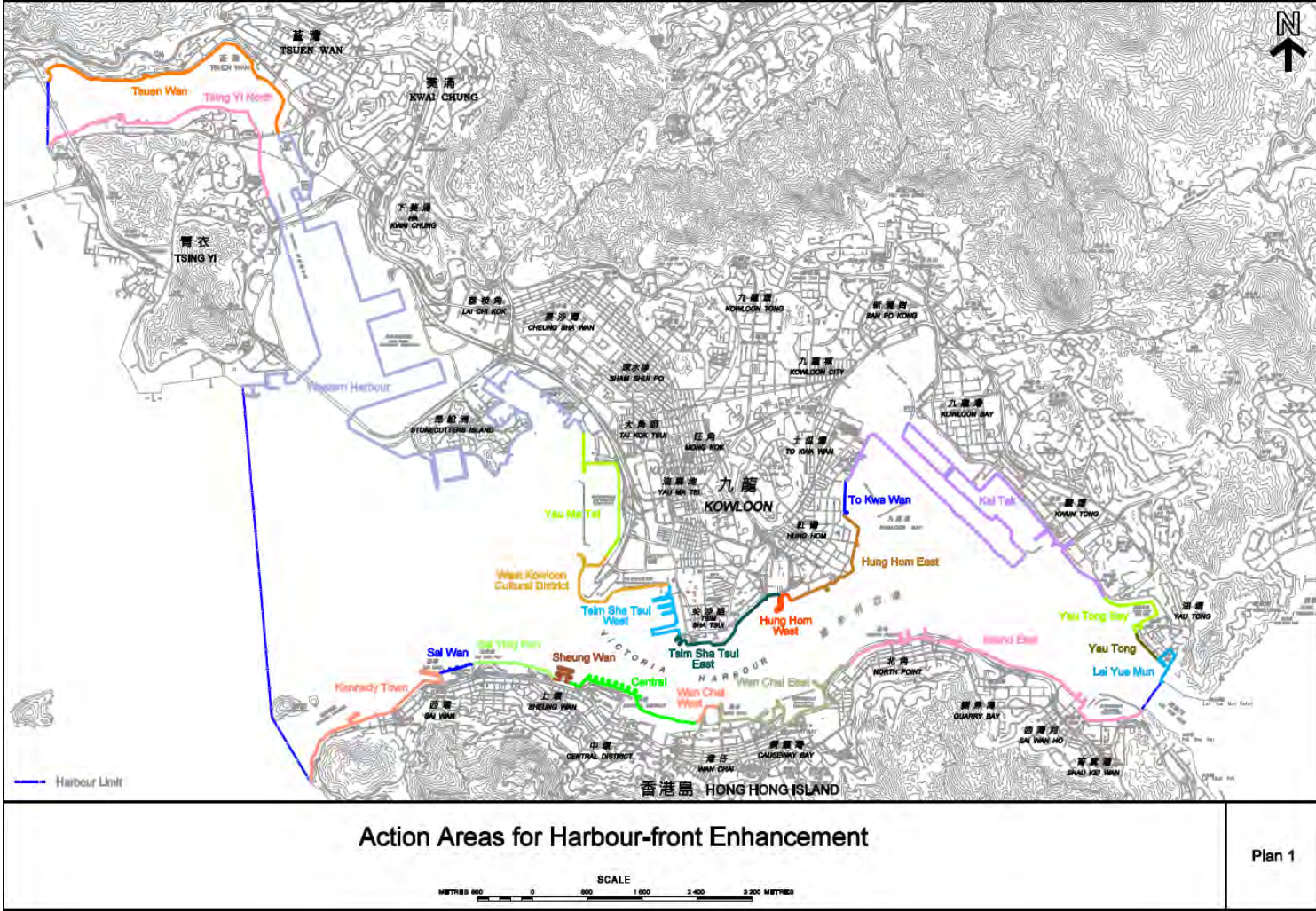
Water Taxi – A boat that can transport groups of passengers for a fee, particularly from shore to a moored vessel.

Winch – A mechanical device that is used to pull in (wind up) or let out (wind out) or otherwise adjust the tension on a rope.

Windsurfing – The sport or activity of riding a sailboard.

Yacht – Any of various recreational watercrafts: as A) a sailboat used for racing, B) a large usually motor-driven craft used for pleasure cruising

Appendix I: Action Area Map



Appendix J: List of Acronyms

- CC** – Charles Center
- CC-IH** – Charles Center-Inner Harbor Management, Inc
- CD** – Committee for Downtown
- CEDD** – Civil Engineering and Development Department
- CKR** – Central Kowloon Route
- DHK** – Designing Hong Kong, Ltd.
- HBF** – Harbour Business Forum
- HEC** – Harbourfront Enhancement Committee
- HK** – Hong Kong
- HKD\$** – Hong Kong Dollar
- GIS** – Geographic Information System
- LCSD** – Leisure and Cultural Services Department
- LOA** – Length overall
- MarDep** – Marine Department
- MTR** – Mass Transit Railway
- PCWA** – Public cargo working area
- PDSR** – Port Development Planning Review
- PlanD** – Planning Department
- RHKYC** – Royal Hong Kong Yacht Club
- T2** – Truck Road
- TEU** – Twenty-foot equivalent unit
- TKO-LTT** - Tseung Kwan O – Lam Tin Tunnel
- TPB** – Town Planning Board
- UDA** – Urban Design Alliance
- UDP** – Urban Design and Planning Consultants
- V&A** – Victoria & Alfred Basins
- V&AW** – Victoria & Alfred Basins Waterfront
- VH** – Victoria Harbour
- VTC** – Vessel Traffic Centre
- WKCD** – West Kowloon Cultural District
- WSD** – Water Supply Department
- WTO** – World Trade Organization