

Victoria Harbour - Optimising on the Opportunity

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Commission



Hong Kong Harbour - late 1800's



Early waterfront activity



Queen's Pier - 1910



Central Waterfront in 1960's

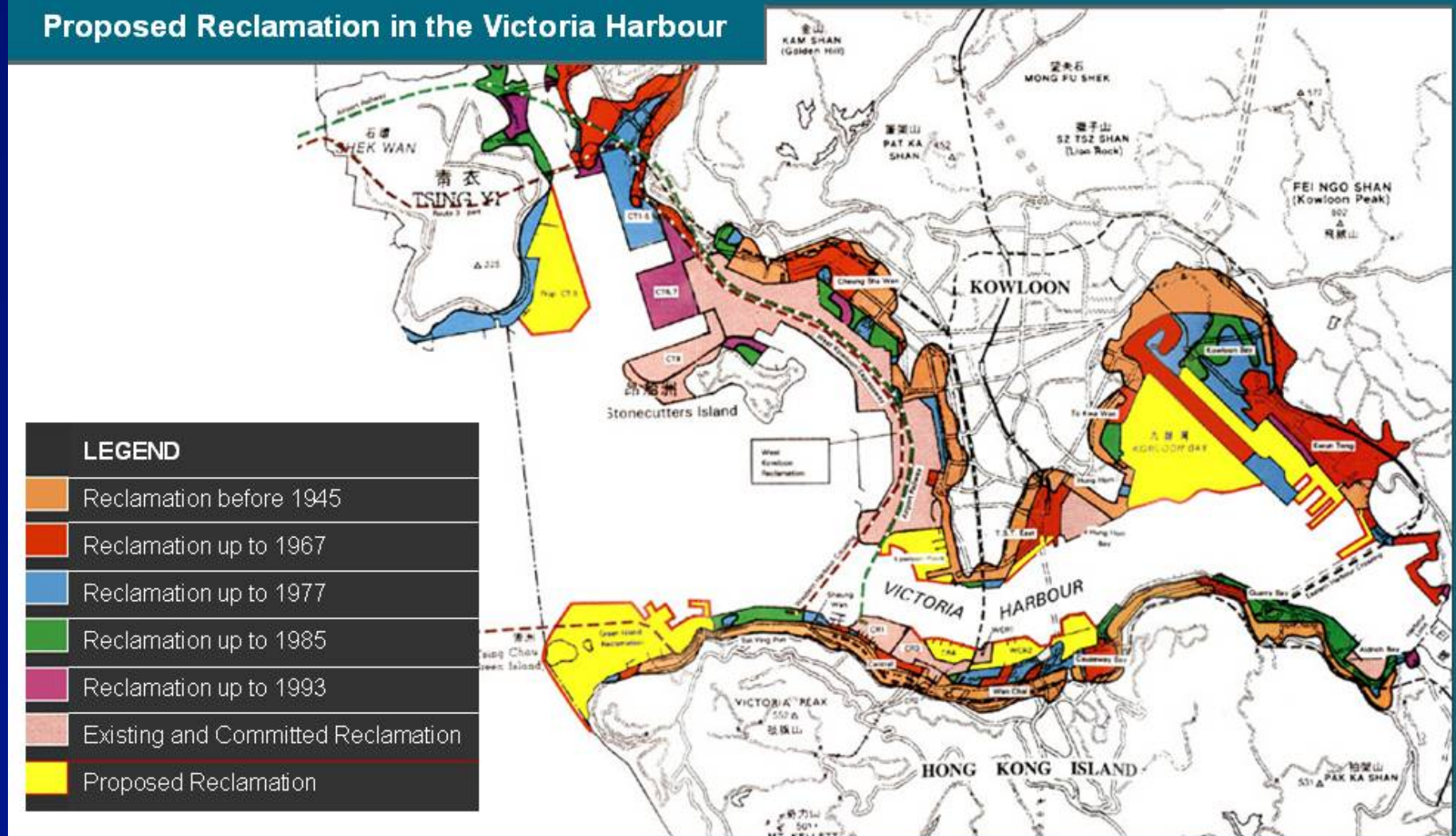


Central and Wanchai at night



History of reclamation proposals

Proposed Reclamation in the Victoria Harbour



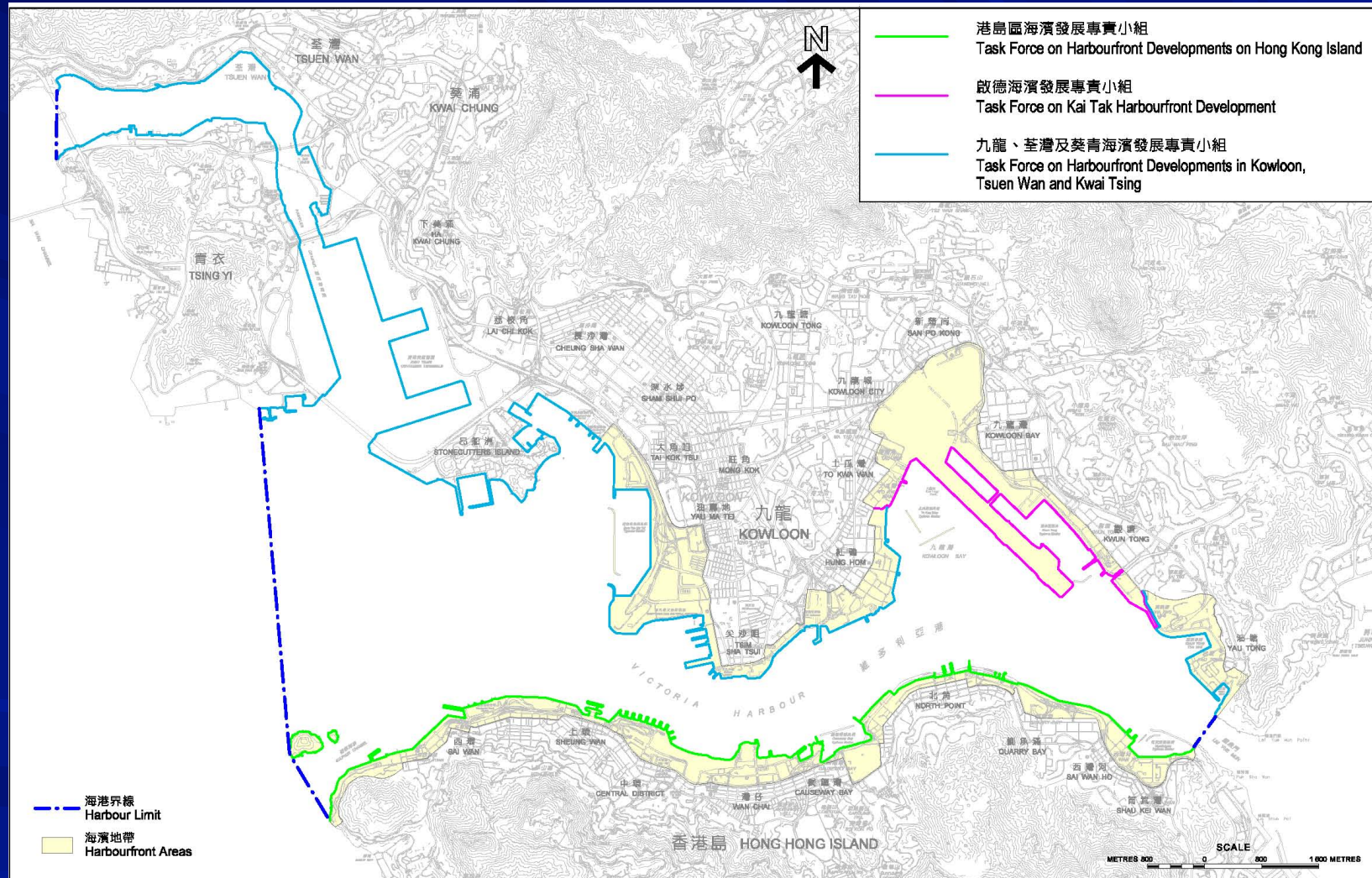
Changing Aspirations of Community

- Concerns over continuing reclamation
- Strong calls to protect harbour for public benefit
- Protection of the Harbour Ordinance passed in 1997 to prevent further reclamation
- Decision of Court of Final Appeal in 2004 - no reclamation permitted within the harbour without there being demonstrable “overriding public need”

Harbourfront Commission

- Established in July 2010 as successor to the Harbourfront Enhancement Committee
- Champion of the harbour and its harbourfront
- Co-ordinate and monitor planning, urban design, development and management of harbourfront
- Investigate and recommend a range of Public Private Collaboration models appropriate for the delivery of different types of programmes and projects on and around the harbour

Areas of Responsibility of the Harbourfront Commission Task Forces



海濱事務委員會轄下專責小組所負責的範圍
Areas of Responsibility of the Harbourfront Commission Task Forces

Some of the Challenges









Ventilation Shafts - CWB



Revitalisation of redundant facilities

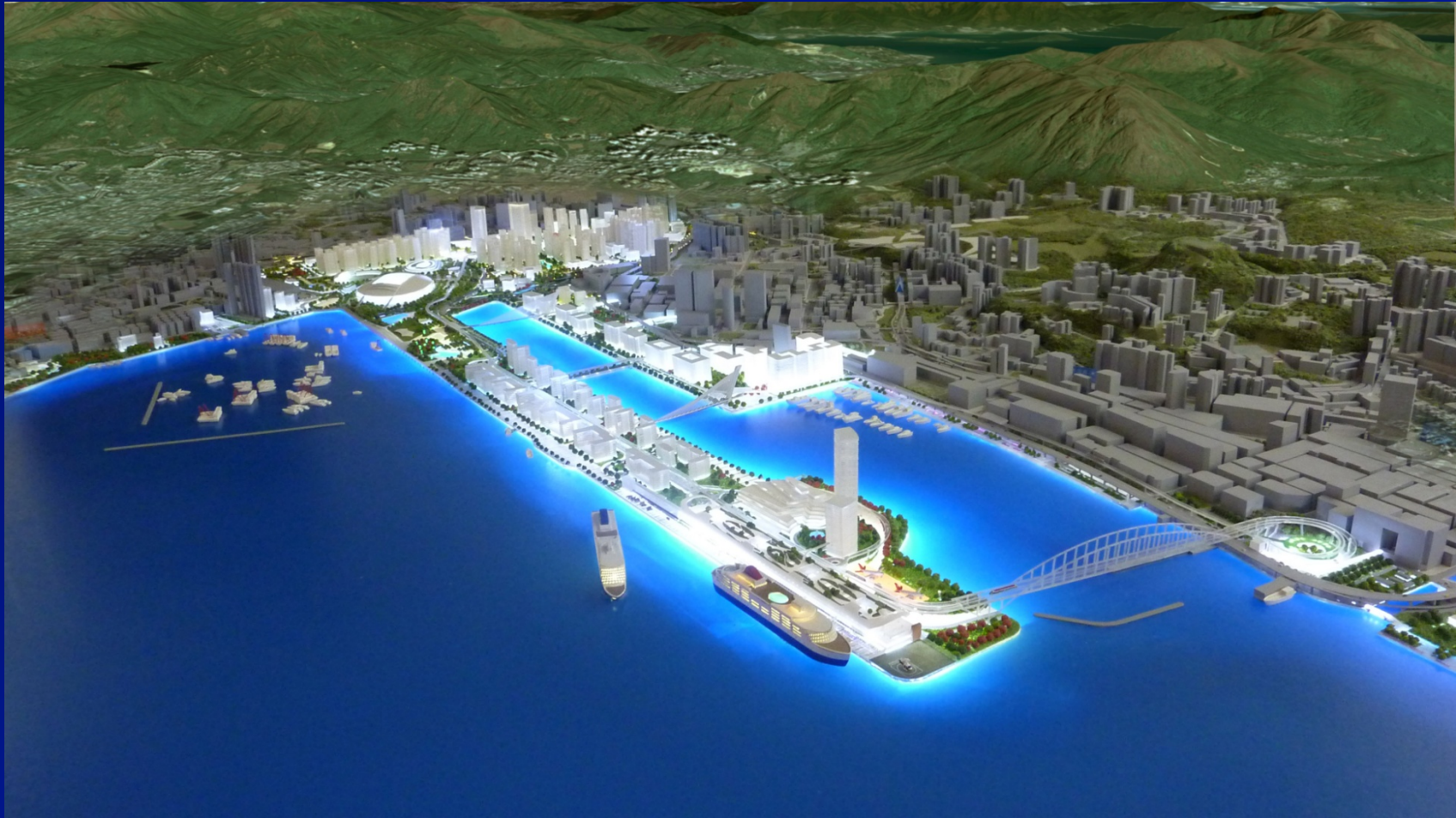


Some Bigger Challenges!

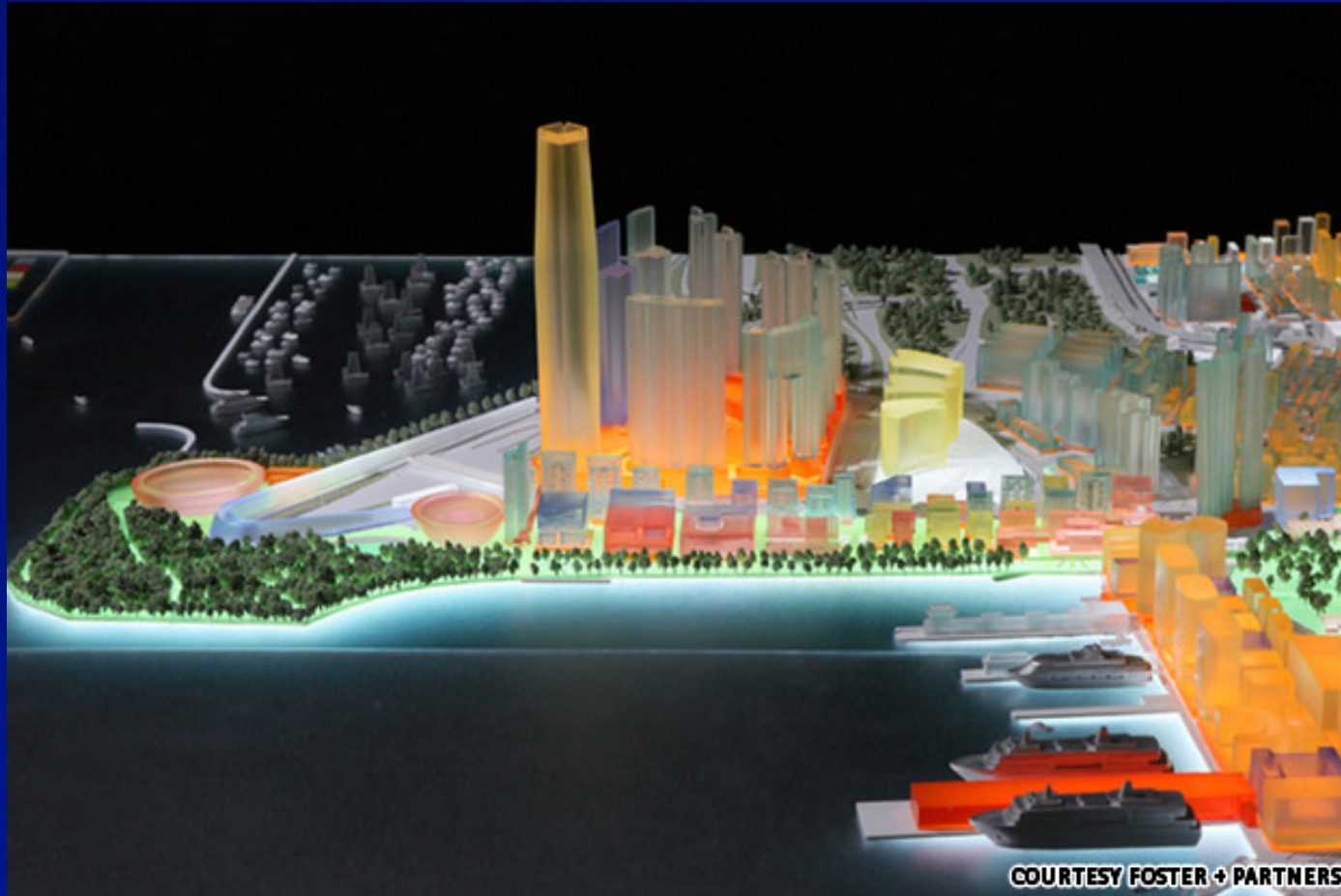
Latest Plan for Central



Kai Tai Development Model



West Kowloon Cultural District



Harbourwide Objectives

- Creating a strategic plan for the whole harbour reflecting the vision and context against which individual projects can be assessed
- Recognise interdependence of land/water uses and understand water dependent and water related priorities
- Foster essential commercial and leisure/recreational uses within the harbour
- Deliver access, vibrancy, connectivity and public enjoyment

Rationalisation of Working Harbour

Programme purpose:

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

Benefits:

- Productive re-use of marine assets
- Minimised environmental costs of waste recovery



Image: Victoria Harbour Cargo Working Area; no copyright

Maritime Heritage Centre

Programme purpose:

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

Benefits:

- major attraction for the public to the water's edge,
- revenue generation and job creation
- stimulate related commercial activities



Image: National Maritime Museum, Sydney; no copyright

Events Arena and Facilities

Programme Purpose:

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

Benefits:

- major attraction for the public to the water's edge
- celebration of Hong Kong's historic relationship with the sea
- increase in public awareness of Hong Kong's maritime heritage



Image: Dragon Boat racing in Victoria Harbour; www.mrbigben.com

Pier Revitalisation

Programme Purpose:

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

Benefits:

- revenue generation and job creation through the fostering of small-scale enterprise
- means of providing financial support and increased business to ferry operations



Image: San Francisco Pier 39; no copyright

Flexible Waterborne Transport

Programme purpose:

- to provide safe, attractive, flexible and energy-efficient water transport along and around the harbour

Benefits:

- increase of accessibility to several important new destinations around the harbourfront by residents, commuters and visitors
- increase of vibrancy at the harbourfront



Image: Sydney Harbour alternative water transport; no copyright

Urban Marinas in Victoria Harbour

Programme purpose:

- to deliver safe mooring and easy access to a wide range of pleasure boats in Victoria Harbour, including a Kowloon-side public marina

Benefits:

- quality of life benefits through public access to a wide range of pleasure boats, including yachts, junks and motor-launches and “P4 sampans” or “open cruisers” for people of all income brackets



Image: Vancouver Harbour urban marina; no copyright

The Case for an Authority

- Body needed with executive powers to ensure delivery of desired outcomes
- Government Departments hamstrung by guidelines and standards
- Interest to involve private sector in harbourfront initiatives
- Well established models operate in case of other waterfronts overseas

Basic Concept

- A Hong Kong tailored model with executive powers to plan, design, develop and manage either in its own right or with partners
- Government owned waterfront to be progressively vested in Authority
- Power to grant long leases but not to dispose
- Recognise existing institutions such as TPB
- Initial subvention and top up from time to time as all initiatives will not be revenue generating or cash flow positive

Thank you